



# TORREY C. BROWN TRAIL EXTENSION FEASIBILITY STUDY FINAL REPORT

PAPER MILL ROAD TO LAKE ROLAND PARK

July 23, 2024





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## EXECUTIVE SUMMARY

Baltimore County enlisted Johnson, Mirmiran, and Thompson Inc. (JMT) to conduct a feasibility study to evaluate options extending the existing Torrey C. Brown Trail from Paper Mill Road to Lake Roland Park. The proposed alignment primarily utilizes property that is already publicly owned by either Baltimore County, Baltimore City, or the State of Maryland.

The proposed trail is approximately seven miles long and includes multiple bridges and roadway crossings. Wherever possible, the trail was designed to cross roadways at signalized or stop-controlled intersections, enhancing safety for trail users. The project includes eight or nine pedestrian and bicycle bridges. The final number of bridges is dependent on the specific trail options that will move into design.

During the initial phase of the project, JMT completed a feasibility analysis of natural and cultural resources within the project area by submitting trilogy letters to regulatory agencies and using publicly available GIS mapping to identify potential impacts of the project. This analysis identified wetlands, wetland buffers, streams, floodplains, rare, threatened, and endangered species (RTE's), and historical resources located within the project area. Additionally, JMT traffic engineers analyzed the existing traffic patterns within the project area to identify potential at-grade roadway crossings and lane reductions. The project team also analyzed Bicycle Level of Traffic Stress (LTS) mapping and conducted multiple field visits to develop feasible trail extension alternatives. 34 trail alignment options were identified and shown to the public in a meeting on March 22, 2023. After the public meeting, the project team also conducted stakeholder meetings. The results of the analyses and public input identified one trail extension alignment option as the most feasible option, which was then moved into conceptual design.

During the conceptual design phase, the project team took a more detailed look at the most feasible option and developed a full horizontal trail alignment. The team also identified several sub-options in specific locations and developed a horizontal trail alignment for each of these sub-options. Potential stormwater management solutions were identified at a conceptual level. A Limit of Disturbance (LOD) was created based on a 25-foot offset from the potential trail and stormwater management locations. The 25-foot offset is intended to be a conservative estimate at this phase of design, and it is anticipated that the total LOD will be reduced in future design phases after more detailed analyses.

After developing this alignment, a minimization and constructability analysis was completed to identify potential ways to reduce the project's overall costs and impacts and to identify potential constructability challenges. The team then used the resulting LOD to create a pre-conceptual

*Table 1: Impacts Analysis and Cost Estimates*

IMPACT	ALIGNMENT OPTION A	ALIGNMENT OPTION B	ALIGNMENT OPTION C
Forested Area (acre)	12 – 13 acres	13 – 14 acres	12 – 13 acres
Streams (LF)	1,700 – 1,900 LF	2,200 – 2,400 LF	2,200 – 2,400 LF
Wetlands (acre)	1.5 – 3 acres	1.5 – 3 acres	1.5 – 3 acres
100-Year Floodplain (acre)	6 – 7 acres	6 – 7 acres	6 – 7 acres
Right-of-Way (acre)	11 – 12 acres	13 – 14 acres	13 – 14 acres
Cost Estimates	\$38 - \$42 Million	\$38 - \$42 Million	\$35 - \$39 Million
New Bridges	Nine bridges	9 bridges	8 bridges

level impacts analysis and cost estimate for the project. The results of these analyses can be seen in **Table 1** and can be used by the County to understand the overall cost to be programmed to move this project forward.

Finally, the team identified Next Steps that will be necessary for the project to continue moving forward into future design phases.



## INTRODUCTION

Baltimore County enlisted Johnson, Mirmiran, and Thompson Inc. (JMT) to perform a study to extend the existing Torrey C. Brown Trail, also known as the North Central Railroad (NCR) Trail, approximately seven miles from Paper Mill Road to Lake Roland Park. Once the trail reaches Lake Roland Park, trail users can utilize the existing trail network within the park to continue south to the Falls Road Light Rail Station. A future joint project between Baltimore City and Baltimore County should be studied to provide the final connection between the existing Jones Falls Trail and the Falls Road Light Rail Station.

The study was divided into two main phases: feasibility study and conceptual design. During the feasibility study, JMT analyzed potential locations for a new trailhead, developed more than 30 potential feasible alignment options, researched existing natural and cultural resources, and developed design criteria and typical sections for all proposed pedestrian and bicycle facilities. At the conclusion of the feasibility study, the County hosted a public workshop seeking input on the proposed alignment options. Based on the prior analyses, information received from the public workshop, and consideration of impacts, an alignment was chosen as the most feasible option to move into conceptual design during the next phase of the study.

During the conceptual design phase, the project team analyzed the most feasible alignment option in more detail. This included developing a horizontal alignment for the full length of the project, developing a permittable stormwater management design at a conceptual level, identifying the Limit of Disturbance (LOD), identifying potential impacts, and developing a conceptual level cost estimate. At the conclusion of the conceptual design phase, the project team hosted a public outreach meeting to present the proposed alignment to members of the public and obtain feedback for the project for when it moves into full design phases. The full design phases are beyond the scope of the current project and are noted within this report in the Next Steps section.

Most of the public comments received focused on the north and south ends of the trail. Based on this input, three additional alignment options were analyzed further. This additional analysis is included in this report.

This report, as prepared by the project team, serves to document the activities and findings of this project, and provide guidance for future design efforts.





## EXISTING CONDITIONS

### Summary of Previously Completed Studies

#### TORREY C. BROWN TRAIL TO YORK ROAD CONNECTION FEASIBILITY STUDY (2010)

The Maryland Transit Authority (MTA) conducted a study to determine the feasibility of connecting the existing Torrey C. Brown Trail from Ashland to York Road, a distance of slightly less than one mile.

The feasibility study identified three major engineering concerns that will need to be addressed for the extension to be completed. The concerns involve construction access, floodplain impacts, and how to tie-in with York Road. Construction access will be difficult between Beaverdam Run and Western Run, as there are no existing roadway connections to the proposed trail in this location, and a new construction access road may be needed. A large span bridge may be required to extend across the 100-year floodplains, which will drive up project costs. The final concern involves how the proposed extension will tie in with York Road and the limited bicycle and pedestrian facilities along the roadway.

The study did not find any “fatal flaws” from an engineering or environmental perspective. The next recommended step was identified to complete a structural inspection of the bridge over Western Run, detailed hydraulic and hydrologic studies, and a Phase I Environmental Site Assessment be completed. The study estimated that the project could be completed for a total cost between \$2.1 million to \$3.2 million.

#### BALTIMORE COUNTY BIKE MASTER PLAN (2012)

The current Baltimore County Bike Master Plan was released in 2012 and included potential bicycle and pedestrian improvements within the County. The Master Plan identified the Torrey C. Brown Trail Extension between Ashland and Warren Road as a Priority 1 improvement, and the Torrey C. Brown Trail Extension between Warren Road and Lake Roland Park (then Robert E. Lee Park) as a Priority 3 improvement.

The Plan identified several other connections with the Torrey C. Brown Trail Extension, including a sidepath along Warren Road, a sidepath along McCormick Road / Beaver Dam Road, trails along Beaverdam Run and Goodwin Run, as well as trails connecting Lake Roland Park with Falls Road and Meadowood Park.

The plan also identified potential east-west connections with residential areas east of York Road and west of I-83 to provide access to the proposed trail extension.

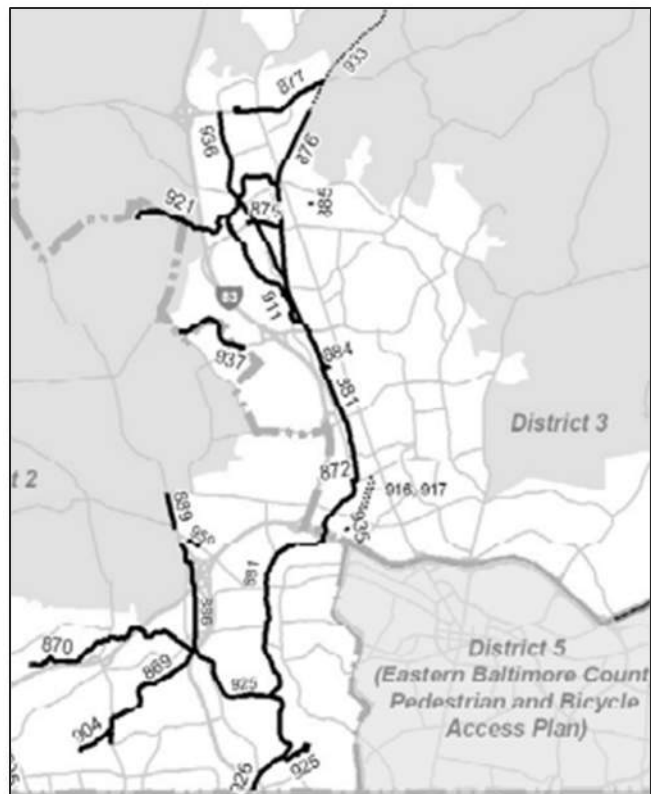
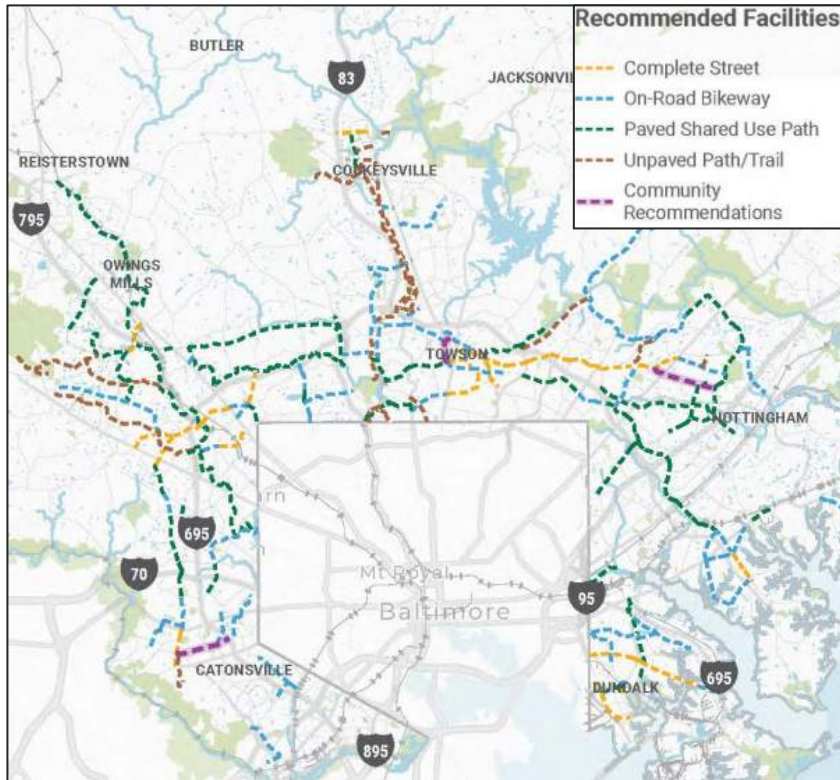


Figure 1: Baltimore County Bike Master Plan Map

**Figure 1** shows a map of proposed future projects within the study area.



### BALTIMORE COUNTY BICYCLE AND PEDESTRIAN MASTER PLAN (2023)

As the Torrey C. Brown Trail Extension project was nearing its conclusion, the County released an updated Bicycle and Pedestrian Master Plan in November 2023.

The updated plan analyzed the existing pedestrian and bicycle network within the county, sought and received community input, developed recommended bicycle and pedestrian improvements across the County, identified policies and programs that will help encourage alternative transportation methods, and developed an implantation plan.

Figure 2: Master Plan Recommended Facilities

The plan identified the need for the proposed Torrey C. Brown Trail extension to the Baltimore City line, and also the importance for spurs off of the proposed trail to provide better access to the trail from nearby residential and commercial destinations.

The Plan identified both Cockeysville and Towson as a combination of Medium Priority and High Priority areas for pedestrian improvements, which includes items such as widening sidewalks, improving pedestrian crossings, and installing streetscape elements and transit amenities.

Figure 2 shows the recommended bicycle facilities within the County.

### BALTIMORE COUNTY MASTER PLAN (2020)

The Baltimore County Master Plan identified large areas within Cockeysville and Timonium as Community Enhancement Areas. Community Enhancement Areas are identified as locations that desire to be compact, mixed-use, and walkable.

The Master Plan also identified several Capital programs in the area, including improvements to the Beltway (I-695), I-83, Warren Road, and York Road. Ongoing coordination will be required with County and statewide departments and agencies to ensure that these Capital programs will not be impacted by the trail extension project.



## Natural Resources

JMT performed a desktop analysis and submitted trilogy letters to regulatory agencies to identify potential natural resources located within the project area. These analyses identified no major concerns for the project area, however future design phases should include more detailed field analysis and further coordination with regulatory agencies to confirm these results and to identify potential tree impacts.

### DESKTOP ANALYSIS

As part of a desktop analysis, JMT reviewed existing GIS Mapping to identify any known wetlands, floodplains, or streams within the project area. The desktop analysis found that the project area contains wetlands and wetland buffers, streams, and FEMA 100-Year floodplains. There are multiple MDE blue line streams, meaning streams that feature flowing water for all or most of the year, shown within the project area, including Beaverdam Run, Western Run (see **Image 1**), Parks Run, and Goodwin Run. The results of the GIS Mapping can be found in **Appendix A**.



*Image 1: Western Run*

### AGENCY COORDINATION

Coordination letters were submitted to the Maryland Department of Natural Resources (MDNR) Environmental Review Program (MDNR ERP), the MDNR Wildlife and Heritage Service (MDNR WHS), the Maryland Historical Trust (MHT), and the United States Fish and Wildlife Service (USFWS). In general, the agencies identified no major concerns within the project area. A summarized response from each agency can be found below. Full responses from each agency are found in **Appendix B**.

#### MDNR ERP

Coordination with MDNR ERP online screening tool shows that the project area intersects one sensitive species project review area and multiple areas of local protected lands including Loch Raven Reservoir, Lake Roland Park, and Meadowood Park.

#### MDNR WHS

MDNR WHS stated that there is one area of potential concern to rare species along the project route. This area is located north of Lake Roland Park and is known to support the following rare, threatened, or endangered species within the project area: Fringed Gentian (*Gentianopsis crinite*), Round-leaved Fame-flower (*Phemeranthus teretifolius*), Serpentine Aster (*Symphotrichum depauperatum*), and Scribner's Witchgrass (*Dichanthelium oligosanthes* var. *schribnerianum*).

MDNR WHS also determined that there is the potential for some forested areas to contain Forest Interior Dwelling Bird habitat. Populations of many bird species which depend on this type of forested habitat are declining in Maryland and throughout the eastern United States.

#### MHT

MHT has determined that this project may have adverse effects on historic properties. Further coordination with MHT will be necessary moving forward with this project.

#### USFWS

The USFWS stated that no federally listed endangered or threatened species are known to exist within the project area except for occasional transient individuals. Additionally, more coordination with USFWS is required for the Northern Long Eared Bat (*Myotis septentrionalis*), although no critical habitat has been designated for this species within the project area.



## TRAIL CONCEPT FEASIBILITY DESIGN

After completing the existing conditions analysis, the project team developed design criteria, over 30 trail alignment options, a summary of traffic patterns, and hosted a public workshop. At the conclusion of these additional analyses, the County selected one trail option to move into Conceptual Design.

The purpose of the design criteria is to identify design elements for the project such as trail widths, offsets, and other constraining factors. These criteria are developed based on guidance provided by international, national, state, and city literature. When conflicting information is present in these guidance documents, the strictest criteria was used for design. Detailed charts and analyses of the design criteria utilized for this project can be found in **Appendix C**.

After analyzing the existing conditions information discussed in the previous section of the report and completing multiple field visits, the project team identified 34 different potential alignments for the proposed trail extension. The different alignments were broken up into the following six separate sections: Ashland to Warren Road, Warren Road to Padonia Road, Padonia Road to Timonium Road, Timonium Road to the Beltway (I-695), I-695 to Lake Roland, Lake Roland to the Falls Road Light Rail Station. **Figure 3** includes a map of all alternatives that were considered. A more detailed description of each of the 34 different alignment options that were considered during the initial phase of the project is included in **Appendix D**.

The project team considered multiple variables when evaluating which trail alignment option should be moved into Conceptual Design. These variables included trail user safety, impacts to natural resources such as wetlands, rare, threatened, and endangered species, and floodplains, constructability, and the response from the public. Additionally, the team recognized that due to the significantly higher population density and large number of industrial and commercial businesses within the study area, the proposed trail will function as a active transportation alternative for many potential users. This is different from the existing Torrey C. Brown Trail, which primarily functions as a recreational trail. The team understands that directness is an important aspect of creating an active transportation alternative.

All proposed trail concepts will include accessible facilities for both pedestrians and bicyclists of all ages and are intended to be used for both recreational and transportational purposes. In areas where there is not enough width to provide separated off-road bicycle facilities, all efforts will be made to install physical barriers between bicycle and vehicular traffic.



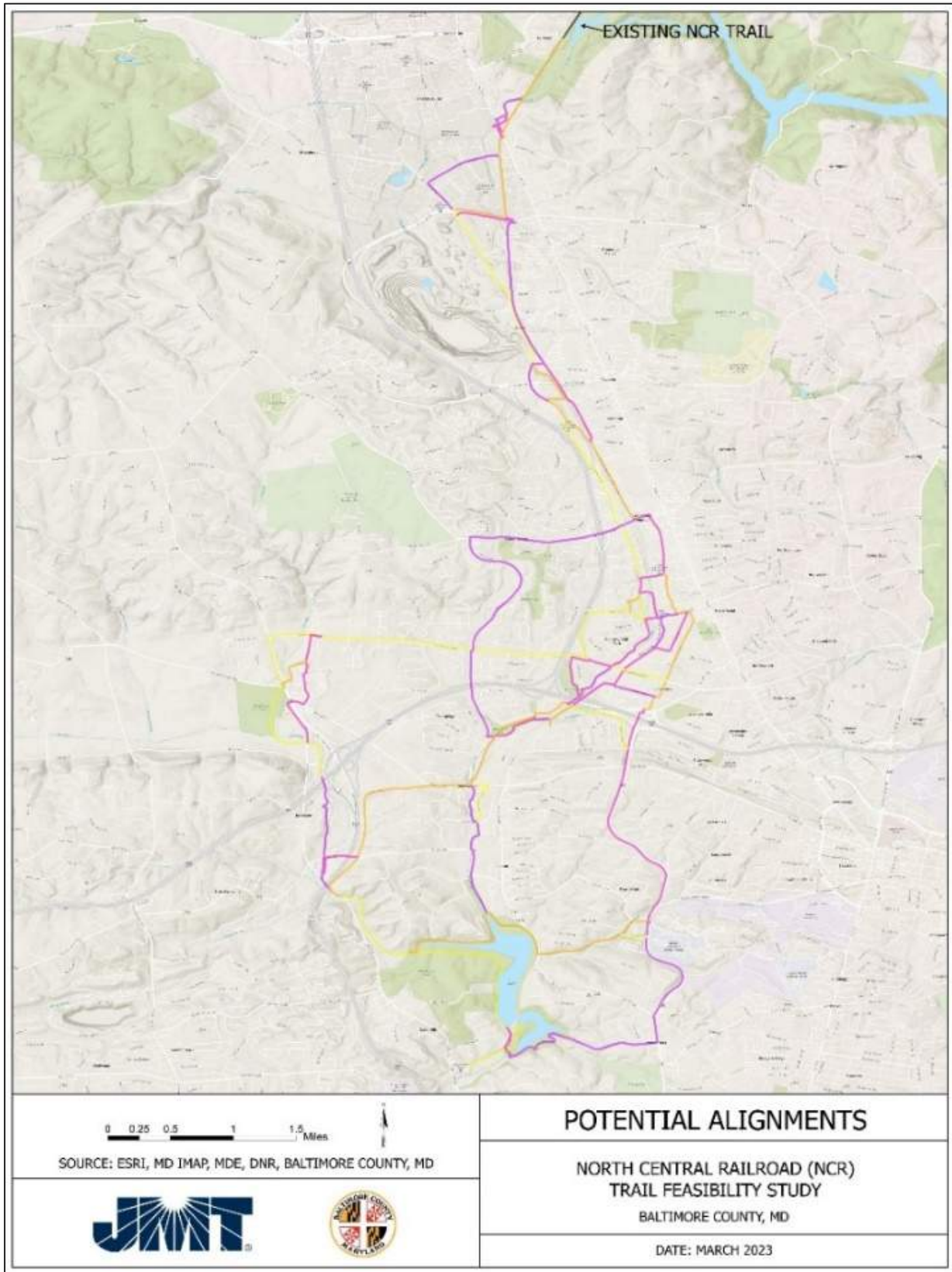


Figure 3: All Alignment Options



## Traffic Analysis Summary

The project team looked at existing traffic including traffic counts and crash history for the study area using publicly available counts and identified the traffic patterns detailed below. Traffic volumes were analyzed to identify potential locations for lane reductions and signal warrant analysis. The existing typical sections and roadway widths of each of the roads discussed below are detailed in the Design Criteria found in **Appendix C**. Up-to-date traffic counts and coordination with MDSHA will be completed during future phases of the project.

### ASHLAND ROAD / PAPER MILL ROAD (MD 145)

The Ashland Road/Paper Mill Road (MD 145) corridor has high directional traffic volumes – westbound in the morning, eastbound in the evening. Tight curves are present in the vicinity of the bridge over Western Run and Ashland Road.

### YORK ROAD (MD 45)

The York Road (MD 45) corridor has high peak period traffic volumes with major intersections at Shawan Road, Ashland Road (MD 145), Wight Avenue, Warren Road, Industry Lane, Cranbrook Road, Padonia Road, Timonium Road, Ridgely Road, and Seminary Avenue (MD 131). Much of the corridor is high density commercial with numerous business access points and turning traffic. Higher concentrations of traffic occur north of Wight Avenue, between Industry Lane and Padonia Road, and in the vicinity of Timonium Road. At Railroad Avenue, natural gaps of lighter traffic are created on York Road by the adjacent Wight Avenue and Warren Road intersections. A new traffic signal for the trail crossing at Railroad Ave is considered feasible without causing major impacts to York Road traffic.

### WARREN ROAD

The Warren Road corridor has high volumes between York Road (MD 45) and Beaver Dam Road with higher volumes west of Beaver Dam Road to I-83. Volumes are too high for reducing mainline lanes along Warren Road; however, the two-way left turn lane could be converted to shorter turn lanes. At the Beaver Dam Road intersection, the east and south sides of the intersection have fewer vehicle conflicts and would be preferable for an at-grade crossing.



*Image 2: Beaver Dam Road north of Texas Station*

### BEAVER DAM ROAD / DEERECO ROAD / GREENSPRING DRIVE

Existing traffic volumes along the Beaver Dam Road / Deereco Road / Greenspring Drive corridor vary significantly along its length. North of Warren Road the corridor has high peak period volumes that drop significantly south of the Warren Road signalized intersection. Between Warren Road and Texas Station Court, volumes are low for the existing roadway capacity (see **Image 2**). A road diet of one lane in each direction is feasible in this section. From Texas Station Court through the Padonia

Road intersection, volumes are too high for a road diet. At the Padonia Road intersection, the north and east sides of the intersection have the fewest vehicle conflicts. Farther south of the Padonia Road



intersection and into the Greenspring Drive section, volumes drop such that a road diet is feasible until reaching the existing intersection with the I-83 northbound ramps north of Timonium Road. From the northbound I-83 ramps through the Timonium Road intersection, volumes are too high for a road diet. At the Timonium Road intersection, the north and east sides of the intersection have the fewest vehicle conflicts for a potential at-grade crossing. South of the Timonium Road intersection, volumes drop enough that a road diet is feasible.

### PADONIA ROAD

The Padonia Road corridor has very high volumes with major intersections at Greenpoint Road, the I-81 ramps (N&S), Beaver Dam Road, Broad Avenue, and York Road (MD 45). The highest volumes occur between I-83 and Beaver Dam Road/Deereco Road with a high volume right turn from Padonia Road eastbound to Deereco Road. The I-83 interchange has several free-flow ramps to and from Padonia Road. Corridor volumes are lower west of I-83 and drop again at Greenpoint Road but are still high during peak periods. The corridor west of I-83 has tight curves and narrow lanes.

### TIMONIUM ROAD

The Timonium Rd corridor has high traffic volumes between I-83 and York Road (MD 45) with major intersections at the I-83 ramps, Greenspring Drive, Aylesbury Road, and York Road. At the I-83 ramps and Greenspring Drive, more traffic conflicts occur on the south side of Timonium Road. Corridor volumes are significantly reduced west of I-83.

### THORNTON ROAD

The Thornton Road corridor south of Timonium Road has low traffic volumes and is wider than is necessary based on the roadway context. A road diet is feasible, particularly between Timonium Road and Seminary Avenue. Thornton Road provides the lowest traffic volumes of the existing crossing of I-695 within the study area. At the southern end, there is more roadway width than needed along Thornton Road as it approaches Joppa Road.

### LUTHERVILLE

East of I-83, local streets within Lutherville have very low volumes but are narrow and have adjacent constraints – the business area to the north along Greenspring Drive, Aylesbury Road, and Ridgely Road to the north, I-695 to the south, and Seminary Avenue (MD 131) to the west. Between Seminary Avenue and the I-695 / Charles Street (MD 139) interchange, there are narrow roadway constraints along Clark Avenue and Bellona Avenue.

### SEMINARY AVENUE (MD 131)

The Seminary Avenue (MD 131) corridor has moderate traffic volumes with sections of higher volume between Mays Chapel Road and Falls Road (MD 25) to the west and between Bellona Avenue and York Road (MD 45) to the east. Afternoon peak volumes are highest when congestion on I-83 / I-695 causes traffic diversions. From Tally Ho Road (west of Thornton Road) to the bridge over I-83, the corridor has excess roadway width.



Image 3: Seminary Avenue Constraints

Portions of the corridor in Lutherville, particularly between Burton Avenue and Front Avenue, have very narrow constraints (see **Image 3**).

### CHARLES STREET (MD 139)

The Charles Street (MD 139) corridor has very high traffic volumes, with the highest volumes occurring between the I-695 interchange and Towsontown Boulevard. Major intersections include the I-695 ramps (E&W), Kenilworth Avenue / Bellona Avenue, Towsontown Boulevard, Malvern Avenue / GBMC, and Bellona Avenue (south). At the I-695 interchange, there are free-flow ramps with very heavy movements to and from the west. Additional constraints are present south of Kenilworth Avenue, at Towsontown Boulevard, and south of Bellona Avenue. Traffic volumes are too high along the Charles Street corridor for a reduction in roadway lanes.

### FALLS ROAD (MD 25)

The Falls Road (MD 25) corridor has significantly varying traffic volumes along its length. The major intersections within the study area include Seminary Avenue (MD 131), Greenspring Valley Road (MD 130), Joppa Road / Jones Falls Expressway, and Ruxton Road / Old Court Road. The highest traffic volumes occur between Seminary Avenue and Joppa Road with a large increase in volume at the Greenspring Valley Road intersection. At Joppa Road, most vehicles continue toward I-695, and lower volumes continue south onto Falls Road. Constraint points along the corridor occur between Seminary Avenue and Joppa Road and in the vicinity of Ruxton Road.

### MINOR ROADWAYS

Between the Falls Road (MD 25) and Roland Run area, Joppa Road, Old Court Road and Ruxton Road have tight curves and narrow roadway widths. The intersection of Ruxton Road, Old Court Road and the I-83 ramp has high peak period volumes. Along Joppa Road, the roadway widens near the Thornton Road intersection and has excess width.

Roadways between the Charles Street (MD 139) corridor and the Roland Run area such as Bellona Avenue, Boyce Avenue, and Malvern Avenue have low to moderate volumes but have tight curves, narrow roadway widths, and hilly terrain. The intersection of Bellona Avenue and Joppa Road has significant constraints due to the intersection skew and hilly terrain.

## Public Workshop

Baltimore County hosted a public workshop on March 22, 2023, from 6:00 – 8:30 p.m. The workshop was well attended, with 80 signatures on the meeting sign-in sheet. There were approximately 20 comment cards filled out by attendees and reviewed by JMT.

Generally, the public is excited about the proposed trail extension and are hopeful that the project will continue to move forward. The public emphasized the need for a safe and accessible trail that can be utilized by all





users. The public also indicated a preference for the trail to be as direct as possible while maintaining safety and limiting impacts.

Additionally, an online public survey was available for additional comments and information gathering. The survey included ten questions, and the project team received 311 responses. Most respondents to the survey lived within Baltimore County or Baltimore City. The online survey results can be found in **Appendix E**. The following represents a high-level summary of the information received through these outreach efforts:

- 290 of the 311 respondents indicated that they use a personal automobile as a regular form of transportation, while only roughly half of respondents indicated that they would walk and/or bike as a regular form of transportation.
- 95% of respondents indicated that they use the existing Torrey C. Brown Trail, with a frequency ranging from once every few months to daily.
- When asked what one word they would use to describe the Torrey C. Brown Trail, the most frequent responses included: *peaceful, beautiful, wonderful, and great*.
- Respondents were asked to rate the following topics based on how important each item was to them about the future trail connection: *Safety, Connections between parks and green spaces, Minimizing interactions with vehicles, Transportation alternatives, Connections with stores and restaurants, Recreational use, Minimizing impacts to natural and cultural resources, and Visibility*. The respondents ranked recreational use and safety concerns as the highest priorities and ranked minimizing impacts to natural and cultural resources and visibility as their lowest priority.
- Approximately 74% of respondents said that extending the trail would make them more likely or much more likely to use the trail, while approximately 14% of respondents stated that extending the trail would make them less likely or much less likely to use the trail. The remaining 12% said that extending the trail would not impact their current use of the trail.
- When asked what one word they would use to describe the proposed Torrey C. Brown Trail extension project, the most frequent responses included: *Exciting, Needed, Great, Awesome, and Overdue*.

## Other Options Considered

In the wake of the public workshop additional options were reconsidered. Due to project budget constraints, conceptual design was not performed on these design options, however they will remain open for further public comment and discussion as the project moves into future design phases.

### ASHLAND AREA ALIGNMENT OPTIONS

The Ashland HOA requested information about two additional alignment options. These options involved either utilizing Paper Mill Road / Ashland Road to connect to York Road or diverting the trail off of the old railroad alignment near Ashland to be located further into the woods and away from the community. Both of these options are discussed in more detail in the following pages. **Appendix F** contains a letter from the Ashland HOA discussing their specific concerns about the project, and the County's response to those concerns.



*Ashland Road / Paper Mill Road Alignment*

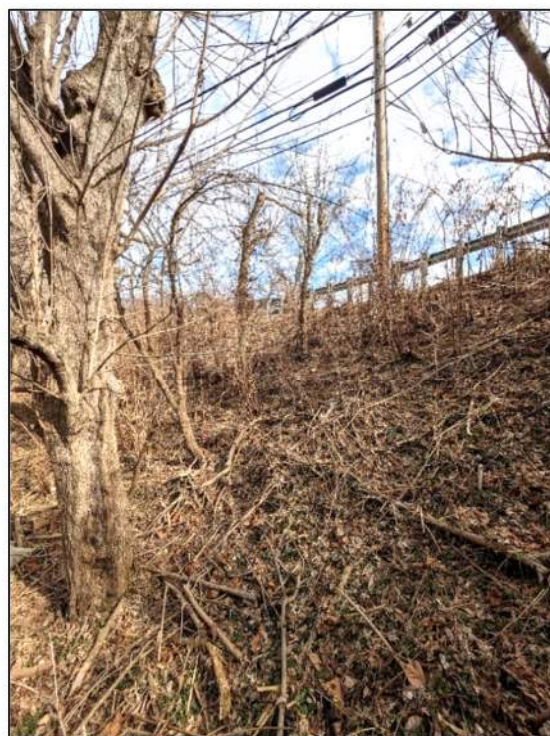
This alignment option utilizes Paper Mill Road and Ashland Road to connect from the existing Torrey C. Brown Trail at the crossing of Paper Mill Road to York Road. While there are short sections of existing bike lanes and existing sidewalks along this roadway, most of the existing roadway includes high traffic volumes at high speeds and a twisting, narrow roadway (see **Image 4**). This is not conducive for most pedestrians and bicyclist trail users.

The project team considered installing a shared-use path alongside the roadway, however, this was not considered to be the preferred option due to the following:



*Image 4: Narrow shoulders on Ashland Road*

- There are steep grades on hillsides along the roadway in several locations, which indicates that widening of the roadway corridor for a new pedestrian and bicycle facility would need to “chase grade.” This means that the number of impacts to items such as neighboring properties, forests, wetlands, and other resources, will be significantly larger than just the width of the new shared-use path. (See **Image 5**)
- Specifically, there are residences along Berrycrest Court, Wineleaf Court, Snowberry Court, Timberwood Court, and / or Ferrous Court that are likely to be significantly impacted by widening the roadway corridor.
- There are a significant number of utility poles that will need to be removed and replaced to widen the roadway corridor.
- The existing Ashland Road bridge over Western Run is not conducive for pedestrian and bicycle use, a new bridge will be required. Directing the trail through the woods towards and across Western Run will have significant impacts to trees and wetlands along Western Run.
- Similarly, the team discussed the possibility of a “Shawan Road Extension” option, in which a shared-use path is built connecting the terminus of Shawan Road next to Giant with Ashland through the existing forest. This will also have significant impacts on trees, wetlands, and floodplains.



*Image 5: Steep grades along Ashland Road*



- As Ashland Road approaches the intersection with York Road, there is no available width alongside the roadway for a shared-use path. Installing a shared-use path will require right-of-way and impacts to the businesses on either the north or south side of Ashland Road.
- Similarly, once the trail turns south onto York Road, there is currently no available width for installing a shared-use path, and the existing York Road is not conducive for most bicyclists.
- As the trail continues further south, it will also need to cross Beaverdam Run via either York Road or Beaver Dam Road. Neither of the existing bridges are conducive for bicyclists, meaning that a new bridge would be needed along a separate alignment from the roadway. This will have impacts on forests and floodplains around the bridge, and potentially to businesses along either roadway.
- Finally, overall, this option is less direct than continuing to follow the old railroad alignment towards York Road. By being less direct, the trail loses some of its desirability as a transportation alternative.

#### *Ashland Option 2*

Members of the Ashland Homeowners Association (HOA) raised concerns that private property would be impacted by the proposed trail extension as it continues south beyond its current limits onto the old railroad easement. The easement in this location is currently owned by the State of Maryland Department of Natural Resources (DNR) and no impacts to private property are anticipated at this time. At the request of the HOA, the team considered an additional option that would place the trail within the woods east of the existing railroad easement. The

property east of the railroad easement is technically part of Loch Raven Reservoir and is owned by Baltimore City. This option is not being ruled out for further studied in future design phases; however, at



*Image 7: Approximate location of Ashland Option 2*



*Image 6: Approximate location of Ashland Option 2*

this time it is considered unlikely to be supported by regulatory agencies due to the following:

- This option will impact trees and forests, while the railroad easement option is unlikely to include any additional impacts to natural resources. (See **Image 6**)
- This option will direct the trail through the location of the old Ashland Iron Works factory, where there is potential for hazardous materials (hazmat). At a minimum, a Phase 1 Environmental Site Assessment (ESA) must be conducted to determine ground conditions and identify if additional testing will be required. (See **Image 7**)

## MEADOWOOD PARK CONNECTION

This trail alignment option would connect Lake Roland Park with the Torrey C. Brown Trail through Meadowood Park (see **Figure 4**), and is the proposed alignment supported by the Lake Roland Nature Council and the Ruxton-Riderwood-Lake Roland Area Improvements Association (RRLRIA). The eventual goal to link these two parks should continue to be studied in the future and using this connection as part of the Torrey C. Brown Trail will continue to be an option. Additional communications with RRLRIA are found in **Appendix G**. This will need more study in the future to mitigate design challenges such as:



*Image 8: Jones Falls south of Meadowood Park*

- Directing the Torrey C. Brown Trail extension to Meadowood Park is less direct than Roland Run, which may be less desirable for use as a transportation alternative.
- Almost the entire alignment shown in **Figure 4** would be built in the 100-year floodplain and significant portions will be built on right-of-way that is owned by private individuals or private utility companies.
- The proposed crossing of Jones Falls south of Meadowood is in the floodplain, heavily forested, and will pass through multiple wetlands. (See **Image 8**)

- There is no available space to cross under the existing I-695 overpass over the Jones Falls Expressway (JFX) and Jones Falls on the west side of Jones Falls. There is space on the east side, however it will be adjacent to, but physically separated from, the JFX. This could reduce user comfort due to noise and safety concerns. (See **Image 9**)
- The existing I-695 EB to I-83 SB ramp bridge over Jones Falls is scheduled to be replaced soon, coordination with SHA should be initiated to ensure that the proposed trail can be constructed under the bridge at a future date.
- Connecting from Meadowood Park to Thornton Road to continue the trail will require a new pedestrian and bicycle crossing of Falls Road at either W Seminary Avenue, Greenspring Valley Road, or W Joppa Road. All three intersections will include wide crossings with high volumes of vehicular traffic and include slip ramps that should be removed for pedestrian and bicycle crossings.



*Image 9: I-695 overpass of JFX and Jones Falls*



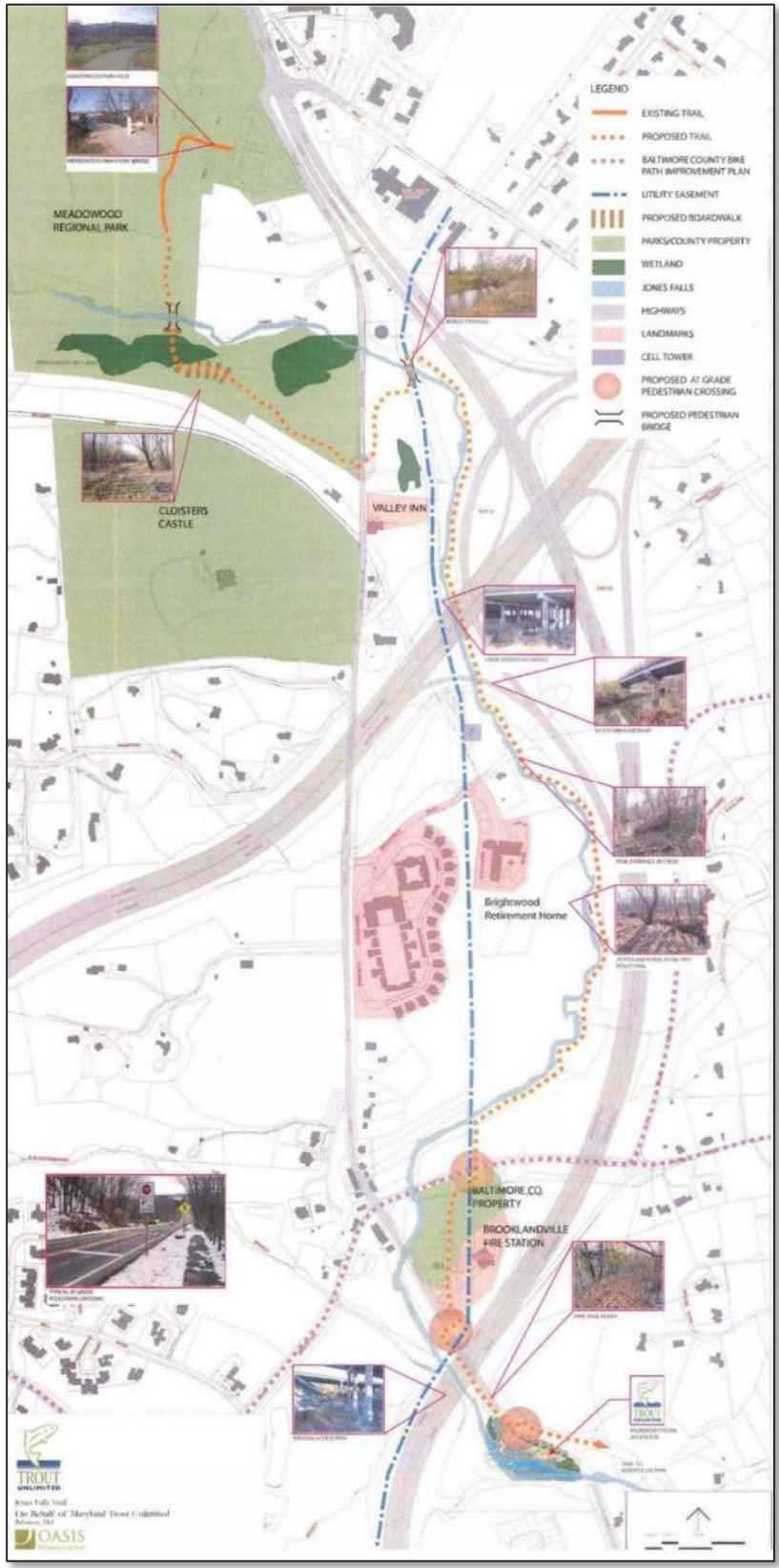


Figure 4: Lake Roland Nature Council Proposed Trail Alignment



## Most Feasible Option

After the completion of the public workshop and additional stakeholder meetings, one option was considered the most feasible of all potential routes. This option was considered most feasible based on a combination of public feedback, constructability, directness, and safety. The most feasible option combined the following options discussed in the *Detailed Discussion of Concepts* section in **Appendix D** of this report:

- Ashland to Warren Road – *NCR Railroad Route*
- Warren Road to Padonia Road – *Western Route*
- **Padonia Road to Timonium Road** – Combination of the *Beaver Dam Road Connection*, the *NCR Railroad Route*, and *Greenspring Drive*
- **Timonium Road to I-695** – *Thornton Road Connection*
- **I-695 to the Vicinity of Lake Roland Park** – Combination of West NCR Railroad Connection and either Roland Run Connection OR Roland Run Connection Alternative.
- Vicinity of Lake Roland Park to the Falls Road Light Rail Station – Combination of *Towson Run* and *Greenspring Branch Trail*

The selected option is highlighted in red on **Figure 5**.

## Potential Trailhead

### BEAVER RUN LANE

The team analyzed a potential new trailhead to be located along York Road off of Beaver Run Lane. This trailhead is located on County-owned property, however it is located entirely within the FEMA 100-year floodplain and FEMA Floodway of Beaverdam Run. The additional pavement needed for a trailhead will only exacerbate the flood concerns of the area.

### PARK AND RIDE LOTS

The team did not identify any other potential locations for a new trailhead to be constructed due to constraints within the project area. However, there are existing park and ride lots at Warren Road, the Timonium Fairgrounds, and Falls Road that could, with coordination and buy-in from MTA, potentially function as trailheads at each location. Additionally, there is existing parking for trailheads within Lake Roland Park and along Falls Road that could potentially be formalized and upgraded as part of future related projects to the proposed extension.



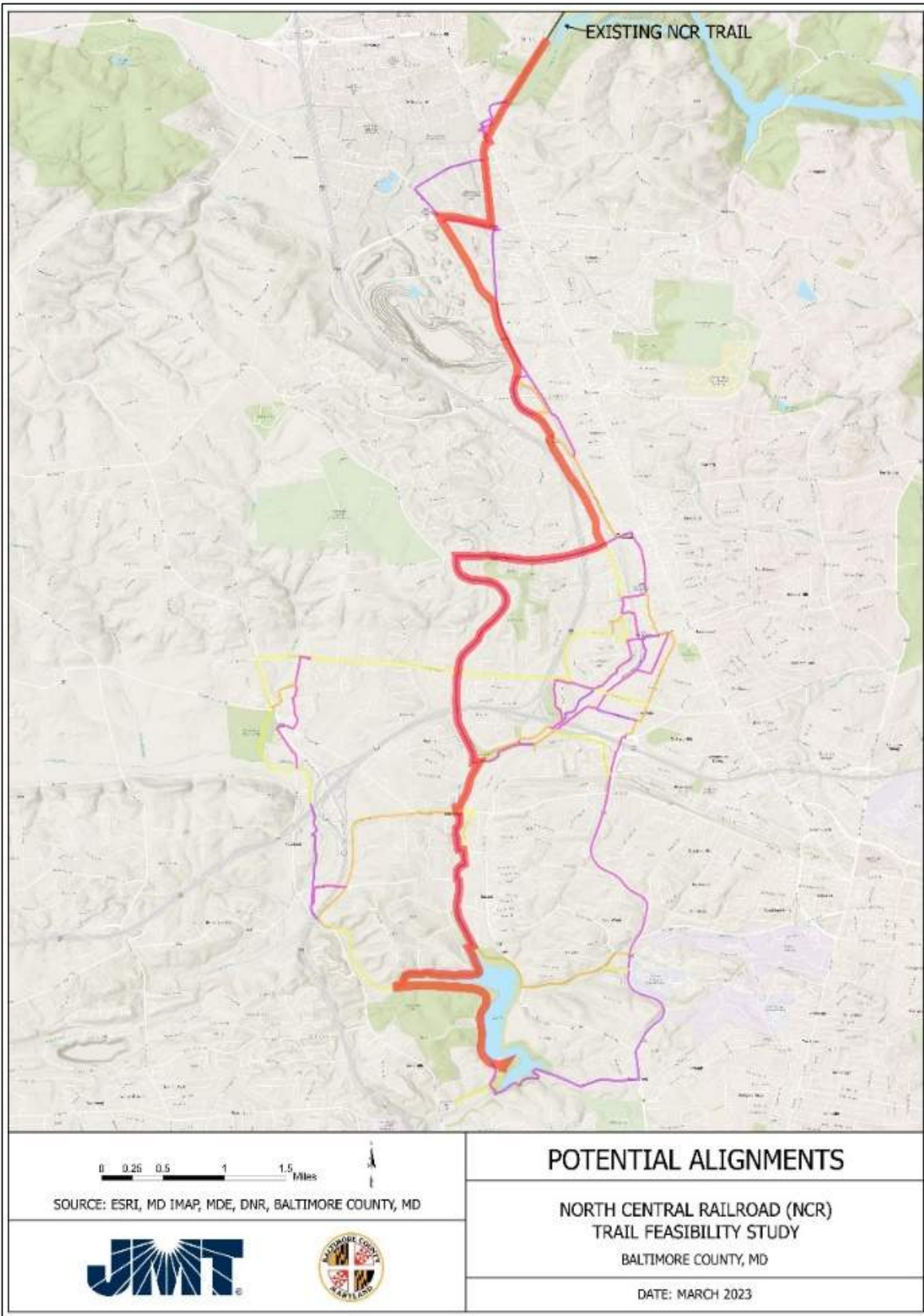


Figure 5: Selected Option (highlighted in red)



## CONCEPTUAL DESIGN

The most feasible option for the proposed trail, as identified earlier in this report, was then developed to conceptual design phase. As part of the conceptual design, the team developed horizontal alignments for the trail, including multiple sub-options in specific locations, developed a stormwater management concept, identified proposed bridge structures, developed a conceptual level impacts analysis and cost estimate, analyzed constructability, and attended a second public outreach meeting to present the trail concept to the public. Plan sheets showing the selected option with the sub-options in specific locations can be found in **Appendix H**.

### Conceptual Trail Design

The Conceptual Trail Design took the selected option from the maps shown above and developed exactly how the trail will fit onto the proposed alignment.

#### ASHLAND TO WARREN ROAD

*Ashland Road to approximately 1,400 feet northeast of York Road (Sheet 1 of 15)*

Beginning in Ashland, all three options continue southwest along the old railroad alignment for approximately 1,500 feet until reaching Western Run. At Western Run, there is an old existing rail bridge that is still standing but is in poor condition. The project team proposes to use the existing bridge frame and to install new bridge decking for the proposed trail to cross the stream without requiring an entirely new structure. After crossing Western Run, all three options will continue southwest along the old railroad alignment for approximately 1,000 feet until reaching Beaverdam Run. At Beaverdam Run, the project will install a new pedestrian and bicycle bridge that is approximately 530 feet long connecting across Beaverdam Run.

*Approximately 1,400 feet northeast of York Road to south of Cockeyville Road (Sheet 2 of 15)*

The trail will then continue southwest on the old railroad alignment for approximately 1,400 feet until reaching York Road near the existing York Road / Railroad Avenue intersection. Currently a portion of the railroad right-of-way near York Road is being used as parking for Kelly's Body Shop, and future design stages of the project should include discussions with Kelly's Body Shop about how to best fit in the trail while minimizing impacts to their operations.



*Figure 6: Railroad Avenue and York Road intersection improvements*

At the intersection of York Road and Railroad Avenue, the project team is proposing a new traffic signal and a pedestrian refuge island to provide a safe roadway crossing for trail users (see **Figure 6**). After the trail crosses York Road, it will continue along the west side of Railroad Avenue. Existing parking along the east side of the Railroad Crossing complex alongside Railroad Avenue will be reconstructed to install the shared-use path, however, there are not anticipated to be any permanent lost parking impacts at this time.

The proposed trail will continue along the east side of Railroad Avenue until reaching Cockeyville Road. It will then cross Cockeyville

Road via a new mid-block crossing and continue onto the old railroad alignment. Future design phases should include an analysis of potential traffic calming measures on Cockeysville Road to create a safe mid-block crossing. The proposed trail will continue on the old railroad alignment for approximately 2,800 feet until reaching Warren Road.

## WARREN ROAD TO PADONIA ROAD

*South of Cockeysville Road to Texas Station (Sheet 3 and Sheet 4 of 15)*

At Warren Road, the trail will cross the light rail tracks and then continue west along the north side of the roadway. To cross the light rail, the existing two-way center turn lane (TWCTL) will be removed and shorter left turn lanes installed in its place on Warren Road. By removing the TWCTL, a roadway diet can be completed at the light rail tracks, to allow the trail to briefly use the existing roadway, before turning back off the roadway onto a shared-use path. The on-road section of the trail will include a physical barrier providing separation from vehicular traffic for user comfort and safety.

The proposed trail will continue along the north side of Warren Road until reaching Beaver Dam Road. The existing sidewalk alongside the road will be removed and a new shared-use path will be built with a five-foot-buffer from the roadway. Once the trail reaches the intersection with Beaver Dam Road, it will cross Warren Road on the east leg of the intersection, and then cross Beaver Dam Road on the south leg of the intersection. As mentioned in the *Traffic Analysis Summary* in this report, the existing Beaver Dam Road south of Warren Road has a low amount of vehicular traffic, and a road diet is recommended. The road diet will remove two of the four travel lanes, so that the new typical section on Beaver Dam Road will include two travel lanes, a 12' landscaped grass median separating the trail from vehicular traffic, and a 12' shared-use path within the existing roadway curb-to-curb width (see **Figure 7**). All turning movements will be maintained, with left turn lanes installed for connecting roadways. The road diet on Beaver Dam Road will extend from Warren Road to just north of Texas Station, a distance of approximately 1.25 miles.



*Figure 7: Beaver Dam Road existing and proposed typical sections. (created using Streetmix.net)*

*Texas Station to Padonia Road (Sheet 5 of 15)*

As Beaver Dam Road approaches Texas Station, there is an increase in traffic volumes on the roadway. Due to this, approximately 200 feet north of the Texas Station signalized intersection the road diet will end and the proposed trail will transition off the existing roadway footprint and onto a new shared-use path along the west side of the roadway. A new pedestrian and bicycle bridge will be built over Goodwin Run, and the trail will continue along the west side of the roadway until reaching Padonia Road. At the signalized intersection of Beaver Dam Road and Padonia Road, the trail will cross Beaver Dam Road on the northern leg of the intersection and Padonia Road on the eastern leg of the intersection.

## PADONIA ROAD TO TIMONIUM ROAD

*South of Padonia Road to Timonium Fairgrounds Park and Ride (Sheets 6A and 6B of 15)*

After crossing Padonia Road, the trail will continue south along the east side of Deereco Road by widening the existing sidewalk from five feet to ten feet. There are multiple driveway and parking lot





crossings along this section of Deereco Road and green paint will be installed at these crossings to provide extra visibility and awareness. Approximately 2,000 feet south of the Padonia Road / Deereco Road / Beaver Dam Road intersection, Deereco Road turns into Greenspring Drive, and the trail will continue south alongside Greenspring Drive.

*Timonium Fairgrounds Park and Ride to Timonium Road (Sheets 7A and 7B of 15)*

As the trail continues south and passes the Timonium Fairgrounds Park and Ride, there are two potential trail options:

- **Greenspring Drive Sub-Option 1:** Sub-option 1 proposes a road diet on Greenspring Drive. Greenspring Drive is currently 48-foot-wide with parking lanes on both sides of the road. Option 1 would complete road diet to remove the parking lane on the east side of the road and convert it into a two-way cycle track with a physical barrier separating bicyclists from vehicles. Pedestrians would continue using the existing sidewalk. The trail will continue as a cycle track with adjacent sidewalk until reaching the intersection of Greenspring Drive with the I-83 Northbound (NB) ramps. The proposed trail will cross Greenspring Drive on the south leg of this existing signalized intersection and then continue as a shared-use path along the west side of Greenspring Drive until reaching Timonium Road. To maximize trail user safety, the project team recommends that the existing slip ramp from I-83 NB to southbound (SB) Greenspring Drive should be removed. Additionally, the existing parking lot between the I-83 ramps and Timonium Road may need to be reconstructed as part of the installation of the shared-use path.
- **Greenspring Drive Sub-Option 2:** Sub-option 2 proposed to continue the shared-use path along the east side of Greenspring Drive south of the Timonium Fairgrounds Park and Ride all the way to Timonium Road. This will most likely require the reconstruction of several parking lots along this stretch of roadway and will have trail users cross Greenspring Drive at the busier Greenspring Drive and Timonium Road intersection.

## TIMONIUM ROAD TO I-695

*Greenspring Drive to Spencer's Way (Sheets 7A and 7B of 15)*

Once the trail reaches Timonium Road via either of the two options discussed above, it will then turn west onto Timonium Road along the north side of the roadway. The existing sidewalk will be widened into a shared-use path. As the trail crosses under I-83, there is a pinch point where the existing sidewalk cannot be widened under the overpass without major impacts to the bridge. At this location the proposed trail width will not meet the recommended guidance for a shared-use path, so advanced signing will be critical to ensure that bicyclists and pedestrians know that there is two-way traffic and that bicyclists *must* walk their bike under the overpass.

After the trail crosses under I-83, it will approach the intersection of Timonium Road and the I-83 SB ramps. The existing intersection has high speed slip ramps for right turns, which are potentially dangerous for pedestrians and bicyclists. The project team recommends that these slip ramps are removed as part of the the trail installation, and all intersection movements are pulled into a standard three-legged intersection.

*Spencer's Way to Thornton Road (Sheet 8 of 15)*

The trail will then continue as a shared-use path along the north side of Timonium Road by widening the existing sidewalk along the roadway. The trail will cross several driveways and smaller residential roads in this section and it will be important to use signing / marking and / or traffic calming techniques to increase driver awareness of these crossings. The trail will continue along the north side of Timonium Road until



reaching the existing signalized intersection at Thornton Road. The proposed trail will then cross Timonium Road and onto Thornton Road. On Thornton Road the project team is proposing a road diet, with separated bike lanes for bicyclists, while pedestrians will continue using the existing sidewalk. The road diet will be completed by removing the existing parking lanes on Thornton Road, and converting them into five-foot-wide bike lanes that are physically separated from vehicles (see **Figure 8**).

*Battersea Bridge Court to Seminary Avenue (Sheet 9 of 15)*

The proposed trail will continue south on Thornton Road as a combination of separated bike lanes and sidewalk for approximately 6,000 feet until reaching the existing signalized intersection with Seminary Avenue.

*Seminary Avenue to I-695 (Sheet 10 of 15)*

The trail will cross Seminary Avenue on the east leg on the intersection and then continue south along the east side of Thornton Road as a shared-use path. The shared-use path will be constructed by widening the existing sidewalk in this section from five feet to ten feet. The proposed trail will continue along the east side of Thornton Road for approximately 1,100 feet until reaching the intersection with Jamieson Road. At Jamieson Road, the trail will cross Thornton Road on the north leg of the intersection and continue south along the west side of Thornton Road. Traffic calming and advanced signing and marking should be installed as part of the Thornton Road crossing to enhance driver awareness and provide a safe crossing for pedestrians and bicyclists. The trail will continue south along the west side of Thornton Road as it crosses under I-695 at the existing I-695 overpass of Thornton Road.



*Figure 8: Thornton Road existing and proposed typical sections. (created using Streetmix.net)*

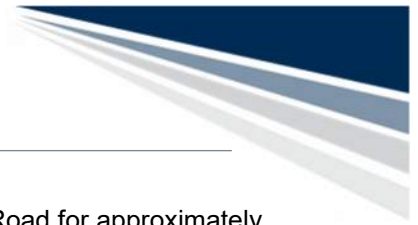
## I-695 TO THE VICINITY OF LAKE ROLAND PARK

*I-695 to Jeffers Road (Sheet 10 of 15)*

The proposed trail will continue south along the west side of Thornton Road as a shared-use path for approximately 1,100 feet until just south of Landon Road, where the existing roadway widens out to include parking lanes on each side of the road. The project team is proposing to remove the parking lane on the west side of the roadway and install a two-way cycle track (example shown in **Image 10**) with physical separation from vehicles in its place. The cycle track will be built so that it will not impact residential driveways along the roadway.



*Image 10: Cycle track example*



*Jeffers Road to W Joppa Road (Sheets 11A and 11B of 15)*

The proposed trail extension will continue as a two-way cycle track on Thornton Road for approximately 1,200 feet until reaching the intersection of Thornton Road and Essex Farm Road. The trail will then turn east onto Essex Farm Road for approximately 200 feet before turning south onto an existing grass trail alongside Roland Run. The proposed two-way cycle track will continue on Thornton Road for approximately 350 feet until reaching Landrake Road. This will provide access to Riderwood Elementary School and from the surrounding residential neighborhoods to the proposed trail. The existing grass trail along Roland Run will be formalized into an accessible shared-use path and will continue south along Roland Run for approximately 1,700 feet, where the existing trail terminates. The proposed trail will continue past the terminus of the existing trail via a new bridge across Roland Run that connects back along the east side of Thornton Road and then along Thornton Road until reaching and crossing Joppa Road at the existing traffic signal.

*W Joppa Road to Circle Road (Sheets 12A and 12B of 15)*

After crossing to the south side of Joppa Road, there are two potential trail options continuing south along Roland Run:

- **Roland Run Sub-Option 1:** Sub-option 1 will install a new shared-use path along the south side of Joppa Road for approximately 500 feet until turning south onto Ruxway Road. This section of the roadway is constrained by existing utility poles, slopes, and roadside trees, and a new facility will require retaining walls to construct. Once the trail turns south onto Ruxway Road, it will utilize a bike boulevard along Ruxway Road and along Springway Road. The concept of a bike boulevard is that for low speed residential roadways, bicycle users are prioritized over vehicular users. This is done through a combination of signing, striping, and traffic calming measures on the roadway. The proposed bike boulevard will continue along Springway Road for approximately 1,500 feet before turning southwest via a new shared-use path onto an existing county-owned property, crossing Roland Run via a new pedestrian and bicycle bridge, and then reaching Roland Avenue.

The trail will cross Roland Avenue at-grade, and continue south onto an existing paved county-owned access easement for approximately 500 feet. Once the trail reaches the southern limit of the existing paved section, it will continue south along Roland Run, through the forest until reaching Ruxton Road. The trail will cross Ruxton Road at-grade and then continue south through the existing forest on County-owned property along Roland Run.

Approximately 700 feet south of the crossing of Ruxton Road, the trail will briefly turn southeast to cross Roland Run via a new pedestrian and bicycle bridge, and then continue south along the west side of Ruxton Road until reaching the intersection with Circle Road. The proposed trail will then cross Circle Road at-grade, continue south onto an existing County-owned property for approximately 400 feet, and then transition over onto Baltimore City owned property along Roland Run. As the project approaches Lake Roland, the project team is proposing a large, roughly 1,200-foot-long boardwalk bridge between Circle Road and L'Hirondelle Club Road to be built above existing floodplains and wetlands to reduce impacts to existing resources.

- **Roland Run Sub-Option 2:** Sub-option 2 will install a new shared-use path along Roland Run extending south from Joppa Road at the intersection with Thornton Avenue. The new shared-use path will begin on County-owned property along the east side of Roland Run. The trail would continue along the east side of Roland Run for approximately 450 feet before crossing over to the west side of Roland Run via a new pedestrian and bicycle bridge. The trail would then continue along the west side of Roland Run, cross Willow Avenue, and continue for approximately 1,100 feet until reaching Roland Avenue. The majority of the existing right-of-way that will be impacted

by the trail in this area is County-owned, however the County may need to acquire some privately owned property to connect the trail.

The trail will cross Roland Avenue at-grade, and continue south onto an existing paved county-owned access easement for approximately 500 feet. Once the trail reaches the southern limit of the existing paved section, it will continue south along Roland Run, through the forest until reaching Ruxton Road. The trail will cross Ruxton Road at-grade and then continue south through the existing forest on County-owned property along Roland Run.

The trail will remain along the west side of Roland Run for approximately 1,200 feet until reaching Circle Road. There are three privately owned properties as the trail approaches Circle Road that will require the County to purchase additional right-of-way, however the houses located on these properties will not be impacted by the trail. Once the trail reaches Circle Road, it will utilize Circle Road until reaching the southern limits of Circle Road, at which point it will continue south onto Baltimore City property via a new shared-use path on a boardwalk bridge. The boardwalk bridge is being proposed to reduce impacts to existing wetlands in this area and will be approximately 1,000 feet long.

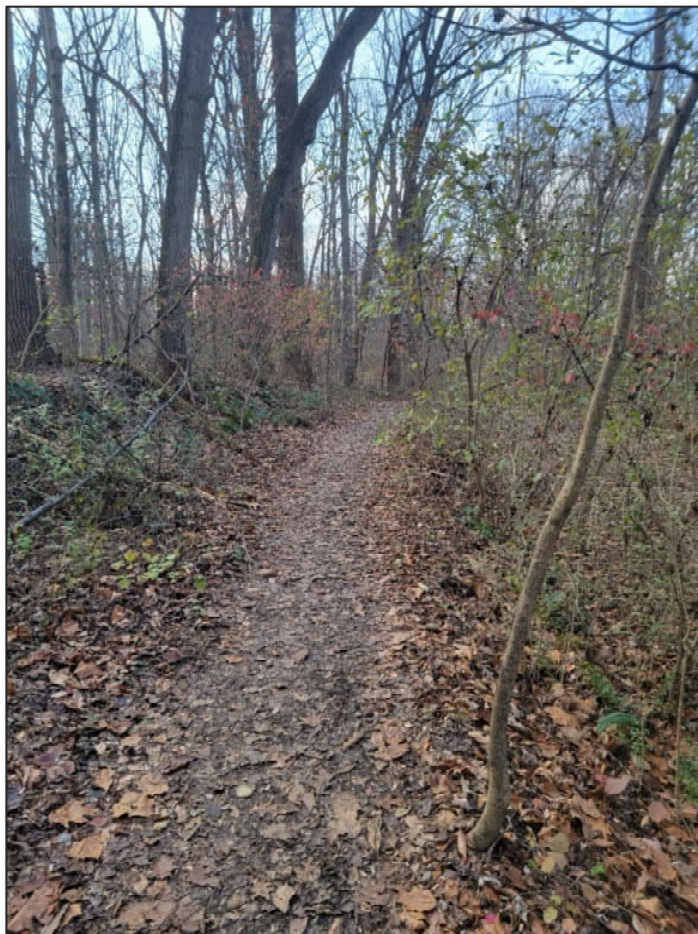
#### VICINITY OF LAKE ROLAND PARK TO THE FALLS ROAD LIGHT RAIL STATION

*Circle Road to Lake Roland Park (Sheets  
13A and 13B of 15)*

For both options, the trail will then cross L'Hirondelle Club Road at-grade, and continue onto a new boardwalk bridge shared-use path over existing wetlands. The proposed bridge will be approximately 400-feet-long and then transition onto an existing unpaved trail within Lake Roland Park (see **Image 11**).

*Lake Roland Park (Sheet 14 of 15)*

The existing trail within Lake Roland Park will be formalized into a gravel or paved shared-use path. The existing trail continues along the western edge of the lake for approximately 5,000 feet until reaching a separate trail within the park that utilizes the right-of-way from an old railroad spur. The proposed trail will then turn east onto the existing railroad spur trail, cross Jones Falls via an existing bridge, and continue onto the existing trail within Lake Roland Park. This existing trail will also be upgraded to be an accessible trail that is either paved or hard-packed gravel.



*Image 11: Existing unpaved trail within Lake Roland Park*



*Lake Roland Park (Sheet 15 of 15)*

The proposed Torrey C. Brown Extension will continue along the existing trail, upgrading it to be accessible for all users, for approximately 5,500 feet, at which point there will be two potential options to cross the existing light rail tracks within the park:

- **Lake Roland Park Sub-Option 1:** Sub-option 1 will continue along the existing trail and cross over the light rail at the existing at-grade light rail crossing (see **Image 12**).

The and make accessibility and safety improvements to the existing at-grade crossing as necessary. After crossing the light rail, the existing trail will be reconstructed to provide an accessible facility such that the maximum vertical grade will be 5%. This will most likely include significant impacts to the existing trees and forest located along Lake Roland. After approximately 600 feet, the trail will leave the forested area along Lake Roland and enter into the grassy and maintained area of Lake Roland Park and connect with the existing paved trail network within the Park. This existing paved trail network can then be used to connect with the Lake Roland Park Nature Center and the Falls Road Light Rail Station.



*Image 12: At-grade light rail crossing within Lake Roland Park*

- **Lake Roland Park Sub-Option 2:** Sub-option 2 will create a new grade-separated crossing of the light rail via a new pedestrian and bicycle bridge. The bridge approach from the west will include a 5% for roughly 700 feet towards the light rail tracks. As the trail approaches the tracks the bridge will flatten out as it crosses the light rail roughly 35 feet above the tracks.. After the bridge crosses the light rail it will tie in with the ground at roughly the same elevation as the bridge on the east side of the light rail. The proposed trail will then continue through a short section of existing forest until entering into the grassy and maintained area of Lake Roland Park, where it will connect with the existing paved trail network within the Park. The existing paved trail network can then be used to connect with the Lake Roland Park Nature Center and the Falls Road Light Rail Station.



## Conceptual Stormwater Management Design

As part of the Conceptual Design stage of the project, the project team identified conceptual level stormwater management design solutions.

### METHODOLOGY

Stormwater Management (SWM) is required in accordance with the Baltimore County Code, which was revised to incorporate State-mandated changes resulting from the passing of the Storm Water Management Act of 2007. Environmental Site Design (ESD) to the Maximum Extent Practicable (MEP) must be addressed for all projects, including redevelopment.

The project corridor was analyzed for potential SWM facilities to address water quality and quantity control requirements for each trail option. A desktop review of the available, existing site conditions information (e.g., floodplain mapping, NRCS Soil Mapping, GIS contours, wetland mapping, etc.) was performed, followed by a field visit. The site was evaluated to identify potential locations along the trail alignment where ESD facilities are potentially feasible to provide stormwater water quality treatment in accordance with the Maryland Department of the Environment (MDE) Stormwater Design Manual. Potential locations for stormwater detention facilities to provide quantity control (i.e., mitigating potential increases in peak discharge rates resulting from the proposed impervious area) were also evaluated. Potential ESD facilities treating the proposed impervious area from the trail were considered, as well as ESD facilities to treat existing, untreated impervious area.

The proposed trail consists of a combination of new impervious area and existing, reconstructed impervious area. The percentage of existing, reconstructed impervious area was evaluated to determine if the project could potentially be classified as a redevelopment project, which reduces the water quality treatment requirement. Once the proposed impervious area (new and existing, reconstructed impervious) was quantified, the potential treatment provided by ESD facilities was compared. The drainage area to each potential SWM facility was evaluated using GIS topographic contours, which allows for the approximate impervious area draining to the potential SWM facility to be estimated.

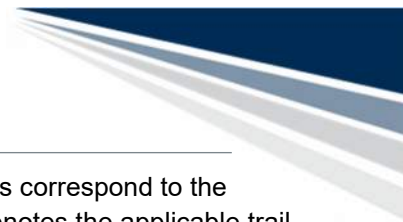
### SITE INFORMATION

The northern portion of the project area is located within the Gunpowder River Watershed (MD 6-Digit Watershed 021308), while the southern portion (i.e., primarily south of Timonium Road) is located within the Patapsco River Watershed (MD 6-Digit Watershed 021309). The proposed trail spans a range of existing conditions, from heavily developed, urban areas to undeveloped areas in mapped floodplains and/or wetlands. The majority of the trail is located outside of floodplains; however, portions of the trail are located within a Federal Emergency Management Administration (FEMA) Floodplain. The applicable FEMA Flood Insurance Rate Maps (FIRM) covering the project area are Map Number 2400100235F and 2400100245F. Much of the southernmost portion of the trail (i.e., south of Ruxton Road) runs through mapped palustrine wetlands per the National Wetland Inventory (NWI).

### STORMWATER MANAGEMENT – WATER QUALITY

#### *Water Quality Requirements*

The proposed trail varies along its length from newly constructed impervious area, a combination of reconstructed sidewalk and new impervious area, and modified pavement markings utilizing existing impervious area. Removal of unnecessary pavement has been identified in locations along the trail to offset a portion of the new impervious area. Detailed computations cannot be performed without more precise topographic information; however, it is anticipated that the project area will consist of less than 40% impervious in existing conditions. As a result, the project will be classified as new development, and no reduction in water quality requirements for redevelopment will apply.



The impervious area for each trail section is provided in **Table 2**. The trail sections correspond to the sheet number for the respective trail section in **Appendix I**. An “A” or “B” suffix denotes the applicable trail alignment alternative at each section.

*Table 2: Impervious Area Summary*

PROPOSED IMPERVIOUS AREA SUMMARY				
Trail Section	Total Impervious (acres)	New Impervious (acres)	Reconstructed (acres)	Impervious Removal (acres)
1-7	3.639	3.090	0.549	1.122
8A&9A	0.114	0.055	0.059	0.000
8B&9B	0.553	0.117	0.436	0.000
10-14	0.868	0.273	0.595	0.000
15A	0.017	0.017	0.000	0.000
15B	0.016	0.016	0.000	0.000
16	0.290	0.290	0.000	0.000
17A	0.680	0.680	0.000	0.000
17B	0.473	0.473	0.000	0.000
18-20	2.221	2.221	0.000	0.000
21A	0.323	0.323	0.000	0.000
21B	0.278	0.278	0.000	0.000

While the various alternative alignments result in different impervious area quantities, the differences are minor relative to the overall impervious area across the project limits. The net increase in impervious area varies from 6.8 to 7.2 acres depending on the alternative alignment selected.

The proposed road diet along Beaver Dam Road involves removal of more than one acre of existing impervious area, which reduces the treatment requirement. The road diet does not differ between the different trail alignments analyzed.

#### *Water Quality Treatment*

The potential SWM facility locations identified did not vary between the trail options considered, as the potential SWM locations treat existing, untreated impervious area and/or new impervious area along portions of the trail without alternative trail alignments. Where sufficient space exists and grading allows, potential locations for swales (e.g., bioswales or grass swales) and microbio-retention facilities have been identified. The potential facility locations are shown in **Appendix G**. Due to site constraints; the potential facility locations were limited. The impervious areas draining to potential facility locations is significantly less than the proposed, net increase in impervious area regardless of which trail alignment options are selected.

There may be possibilities to claim ESD credit for non-structural practices such as the Disconnection of Non-Rooftop Runoff (NRDC). ESD credit can be claimed in certain areas where sheet flow from the proposed impervious area travels across a sufficient distance of vegetated area at a shallow slope, thus promoting infiltration. Once surveyed topography is obtained, the proposed trail can be evaluated to determine if any sections meet the criteria for NRDC credit; however, any credit will address only a small percentage of the ESD requirement for the project.



The location of sections of the trail within the 100-year floodplain limits available space for SWM facilities, as the MDE SWM Manual states SWM facilities should not be located within the floodplain. Furthermore, much of the trail runs through wooded areas and/or mapped wetlands, which limits the potential for ESD treatment—the removal of woods and wetlands to install an ESD facility is discouraged.

Due to the challenges implementing SWM along the path, offsetting treatment of existing, untreated impervious area within the watershed may be required to meet the water quality requirements. The proposed trail corridor was analyzed for potential SWM locations; however, adjacent streets within the watershed may contain impervious areas that can be treated, and/or SWM facilities can be proposed.

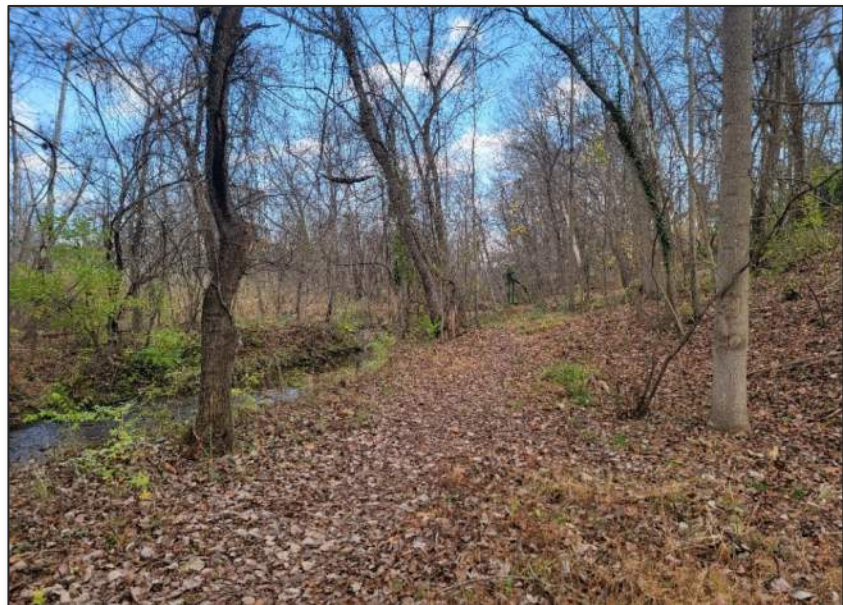
Once ESD treatment has been implemented to the maximum extent practicable (MEP), Structural Water Quality Volume (WQv) measures can be considered for the remaining water quality treatment. Throughout the project corridor, there are various, existing, storm drain networks receiving runoff from largely impervious areas. Water quality treatment could potentially be provided by modifying the storm drain network to convey flow through proposed Structural WQv measures.

#### *Limiting Factors*

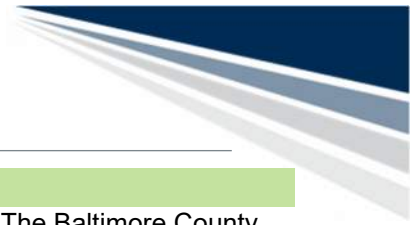
The northern portion of the site is primarily located in heavily developed areas with limited open space for proposed SWM facilities. Where open space does exist, many of the locations are closed-section roadways with surrounding areas sloping towards the road (i.e., conveying runoff from impervious areas to those open spaces is infeasible). Where potential SWM facility locations were identified, right-of-way (ROW) constraints limit the size of potential facilities, and additional ROW acquisition may be required to maximize the treatment efficiency of the proposed facilities.

Existing utilities are present along much of the corridor, with increased density in the more urban, developed sections of the trail. The locations identified for potential SWM facilities may be determined to be infeasible due to the presence of existing utilities, which could not be identified as part of this feasibility study.

Portions of the trail towards the southern end run through wooded areas (see **Image 13**), which limits the potential for ESD treatment—the removal of woods to install an ESD facility is discouraged. In areas with suitable infiltration rates (i.e., which would need to be confirmed by in situ infiltration tests), permeable pavement could be utilized; however, the potential for clogging of the permeable pavement increases in areas where leaves and dirt are easily tracked or washed onto the trail. Consequently, permeable pavement is not recommended in the wooded areas, and offsetting water quality treatment should be sought elsewhere.



*Image 13: Wooded area near southern end of the project*



## STORMWATER MANAGEMENT – QUANTITY CONTROL

The addition of impervious areas has the potential to increase stormwater runoff. The Baltimore County Storm Drainage Design Manual calls for the inlet spacing and drainage design to address the 10-year design storm. At a minimum, management of the 10-year storm will be required. Analysis of higher return-period storms may be required in areas affecting culverts or the 100-year floodplain.

While the new impervious area proposed is small relative to the overall drainage area to the receiving waterways, it has the potential to cause quantifiable increases in peak discharges from the site. Along much of the proposed trail alignments, there is insufficient space to provide quantity control facilities (e.g., detention ponds). The proposed design should seek to maintain sheet flow where possible and to avoid concentrating runoff, which reduces travel times and can further increase peak discharges. Furthermore, the elimination of existing impervious areas to offset new impervious trail areas should be sought wherever possible.

Throughout the length of the project, only limited locations were identified for above-ground, ESD facilities; consequently, larger areas with the potential for providing above-ground, detention facilities for quantity control were not identified. In the event that detention facilities are required due to significant increases in peak discharge rates, underground detention facilities could be utilized; however, the sections of the trail with the greatest increase in impervious area (i.e., where existing impervious area is not utilized for a portion of the proposed trail) are located in close proximity to WUS, with portions of the trail located within the FEMA floodplain and/or NWI mapped wetlands. The addition of detention facilities in these areas for quantity control is impractical. If necessary, detention facilities would be implemented in upslope areas outside of the floodplain to offset impervious area increases closer to the WUS.

## PERMITTING REQUIREMENTS

Several permits/approvals will be required due to the LOD and proposed impervious area associated with this project. SWM approval must be obtained from the Baltimore County Department of Environmental Protection and Sustainability (DEPS). This will involve three (3) sequential plan submissions and reviews: Concept SWM Plan; Development SWM Plan; and Final SWM Plan.

Engineered erosion and sediment control (ESC) plans will be required for all areas within the limit of disturbance (LOD). Baltimore County Soil Conservation District (BCSCD) will review and approve the ESC Plans). The LOD will exceed one (1) acre; therefore, a Notice of Intent (NOI) for coverage under the General Permit No. 20-CP for Discharges from Stormwater Associated with Construction Activity will be required.

A grading permit will be required due to the disturbance of more than 5,000 square feet. The grading permit will be issued by DEPS following final approval of the SWM and ESC plans by the DEPS and BCSCD, respectfully.

A Joint Federal/State Application (JPA) for the Alteration of Any Floodplain, Waterway, Tidal or Nontidal Wetland in Maryland will be required due to the proposed wetland impacts and potential impacts to the Waters of the United States (WUS).



## Proposed Structures

Each of the trail options includes the construction of new pedestrian and bicycle bridges along the proposed trail. The approximate size, location and cost of each bridge are shown in **Tables 3-6**. The tables are broken down into “Mainline” tables and “Option” tables. The mainline tables show the proposed bridges that will be included for the alignment regardless of which trail options are chosen. The “Option” tables show the proposed bridges that will be constructed depending on the chosen option.

*Table 3: Mainline Proposed Bridges*

BRIDGE	SIZE	COST	NOTES
Western Run Bridge: STA 115+75 to STA 117+05	130' x 23'	\$400,000	Existing rail bridge over Western Run. Assumed only bridge deck will need to be replaced.
Beaverdam Run Bridge: STA 128+30 to STA 133+60	530' x 16'	\$2,200,000	Bridge over Beaverdam Run and floodplains around Beaverdam Run.
Parks Run Bridge: STA 187+25 to STA 188+90	165' x 16'	\$700,000	Bridge over Parks Run alongside Warren Road.
Goodwin Run Bridge: STA 271+50 to STA 272+00	50' x 16'	\$250,000	Bridge over Goodwin Run along Beaverdam Road.
Roland Run Bridge 1: STA 522+05 to STA 523+05	100' x 14'	\$350,000	Bridge over Roland Run near Thornton Road. Bridge width reduced to reduce impacts along Roland Run.
Boardwalk Bridge 2*: STA 591+45 to STA 595+50	405' x 14'	\$1,550,000	Boardwalk bridge to reduce impacts along wetlands near Lake Roland Park.

\*Boardwalk Bridge 1 changes depending on the selected option.

*Table 4: Roland Run Option 1 Proposed Structures*

BRIDGE	SIZE	COST	NOTES
Roland Run Bridge 2 Option 1: STA 547+70 to STA 548+20	50' x 14'	\$220,000	Bridge over Roland Run near Roland Avenue.
Roland Run Bridge 3 Option 1: STA 568+05 to STA 568+90	85' x 14'	\$300,000	Bridge over Roland Run.
Boardwalk Bridge 1: STA 578+10 to STA 590+70	1260' x 14'	\$4,850,000	Boardwalk bridge to reduce impacts along wetlands near Lake Roland Park.

*Table 5: Roland Run Option 2 Proposed Structures*

BRIDGE	SIZE	COST	NOTES
Roland Run Bridge 2 Option 2: STA 531+50 to STA 532+00	50' x 14'	\$220,000	Bridge over Roland Run between Joppa Road and Roland Avenue.
Boardwalk Bridge 1: STA 576+00 to STA 585+10	910' x 14'	\$3,500,000	Boardwalk bridge to reduce impacts along wetlands near Lake Roland Park.

*Table 6: Lake Roland Option 2 Proposed Structure*

BRIDGE	SIZE	COST	NOTES
Light Rail Bridge 1: STA 683+60 to STA 691+00	740' x 14'	\$2,700,000	Bridge over Roland Run between Joppa Road and Roland Avenue.





## Minimization

The project team sought to minimize potential impacts and overall costs where possible, while still maintaining a conservative approach at this early stage of design. The project team was able to develop this minimization through a combination of analysis of existing traffic patterns, utilizing existing trails, roadways, and/or rail corridors when possible, and attempting to build the trail on existing publicly owned property to the extent feasible.

### ANALYSIS OF EXISTING TRAFFIC PATTERNS

The analysis of existing traffic identified several locations on Beaverdam Road, Greenspring Drive, and Thornton Road where a road diet was feasible. The proposed road diets at each of these locations will reduce the project LOD and overall impacts by both reducing the need for new construction and reducing the need for additional stormwater management facilities.

### UTILIZE EXISTING TRAILS AND CORRIDORS

By utilizing existing trails and corridors, such as the old North-Central Railroad alignment or the existing trails with Lake Roland Park, the project team was able to reduce the impacts to natural resources around these facilities.

### BUILDING ON PUBLIC PROPERTY

When possible, the project team chose to direct the trail through public property owned by either the County, the State, or Baltimore City. This allowed the project to reduce impacts to private right-of-way, reduce the project costs by reducing right-of-way purchases, and potentially increase the project delivery speed by not needing buy-in from private ownerships.

## Constructability

### EXISTING RAIL STRUCTURE

The proposed trail is anticipated to use the existing railroad bridge over Western Run between York Road and Ashland. The project team has assumed that the bridge structure will be useable as a new pedestrian and bicycle bridge, and that the only improvements needed to the bridge will be the bridge deck. If this assumption is wrong, it will add additional cost to the project to remove and replace the existing bridge. To mitigate this risk, the bridge should be inspected during the next phase of design.

### TRAIL ADJACENT TO PRIVATE PROPERTY

Unlike the current extents of the Torrey C. Brown Trail, the Trail Extension will be built through more heavily developed industrial, retail, and residential areas. A public outreach plan and diligent discussions with both private and public stakeholders will be essential to keep the project moving forward. This could include items such as a regular newsletter to keep people informed, regular meetings with stakeholders, and consensus building opportunities such as public events on the existing trail or at locations along the proposed trail.



## Cost Estimate

Cost estimates were developed using the MDOT SHA Cost Estimating Guidelines for the Conceptual Trail Design alignment described above. The estimates were primarily developed on a Cost Per Mile (CPM) basis, with items such as structures, sidewalks, and physical barriers added to the initial CPM estimate. The estimates also include items such as preliminary construction work, drainage, landscaping, and utilities as contingency costs on the initial CPM estimate. Finally, to account for uncertainty at this early stage of design, a 35% design contingency was added to the project cost. These estimates **do not** include the cost of additional right-of-way, and while most of the project will be constructed on county-owned land, there are some areas where private right-of-way may need to be acquired. Three conceptual level estimates were developed. *Alignment Option A* is inclusive of the Torrey C. Brown Trail Extension alignment with Greenspring Drive Sub-option 1, Roland Run Sub-option 1, and Lake Roland Sub-option 1. *Alignment Option B* is inclusive of the Torrey C. Brown Trail Extension alignment with Greenspring Drive Sub-option 2, Roland Run Sub-option 2, and Lake Roland Sub-option 2. *Alignment Option C* is inclusive of the Torrey C. Brown Trail Extension alignment with Greenspring Drive sub-option 2, Roland Run Sub-option 2, and Lake Roland Sub-option 1. A summary of the cost estimates for the three options is found in **Table 7**. Detailed estimates for each of the three options can be found in **Appendix I**.

*Table 7: Conceptual Cost Estimates*

ALIGNMENT OPTION	COST
Alignment Option A	\$38 - \$42 Million
Alignment Option B	\$38 - \$42 Million
Alignment Option C	\$35 - \$39 Million

## Impacts Analysis

Based on the desktop analysis that was performed as part of this study, impacts will occur to forested areas, streams, wetlands, 100-year floodplains, and private rights-of-way. Impacts shown in Table \_ below are conservative estimates based on GIS Mapping and a 25-foot offset LOD from proposed construction improvements. Three conceptual level impacts analyses were developed. *Alignment Option A* is inclusive of the Torrey C. Brown Trail Extension alignment with Greenspring Drive Sub-option 1, Roland Run Sub-option 1, and Lake Roland Sub-option 1. *Alignment Option B* is inclusive of the Torrey C. Brown Trail Extension alignment with Greenspring Drive Sub-option 2, Roland Run Sub-option 2, and Lake Roland Sub-option 2. *Alignment Option C* is inclusive of the Torrey C. Brown Trail Extension alignment with Greenspring Drive sub-option 2, Roland Run Sub-option 2, and Lake Roland Sub-option 1. Confirmation and more detailed quantification of these impacts will require field investigations in future design phases. **Table 8** includes a summary of the impacts analysis for the three trail alignment options.

*Table 8: Impacts Analysis*

IMPACT	ALIGNMENT OPTION A	ALIGNMENT OPTION B	ALIGNMENT OPTION C
Forested Area (acre)	12 – 13 acres	13 – 14 acres	12 – 13 acres
Streams (LF)	1,700 – 1,900 LF	2,200 – 2,400 LF	2,200 – 2,400 LF
Wetlands (acre)	1.5 – 3 acres	1.5 – 3 acres	1.5 – 3 acres
100-Year Floodplain (acre)	6 – 7 acres	6 – 7 acres	6 – 7 acres
Right-of-Way (acre)	11 – 12 acres	13 – 14 acres	13 – 14 acres



## Public Outreach Meeting Summary

A public outreach meeting was held on November 15<sup>th</sup>, 2023, from 6:00 p.m. to 8:00 p.m. at the PAL Center in Cockeysville, MD. Over 50 members of the public attended the meeting. The project team completed a 15-minute presentation at the beginning of the meeting to discuss the overall project goals, timeline, and the currently selected trail extension option. The project team took a limited number of questions from meeting attendees at the conclusion of the prepared presentation. The project team members spend the remaining 1.5 hours talking to attendees on a one-on-one basis to discuss each of their specific positive and negative questions and comments. These one-on-one discussions were preferred to a long public Q&A because it allowed all residents to speak in a more relaxed and conversational manner.

Public response to the meeting included both positive and negative reactions. There were 11 written comments received at the meeting, and an additional 21 comments received via the online comment form. Positive reactions included excitement for additional bicycle connectivity and development of transportation alternatives. Negative reactions focused on concerns for trail user safety and overall project costs and impacts. Additionally, numerous comments from both the general public and specific stakeholders proposed alternative trail alignment routes, which will be discussed in the Other Options Considered section, which shows the high public interest in the facility.

A PDF of the slide show that was presented at the public outreach meeting can be found in **Appendix J**. Public Comments received can be found in **Appendix K**.

## Next Steps

This study will be completed at the pre-conceptual phase of design. These Next Steps are items that should be addressed during the next phase of the project.

### STAKEHOLDER MEETINGS

The project team should continue to coordinate with both private and public stakeholders, including Ashland, Lake Roland, and the East Coast Greenway so that they are kept informed. Additionally, the project team should coordinate with public agencies such as MDSHA and MTA about alterations to their facilities caused by the trail extending through their right-of-way. The coordination will include listening to and considering stakeholder suggestions, with the intent of creating the best possible trail for all users.

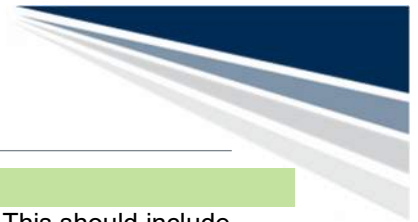
### AGENCY COORDINATION

Regulatory agencies have identified some potential concerns for the project, including the potential for rare, threatened, or endangered species near Lake Roland, and potential historical sites in several locations along the corridor. Coordination with agencies should continue into future design phases to ensure that these concerns are addressed and that there are no additional changes or surprises as the project continues to move forward.

### ADDITIONAL PUBLIC OUTREACH / CONSENSUS BUILDING

Continuing public outreach for this project will be essential. The proposed project is located over a large area with numerous stakeholders and is already politically charged and highly visible. There is a heavy contrast between trail supporters and skeptics, and it will be essential to continue to build a consensus that works for all potential users. The project goal is to create a safe and accessible trail that will benefit the entire community and it is important that the public knows and understands the positive aspects that this trail extension will bring to their communities.





### FULL SURVEYS AND DESIGN REFINEMENT

The proposed alignment should be field surveyed prior to additional design work. This should include natural and cultural resource surveys to confirm the results of the desktop analysis and to identify significant trees, wetlands, and other resources within the project area. The surveys will provide a higher level of accuracy than the GIS-based mapping data that has been used for the feasibility stage of the project. Additionally, this phase of design should include subsurface utilities designation to identify subsurface utilities within the project area.

Once these surveys are completed, the proposed design should be reevaluated based on more accurate data, and a three-dimensional design should be initiated to further refine the proposed Limit of Disturbance for the project.

### CONCEPT STORMWATER MANAGEMENT PLAN

As part of the next phase of design, the design team will take the informal SWM design proposed in this report and utilize soil borings and detailed surveys to create a more formal Concept SWM Plan that will be submitted to DEPS for their review and approval.

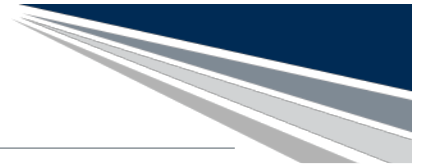
### STREAM RESTORATION AND FLOODING CONCERNS

The community raised concerns regarding the proposed trail location to be constructed within existing floodplains in some areas. The project team attended a field meeting with members of the community to document the extent of existing flooding and discuss community concerns. Trails of this nature are frequently proposed near streams and within wooded areas as an ideal recreational use and, due to this ideal use, are often located floodplains.

The project team noted that with the community concerns stemming from the stream condition and flooding occurring in the area, additional studies should be evaluated regarding the overall condition of Roland Run and the potential for stream restoration and flood abatement projects. There are numerous grant opportunities for resiliency and sustainability that are directly specifically for stream restoration projects that could be considered for this work.

### COORDINATION WITH BALTIMORE CITY TO CONNECT TO THE JONES FALLS TRAIL

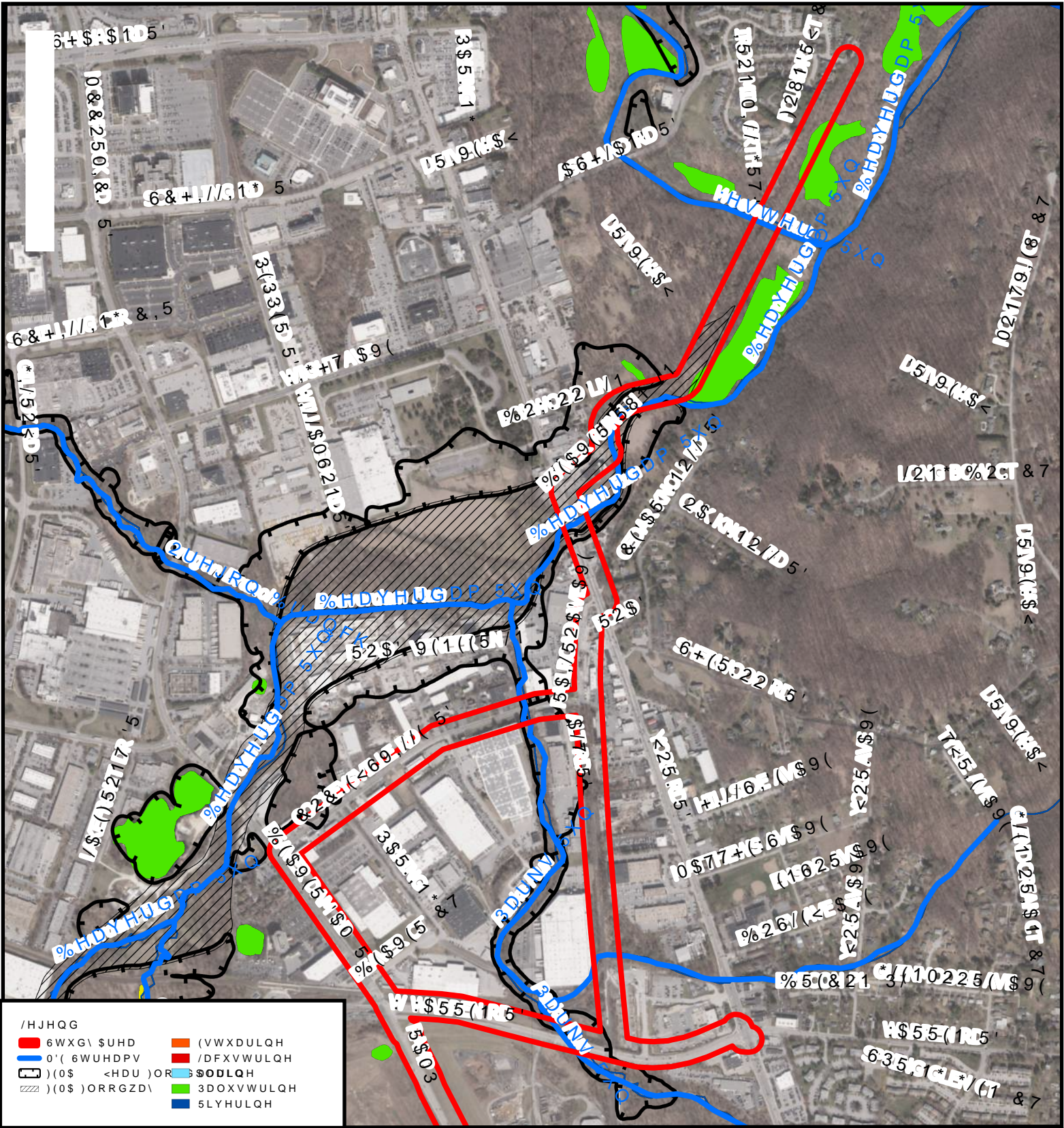
The final connection between the Falls Road Light Rail Station and the Jones Falls Trail was not included in the scope of this project, however the completion of that final connection will provide a full pedestrian and bicycle trail link between the City of Baltimore and the City of York, PA via the Jones Falls Trail, the Torrey C. Brown Trail, and the York Heritage Trail. This final connection is approximately one-half mile long and will include sections within both Baltimore City and Baltimore County. The County and City should begin initial coordination about potential trail alternative alignments to complete this vital piece of the trail network.



# APPENDIX A:

## Existing Conditions GIS Mapping





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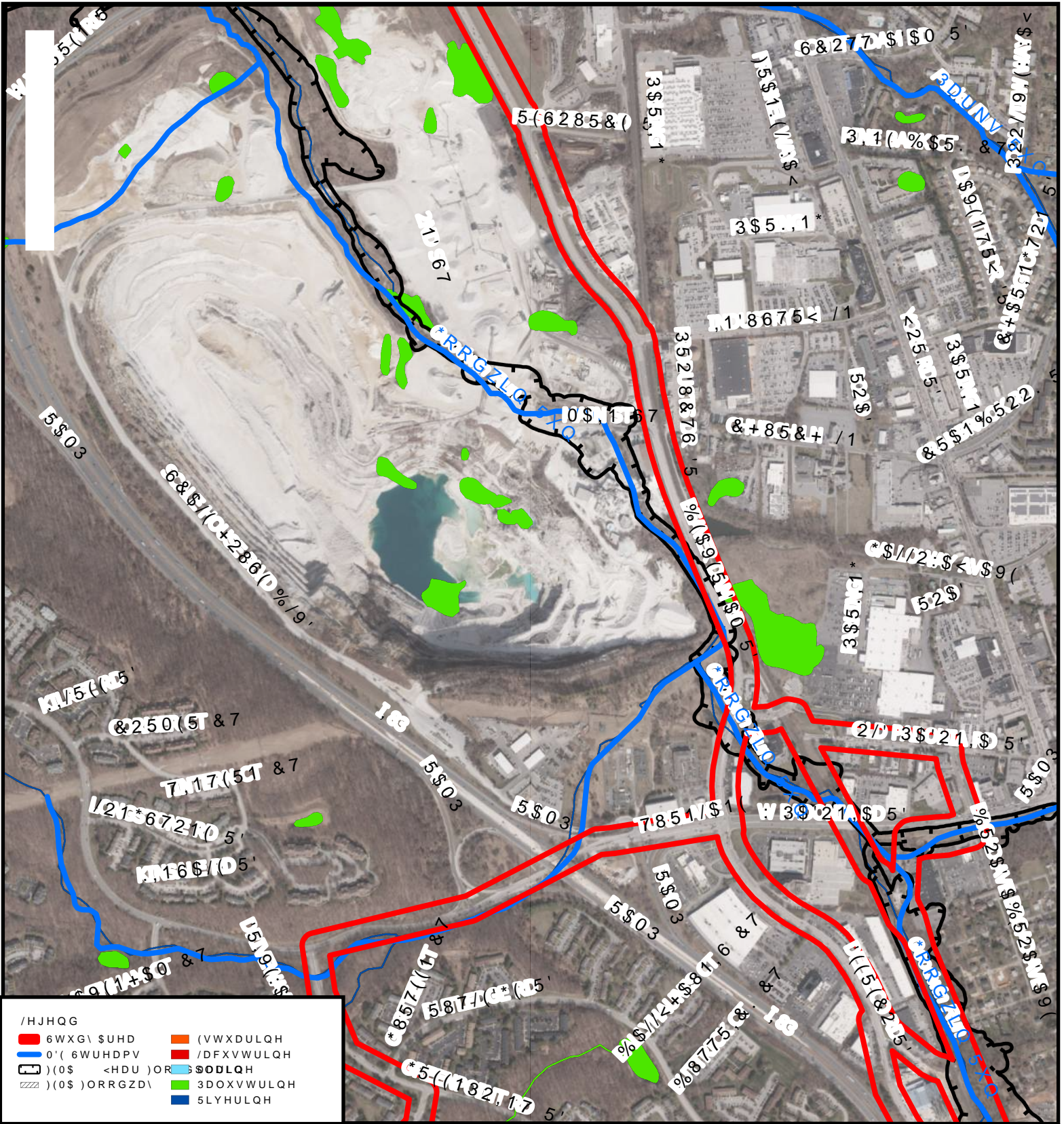
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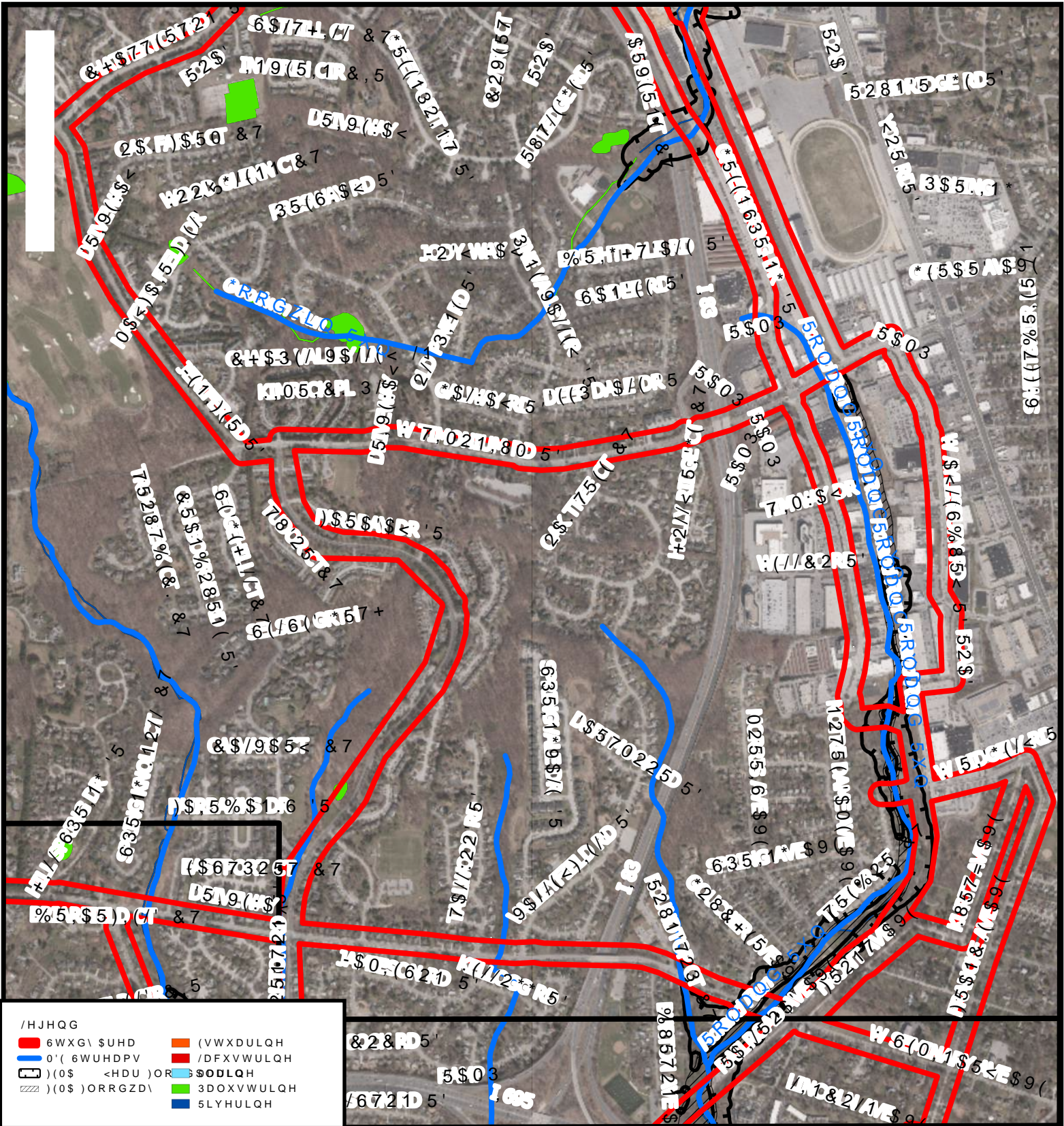
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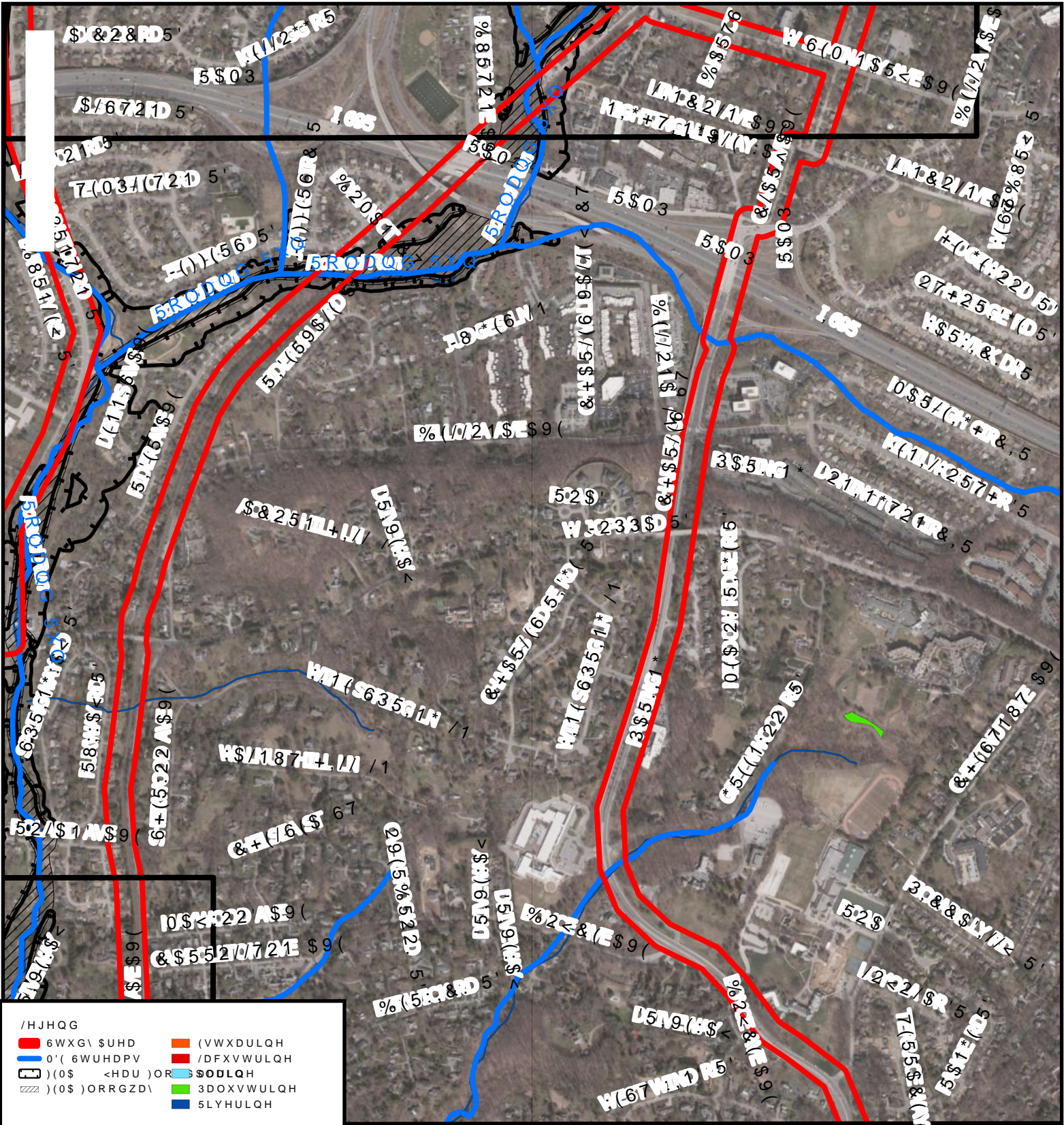
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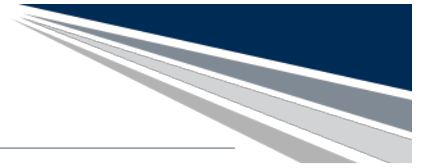












# APPENDIX B:

## Agency Coordination Letters

## **MDDNR Environmental Review Common Time of Year Restrictions**

### **Stream Use I and Use II (Where records of anadromous fish are indicated in close proximity)**

Generally, no in-stream work is permitted from March 1<sup>st</sup> through June 15<sup>th</sup> of any given year to protect spawning fish.

### **Stream Use I and II (With records of yellow perch)**

Generally, no in-stream work is permitted from February 15<sup>th</sup> through June 15<sup>th</sup> of any given year to protect spawning fish.

### **Stream Use III (Cold water trout stream)**

Generally, no in-stream work is permitted from October 1<sup>st</sup> through April 30<sup>th</sup> of any given year to protect spawning fish.

### **Stream Use IV (Recreational trout stream)**

Generally, no in-stream work is permitted from March 1<sup>st</sup> through May 31<sup>st</sup> of any given year to protect spawning fish.

### **Dredging Within Natural Oyster Bar (NOB) or leased Shellfish Bottom**

No mechanical dredging or hydraulic dredging is permitted from June 1<sup>st</sup> through September 30<sup>th</sup> and December 16<sup>th</sup> through March 14<sup>th</sup> of any given year to protect oyster beds.

### **Dredging Outside Natural Oyster Bar (NOB) but Within 500 Yards of the NOB Leased Shellfish Bottom**

For hydraulic dredging, no dredging is permitted from June 1<sup>st</sup> through September 30<sup>th</sup> of any given year to protect oyster beds.

For, mechanical dredging no dredging is permitted from June 1<sup>st</sup> through September 30<sup>th</sup> and December 16<sup>th</sup> through March 14<sup>th</sup> of any given year to protect oyster beds.

### **Dredging Within 500 Yards of SAV Beds**

Where SAV has been present within the past 5 years, no dredging is permitted from April 15<sup>th</sup> through October 15<sup>th</sup> of any given years to protect SAV beds.

### **Other SAV Impacts**

In general, the Department does not support the construction of piers over 6 foot wide or platforms built over existing SAV beds.

### **Waterfowl Concentration Area Impacts**

No instream construction activity with the boundaries of a Historic Waterfowl Concentration Area should occur from November 15<sup>th</sup> through March 1<sup>st</sup> of any given year to protect overwintering waterfowl, except for pier construction less than or equal to 150 feet in length, revetments less than or equal to 375 feet in length, bulkheads less than or equal to 350 feet in length, and marsh restorations less than or equal to 375 feet in length.



# United States Department of the Interior



FISH AND WILDLIFE SERVICE  
Chesapeake Bay Ecological Services Field Office  
177 Admiral Cochrane Drive  
Annapolis, MD 21401-7307  
Phone: (410) 573-4599 Fax: (410) 266-9127

In Reply Refer To:

September 29, 2022

Project Code: 2022-0090411

Project Name: North Central Railroad (NCR) Trail Feasibility Study

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2) (c)). For projects other than major construction activities, the Service suggests that a biological



evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

**Migratory Birds:** In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts see <https://www.fws.gov/birds/policies-and-regulations.php>.

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures see <https://www.fws.gov/birds/bird-enthusiasts/threats-to-birds.php>.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit <https://www.fws.gov/birds/policies-and-regulations/executive-orders/e0-13186.php>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

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Attachment(s):

- Official Species List
  - USFWS National Wildlife Refuges and Fish Hatcheries
  - Wetlands
-

## **Official Species List**

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

**Chesapeake Bay Ecological Services Field Office**

177 Admiral Cochrane Drive

Annapolis, MD 21401-7307

(410) 573-4599

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## Project Summary

Project Code: 2022-0090411  
Project Name: North Central Railroad (NCR) Trail Feasibility Study  
Project Type: Recreation - New Construction  
Project Description: JMT is completing a feasibility study to evaluate options for the potential extension of the existing NCR Trail from its current southern termini to connect to the trail network near Lake Roland Park, ultimately connecting to the northern end of the Jones Falls Trail in Baltimore County, MD. This is approximately seven miles in length.

### Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@39.43820665,-76.63391909057427,14z>



Counties: Baltimore County, Maryland

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## Endangered Species Act Species

There is a total of 2 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Note that 2 of these species should be considered only under certain conditions.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries<sup>1</sup>, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

- 
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

## Mammals

NAME	STATUS
Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. This species only needs to be considered under the following conditions: <ul style="list-style-type: none"> <li>Projects with a federal nexus that have tree clearing = to or &gt; 15 acres: 1. REQUEST A SPECIES LIST 2. NEXT STEP: EVALUATE DETERMINATION KEYS 3. SELECT EVALUATE under the Northern Long-Eared Bat (NLEB) Consultation and 4(d) Rule Consistency key</li> </ul> Species profile: <a href="https://ecos.fws.gov/ecp/species/9045">https://ecos.fws.gov/ecp/species/9045</a>	Threatened

## Insects

NAME	STATUS
Monarch Butterfly <i>Danaus plexippus</i> No critical habitat has been designated for this species. This species only needs to be considered under the following conditions: <ul style="list-style-type: none"> <li>The monarch is a candidate species and not yet listed or proposed for listing. There are generally no section 7 requirements for candidate species (FAQ found here: <a href="https://www.fws.gov/savethemonarch/FAQ-Section7.html">https://www.fws.gov/savethemonarch/FAQ-Section7.html</a>).</li> </ul> Species profile: <a href="https://ecos.fws.gov/ecp/species/9743">https://ecos.fws.gov/ecp/species/9743</a>	Candidate

## Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

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# **USFWS National Wildlife Refuge Lands And Fish Hatcheries**

Any activity proposed on lands managed by the [National Wildlife Refuge](#) system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS OR FISH HATCHERIES WITHIN YOUR PROJECT AREA.

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## Wetlands

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

WETLAND INFORMATION WAS NOT AVAILABLE WHEN THIS SPECIES LIST WAS GENERATED. PLEASE VISIT [HTTPS://WWW.FWS.GOV/WETLANDS/DATA/MAPPER.HTML](https://www.fws.gov/wetlands/data/mapper.html) OR CONTACT THE FIELD OFFICE FOR FURTHER INFORMATION.

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## **IPaC User Contact Information**

Agency: County of Baltimore

Name: Virginia Boone

Address: 40 Wight Avenue

City: Cockeysville

State: MD

Zip: 21030

Email: gboone@jmt.com

Phone: 4106888406

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## United States Department of the Interior

U.S. Fish & Wildlife Service  
Chesapeake Bay Field Office  
177 Admiral Cochrane Drive  
Annapolis, MD 21401  
410/573 4575



Online Certification Letter

Today's date:

Project:

Dear Applicant for online certification:

Thank you for using the U.S. Fish and Wildlife Service (Service) Chesapeake Bay Field Office online project review process. By printing this letter in conjunction with your project review package, you are certifying that you have completed the online project review process for the referenced project in accordance with all instructions provided, using the best available information to reach your conclusions. This letter, and the enclosed project review package, completes the review of your project in accordance with the Endangered Species Act of 1973 (16 U.S.C. 1531-1544, 87 Stat. 884), as amended (ESA). This letter also provides information for your project review under the National Environmental Policy Act of 1969 (P.L. 91-190, 42 U.S.C. 4321-4347, 83 Stat. 852), as amended. A copy of this letter and the project review package must be submitted to this office for this certification to be valid. This letter and the project review package will be maintained in our records.

Based on this information and in accordance with section 7 of the Endangered Species Act (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.), we certify that except for occasional transient individuals, no federally listed endangered or threatened species are known to exist within the project area. Therefore, no Biological Assessment or further section 7 consultation with the U.S. Fish and Wildlife Service is required. Should project plans change, or if additional information on the distribution of listed or proposed species becomes available, this determination may be reconsidered.

This response relates only to federally protected threatened or endangered species under our jurisdiction. For additional information on threatened or endangered species in Maryland, you should contact the Maryland Wildlife and Heritage Division at (410) 260-8573. For information in Delaware you should contact the Delaware Division of Fish and Wildlife, Wildlife Species Conservation and Research Program at (302) 735-8658. For information in the District of Columbia, you should contact the National Park Service at (202) 339-8309.

The U.S. Fish and Wildlife Service also works with other Federal agencies and states to minimize loss of wetlands, reduce impacts to fish and migratory birds, including bald eagles, and restore habitat for wildlife. Information on these conservation issues and how development projects can avoid affecting these resources can be found on our website ([www.fws.gov/chesapeakebay](http://www.fws.gov/chesapeakebay))

We appreciate the opportunity to provide information relative to fish and wildlife issues, and thank you for your interest in these resources. If you have any questions or need further assistance, please contact Chesapeake Bay Field Office Threatened and Endangered Species program at (410) 573-4527.

Sincerely,

Genevieve LaRouche  
Field Supervisor



Larry Hogan, Governor  
Boyd Rutherford, Lt. Governor  
Jeannie Haddaway-Riccio, Secretary  
Allan Fisher, Deputy Secretary

December 16, 2022

Ms. Ginny Boone  
Johnson, Mirmiran & Thompson, Inc.  
40 Wight Avenue  
Hunt Valley, MD 21030

**RE: Environmental Review for North Central Railroad (NCR) Trail Feasibility Study, JMT Job No. 19-03735-001, Baltimore County, Maryland.**

Dear Ms. Boone:

The Wildlife and Heritage Service has determined that there is one area of potential concern to rare species along the project route. This area is located north of Lake Roland Park and is known to support the following records:

<u>Scientific Name</u>	<u>Common Name</u>	<u>State Status</u>
<i>Gentianopsis crinita</i>	Fringed Gentian	Endangered
<i>Phemeranthus teretifolius</i>	Roundleaf Fameflower	Threatened
<i>Symphotrichum depauperatum</i>	Serpentine Aster	Endangered
<i>Dichanthelium oligosanthes</i> var. <i>scribnerianum</i>	Scribner's Witchgrass	Rare

These species could potentially occur in the project's limits-of-disturbance in areas of suitable habitat, which would be serpentine barrens.

Also, our remote analysis suggests that the forested area on this property contains Forest Interior Dwelling Bird habitat. Populations of many bird species which depend on this type of forested habitat are declining in Maryland and throughout the eastern United States. Interested landowners can contact us for further voluntary guidelines to help conserve this important habitat.

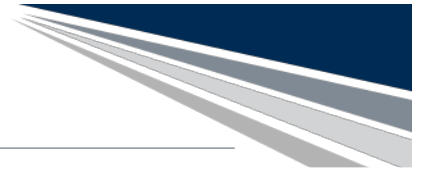
Thank you for allowing us the opportunity to review this project. If you should have any further questions regarding this information, please contact me at [lori.byrne@maryland.gov](mailto:lori.byrne@maryland.gov) or at (410) 260-8573.

Sincerely,

Lori A. Byrne,  
Environmental Review Coordinator  
Wildlife and Heritage Service  
MD Dept. of Natural Resources

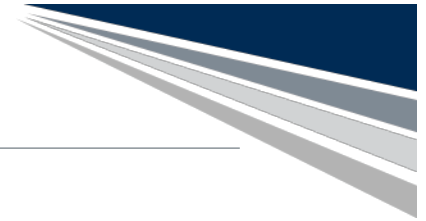
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# APPENDIX C:

## Design Criteria



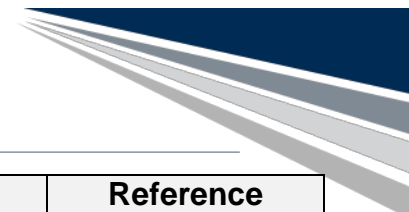
## Design Criteria

The project team developed Design Criteria for the proposed Torrey C. Brown Trail. The purpose of these criteria is to identify design elements for the project such as trail widths, offsets, and other constraining factors. These criteria are developed based on guidance provided by international, national, state, and city literature. When conflicting information is present in these guidance documents, the strictest criteria will be used for design. **Table 2** shows the roadway functional classification, posted speed limit, typical section, and ownership for existing roads within the study area.

### FACILITY TYPE: EXISTING ROADS

Table 9: Existing Roads

Criteria	Existing Design	Reference
<b>Paper Mill Road</b>		
Roadway Classification	Minor Arterial	MDOT SHA Roadway Functional Classification (MDOT SHA)
Posted Speed Limit	40 mph	
Typical Section	1 lane in each direction	
Ownership	Maryland Department of Transportation State Highway Administration (SHA)	
<b>Ashland Road (west of Paper Mill Road)</b>		
Roadway Classification	Minor Arterial	MDOT SHA
Posted Speed Limit	40 mph	
Typical Section	2 lanes in each direction	
Ownership	SHA	
<b>Ashland Road (east of Paper Mill Road)</b>		
Roadway Classification	Local	MDOT SHA
Posted Speed Limit	25 mph	
Typical Section	1 lane in each direction; Concrete curbs on each side. Concrete sidewalk on eastbound side.	
Ownership	Baltimore County	
<b>York Road</b>		
Roadway Classification	Principal Arterial (Other)	MDOT SHA
Posted Speed Limit	40 mph	
Typical Section	2 lanes in each direction with center left turn lane. Concrete curbs and sidewalk on both sides.	
Ownership	SHA	



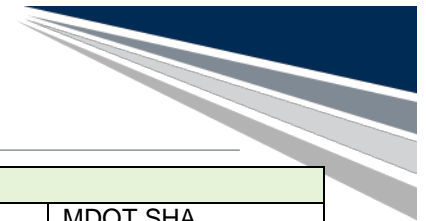
Criteria	Existing Design	Reference
<b>McCormick Road</b>		
Roadway Classification	Major Collector	MDOT SHA
Posted Speed Limit	35 mph	
Typical Section	2 lanes in each direction. Concrete curbs and sidewalk on both sides.	
Ownership	Baltimore County	
<b>Beaver Dam Road (east of McCormick Road)</b>		
Roadway Classification	Major Collector	MDOT SHA
Posted Speed Limit	40 mph	
Typical Section	2 lanes in each direction. Concrete curbs and sidewalk on both sides.	
Ownership	Baltimore County	
<b>Deereco Road</b>		
Roadway Classification	Major Collector	MDOT SHA
Posted Speed Limit	35 mph	
Typical Section	2 lanes in each direction. Concrete curbs and sidewalk on both sides.	
Ownership	Baltimore County	
<b>Greenspring Drive</b>		
Roadway Classification	Major Collector	MDOT SHA
Posted Speed Limit	35 mph	
Typical Section	1 lane and 1 parking lane in each direction. Concrete curbs on both sides. Concrete sidewalk on northbound side.	
Ownership	Baltimore County	
<b>Thornton Road</b>		
Roadway Classification	Minor Collector	MDOT SHA
Posted Speed Limit	30 mph	
Typical Section	1 lane in each direction; Concrete curbs on both sides. Concrete sidewalk and parking lane on northbound side.	
Ownership	Baltimore County	
<b>Jenifer Road</b>		
Roadway Classification	Major Collector	MDOT SHA
Posted Speed Limit	30 mph	
Typical Section	1 lane in each direction. Concrete curbs and sidewalk on northbound side.	
Ownership	Baltimore County	
<b>Mays Chapel Road (north of W Timonium Road)</b>		
Roadway Classification	Minor Collector	MDOT SHA
Posted Speed Limit	30 mph	
Typical Section	1 lane in each direction.	
Ownership	Baltimore County	
<b>Mays Chapel Road (south of W Timonium Road)</b>		
Roadway Classification	Major Collector	MDOT SHA
Posted Speed Limit	30 mph	
Typical Section	1 lane in each direction.	
Ownership	Baltimore County	





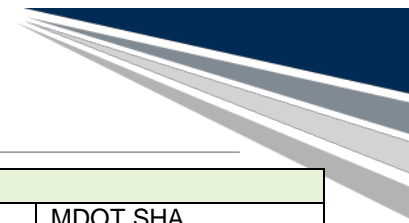
Criteria	Existing Design	Reference
<b>Falls Road (south of Padonia Road)</b>		
Roadway Classification	Minor Arterial	MDOT SHA
Posted Speed Limit	40 mph	
Typical Section	1 lane in each direction.	
Ownership	SHA	
<b>Old Court Road</b>		
Roadway Classification	Roadway Classification	Roadway Classification
Posted Speed Limit	Posted Speed Limit	Posted Speed Limit
Typical Section	Typical Section	Typical Section
Ownership	Ownership	Ownership
<b>West Joppa Road</b>		
Roadway Classification	Roadway Classification	Roadway Classification
Posted Speed Limit	Posted Speed Limit	Posted Speed Limit
Typical Section	Typical Section	Typical Section
Ownership	Ownership	Ownership
<b>Ruxton Road (west of I-83)</b>		
Roadway Classification	Roadway Classification	Roadway Classification
Posted Speed Limit	Posted Speed Limit	Posted Speed Limit
Typical Section	Typical Section	Typical Section
Ownership	Ownership	Ownership
<b>Ruxton Road (east of I-83)</b>		
Roadway Classification	Roadway Classification	Roadway Classification
Posted Speed Limit	Posted Speed Limit	Posted Speed Limit
Typical Section	Typical Section	Typical Section
Ownership	Ownership	Ownership
<b>Seminary Avenue</b>		
Roadway Classification	Minor Arterial	MDOT SHA
Posted Speed Limit	40 mph	
Typical Section	1 lane in each direction; Concrete curbs on both sides. Concrete sidewalk on westbound side.	
Ownership	SHA	
<b>Timonium Road West</b>		
Roadway Classification	Roadway Classification	Roadway Classification
Posted Speed Limit	Posted Speed Limit	Posted Speed Limit
Typical Section	Typical Section	Typical Section
Ownership	Ownership	Ownership

Criteria	Existing Design	Reference
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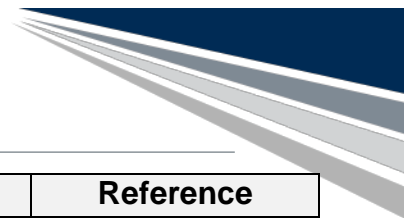
<b>Padonia Road (west of Jenifer Road)</b>		
Roadway Classification	Minor Arterial	MDOT SHA
Posted Speed Limit	30 mph	
Typical Section	1 lane in each direction.	
Ownership	Baltimore County	
<b>Padonia Road West (east of Jennifer Road)</b>		
Roadway Classification	Minor Arterial	MDOT SHA
Posted Speed Limit	35 mph	
Typical Section	2 lanes in each direction; Concrete curbs on each side.	
Ownership	Baltimore County	
<b>Warren Road West</b>		
Roadway Classification	Minor Arterial	MDOT SHA
Posted Speed Limit	45 mph	
Typical Section	2 lanes in each direction; Concrete curbs on both sides. Concrete sidewalk on westbound side.	
Ownership	Baltimore County	
<b>Cockeysville Road</b>		
Roadway Classification	Major Collector	MDOT SHA
Posted Speed Limit	30 mph	
Typical Section	1 lane and 1 parking lane in each direction. Concrete curb and sidewalk on each side.	
Ownership	Baltimore County	
<b>Wight Avenue</b>		
Roadway Classification	Local	MDOT SHA
Posted Speed Limit	30 mph	
Typical Section	1 lane in each direction. Concrete curbs and sidewalks on each side.	
Ownership	Baltimore County	
<b>Railroad Avenue</b>		
Roadway Classification	Local	MDOT SHA
Posted Speed Limit	N/A	
Typical Section	1 lane in each direction.	
Ownership	Baltimore County	
<b>Mays Chapel Road (east of Jenifer Road)</b>		
Roadway Classification	Local	MDOT SHA
Posted Speed Limit	30 mph	
Typical Section	1 lane in each direction. Parking lane on westbound side. Concrete curbs on both sides. Concrete sidewalk on eastbound side.	
Ownership	Baltimore County	
<b>Greenpoint Road</b>		
Roadway Classification	Local	MDOT SHA
Posted Speed Limit	30 mph	
Typical Section	2 lanes in each direction. Concrete curbs on both sides. Concrete sidewalk on northbound side.	
Ownership	Baltimore County	

Criteria	Existing Design	Reference
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<b>Chatterton Road</b>		
Roadway Classification	Local	MDOT SHA
Posted Speed Limit	30 mph	
Typical Section	1 lane in each direction. Concrete curbs on both sides. Concrete sidewalk on northbound side.	
Ownership	Baltimore County	
<b>Hunters Ridge Road</b>		
Roadway Classification	Local	MDOT SHA
Posted Speed Limit	25 mph	
Typical Section	1 lane and parking lane in each direction. Concrete sidewalk and curbs on each side;	
Ownership	Baltimore County	
<b>Valleyfield Road</b>		
Roadway Classification	Local	MDOT SHA
Posted Speed Limit	25 mph	
Typical Section	1 lane and parking lane in each direction. Concrete sidewalk and curbs on each side.	
Ownership	Baltimore County	
<b>Ridgeley Road West</b>		
Roadway Classification	Local	MDOT SHA
Posted Speed Limit	30 MPH	
Typical Section	2 lanes in each direction. Concrete curbs and sidewalks on both sides;	
Ownership	Baltimore County	
<b>Kurtz Avenue</b>		
Roadway Classification	Local	MDOT SHA
Posted Speed Limit	25 MPH	
Typical Section	1 lane going south; Concrete curb on the west side. Asphalt sidewalk on the west side.	
Ownership	Baltimore County	
<b>Melancthon Avenue</b>		
Roadway Classification	Local	MDOT SHA
Posted Speed Limit	25 MPH	
Typical Section	1 lane in either direction	
Ownership	Baltimore County	
<b>Front Avenue</b>		
Roadway Classification	Local	MDOT SHA
Posted Speed Limit	25 MPH	
Typical Section	1 lane going south. Concrete curb and sidewalk on the east side.	
Ownership	Baltimore County	





Criteria	Existing Design	Reference
<b>Ridgeley Road East</b>		
Roadway Classification	Major Collector	MDOT SHA
Posted Speed Limit	30 MPH	
Typical Section	1 lane and parking lane in each direction. Concrete curbs and sidewalks on both sides.	
Ownership	Baltimore County	
<b>Jamieson Road</b>		
Roadway Classification	Local	MDOT SHA
Posted Speed Limit	25 mph	
Typical Section	1 lane and parking lane in each direction. Concrete sidewalk and curbs on each side.	
Ownership	Baltimore County	
<b>Adcock Road</b>		
Roadway Classification	Local	MDOT SHA
Posted Speed Limit	25 mph	
Typical Section	1 lane and parking lane in each direction. Concrete sidewalk and curbs on each side.	
Ownership	Baltimore County	
<b>Tally Ho Road</b>		
Roadway Classification	Local	MDOT SHA
Posted Speed Limit	25 mph	
Typical Section	1 lane and parking lane in each direction. Concrete sidewalk and curbs on each side.	
Ownership	Baltimore County	
<b>Warren Road</b>		
Roadway Classification	Major Collector	MDOT SHA
Posted Speed Limit	35 MPH	
Typical Section	1 lane in each direction, concrete sidewalk on south side.	
Ownership	Baltimore County	
<b>Greenside Drive</b>		
Roadway Classification	Minor Collector	MDOT SHA
Posted Speed Limit	25	
Typical Section	1 land and parking lane in each direction. Concrete sidewalk and curbs on both sides.	
Ownership	Baltimore County	
<b>East Padonia Road</b>		
Roadway Classification	Minor Arterial	MDOT SHA
Posted Speed Limit	35	
Typical Section	1 lane and parking lane in each direction. Center shared turn lane. Concrete curbs and sidewalk on both sides.	
Ownership	Baltimore County	
<b>Eastridge Road</b>		
Roadway Classification	Major Collector	MDOT SHA
Posted Speed Limit	25	
Typical Section	1 lane and parking lane in each direction. Concrete sidewalk and curbs on both sides.	
Ownership	Baltimore County	



**FACILITY TYPE: OFF-ROAD PEDESTRIAN AND BICYCLE TRAIL**

The Design Criteria for the proposed trail facilities was created using the 2012 AASHTO Guide for the Development of Bicycle Facilities, 4<sup>th</sup> Edition (AASHTO Bike Book), the Maryland State Highway Administrations' 2015 Bicycle Policy and Design Guidelines (MSHA Bike Policy) and the NACTO Urban Bikeway Design Guide (NACTO UBDG). While a fifth edition of the AASHTO Bike Book is currently under review it has not yet been released for use. As this project is anticipated to use federal funding, these criteria will follow the Public Rights-of-Way Accessibility Guidelines (PROWAG) to ensure accessibility to the shared use path for all users.

Criteria	Guidance	Proposed	Reference
Bicycle Design Speed	20 MPH max 12 MPH max for urban areas	15 MPH	MSHA Bike Policy (pg. 7.3, 7.5)
Min. Curve Radius	74 ft	-	AASHTO Bike Book (pg. 5-14)
Stopping Sight Distance	200 ft	-	AASHTO Bike Book (pg. 5-17)
Maximum Grade (within Street or Highway ROW)	Not to exceed roadway grade	-	PROWAG Supplemental Notice R302.5.1
Maximum Grade (outside Street or Highway ROW)	5% max, with allowances for: 5% < X < 8.33% for 200' max 8.33% < X < 10% for 30' max 10% < X < 12% for 10' max	-	Forest Service Trail Accessibility Guidelines (FSTAG) (pg. 10)
Cross Slope	2% max.	1.5%	PROWAG Supplemental Notice R302.6
Superelevation	Not Needed	N/A	AASHTO Bike Book (pg. 5-16)
Vertical Clearance above Path	10 ft preferred	-	AASHTO Bike Book (pg. 5-26)
Vertical Clearance above Roadway	15 ft	-	2018 AASHTO Policy on Geometric Design of Highways and Streets (2018 Green Book) (pg. 6-20)
Horizontal Sightline Offset (HSO)	58 ft	-	AASHTO Bike Book (pg. 5-23)
Shared-Use Path (SUP) Width	10 ft preferred 8 ft min for short segments of constrained areas*	12 ft preferred 10 ft minimum	AASHTO Bike Book (pg. 5-3)
Pedestrian Access Route (PAR)	Full Width of SUP	Full Width of SUP	PROWAG Supplemental Notice R302.3.1
Shoulder Clearance Width (Clear area on either side of SUP)	2 ft min. (6:1 slope) Grass shoulders	2 ft min width, Grass shoulders	AASHTO Bike Book (pg. 5-5) NPS Preferred Practice
Safety Grading	Barrier / Fence required if buffer <5' or: 3:1 for 6' vertical drop 2:1 for 4' vertical drop 1:1 for 1' vertical drop		AASHTO Bike Book (pg. 5-6)
Buffer Width (With and without Curbs)	5' min, greater than 5' preferred for high-speed roadways from outside edge of shoulder If the buffer < 5', a vertical barrier should be installed for separation from vehicle lanes		AASHTO Bike Book (pg. 5-11)
Pavement Design	Pervious or impervious depending on soil characteristics. 3" Hot Mix Asphalt (HMA) for Surface, 4" Graded Aggregate Subbase (GASB)		



**FACILITY TYPE: ON-ROAD SHARED LANE**

Criteria	Guidance	Proposed	Reference
Lane Width	13' < X < 15'	-	AASHTO Bike Book (pg. 4-3)
Road Speed Limit	35 mph	-	AASHTO Bike Book (pg. 4-5)
Roadway Surface Requirements	Must meet requirements for motor vehicle use	-	AASHTO Bike Book (pg. 4-28)
Shoulder Width	Not needed Can be absorbed in retrofit	-	AASHTO Bike Book (pg. 4-29)

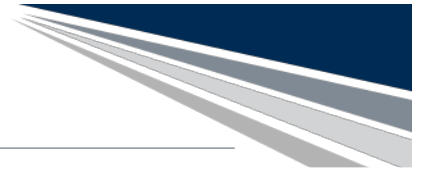
**FACILITY TYPE: ON-ROAD BIKE LANE**

Criteria	Guidance	Proposed	Reference
Bicycle Lane Width	5 ft min	-	AASHTO Bike Book (pg. 4-14, 4-28)
Road Speed Limit	50 mph Recommended that higher speeds have wider bike lanes	-	MSHA Bicycle Policy (pg. 3.1) AASHTO Bike Book (pg.4-7)
Roadway Surface Requirements	Must meet requirements for motor vehicle use	-	AASHTO Bike Book (pg. 4-28)
Shoulder Width	Not needed Can be absorbed in retrofit	-	AASHTO Bike Book (pg. 4-7, 4-29)

**FACILITY TYPE: CYCLE TRACK**

Criteria	Guidance	Proposed	Reference
Bicycle Lane Width	5 ft – 7ft min 12 ft min if two ways	-	NACTO UBDG One-way Protected Cycle Lane Guide and Two-way Protected Cycle Lane Guide
Roadway Surface Requirements	Must meet requirements for motor vehicle use	-	AASHTO Bike Book (pg. 4-28)
Shoulder Width	Not needed Can be absorbed in retrofit	-	AASHTO Bike Book (pg. 4-7, 4-29)
Buffer Width	2 ft min	-	MSHA Bicycle Policy (pg. 10.3)





# APPENDIX D:

## Detailed Discussion of Concepts

## Concepts

### ASHLAND TO WARREN ROAD

The northernmost section of the project begins in Ashland at the current endpoint of the existing Torrey C. Brown Trail and ends at Warren Road. The project team identified three potential options within this segment. The three options were called the *NCR Railroad Route* (shown in orange on **Figure 9**), the *Western Route* (purple), and the *York Road Underpass* (pink).

Beginning in Ashland, all three options continue southwest along the old railroad alignment for approximately 1,500 feet until reaching Western Run. At Western



Image 14: Existing Bridge over Western Run

Run, there is an old existing rail bridge that is still standing but is in poor condition (see **Image 14**). The project team proposes to use the existing bridge frame and to install new bridge decking for the proposed trail to cross the stream without requiring an entirely new structure. After crossing Western Run, all three options will continue southwest along the old railroad alignment for approximately 1,000 feet until reaching Beaverdam Run. At Beaverdam Run, one option, the *NCR Railroad Route*, will cross Beaverdam Run by constructing a new bridge structure, while the other two options will turn away from the railroad alignment and run parallel to Beaverdam Run.

All three options in this segment are considered feasible, however the two options that do not follow the rail alignment will require the trail to be built within existing floodplains.

#### *NCR Railroad Route*

After crossing Beaverdam Run with a new proposed bridge, this option will continue along the railroad alignment until reaching York Road at the intersection with Railroad Avenue. At this intersection, the project team is proposing to install a new traffic signal with a median island to provide a safe crossing for bicycles and pedestrians.

After crossing York Road, the proposed trail will continue along either side of Railroad Avenue until reaching Cockeysville Road, where there will be an at-grade mid-block crossing of the roadway.

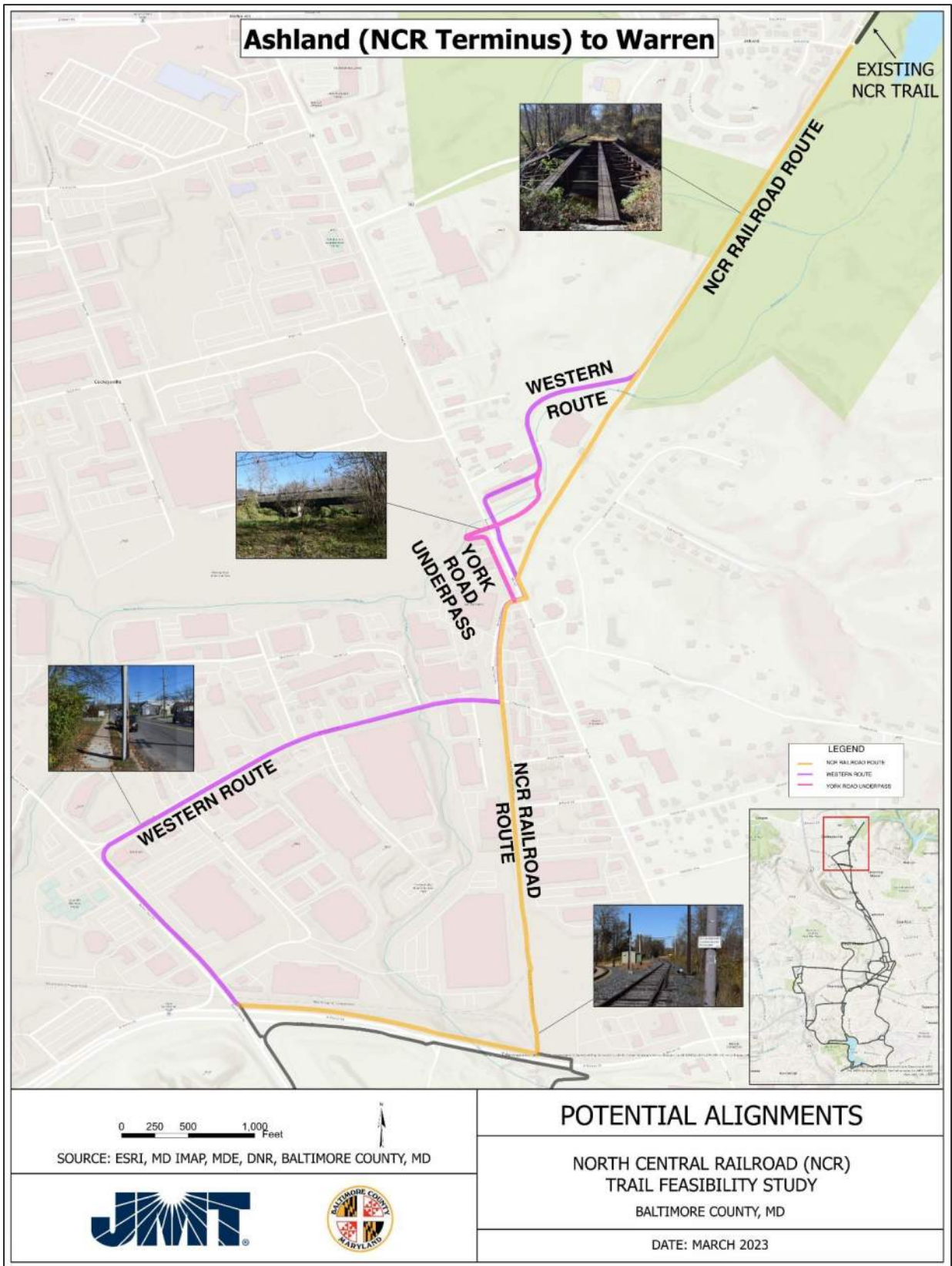
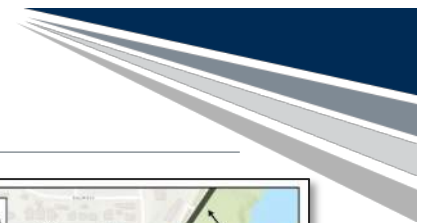


Figure 9: Ashland to Warren Road Alignment Options



The proposed trail will then continue south through the railroad easement, until eventually reaching Warren Road by the existing at-grade light rail crossing of Warren Road (see **Image 15**). There are existing utility poles along the west side of the railroad easement that should be avoided, and some sections of unused existing railroad track that will be removed.



*Image 15: Existing Railroad Easement north of Warren Road*

At Warren Road, the proposed trail will turn west and run parallel to Warren Road along the north side of the roadway until reaching the existing intersection with Beaverdam Road.

#### *York Road Underpass*

The York Road Underpass option turns away from the existing railroad corridor just prior to Beaverdam Run and travels west, parallel to Beaverdam Run, until just before reaching York Road. The proposed trail would then cross Beaverdam Run via a new bridge, and then cross under the York Road bridge over Beaverdam Run. After crossing under York Road, the trail would then come back up to York Road and run parallel to York Road along the west side of the roadway until reaching the intersection with Railroad Avenue. From this point on, the trail would follow either the NCR Railroad Route or the Western Route as described above.

#### *Western Route*

The Western Route option turns away from the existing railroad corridor just prior to Beaverdam Run and travels west, parallel to Beaverdam Run, until reaching York Road. At York Road, the proposed alignment turns south and runs parallel to York Road until reaching the intersection with Railroad Avenue. At this intersection, the project team is proposing to install a new traffic signal with a median island to provide a safe crossing for bicycles and pedestrians.

After crossing York Road, the proposed trail will continue along either the east or west side of Railroad Avenue until reaching Cockeysville Road. The trail would then turn west along the north side of Cockeysville Road with an on-road bicycle facility and pedestrians using the sidewalk, until reaching Beaver Dam Road. At Beaver Dam Road, the trail would turn south and run along the east side of Beaver Dam Road until reaching the intersection with Warren Road.

### **WARREN ROAD TO PADONIA ROAD**

The second section of the project is between Warren Road and Padonia Road. Three alignment options were created for this section, called the *NCR Railroad Route*, the *Western Route*, and the *Warren Road Connection*.



#### *NCR Railroad Route*

The NCR Railroad Route (shown in purple on **Figure 10**) in this section continues to follow the railroad corridor between Warren Road and Padonia Road. Unlike the previous section of the project, the railroad corridor is regularly and actively used by light rail transit south of Warren Road. The proposed alignment includes an at-grade crossing of Warren Road adjacent to the existing at-grade light rail crossing, and a new pedestrian signal for the crossing. After crossing Warren Road, the proposed trail continues along the east side of the light rail until Padonia Road and includes three additional at-grade mid-block crossings of smaller local roads. Pedestrian crossing signals are not anticipated to be needed at any of these three crossings.

#### *Warren Road Connection*

The Warren Road Connection (pink) is an offshoot alternative that would place a new shared-use path along the south side of Warren Road connecting the existing light rail crossing and the intersection with Beaverdam Road. This connection would primarily be utilized as an alternative method to cross either the Warren Road and Beaverdam Road intersection, or the intersection of Warren Road and the light rail.

#### *Western Route*

The Western Route (yellow) begins at the intersection of Warren Road and Beaverdam Road. The proposed trail includes a road diet of Beaverdam Road south of Warren Road and would eliminate the two-way center turn lane and one travel lane from each direction. By removing this additional pavement, the proposed trail can fit within the existing roadway footprint and include a large, landscaped, grass median providing separation from vehicular traffic. Additionally, the road diet will ensure that existing utility poles located along the west side of the roadway are not impacted by the proposed trail. There will be breaks in the grass median for turning movements at intersecting roadways to allow vehicles to turn on and off Warren Road. The roadway diet would continue until reaching the intersection with Texas Station, at which point the proposed trail would transition to a shared-use path along the west side of the Warren Road to connect with Padonia Road.



Figure 10: Warren Road to Padonia Road Alignment Options





Image 16: View of light rail from Padonia Road overpass

## PADONIA ROAD TO TIMONIUM ROAD

The third section of the project looked at potential connections between Padonia Road and Timonium Road. The project team identified four potential options within this section: *NCR Railroad Route*, *Beaver Dam Road Connection*, *East Railroad Route*, and *Greenspring Drive*.

### *NCR Railroad Route*

The NCR Railroad Route (shown in orange in **Figure 11**) would run parallel to the existing light rail, along the west side of the light rail, from Texas Station to approximately 700 feet south of Padonia Road. The proposed trail would cross

under Padonia Road at the existing Padonia Road overpass of the light rail (see **Image 16**).

Approximately 700 feet south of Padonia Road, the trail would turn west towards Deereco Road to avoid impacts to the existing retail buildings along the light rail.

The proposed trail would continue along Deereco Road for approximately 1,200 feet, and then continue following Deereco Road as it turns southeast away from Greenspring Drive. The proposed trail would cross the light rail at the existing at-grade pedestrian crossing for the Timonium Fairgrounds and enter the fairgrounds. The project would install traffic calming, signing, and striping improvements through the fairgrounds and connecting to the existing Timonium Road gate.

### *Beaver Dam Road Connection*

The Beaver Dam Road Connection (purple) is an alternative route to cross Padonia Road at the intersection of Padonia Road and Beaver Dam Road. The proposed trail would include a shared-use path connection from Texas Station to Padonia Road, where it would cross Padonia Road at-grade at the existing signalized intersection and continue onto Deereco Road. The trail will cross through an existing utility corridor across from Texas Station, and future design should include coordination with BGE to confirm the proposed alignment. Continuing south, the trail will remain on Deereco Road until arriving where the *NCR Railroad Route* alignment intersects with Deereco Road. From this point, the proposed trail would follow either the *NCR Railroad Route* or the *Greenspring Drive* alignment.

### *East Railroad Route*

The East Railroad Route (pink) will run parallel to the existing light rail along the east side of the railroad between Texas Station and the Timonium Fairgrounds. The proposed trail would go under Padonia Road at the Padonia Road over the light rail overpass and would require several bridges and / or boardwalk structures due to the meandering nature of Goodwin Run and existing wetlands and / or floodplains along Goodwin Run. Once the proposed trail reaches the fairgrounds, it will follow the *NCR Railroad Route* discussed above to connect with Timonium Road.

### *Greenspring Drive*

The Greenspring Drive (yellow) alignment option begins at the Deereco Road / Greenspring Drive intersection and will install a new shared-use path along Greenspring Drive until reaching the intersection with Timonium Road.

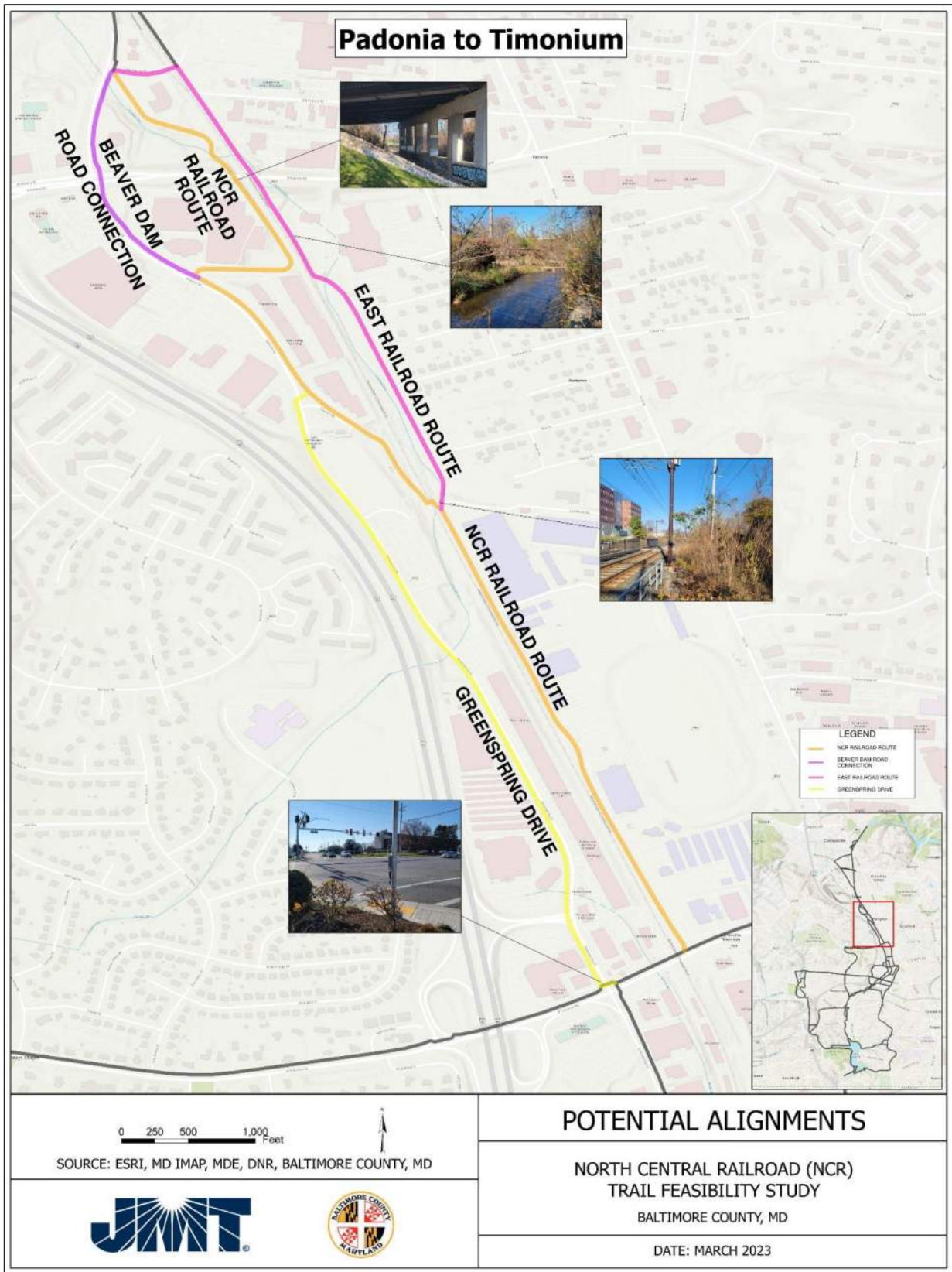


Figure 11: Padonia Road to Timonium Road Alignment



## TIMONIUM ROAD TO THE BALTIMORE BELTWAY (I-695)

The fourth section of the project looked at potential connections between Timonium Road and I-695. The project team identified ten potential options within this section: *NCR Railroad Route*, *Thornton Road Connection*, *Seminary Avenue*, *Utility Corridor*, *Green Spring Station*, *East Route*, *Front Avenue*, *Lincoln Avenue Connection*, *Roland Run Connection*, *Kurtz Avenue Connection*, and *Notre Dame Avenue Connection*.

### *NCR Railroad Route*

The NCR Railroad Route (shown in pink in **Figure 12**) will cross Timonium Road at the signalized intersection with Aylesbury Road, and then continue south along Aylesbury Road. Due to existing buildings, forests, and Roland Run, as well as the lack of a good pedestrian and bicycle crossing of Timonium Road at the light rail crossing, it was not considered feasible to continue the trail along the existing light rail tracks between Timonium Road and Business Park Drive.

At Business Park Drive, the proposed trail will turn west onto Business Park Drive, cross the light rail at the existing light rail crossing on Business Park Drive, and then turn south onto Greenspring Drive. The proposed trail would continue approximately 750 feet along Greenspring Drive, and then turn east towards Roland Run. The trail will run parallel to Roland Run until reaching the Lutherville light rail station, where it will turn west, cross Roland Run and connect with Trebor Court. The trail would also include access to the Lutherville station.

The trail would then turn south on Trebor Court, and follow Trebor Court south until reaching a cul-de-sac, where the trail would exit the roadway and run parallel to Roland Run until reaching Seminary Avenue. At Seminary Avenue, the trail will turn west along Seminary Avenue and then south into Seminary Park. There is a pinch point along Seminary Avenue just west of Greenspring Drive where there is limited shoulder space, and the roadway is located between retaining walls (see **Image 17**). It is unlikely that widening of the corridor in this location to include pedestrian / bicycle facilities will be feasible or constructable.



*Image 17: Pinch point along Seminary Avenue*

Additionally, there is not an existing signalized crossing for Seminary Avenue, which would be needed to create a safe crossing for all users.

Once reaching Seminary Park, the proposed alignment would use the existing trail network within the park until reaching the southern end of the park, and then cross under I-695 on the west side of the light rail.



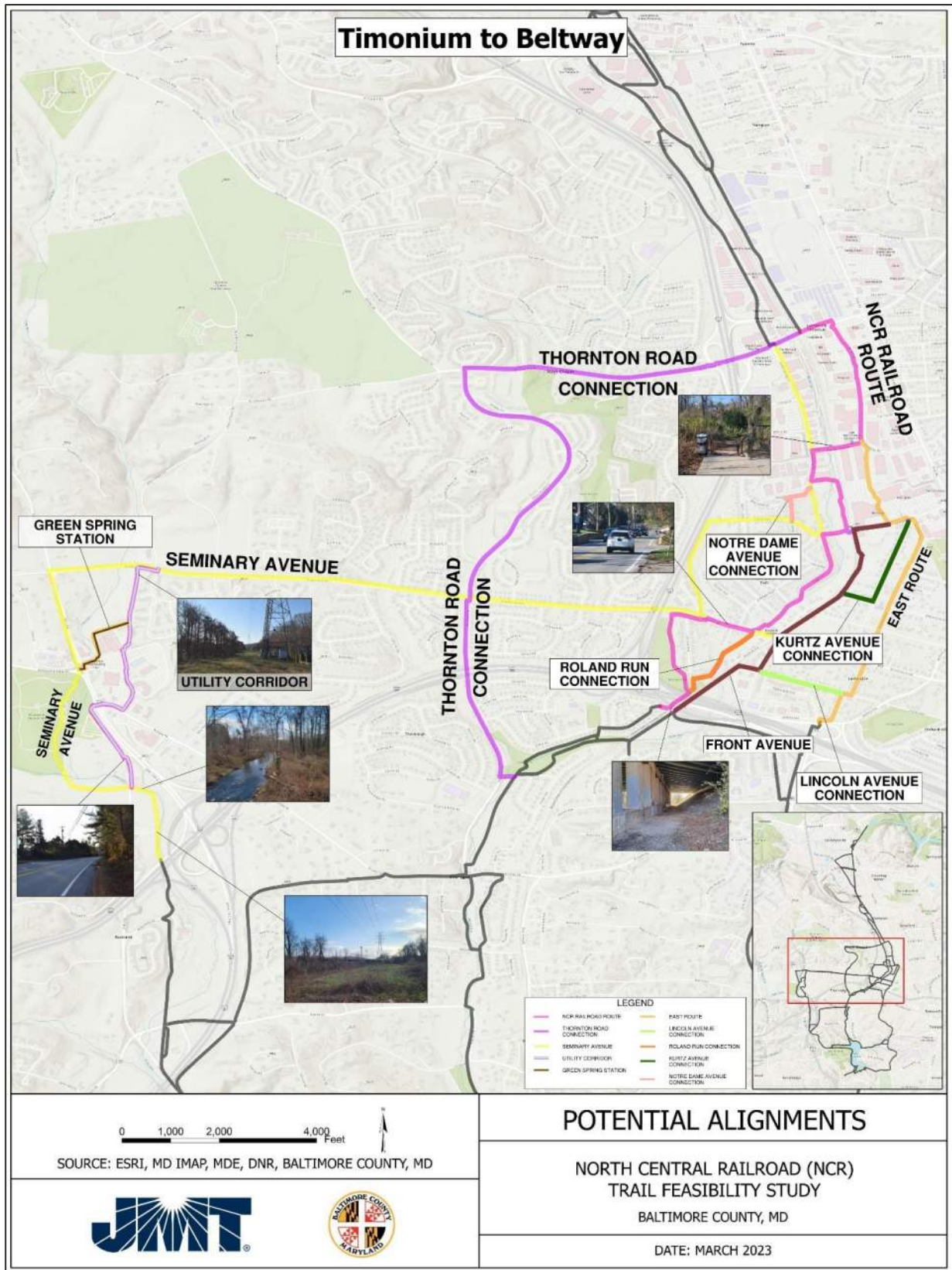
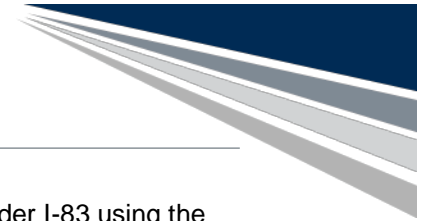


Figure 12: Timonium Road to I-695 Alignment Options



### *Thornton Road Connection*

The Thornton Road Connection (purple) will turn west on Timonium Road, go under I-83 using the existing I-83 overpass, and continue along Timonium Road until reaching Thornton Road. The proposed trail would cross Timonium Road at Thornton Road and then continue south along Thornton Road, cross Seminary Avenue, go under I-695 at the existing overpass of Thornton Road, and then turn east onto Essex Farm Road.

### *Seminary Avenue*

The Seminary Avenue (yellow) route will cross Timonium Road at Greenspring Drive and continue along Greenspring Drive until approximately 750 feet south of Business Park Drive. The trail would then turn away from Greenspring Drive and provide a pedestrian and bicycle connection *only* with Greenspring Drive within Lutherville. The trail would then turn west along Talbott Avenue, continue onto Emerson Avenue, and then turn south to parallel I-83. The trail would run parallel to I-83 for approximately 1,000 feet, before turning southeast behind the Seminary Roundtop Apartments, and eventually reach Seminary Avenue approximately 600 feet west of Greenspring Drive. This route would allow the project to bypass the pinch point along Seminary Avenue that was discussed in the *NCR Railroad Route* alternative above.



*Image 18: Utility Corridor between Falls Road and JFX*

The proposed alignment will then turn west along Seminary Avenue, cross I-83 at the existing overpass, and continue along Seminary Avenue until reaching Falls Road. The alignment would cross Seminary Avenue at the existing signalized intersection with Falls Road and continue along Falls Road until reaching Greenspring Valley Road. After crossing Greenspring Valley Road, the alignment would enter Meadwood Regional Park, utilize the existing trail network within the park, and eventually leave the park through a new trail continuing southeast. The

new trail would cross the Jones Falls, and then run parallel to the Jones Falls until reaching Falls Road, where it would cross Falls Road at-grade, and then continue east until reaching an existing BGE utility corridor located between Falls Road and the Jones Falls Expressway (JFX) (see **Image 18**). Coordination with BGE will be required during future design phases to ensure that the proposed alignment meets their design and safety standards. The alignment will turn south into the utility corridor and continue within the utility corridor under I-695, until eventually reaching Brightfield Road.





### *Utility Corridor*

The Utility Corridor (blue and pink) alignment begins at the intersection of Seminary Avenue and Mays Chapel Road. The alignment will cross Seminary Avenue at this intersection, continue approximately 300 feet west along Seminary Avenue, and then turn south into an existing utility corridor. Coordination with BGE will be required during future design phases to ensure that the proposed alignment meets their design and safety standards. The proposed alignment will follow the utility corridor until reaching Green Spring Station, utilize Station Drive within Green Spring Station, and then eventually cross Falls Road at the existing signalized intersection with Joppa Road. The alignment would then turn south along Falls Road, providing access to Meadowood Regional Park, and continue along the west side of Falls Road until reaching the existing slip ramp from Falls Road to the JFX. The alignment would cross Falls Road at the slip ramp and continue along the east side of Falls Road until reaching Jones Falls, at which point it would follow the *Seminary Avenue* alignment further south as discussed above.

### *Green Spring Station*

The Green Spring Station (orange and black) alignment provides an alternative alignment through Green Spring Station to the *Utility Corridor* alignment discussed above. Instead of crossing Falls Road at the intersection with Joppa Road, this alternative will cross at the intersection with Greenspring Valley Road (see **Image 19**), where it will then tie-in with the *Seminary Avenue* alignment discussed previously in this section to continue south.



*Image 19: Intersection of Green Spring Valley Road and Falls Road*

### *East Route*

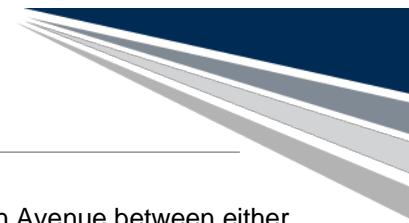
The East Route (orange) starts at the intersection of Business Park Drive and Aylesbury Road, where it diverts from the *NCR Railroad Route* discussed above, to continue south along an existing access road until eventually intersecting with Ridgely Road. The proposed alignment will turn east along Ridgely Road and then south along Francke Avenue, crossing Seminary Avenue at the existing pedestrian signal, and then continue along Francke Avenue until reaching Lincoln Avenue. The alignment will briefly turn west onto Lincoln Avenue, and then south onto Clark Avenue, continuing south until crossing Bellona Avenue at an existing traffic signal and then utilizing Charles Street to cross over I-695.

There is an existing sidewalk on the Charles Street bridge over I-695, however there is limited shoulder and a high concentration of fast-moving vehicles. The existing roadway has bicycle markings; however, the limited space and vehicular traffic makes for a low bicycle level of comfort along Charles Street.

### *Front Avenue*

Front Avenue (burgundy) begins along Ridgely Road at the Lutherville light rail station and runs south along the east side of the light rail until reaching Front Avenue. The alignment will then run along Front Avenue, crossing Seminary Avenue at-grade, until reaching Lincoln Avenue. The alignment will then turn west towards the light rail and run parallel to the light rail along the east side of the tracks to cross under I-695 at the existing overpass.





#### *Lincoln Avenue Connection*

The Lincoln Avenue Connection (light green) provides a connection along Lincoln Avenue between either the *Front Avenue* or the *East Route* alternatives discussed above.

#### *Roland Run Connection*

The Roland Run Connection (orange) provides an alternate connection to the *NCR Railroad Connection* between Seminary Avenue and Seminary Park. This alignment would cross Seminary Avenue at-grade near Greenspring Drive, and then continue southwest parallel to Roland Run until reaching Seminary Park, where it would cross under I-695 along the west side of the light rail (see **Image 20**) and continue south.



*Image 20: I-695 Overpass of the Light Rail near Seminary Park*

#### *Kurtz Avenue Connection*

The Kurtz Avenue Connection (dark green) was developed as an alternative to the *Front Avenue* alignment between Ridgeley Drive and Front Avenue. The proposed alignment would follow Kurtz Avenue to Front Avenue, and then turn west along Front Avenue until reaching the location of the *Front Avenue* alignment and continuing on the *Front Avenue* alignment as discussed above.

#### *Notre Dame Avenue Connection*

The Notre Dame Avenue Connection (pink) provides an alternative to the *Seminary Avenue* alignment connection from Greenspring Drive to Lutherville. This alignment would connect from Greenspring Drive to Notre Dame Avenue instead of connecting from Greenspring Drive to Greenspring Drive. After connecting with Notre Dame Avenue, the alignment would continue south until reaching Talbott Avenue, where it could connect to either the *NCR Railroad Route* or the *Seminary Avenue* alignments as discussed above.

## BALTIMORE BELTWAY (I-695) TO LAKE ROLAND PARK

The fifth section of the project looked at connections between the Baltimore Beltway and Lake Roland Park. The project team identified nine potential alignments within this section: *West NCR Railroad Connection*, *Utility Corridor*, *Charles Street*, *Roland Run Connection*, *Bellona Avenue Connection*, *Ruxton Road Connection*, *Roland Run Connection Alternative*, *Essex Farm Park Trail*, and *East NCR Railroad Connection*.

### *West NCR Railroad Connection*

The West NCR Railroad Connection (shown in orange in **Figure 13**) continues south from the *NCR Railroad Route* discussed in the previous section of the project. After crossing under I-695, the proposed alignment would turn west and connect directly into Jeffers Court. The proposed alignment would then follow Jeffers Road for approximately 1,000 feet. The proposed alignment would then turn south, through an existing county-owned easement towards Roland Run. The proposed trail would continue along the north / west side of Roland Run until reaching Essex Farm Road.



*Image 21: Existing grass trail near Roland Run*

At Essex Farm Road, the trail will cross the road and then continue onto an existing grass trail along the east side of Roland Run (see **Image 21**). The grass trail will be formalized into an accessible shared-use path and will continue along the east side of Roland Run for approximately 2,000 feet, where it will cross Roland Run via a new pedestrian and bicycle bridge and then continue adjacent to Thornton Road until reaching the existing traffic signal at W Joppa Road.

The trail will cross Thornton Road at the existing signal and continue along the north side of Joppa Road for approximately 1,200 feet until reaching Old Court Road. At Old Court Road, the trail will cross Joppa Road and then continue onto Old Court Road along the north side of the roadway. The proposed trail will follow Old Court Road until reaching the existing signalized intersection with Ruxton Road. The trail will cross Ruxton Road, and continue adjacent to, but physically separated from, the I-83 NB off-ramp until reaching Falls Road. The trail will then turn east onto Falls Road for approximately 600 feet until turning off the roadway onto the existing Greenspring Branch trail within the Lake Roland trail network.

### *Utility Corridor*

The Utility Corridor (blue on purple) alignment continues south from the *Seminary Avenue* alignment discussed in the previous section. The alignment uses the existing utility corridor between Falls Road and the Jones Falls Expressway to pass under I-695. Coordination with BGE will be required during future design phases to ensure that the proposed alignment meets their design and safety standards. The trail will continue south, eventually connecting with and then crossing Brightfield Road. After crossing Brightfield Road, the trail continues south through the utility corridor for approximately 2,200 feet until eventually intersecting with Ruxton Road.

The trail will cross Ruxton Road via a new at-grade mid-block crossing. The potential new crossing should be designed to promote safety and traffic calming for all trail users to cross the roadway. After crossing Ruxton Road, the trail will continue south through the existing utility corridor, past the fire station, until reaching Falls Road. The trail will then turn southeast along Falls Road, cross under I-83, and tie-in with the *West NCR Railroad Connection* as it approaches the existing trail network within Lake Roland Park.





Figure 13: I-695 to the vicinity of Lake Roland Park





### *Charles Street*

The Charles Street (pink) alignment continues south from the *East Route* alternative described on the previous page. After crossing over I-695, the alignment continues south along Charles Street, with a steep hill climbing up towards the Joppa Road overpass. There is limited available width for a new bicycle facility along Charles Street until the lane drops at Ruxton Ridge Road. At this point, there are existing wide, bikeable shoulders. There is potential to either convert the shoulders into separated bike lanes or to remove a shoulder and add a shared-use path with a five-foot buffer instead. The proposed trail would continue south on Charles Street, crossing multiple intersecting roadways until reaching Malvern Avenue, where it will split into two different alignment options that will be discussed in the next section.

### *Roland Run Connection*

The Roland Run Connection (purple) begins at the intersection of Joppa Road and Thornton Avenue, connecting with the *West NCR Railroad Connection* at this location. The proposed trail will cross Joppa Road instead of Thornton Avenue, and then continue south along Roland Run. The trail will initially begin on the east side of Roland Run at the Joppa Road / Thornton Avenue intersection but will then cross over to the west side of Roland Run via a new pedestrian and bicycle bridge over Roland Run. The trail will continue along Roland Run until reaching Roland Avenue.

At Roland Avenue, the trail will require a new mid-block crossing of Roland Avenue, and then continue south, through County-owned right-of-way, along the west side of Roland Run until eventually reaching Ruxton Road. At Ruxton Road, the trail will require an additional new mid-block crossing, before continuing south along the east side of Roland Run. The trail will continue along Roland Run, crossing Circle Road, and then entering the existing trail network within Lake Roland Park.

### *Bellona Avenue Connector*

The Bellona Avenue Connector (yellow) continues south from the *Front Street* alignment discussed in the previous section. After crossing under I-695, the alignment will continue along the east side of the light rail for approximately 100 feet before turning east. The proposed trail will continue east within the woods located between I-695 and Bellona Road, not impacting any existing privately owned property until reaching Charles Street (see **Image 22**). At Charles Street it will turn north and connect with the *Charles Street* alignment discussed above.



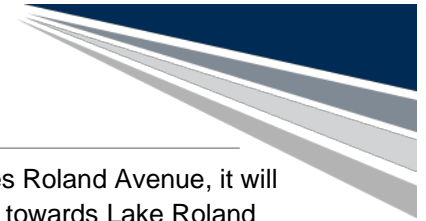
**Image 22:** Woods between Bellona Avenue and I-695

### *Ruxton Road Connection*

The Ruxton Road Connection (pink) provides an alternative alignment to the *West NCR Railroad Connection* between Ruxton Road and Falls Road. Instead of crossing Ruxton Road at the existing intersection with Old Court Road and continuing south, the proposed alignment will turn west alongside Ruxton Road. The alignment will continue along Ruxton Road until reaching the *Utility Corridor* alignment discussed on the previous page. The trail will then use the *Utility Corridor* alignment to connect Ruxton Road to Falls Road.

### *Roland Run Connection Alternative*

The Roland Run Connection Alternative (light green) provides an alternative connection between Joppa Road and Roland Avenue. Instead of remaining alongside Roland Run between these two roadways, this alignment would turn alongside Joppa Road for approximately 600 feet until reaching Ruxway Road. At Ruxway Road, the proposed alignment would turn south into the existing development and use



Springway Road to connect south towards Roland Avenue. Once the trail reaches Roland Avenue, it will connect with the previously discussed *Roland Run Connection* to continue south towards Lake Roland Park.

#### *Essex Farm Park Trail*

The Essex Farm Park Trail (dark orange) provides an alternative to the *West NCR Railroad Connection* between Jeffers Road and Essex Farm Road. The proposed alignment would turn south off Jeffers Road in the same location as discussed in the *West NCR Railroad Connection* section of the report, but it would then cross Roland Run via a new pedestrian and bicycle bridge and connect into Essex Farms Park. The proposed alignment would then continue along the south side of Roland Run until reaching Essex Farm Road, where it will continue south via the *West NCR Railroad Connection* alignment option.

#### *East NCR Railroad Connection*

The East NCR Railroad Connection (dark green) option connects the *Front Street* option discussed in the previous section with the *Essex Farm Park Trail* alignment discussed above. After crossing under I-695, this option will continue south along the east side of the light rail for approximately 1,000 feet until reaching Roland Run. At Roland Run, the proposed alignment will turn west, cross under the existing light rail bridge (see **Image 23**) over Roland Run, cross Roland Run via a new pedestrian and bicycle bridge, and then continue south via the *Essex Farm Park Trail* alignment.



*Image 23: Existing Light Rail bridge over Roland Run*

## LAKE ROLAND PARK TO THE FALLS ROAD LIGHT RAIL STATION

The sixth section of the project looked at connections between the area around Lake Roland Park and the existing Falls Road Light Rail Station. The project team identified five potential alignments within this section: *Greenspring Branch Trail*, *Woodbrook Lane Connection*, *Towson Run*, *NCR Crossing Alternative*, and *Towson Run Alternative*.

#### *Greenspring Branch Trail*

The Greenspring Branch Trail (shown in yellow in **Figure 14**) continues southeast from the *West NCR Railroad Connection* at Falls Road as discussed in the previous section. The proposed trail will continue along Falls Road for approximately 500 feet, at which point it will turn away from the road onto the existing Greenspring Branch Trail located within the Lake Roland Park existing trails network. The existing trail was created along a portion of the alignment of the Green Spring Branch Railroad. The railroad has been out of service for over sixty years, but the portion of the railroad located between Lake Roland and Falls Road was converted into a recreational dirt trail.

The existing trail is approximately two miles long and includes an existing bridge over Jones Falls and an at-grade crossing of the light rail. The trail would be converted into a formalized shared-use path that is accessible for all users. The project would also install additional improvements to the existing at-grade light rail crossing to ensure that it is as accessible and safe as feasible.

After the trail crosses the light rail, it will enter the existing paved trail network within Lake Roland Park, continue south through the existing network, and eventually connect onto an existing boardwalk trail connection to the Falls Road Light Rail Station.



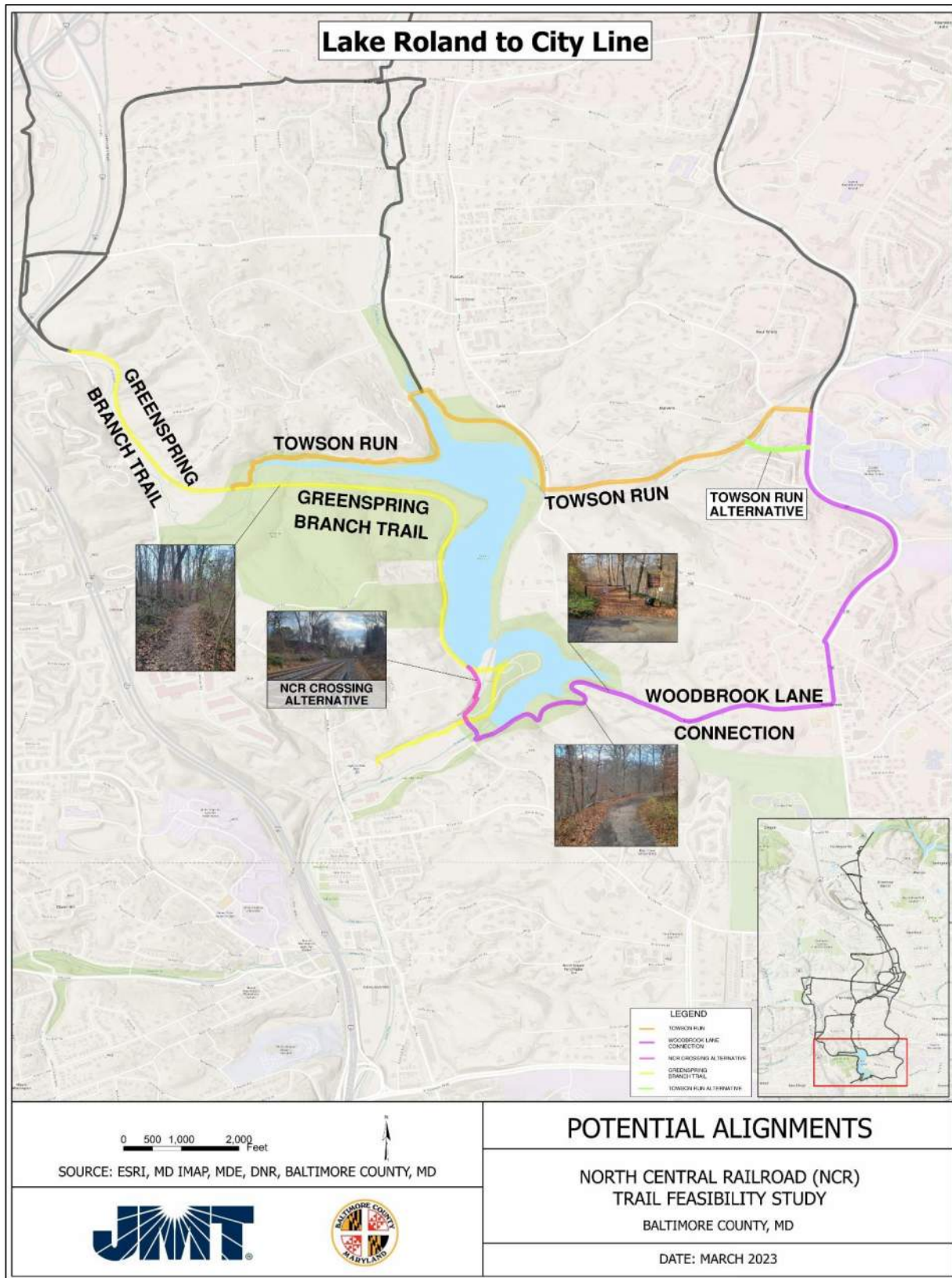
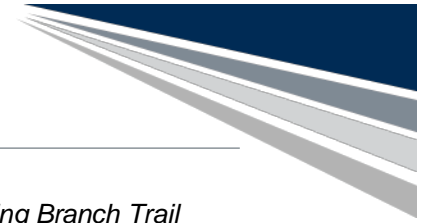


Figure 14: Lake Roland Park to the Falls Road Light Rail Station





#### *NCR Crossing Alternative*

The NCR Crossing Alternative (pink) is an alternative alignment to the *Greenspring Branch Trail* alignment option for crossing the light rail within Lake Roland Park. This alignment option would create a new pedestrian and bicycle bridge structure over the light rail that connects to the existing paved trail network within Lake Roland Park. This alignment will be more direct than the original alignment and would eliminate the at-grade crossing of the light rail, although it will be significantly more expensive and have more impacts.

#### *Woodbrook Lane Connection*

The Woodbrook Lane Connection (purple) will continue south from the *Charles Street* alignment option discussed in the previous section. The proposed alignment will follow Charles Street for approximately 6,000 additional feet until reaching the intersection with Woodbrook Lane, where it will turn west onto Woodbrook Lane. The trail will follow Woodbrook Lane until the road dead ends at Lake Roland Park. The trail will then continue onto an existing paved trail that connects the Woodbrook Lane dead end with the Lake Roland Park Nature Center (see **Image 24**), where it will connect with the Greenspring Branch Trail as discussed above and turn south onto the existing boardwalk trail connection to the Falls Road Light Rail Station.



*Image 24: Existing multi-use trail near Lake Roland*

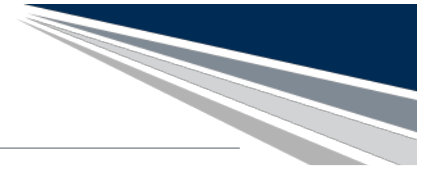
#### *Towson Run*

The Towson Run (orange) alignment option connects with the southern end of the *Charles Street* alignment option discussed in the previous section. Instead of continuing south on Charles Street as discussed in the *Woodbrook Lane Connection*, this alignment option will turn west along Malvern Avenue at the intersection with Malvern Avenue. The trail will continue along Malvern Avenue for a short distance before turn southwest along Rolandvue Road. The trail will continue along Rolandvue Road until reaching Bellona Avenue, where it will cross both Bellona Avenue and the light rail via a new bridge structure and then turn north along the west side of the light rail.

The trail will continue north for approximately 1,000 feet until reaching an existing multi-use trail on the northeast side of Lake Roland. The existing trail will be formalized into a shared-use path that is accessible for all users and will connect to L'Hirondelle Club Road. The trail will turn west along L'Hirondelle Club Road for approximately 250 feet, and then turn south onto the existing Lake Roland Park Blue Trail. The existing trail is a dirt trail that connects L'Hirondelle Club Road with the Greenspring Branch Trail within Lake Roland Park. The trail is approximately 4,000 feet long and will be formalized into a shared-use path that is accessible for all users. Once the proposed alignment reaches the Greenspring Branch Trail, the alignment will continue southeast using the *Greenspring Branch Trail* alignment option discussed on the previous page.

#### *Towson Run Alternative*

The Towson Run Alternative (light green) is an alternative alignment to the *Towson Run* option discussed above. Instead of turning onto Malvern Avenue, this option will continue approximately 800 feet further south along Charles Street before turning west into the wooded area along Towson Run. The trail will follow Towson Run for approximately 1,000 feet until eventually connecting back to Rolandvue Road. The trail will then turn onto Rolandvue Road and continue along the *Towson Run* alignment discussed above.



# APPENDIX E:

## Public Workshop Online Survey Results

## Community Survey

Draft Survey Questions: The following represents the draft community survey questions. The purpose of this survey is to provide high-level information to allow our team input to better facilitate conversation and discussion at the public workshop.

The survey is set up in several key areas:

- **Introduction:** The introduction statement that provides context and a request for input. The wording of this statement is reflective of the press release to provide consistency in messaging.
- **Questions – Demographic:** The first three questions establish a geographic baseline for those taking the survey either by where individuals live or work. For internal review purposes, each question noted below includes the question, the intended purpose of the question, and the input and output for the question.
- **Questions – Existing Trail Use:** Questions 4-7 are geared toward helping identify what individuals' views are for the existing NCR Trail.
- **Questions – Future Trail Use:** Questions 8-10 are geared towards the goals of the proposed trail extension.
- **Question – Distribution List:** The final question allows for the individual to sign up for the e-mail distribution list directly from the survey, thereby reducing the number of places to encourage individuals to go to have them sign up
- **Closing:** The closing statement provides an acknowledgement of the time and input given as well as another opportunity to promote the website and e-mail address.

**Baltimore County is hosting a collaborative public workshop to engage area residents and community leaders in extending the NCR Trail from its current limits near Ashland Road south to the Baltimore City line. Prior to the public workshop, scheduled for March 2023, we would like to hear from you.**

**Please share your thoughts to help create an extension of the NCR Trail.**

*This survey is approximately five minutes long.*

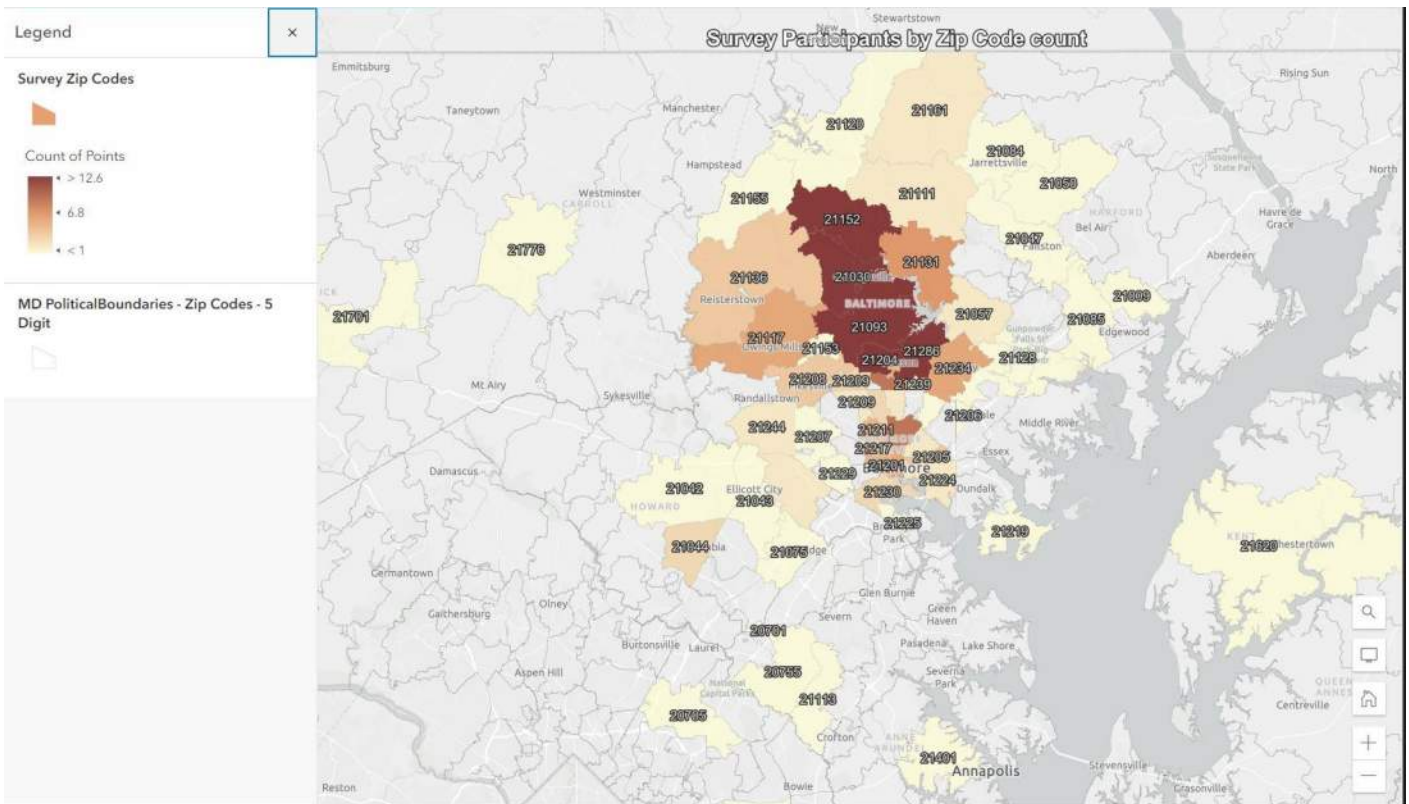




Survey Window: March 10<sup>th</sup> – April 10<sup>th</sup>

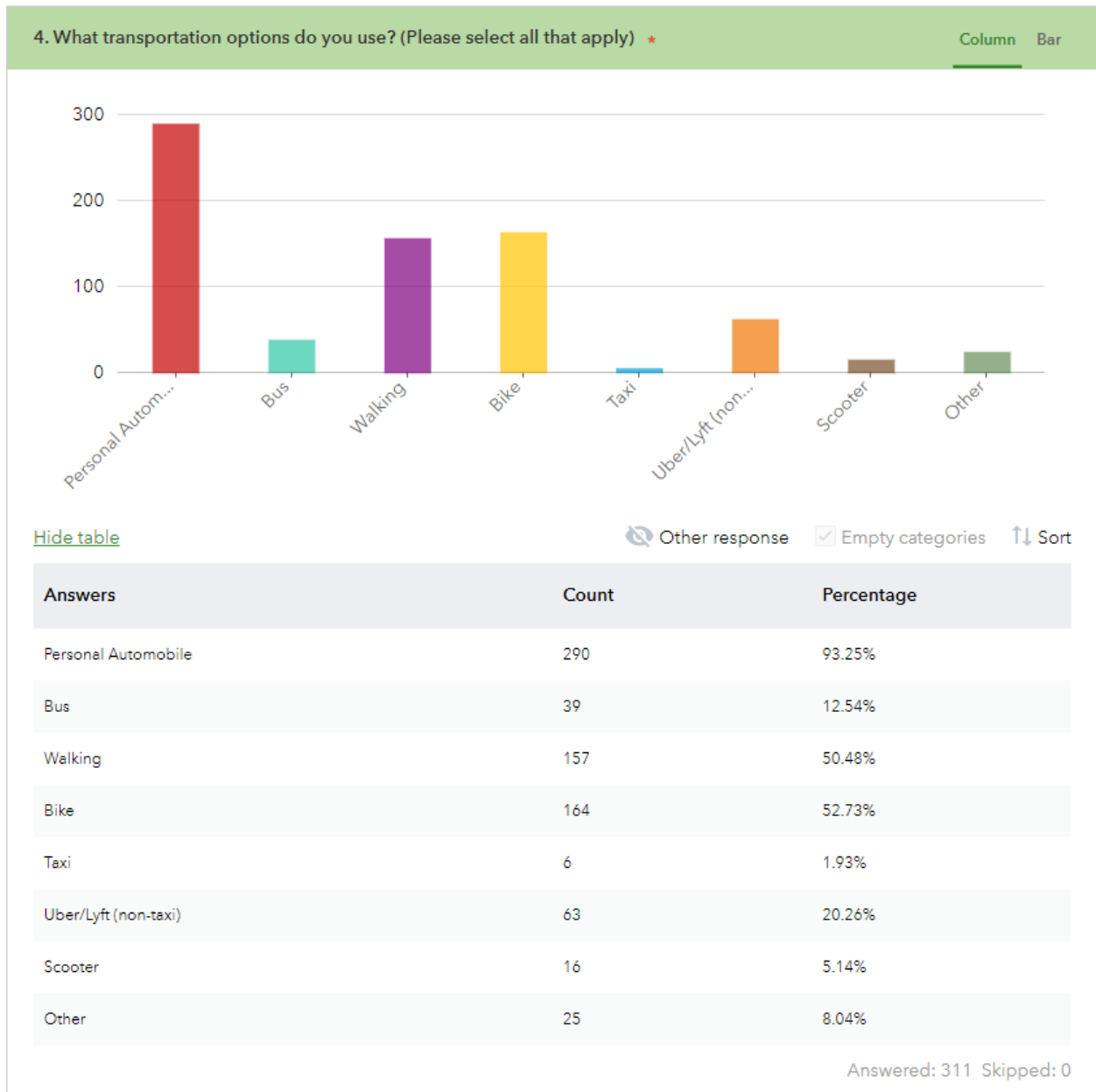
Total Submissions: 311

1. Please provide the zip code where you reside.





4. What transportation options do you use? (Please select all that apply)

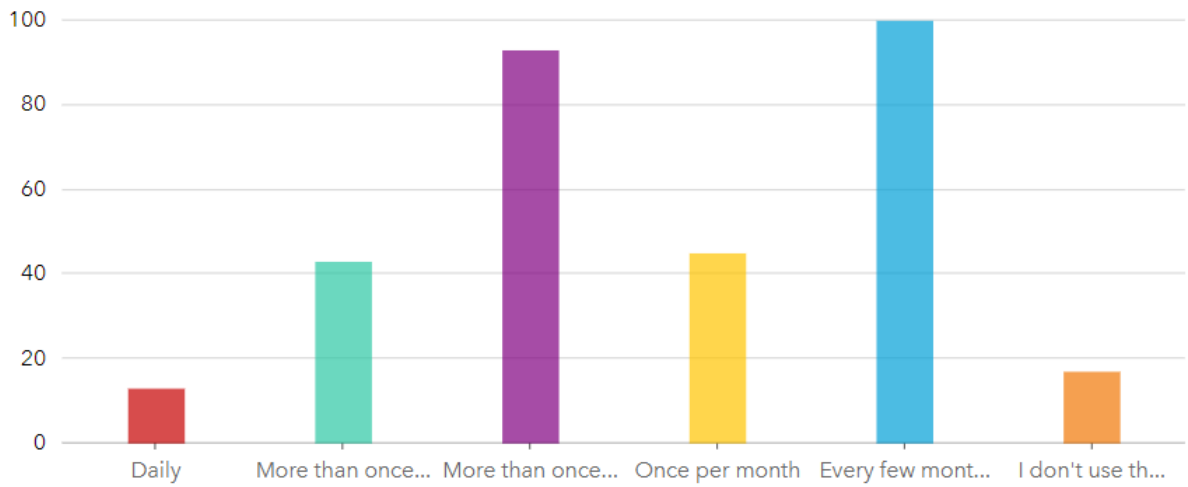




## 5. How frequently do you use the current NCR Trail?

5. How frequently do you use the current NCR Trail? \*

Column Bar Pie Map



[Hide table](#)

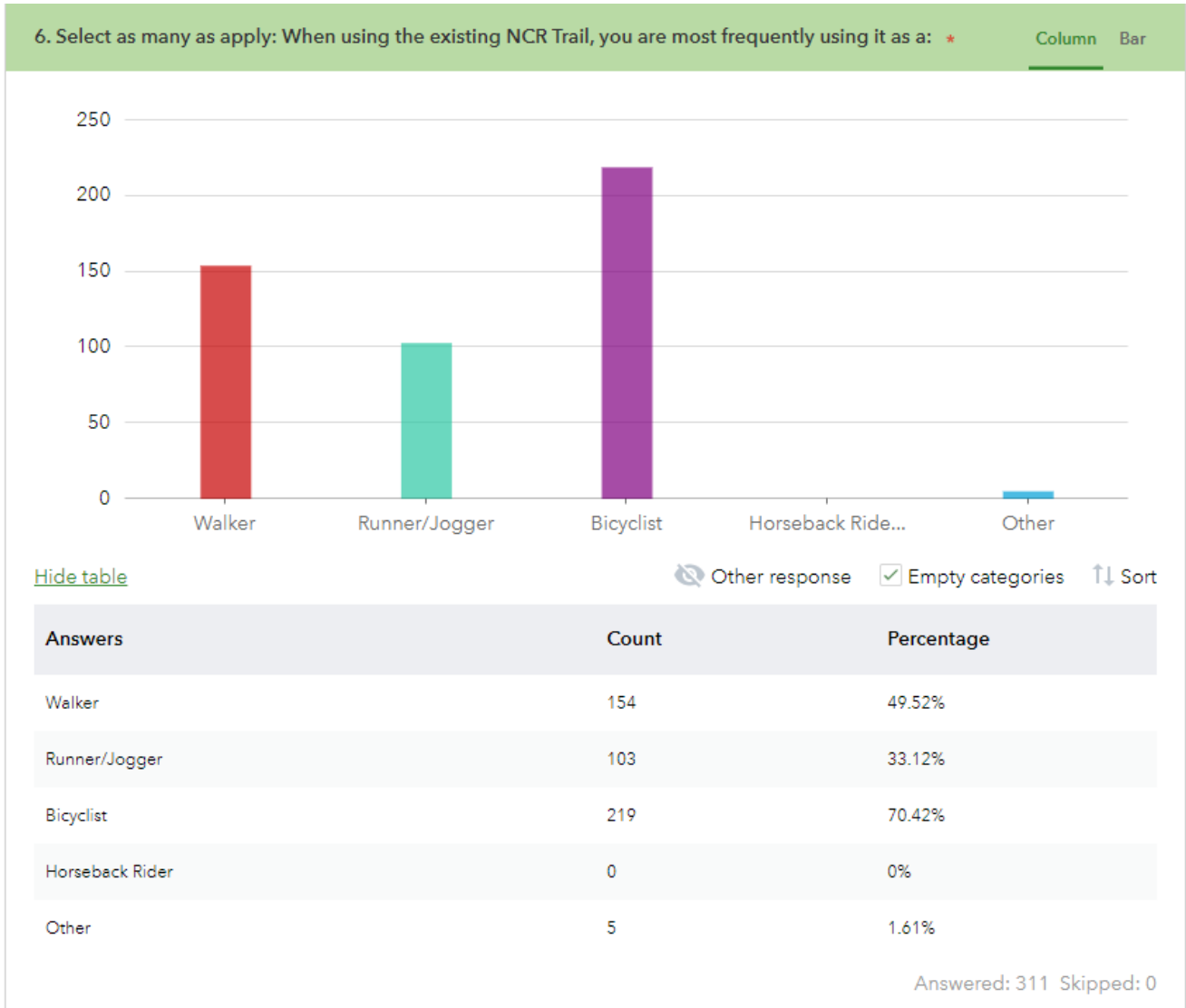
Empty categories [↑↓ Sort](#)

Answers	Count	Percentage
Daily	13	4.18%
More than once a week	43	13.83%
More than once per month	93	29.9%
Once per month	45	14.47%
Every few months	100	32.15%
I don't use the NCR Trail	17	5.47%

Answered: 311 Skipped: 0



6. Select as many as apply: When using the existing NCR Trail, you are most frequently using it as a:







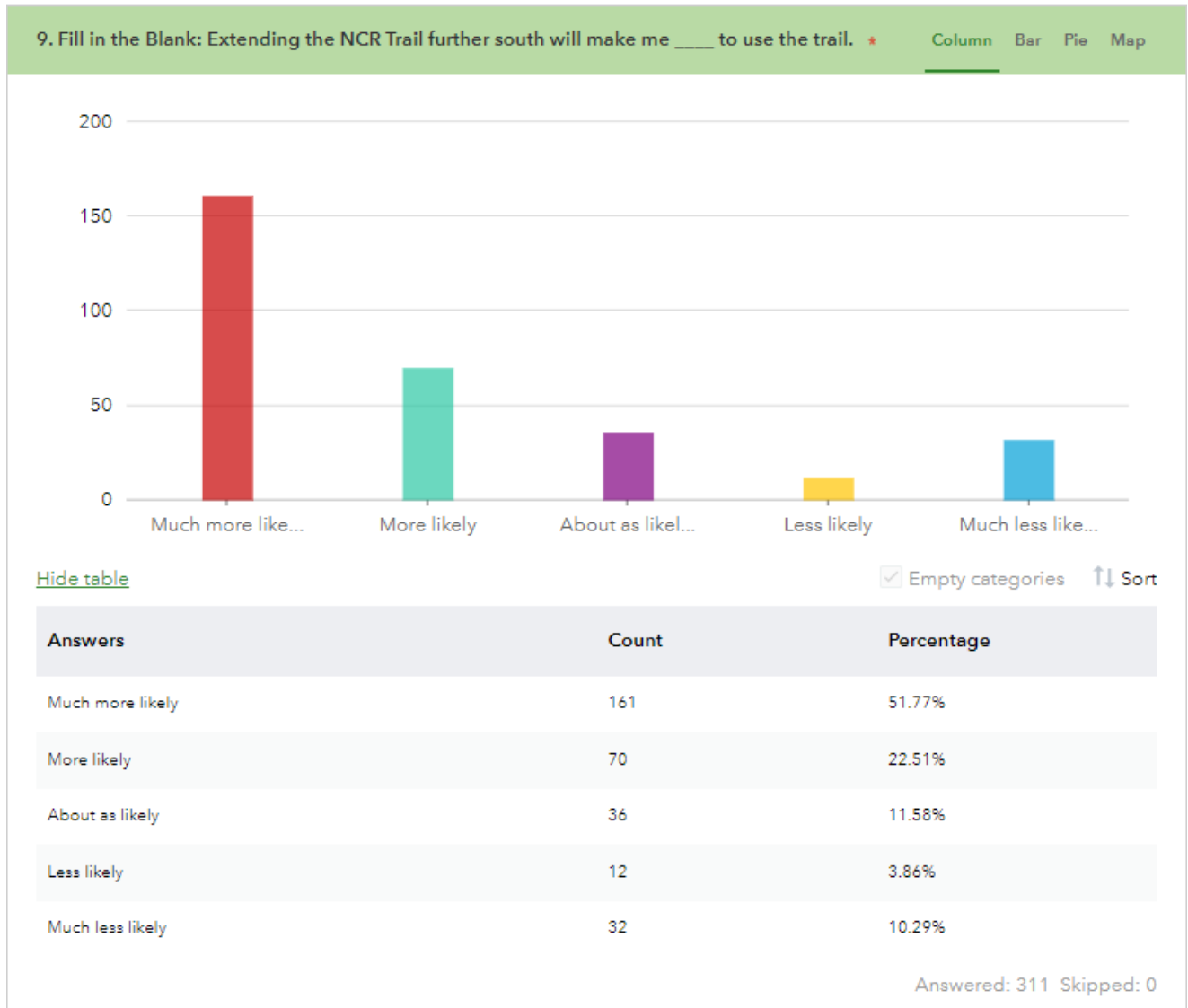
## 8. What are your top priorities for the NCR Trail Extension?



7	• Minimizing Cultural and/or Environmental Impacts	4.5% 14	5.47% 17	9% 28	11.58% 36	12.22% 38	18.97% 59	16.08% 50	3.46
8	• Visibility	0.64% 2	4.18% 13	7.72% 24	10.61% 33	17.04% 53	19.94% 62	19.29% 60	3.21



9. Fill in the Blank: Extending the NCR Trail further south will make me \_\_\_\_ to use the trail.







## NCR Trail Project

### Resident and Community Frequent - Comments & Concerns

This chart breaks down community residents' questions and concerns regarding the NCR project's trail implementation. The information below will be comments compiled from the in-person meeting that took place on Wednesday, March 22 from 6 pm to 7:30 pm and those emailed within 2 weeks after the date of the meeting.

Comment Card #	Area	Comment	Recommendation
1	1 - Ashland Road to Warren Road	Use the right-of-way, acquire street, or shift to get the neighborhood association on board. Do not detour to the truck route on McCormick Drive/Beaver Dam Road.	NCR Railroad Route
2	1 - Ashland Road to Warren Road	Follow the old NCR to Warren Road, end trail going south there.	NCR Railroad Route
3	1 - Ashland Road to Warren Road	Following old rail bed sounds like the best idea, yellow line. Prefer off road routes - high priority. In general, wherever you can use old railroad right-of-way, please use.	York Road Underpass
4	1 - Ashland Road to Warren Road	The NCR Railroad Route with w/the York Road underpass seems like a great option to avoid crossing the busy York Road corridor. Provided its separated from the traffic on any segments that parallel a road.	York Road Underpass
5	1 - Ashland Road to Warren Road	Road crossing safety and reduced speed limits (30 mph @ Paper Mill Road crossing too!). Would hope not to expand parking. Intermittent sidewalk on York from Ashland Road to Warren Road could use attention. Preserve existing bridge & railroad signals (historic)	
6	1 - Ashland Road to Warren Road	Need grade-separated bike lanes throughout, painted lines alone are not acceptable.	
7	1 - Ashland Road to Warren Road	Railroad right-of-way to Railroad Avenue to Cockeysville Road to Beaver Dam Road to Deereco Road.	Western Route
8	1 - Ashland Road to Warren Road	Protected lanes please. Really excited for this!	
9	1 - Ashland Road to Warren Road	NCR is best	NCR Railroad Route
10	1 - Ashland Road to Warren Road	I like the idea of the York Road underpass in order to avoid an on-road bike facility on York Road. It would make the trail significantly quieter, more comfortable, and safer. Following the old railroad route south of that also would provide a more quiet, pleasant connection that would also be enjoyable to all skill levels and ages.	York Road Underpass
11	1 - Ashland Road to Warren Road	Follow the Railroad right-of-way.	NCR Railroad Route
12	1 - Ashland Road to Warren Road	Like the straight connection to the NCR orange.	NCR Railroad Route
13	1 - Ashland Road to Warren Road	Original NCR route to Warren Road. Passing by the bicycle connection would allow walker/runner/cyclist logistical support during business hours. A "fix it station" and water fountain could be placed there for after hours	NCR Railroad Route
14	1 - Ashland Road to Warren Road	I am a resident of Ashland Road - I live on Stone Row Court. I believe it would be irresponsible to target the area behind Ashland Road for expanded parking. We do not want the increased traffic this would bring to our neighborhood. I do not want the historic area impeded - and I also believe that this would be greatly detrimental to the environment being targeted. I and my neighbors will continue to take an active role as input in regard to these issues.	
15	1 - Ashland Road to Warren Road	These are more so overall comments rather than commenting about the specific area/sections. It would be wonderful to continue to build out this trail network, as this alignment suggests. Connecting the NCR trail to public transportation and to the city line will make it more accessible and equitable. In addition, we could create a destination trail for bike packers - like the C+O - and the foodies - like the Washington and Old Dominion. Both of these trails are accessible by public transport and protected bike lanes. Encourage businesses to connect to the trail and make sure the trail connects to the businesses. Help build out camp grounds on the trail. I love the NCR and cannot wait to see it become more accessible to the city.	
16	1 - Ashland Road to Warren Road	-	
17	1 - Ashland Road to Warren Road	West side trail - Railroad Avenue preferred	NCR Railroad Route

<b>Key:</b> Green highlighted cell - General Comment
<b>Recommendation Summary:</b> NCR Railroad Route - 8 York Road Underpass - 2 Western Route - 0

Comment Card #	Area	Comment	Recommendation
1	2 - Warren Road to Padonia Road	Please do the straight shot down the lightrail right-of-way. Do not use Beaver Dam - it's out of the way and connects to nothing. Stay east of the light rail for access to business and residential.  Please consider Warren Road to Greenside Drive to Padonia Road as an option.	NCR Railroad Route
2	2 - Warren Road to Padonia Road	Mark sidewalks and add bike path	
3	2 - Warren Road to Padonia Road	The display maps should show more info so that we can put into context.  "NCR route" - is that abandoning the right of way? - then use it	NCR Railroad Route
4	2 - Warren Road to Padonia Road	Continuing on the NCR railroad right-of-way is fine	NCR Railroad Route
5	2 - Warren Road to Padonia Road	Rail bed makes sense - road crossing safety on busy road	NCR Railroad Route
6	2 - Warren Road to Padonia Road	Need grade-separated bike lanes throughout, painted lines alone are not acceptable.	
7	2 - Warren Road to Padonia Road	Beaver Dam Road to Deereco Road to Greenspring Drive	Western Route
8	2 - Warren Road to Padonia Road	Hard barriers everywhere, please. Use as many existing trails, and protected lanes, avoid Beaver Dam Road, unless it's protected, and connect to shopping.	
9	2 - Warren Road to Padonia Road	Purple is most useful.  Protected lanes.	NCR Railroad Route
10	2 - Warren Road to Padonia Road	Warren Road looks massive and scary. Even if an off-road facility is chosen, there would only be car noise. There would be minimal nature or items of interest to look at. It would boring and a bad trail expense. The NCR railroad route would be a significantly more interesting and pleasant trail experience. While the Western road route gets less car traffic than Warren road, it would still be a boring trail.	NCR Railroad Route
11	2 - Warren Road to Padonia Road	Just make it direct	NCR Railroad Route
12	2 - Warren Road to Padonia Road	Like purple, proximity to businesses.	NCR Railroad Route
13	2 - Warren Road to Padonia Road	NCR seems best here if a protected lane/path would be available. Yellow or purple there should be a hard barrier to traffic.	NCR Railroad Route
14	2 - Warren Road to Padonia Road	-	
15	2 - Warren Road to Padonia Road	-	
16	2 - Warren Road to Padonia Road	-	
17	2 - Warren Road to Padonia Road	Purple route preferred	NCR Railroad Route

**Key:**  
Green highlighted cell - General Comment

**Recommendation Summary:**  
NCR Railroad Route - 8  
Western Route - 1  
Warren Road Connection - 8

Comment Card #	Area	Comment	Recommendation
1	3 - Padonia Road to Timonium Road	Staying on the east side of light rail residential access points would be great. Also, this is important, there is currently no ped/bike access to light rail from the east side, this trail could create route.	NCR Railroad Route
2	3 - Padonia Road to Timonium Road	Mark sidewalks and add bike path	
3	3 - Padonia Road to Timonium Road	Is the "East Railroad Route" the abandoned the right of way? If so, go with that.	
4	3 - Padonia Road to Timonium Road	The East Railroad Route connecting to the NCR provides potential neighborhood connections and avoids paralleling car-traveled roads.	East Railroad Route
5	3 - Padonia Road to Timonium Road	Each alignment seems ok.	
6	3 - Padonia Road to Timonium Road	Need grade-separated bike lanes throughout, painted lines alone are not acceptable.	
7	3 - Padonia Road to Timonium Road	Greenspring Avenue to Business Park Drive to Aylesbury to Ridgely to Kurtz to Front to Seminary	Greenspring Drive
8	3 - Padonia Road to Timonium Road	Protected lanes, connect shopping to residential and transit	
9	3 - Padonia Road to Timonium Road	Connection to light rail is great. Protected lanes.	
10	3 - Padonia Road to Timonium Road	The East Railroad Route seems to provide the most pleasant, safe, and comfortable route to follow. Note that if the railroad routes are selected, connections to nearby bicycle facilities would be important to ensure access to the trail to a nearby neighborhood and also trail users to nearby businesses, work, and opportunities.	East Railroad Route
11	3 - Padonia Road to Timonium Road	Keep access to the housing on the east.	East Railroad Route
12	3 - Padonia Road to Timonium Road	Like yellow alignment connection to the light rail	Greenspring Drive
13	3 - Padonia Road to Timonium Road	No real preference here. Would be best to have access from the Timonium LR stop regardless.	
14	3 - Padonia Road to Timonium Road	-	
15	3 - Padonia Road to Timonium Road	These are more so overall comments rather than commenting about the specific area/sections. It would be wonderful to continue to build out this trail network, as this alignment suggests. Connecting the NCR trail to public transportation and to the city line will make it more accessible and equitable. In addition, we could create a destination trail for bike packers - like the C+O - and the foodies - like the Washington and Old Dominion. Both of these trails are accessible by public transport and protected bike lanes. Encourage businesses to connect to the trail and make sure the trail connects to the businesses. Help build out camp grounds on the trail. I love the NCR and cannot wait to see it become more accessible to the city.	
16	3 - Padonia Road to Timonium Road	-	
17	3 - Padonia Road to Timonium Road	Purple route preferred.	East Railroad Route

<b>Key:</b> Green highlighted cell - General Comment
<b>Recommendation Summary:</b> NCR Railroad Route - 2 East Railroad Route - 5 Greenspring Drive - 3



Comment Card #	Area	Comment	Recommendation
1	4 - Timonium Road to Beltway (1-695)	Slight preference to Aylesbury over Greenspring	NCR Railroad Route
2	4 - Timonium Road to Beltway (1-695)	Not practical	
3	4 - Timonium Road to Beltway (1-695)	If we are making 1 route, I vote for 1 that is more direct. Not necessarily the shortest, but one that does not add many more miles to a through ride.	NCR Railroad Route and Roland Run Connection
4	4 - Timonium Road to Beltway (1-695)	This route should be constructed as straight as possible throuh the area to provide utility. Separated bike lanes on Timonium road and Seminary are good ideas but divert the path too far out.	NCR Railroad Route and Roland Run Connection
5	4 - Timonium Road to Beltway (1-695)	Light rail north to Fairgrounds - Greenspring is very busy and 83 exit. Greenspring drive is good from Timonium to Pink through Ball fields. Thornton Road Connection is also good. Preserve privacy of historic Lutherville train station (private residence).	
6	4 - Timonium Road to Beltway (1-695)	Need grade-separated bike lanes throughout, painted lines alone are not acceptable.	
7	4 - Timonium Road to Beltway (1-695)	Option 1: Seminary to Falls Road to Meadow Ridge Park to Falls Road.	
8	4 - Timonium Road to Beltway (1-695)	Option 2: Seminary to Thornton to Toppa to Old Court to Falls Road	
9	4 - Timonium Road to Beltway (1-695)	Avoid fast-moving traffic, utilize physical protection, connect to where people want to go, and dirt trail near highway interchanges if possible.	
10	4 - Timonium Road to Beltway (1-695)	Connection to light rail is most important. Focus on access to commercial centers and jobs and then focus on recreation. Safety should be prioritized.	
11	4 - Timonium Road to Beltway (1-695)	Following the power lines seems to provide little to no shade. Are additional tree plantings possible if the route is chosen? Pink-orange seems to provide the best connection to the most points of interest the safest connection assuming all off-road separated trails.	NCR Railroad Route and Roland Run Connection
12	4 - Timonium Road to Beltway (1-695)	Take advantage of existing neighborhoods and retail.	
13	4 - Timonium Road to Beltway (1-695)	Like the orange connection to light rail.	Roland Run Connection
14	4 - Timonium Road to Beltway (1-695)	The Thornton Road Connection would be the best place to have the semi-protected two-way path with an option for the sidewalk.	Thornton Road Connection
15	4 - Timonium Road to Beltway (1-695)	-	
16	4 - Timonium Road to Beltway (1-695)	These are more so overall comments rather than commenting about the specific area/sections. It would be wonderful to continue to build out this trail network, as this alignment suggests. Connecting the NCR trail to public transportation and to the city line will make it more accessible and equitable. In addition, we could create a destination trail for bike packers - like the C+O - and the foodies - like the Washington and Old Dominion. Both of these trails are accessible by public transport and protected bike lanes. Encourage businesses to connect to the trail and make sure the trail connects to the businesses. Help build out camp grounds on the trail. I love the NCR and cannot wait to see it become more accessible to the city.	
17	4 - Timonium Road to Beltway (1-695)	Need to make sure the hills areas are accessible to all levels of users	
18	4 - Timonium Road to Beltway (1-695)	Purple route	Thornton Road Connection
19	5 - Timonium Road to Beltway (1-695)	Seminary Avenue	Seminary Avenue Connection

**Key:**  
Green highlighted cell - General

**Recommendation Summary:**  
NCR Railroad Route - 1  
Thornton Road Connection - 1  
NCR Railroad Route and Roland Run Connection - 4  
Seminary Avenue Connection - 1

Comment Card #	Area	Comment	Recommendation
1	5 - Beltway (1-695) to Lake Roland Park.	Need to connect Seminary Park to Essex Farms. Would also accept the alignment on the other side of the light rail but its less good for connecting the park. This could possibly encourage people to unsafely cross tracks if you don't put in a crossing.	West NCR RR Connection
2	5 - Beltway (1-695) to Lake Roland Park.	Go to Meadowood Park, end there. Terminate trail there going north.	
3	5 - Beltway (1-695) to Lake Roland Park.	Yes to the Roland Run Connection and East Railroad Connection	Roland Run Connection & EAST NCR RR connection
4	5 - Beltway (1-695) to Lake Roland Park.	The most direct route taking advantage of Roland Run makes sense here.	Roland Run Connection
5	5 - Beltway (1-695) to Lake Roland Park.	Ruxton Road central trail makes sense	Ruxton Road Connection
6	5 - Beltway (1-695) to Lake Roland Park.	Need grade-separated bike lanes throughout, painted lines alone are not acceptable.	
7	5 - Beltway (1-695) to Lake Roland Park.	Falls to Smith and existing bike lanes or Falls to Lake Roland, but need to get back to Falls to Smith connection to existing bike/hike	
8	5 - Beltway (1-695) to Lake Roland Park.	Connect to where people live and want to go, hard protection, avoid fast and busy roads	
9	5 - Beltway (1-695) to Lake Roland Park.	-	
10	5 - Beltway (1-695) to Lake Roland Park.	Utility corridor appears to provide very little shade and would be hot in the summer.	
11	5 - Beltway (1-695) to Lake Roland Park.	I think it should go directly north out of Lake Roland	Roland Run Connection
12	5 - Beltway (1-695) to Lake Roland Park.	Charles street is most useful. I live in Towson and seems it is the only connection that allows me to ride my bike to the rest of the trail. This route is the most important to me, personally and would greatly influence my immediate proximity to the trail. This route is my highest importance.	Charles Street
13	5 - Beltway (1-695) to Lake Roland Park.	West NCR to Roland Run. Mostly residential and would take advantage of the existing trail infrastructure of Lake Roland.	West NCR RR Connection
14	5 - Beltway (1-695) to Lake Roland Park.	-	
15	5 - Beltway (1-695) to Lake Roland Park.	These are more so overall comments rather than commenting about the specific area/sections. It would be wonderful to continue to build out this trail network, as this alignment suggests. Connecting the NCR trail to public transportation and to the city line will make it more accessible and equitable. In addition, we could create a destination trail for bike packers - like the C+O - and the foodies - like the Washington and Old Dominion. Both of these trails are accessible by public transport and protected bike lanes. Encourage businesses to connect to the trail and make sure the trail connects to the businesses. Help build out camp grounds on the trail. I love the NCR and cannot wait to see it become more accessible to the city.	
16	5 - Beltway (1-695) to Lake Roland Park.	Make hilly areas accessible in both directions	
17	5 - Beltway (1-695) to Lake Roland Park.	Purple route preferred or Charles street	
18	5 - Beltway (1-695) to Lake Roland Park.	I remember the outcry from the Ruxton Community during the planning and development of the light rail line. I think it is unlikely that they will support either Old Court Road or Ruxton Road as corridors for this project. Therefore: It seems prudent to me that you should pursue the Falls Road path for entrance to Lake Roland Park. That will mean using Seminary Ave for Area 4.	Utility Corridor
19	6 - Beltway (1-695) to Lake Roland Park.	Roland Run Connection	Roland Run Connection

**Key:**  
Green highlighted cell - General Comment

**Recommendation Summary:**  
Charles Street - 1  
Roland Run Connection - 4  
West NCR Railroad Route - 2  
Ruxton Road Connection - 1  
Utility Corridor - 1

Comment Card #	Area	Comment	Recommendation
1	6 - Lake Roland Park to Falls Road Light Rail Station.	Too circuitous for Ruxton through the park. Maybe as an initial alignment, but lets talk about future vision.	
2	6 - Lake Roland Park to Falls Road Light Rail Station.	Use existing Lake Roland Park	Greenspring Branch Trail
3	6 - Lake Roland Park to Falls Road Light Rail Station.	Use the trail through the woods (yellow). Find a way to get to Mt. Wash light rail station - off-road.	Greenspring Branch Trail
4	6 - Lake Roland Park to Falls Road Light Rail Station.	Taking advantage of current paths through Lake Roland makes most sense. A ped/bike bridge should be planned for the future to minimize diverted distance. The priority for all sections should be minimizing traffic interaction and that should take precedence over the directness of the route.	Greenspring Branch Trail
5	6 - Lake Roland Park to Falls Road Light Rail Station.	West/left of the lake and connect walking trails	Greenspring Branch Trail
6	6 - Lake Roland Park to Falls Road Light Rail Station.	Need grade-separated bike lanes throughout, painted lines alone are not acceptable.	
7	6 - Lake Roland Park to Falls Road Light Rail Station.	-	
8	6 - Lake Roland Park to Falls Road Light Rail Station.	Connect to existing infrastructure and protect lanes.	
9	6 - Lake Roland Park to Falls Road Light Rail Station.	-	
10	6 - Lake Roland Park to Falls Road Light Rail Station.	I feel like as many connections to Roland Park are good. Provide as many connections to light rail stations as possible to make the trail more accessible to all. Provide connections to neighborhoods and businesses. Maybe outside of the scope but, providing connections to Towson and Towson University would be nice.	
11	6 - Lake Roland Park to Falls Road Light Rail Station.	-	
12	6 - Lake Roland Park to Falls Road Light Rail Station.	Purple is a good connection to the hospital and Towson access. Why does only yellow connect to LR?	Woodbrook Lane Connection
13	6 - Lake Roland Park to Falls Road Light Rail Station.	Orange to yellow to pink to yellow. JFT terminates at Kelly Ave, a continuation at the elevated walkway from Mt Washington LR to Falls Road station is vital. That, or waived rider fare for people riding in between the two stations. After hours people could make that connection via Falls Road	
14	6 - Lake Roland Park to Falls Road Light Rail Station.	-	
15	6 - Lake Roland Park to Falls Road Light Rail Station.	These are more so overall comments rather than commenting about the specific area/sections. It would be wonderful to continue to build out this trail network, as this alignment suggests. Connecting the NCR trail to public transportation and to the city line will make it more accessible and equitable. In addition, we could create a destination trail for bike packers - like the C+O - and the foodies - like the Washington and Old Dominion. Both of these trails are accessible by public transport and protected bike lanes. Encourage businesses to connect to the trail and make sure the trail connects to the businesses. Help build out camp grounds on the trail. I love the NCR and cannot wait to see it become more accessible to the city.	
16	6 - Lake Roland Park to Falls Road Light Rail Station.	Need to connect to the city and the Jones Falls Trail.	
17	6 - Lake Roland Park to Falls Road Light Rail Station.	Towson Run	Towson Run
18	6 - Lake Roland Park to Falls Road Light Rail Station.	-	
19	6 - Lake Roland Park to Falls Road Light Rail Station.	There needs to be a connection from the bottom of Lake Roland to 1) Roland Avenue commuter path that goes all the way from Lake Ave to Maryland Ave and 2) The Mt Washington cycling trail. This is crucial for connecting the City and County. North of Lake Roland, the Roland Run Trail up to Joppa would be superb. Residents are ready!	

<b>Key:</b> Green highlighted cell - General
<b>Recommendation Summary:</b> Towson Run - 1 Woodbrook Lane Connection - 1 Greenspring Branch Trail - 4



Name	Response Date	Comments	Analysis
Richard Reis	4/7/2023	<p>This is an important corridor for bicyclists and will become more so once adequate and safe facilities are constructed and opened. Lake Roland is directly accessible by bicycle for many Baltimoreans through the bicycle lanes on Roland Avenue. Although protected bicycle lanes are preferred*, University Parkway and then Roland Avenue have wide lanes and are contiguous, although there is a short stretch on Lake Street from the northern end of Roland Avenue to the intersection of Lake Street and Hollins Avenue which needs a protected bicycle lane / sidewalk.</p> <p>* I'm relatively new to the area, having moved to Baltimore in March 2020, but I understand that there were truly protected bicycle along Roland Avenue lanes briefly before that. We are reminded of the need for safer travel by a memorial white bicycle on the west side of Roland Avenue near Lake Street.</p> <p>The NCR trail is a great resource (I rode round trip to York PA on it) which should be available to people who don't own cars or wish to travel by bicycle.</p>	<p>This comment is primarily directed towards bike facilities within Baltimore City, however it expresses an interest and desire for the project to continue to move forward.</p>
Pamela Shaw, Lutherville Community Association President	4/14/2023	<p>The purple line [<i>Thornton Road Connection</i>] that goes to the far left of the image avoids the entire LCA community, it goes across Timonium Road onto Thornton where there aren't front facing homes, and the road/sidewalks are wide and already in place. According to persons at the meeting, this is the route they currently use. <b><i>This is the route the LCA recommends.</i></b></p> <p>The yellow line [<i>Seminary Avenue</i>] connects above LCA on Timonium Road at Greenspring Drive. It connects the parts of Greenspring Drive moving into CCP. It connects the dead ends of Greenspring, Riderwood, and Riderwood. Then across Talbot coming out behind then through the Seminary Roundtop Apartment complex, then right at an odd angle onto Seminary at the bridge over I-83. <b><i>This route is problematic on several points: 1) The LCA has a standing agreement with Baltimore County to NOT connect the separated portions of Greenspring Drive. 2) This route would take the connection through a floodplain. 3) This path would place the trail in a very narrow street, without sidewalks. 4) This plan connects several dead end streets. 5) There are houses built in some of these areas and this plan would go through these properties/homes. 6) The Seminary Roundtop / Seminary Avenue intersection has been the location of more than one fatal accident in just the last two years.</i></b></p> <p>The dark pink [<i>NCR Railroad Route</i>] on the middle comes down Aylesbury, west across Business Park Drive, down a non-existent part of Greenspring, back across the tracks somewhere that also doesn't exist, essentially below the Merritt commercial buildings onto the Lutherville Station property, connecting to the access road (which is part of the East Coast Greenway Route). <b><i>This route is problematic on several points: 1) This route would cross the Light Rail Tracks at three points. One at Business Park Drive is a controlled crossing at road level. 2) The second crossing is current essentially in a ditch where the Light Rail is below the surrounding parking lot level at Lutherville Station. There is no crossing at this location and no vehicular traffic that would warrant it. 3) The third crossing would also require a permanent bridge across Roland Run. The LCA has an agreement with MDOT NOT to create a permanent bridge there because it would a) create a barrier to the free flow of materials in the stream, b) because it would be washed away in a heavy rain because it is in the flood zone and c) because it would create additional traffic into the neighborhood. 5) Again as listed above, the LCA has a standing agreement with Baltimore County NOT to connect the separated portions of Greenspring Drive.</i></b></p> <p>The route that continues in dark burgundy either follows the light rail state property to Front Street down to Lincoln Avenue somewhere through Cardiff or through Creighton Center under the Beltway. <b><i>This route is problematic on several points: 1) This route follows the flood plain and the light rail along the tracks until it comes out on Front Street. 2) This path runs along or through people's property. 3) Additionally, this option would put the trail immediately adjacent to the active Light Rail tracks.</i></b></p> <p>The route that continues in dark green [<i>Kurtz Avenue Connection</i>] past old Lutherville along Kurtz onto Melancthon onto Front Street, rejoining the route described above at Front / Melancthon. <b><i>This route is problematic on several points: 1) Parts of this route are along streets without shoulders and sidewalks. 2) The course of the East Coast Greenway was not approved by the residents of Lutherville when originally implemented.</i></b></p> <p>In light orange [<i>East Route</i>] starting at Aylesbury follows the access road of Lutherville Station into old Lutherville along Francke (part of the East Coast Greenway Route) across Seminary down Clark joining Charles Street (part of the East Coast Greenway Route). <b><i>This route is problematic on several points: 1) Parts of this route are along streets without shoulders and sidewalks. 2) The course of the East Coast Greenway was not approved by the residents of Lutherville when originally implemented. 3) The access road currently used as part of the East Coast Greenway is a private road, not a county road on a parcel of land under redevelopment. This road may not exist in the future.</i></b></p> <p>Several of these options connect under the Beltway and I-83 through areas which are currently fenced off. <b><i>These routes bring the path back up Burton Avenue at the base of Seminary Park. This street is narrow with no sidewalks. This street is already the main route for every parent taking their child to athletics at the park since there is nearly a hundred parking spaces at the south end of Burton Avenue. We strongly recommend this NOT be selected for these reasons. If these are not enough reasons, Burton Avenue comes back out to Seminary at the same location (Seminary and Seminary Roundtop) where we have had more than one fatal accident in the last two years.</i></b></p> <p>In Summary, there are lots of reason not to do many of these options: narrow community streets, no shoulders, no walkways / sidewalks, connecting areas that we have promises from the County not to connect, crossing the light rail tracks, building in the flood zone, and crossing private property. I think there are even some homes on Emerson Avenue you don't know are there.</p>	<p>The Lutherville Community Association recommends the Thornton Road Connection alignment option.</p>

<p>Daniel Paschall, East Coast Greenway Alliance Mid-Atlantic Manager</p>	<p>4/7/2023</p> <p><b>Summary</b>  East Coast Greenway Alliance (ECGA) supports this project and recommends that Baltimore County coordinate with the City of Baltimore to ensure there is an additional project moving forward in parallel to extend the Jones Falls Trail north to Lake Roland, where this study ends its alignments.</p> <p>Additionally, for alignments that are not selected, please provide recommendations to Baltimore County to seek out future trail projects for additional connections that will further support a trail network in this part of the county and beyond. This should also include future trail projects to link Lake Roland to Towson and the future Road to Freedom Trail as well as the MA &amp; PA Rail-to-Trail project heading eastward from Towson, along with other future connections for a fully off-road East Coast Greenway into Harford County. Meanwhile, the Greenway will continue to follow the corridor of this project along the NCR Extension, always with the goal of moving the Greenway from on-road sections onto traffic-separated biking and walking paths for people of all ages and abilities.</p> <p>In general ECGA supports any alignment that features a trail fully separate from traffic with physical space and vertical barriers (like curbs or other barriers) to protect trail users from traffic. Additionally, it is preferred that the trail connects people to places they want to travel, including transit and open space, in addition to including greenery and amenities to provide comfort and a fully accessible experience for people of all ages and abilities. Finally, ECGA's preference is for alignments that are not overly challenging in terms of hilly terrain or longer distances.</p> <p><b>Detailed Recommendations</b>  See below for more detailed recommendations from ECGA when evaluating the best alignment for the NCR / Torrey C. Brown Rail Trail Extension:</p> <ul style="list-style-type: none"> <li>- The trail should be physically separated from traffic, and where possible this should be curb separation with a grass buffer; in some cases where an off-road option is challenging, a combination of sidewalks in parallel to physically separated bike lanes are acceptable in some cases, but only if the physical separation should be robust with fixed, substantial physical separation like jersey barriers or other barriers that can best protect people biking and walking. The common phrase is "paint is not protection", so painted bike lanes are unacceptable. See examples of a "sidepath" or a shared use path next to a road here (<a href="https://www.google.com/maps/@39.3665131,-76.662922,3a,75y,285.91h,88.43t/data=!3m6!1e1!3m4!1s9O0nisWec8uwTmb6GJiO6A12e0!7116384!8!8192">https://www.google.com/maps/@39.3665131,-76.662922,3a,75y,285.91h,88.43t/data=!3m6!1e1!3m4!1s9O0nisWec8uwTmb6GJiO6A12e0!7116384!8!8192</a>) the Jones Falls Trail along Kelly Ave in Baltimore) and a curb-separated bikeway parallel to a sidewalk here (<a href="https://www.google.com/maps/@38.8781351,-76.9950013,3a,24y,93.81h,81.88t/data=!3m6!1e1!3m4!1sahXu40MjoQRhEum791JqAI2e0!7116384!8!8192">https://www.google.com/maps/@38.8781351,-76.9950013,3a,24y,93.81h,81.88t/data=!3m6!1e1!3m4!1sahXu40MjoQRhEum791JqAI2e0!7116384!8!8192</a>) Virginia Ave SE in Washington, DC).</li> <li>- The trail should be safe and comfortable to use for people of all ages and all abilities. <ul style="list-style-type: none"> <li>- This means the trail should be wide enough to minimize conflicts between people walking, biking, jogging, and rolling; this means a preference for at least 12 feet of width (but trails are often 10 feet wide where there's less space or trail traffic; and in rare, physically constrained sections an 8-foot-wide trail is allowed for very short stretches where there is no other option, but these act as critical connectors between wider, more standard sections)</li> <li>- The trail should have gentle grades so that no part is too steep for people with mobility difficulties (less than 5% grade is preferred)</li> <li>- Any places where the trail crosses roads should include robust traffic calming for the crossing traffic to slow them down as well as traffic signals (see example here (<a href="https://www.google.com/maps/@39.2864386,-76.6118487,3a,75y,236.84h,86.35t/data=!3m6!1e1!3m4!1sDsMxRBi8FXW62KyRV_CoAI2e0!7113312!8!6656">https://www.google.com/maps/@39.2864386,-76.6118487,3a,75y,236.84h,86.35t/data=!3m6!1e1!3m4!1sDsMxRBi8FXW62KyRV_CoAI2e0!7113312!8!6656</a>) from the Jones Falls Trail in the Inner Harbor of Baltimore) and rapid flashing beacons to force drivers to yield to trail users crossing the road</li> <li>- Any places where the trail crosses in front of a driveway or entrance to a shopping center should include physical indications to both drivers and trail users to slow down around these crossings; this can include paint and signage, but it should also include a raised crossing for the trail, in which drivers have to physically slow down in order to cross the trail -- see example here (<a href="https://www.google.com/maps/@42.3516388,-71.1207611,3a,26.3y,139.05h,83.82t/data=!3m6!1e1!3m4!1sLXAHJVPcItK9eo72umJeuOQ!2e0!7116384!8!8192">https://www.google.com/maps/@42.3516388,-71.1207611,3a,26.3y,139.05h,83.82t/data=!3m6!1e1!3m4!1sLXAHJVPcItK9eo72umJeuOQ!2e0!7116384!8!8192</a>) from Boston's Commonwealth Ave Bikeway.</li> <li>- The trail should include amenities for people using it with places to stop and rest with seating areas, trees and lush vegetation, shaded structures to provide cover from the rain and sun, public restrooms, water fountains and refill stations, bike repair stations, and wayfinding signage and maps to help people find nearby destinations and how to safely navigate the trail and local connections to/from the trail.</li> </ul> </li> <li>- The trail should connect people to places they want to go to, including residential areas, places to shop and eat, job centers, hospitals, schools, churches, community centers, parks and open space, transit stops and stations on the bus and light rail; and the trail should connect with other trails, open space, and low stress streets for easy access that makes it easy to get around without using a vehicle.</li> <li>- The trail should incorporate environmental sustainability and climate resilience into its selection, design, and programming, including the preservation of surrounding open space where possible and adding new vegetation with native plants and green stormwater infrastructure where possible to improve water quality, air quality, and the quality of natural habitat for local wildlife and plantlife.</li> <li>- The trail should incorporate equitable and accessible outreach and engagement in every part of the trail's planning, design, and programming, emphasizing the need for particular people from underrepresented and underserved populations who have been traditionally been left out of planning processes and might not feel welcome in outdoor spaces. Going forward, please include virtual public engagement options with more information available online, including more frequent and clear communication with the public about the project. <ul style="list-style-type: none"> <li>- For reference, please see the inclusive trail planning toolkit here: <a href="https://www.railstotrails.org/resourcehandler.ashx?name=inclusionary-trail-planning-toolkit&amp;id=19799&amp;fileName=Inclusive%20Trail%20Report%20-%20PEC.pdf">https://www.railstotrails.org/resourcehandler.ashx?name=inclusionary-trail-planning-toolkit&amp;id=19799&amp;fileName=Inclusive%20Trail%20Report%20-%20PEC.pdf</a> and the Equity of Access to Trails Study here as it relates to amenities and planning for the programming of the trail: <a href="https://willampennfoundation.org/what-we-are-learning/equity-access-trails">https://willampennfoundation.org/what-we-are-learning/equity-access-trails</a></li> </ul> </li> </ul> <p>You can download our Greenway Design Guide at <a href="https://greenway.org/design-guide">greenway.org/design-guide</a>, which goes into much more detail around all of these elements and goals for the East Coast Greenway, and it also includes a number of images of existing sections of the trail.</p>	<p>The East Coast Greenway Alliance (ECGA) is generally supportive of the project. It is important to the ECGA that any trail extension project that moves forward is safe, equitable, and accessible, and that there is a robust public outreach program included as part of the project.</p>
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Henry Cook	<p>4/19/2023</p> <p><b>General Feedback:</b></p> <ul style="list-style-type: none"> <li>- On-street bike lanes should be minimized or eliminated from the preferred alignment. The only section where I could be swayed would be in the Essex Farms section after the I-695 crossing from Seminary Park</li> <li>- I support bicycle/pedestrian facilities on essentially every street option presented, even if I do not feel they are suited for the NCR Trail Extension. I am especially interested in the Meadowood-Lake Roland connector trail even though I do not support it as the primary alignment.</li> <li>- There was no discussion of trail surface - I believe that it must be paved south of the York Rd intersection in Cockeysville to improve all-weather accessibility, handle the likely traffic and reduce maintenance issues.</li> <li>- In general, I feel that the alignment should stay to the east side of the light rail tracks all the way to Lutherville to provide better access to residents and businesses.</li> <li>- There was no discussion of access points and apparently feeder trails were outside the scope of this study. The scope of the next phase must be increased to include neighborhood connectivity and safe routes to the main spine trail - it will be a failure of this project if residents of Cockeysville, Timonium, Mays Chapel and Lutherville must still drive their families to use the trail!</li> </ul> <p><b>Ashland to York Road:</b></p> <ul style="list-style-type: none"> <li>- I prefer the yellow line - the direct path along the right-of-way that is already owned.</li> <li>- This should be prioritized for immediate design and build as the right-of-way has the right ownership and it will improve trail access.</li> <li>- After visiting the York Rd area under consideration, I see the allure of the version that loops around creek as it gives you prime access to Andy Nelson's BBQ, but I don't feel that crossing at the York Road bridge would be safe for cyclists and I don't see how you could get clearance under that bridge. I think it is worth considering a spur trail to Beaver Run Lane, but that should not be the primary alignment.</li> </ul> <p><b>Warren Road to Texas:</b></p> <ul style="list-style-type: none"> <li>- I prefer the purple line crossing Warren Rd and staying on the east side of the Light Rail.</li> <li>- It's very difficult to see what kind of clearance you have to the east side of the Light Rail between "Recycling Way" and Industry Lane. From Industry Lane it looks pretty tough to do.</li> <li>- I will understand if you can't make the alignment work along the light rail here due to geography and are forced to run down the Beaver Dam Rd.</li> <li>- If you do have to route down Beaver Dam Rd.       <ul style="list-style-type: none"> <li>- Please get from the old railway RoW to Beaver Dam via the North side of Warren Rd vs the South side of Warren Rd (avoid the conflict with all the vehicles turning into the dump)</li> <li>- I very much recommend crossing the LR tracks at Industry Lane and moving to the east side. On my exploratory ride I checked out "Railroad Ave" at the end of Church Lane and I can not express how much nicer it was to have the separation from all the traffic on Beaver Dam.           <ul style="list-style-type: none"> <li>- Also - Church Lane provides a potential pedestrian connection to Cranbrook Lane and a large number of residences</li> <li>- Similar - Galloway does the same, though it would be via the Lowes parking lot</li> </ul> </li> </ul> </li> </ul> <p><b>Texas to Timonium Road:</b></p> <ul style="list-style-type: none"> <li>- I prefer the east-side alignment (pink line) over the west-side alignment (orange line). It provides better access to residential neighborhoods.</li> <li>- I really like the idea of providing access points to the fairgrounds and neighborhoods.</li> <li>- I do not like the idea of continuing on the Beaver Dam/Deereco/Greenspring road - it would be such a failure to build this trail within a hundred yards of the Fairgrounds but not connect to it.</li> <li>- Continue through the Fairgrounds to Timonium Rd</li> </ul> <p><b>Timonium Road through Lutherville:</b></p> <ul style="list-style-type: none"> <li>- There are so many alignments on this map it's hard to provide comment on them all.</li> <li>- Timonium Rd to Thornton Rd is a bad idea. The inclines on Timonium Rd are not ideal, but Thornton is just too steep. There's a sustained stretch of 6-7% gradient going up Thornton, it's too steep going up and unsafe for mixed bike/ped traffic going down.       <ul style="list-style-type: none"> <li>- Providing a feeder trail from Pine Valley Dr to the trail would be a great addition! No matter how this is aligned it will have some dangerous conflicts with the I-83 interchange ramps (which is another reason not to make this the primary alignment).</li> </ul> </li> <li>- Detouring all the way out Seminary to Falls Rd is just too many extra miles, especially for pedestrians/runners. Seminary "should" have bike infrastructure and the Seminary to GSV/Meadowood stretch is extremely in need of wider shoulders for bikes (I ride that transition frequently and will go through St. Paul's to avoid it sometimes), but I do not support this for the primary alignment.</li> <li>- I do not like the idea of getting over to Charles Street to cross the Beltway. I do that now and wish I had a different option. I can not see casual cyclists wanting to interact with those traffic volumes/speeds.</li> <li>- My preference is to go through Lutherville with the alignment drawn as "Pink-Orange-Pink"       <ul style="list-style-type: none"> <li>- From the Fairgrounds I prefer going down Aylesbury, primarily for access to destinations that residents and workers would like to get to (REI, grocery stores, indoor trampoline park, etc.). Aylesbury is in dire need of a road diet.</li> <li>- I would understand going down Greenspring (yellow line) instead depending on the selected alignment south of Business Park Dr., but I'd be disappointed. That stretch has a mix of light industrial and office buildings surrounded by parking moats.</li> <li>- At Business Park Dr I would follow the pink line across to Greenspring, this is the point at which being on the west side of the light rail becomes worthwhile.</li> <li>- I scouted where the pink line diverts from Greenspring and it looks like quite a pleasant cut through a meadow and woods. I really like how this pink line connects the Lutherville Light Rail station to the neighborhood west of the station via the existing desire path.</li> <li>- However, when you reach Seminary, I would prefer to then follow the Orange line continuing along Roland Run rather than try to take Seminary Road over to Seminary Park. There is a very unsafe pinch point on Seminary Rd that I don't see how you fit safe bike/ped infrastructure through. Plus the Orange route also provides access to Seminary Park!           <ul style="list-style-type: none"> <li>- Continue south under I-695 on the pink route</li> </ul> </li> <li>- I am ambivalent about the dark maroon and green routes through Lutherville - I believe the Pink route through that area would be a more enjoyable trail.</li> </ul> </li> </ul> <p><b>Riderwood-Ruxton</b></p> <ul style="list-style-type: none"> <li>- Again, many options presented:       <ul style="list-style-type: none"> <li>- The Charles Street option is a bad alignment for this trail. This alignment sends folks up a good sized hill, just to go down a hill and then go back up again to Bellona. Charles Street "should" have better bicycle infrastructure! But it would be a bad alignment for this trail, I would think even people who live near Charles St would rather just go downhill through Ruxton to access a flat trail in the valley.</li> <li>- The yellow line from Bellona/Kenilworth-Charles intersection to the Roland Run area is a great feeder trail! It should be built as such! But the main alignment should continue along Roland Run.</li> </ul> </li> <li>- Recommended alignment.       <ul style="list-style-type: none"> <li>- Since my first preference through Lutherville was the west side of the light rail, that remains the preference here (tan? color line down to Joppa). But I would also be happy with the dark green and dark orange to the tan line. All of that is a nice area and would be really pleasant for a trail.           <ul style="list-style-type: none"> <li>- At Joppa, I would prefer the lighter purple trail along Roland Run down to the park. Light green if necessary for some reason, but just following the stream seems best.</li> <li>- I'm against the Joppa-Old Court alignment because of the detour length and the hill it takes you up.</li> </ul> </li> <li>- One other note - the idea to build a multi-use trail that connects the Lake Roland Red Trail to Ruxton Rd is a good idea and that should be built! Just not part of the primary alignment</li> </ul> </li> </ul> <p><b>Ruxton to Lake Roland and LRT Station:</b></p> <ul style="list-style-type: none"> <li>- Since I prefer that the most direct route be built and along Roland Run, this would then have me recommend taking the existing Blue Trail (marked orange) from Ruxton to the existing Red Trail (marked yellow) in Lake Roland Park. I think this is ok for an initial alignment, but I would have preferred that a bridge be constructed to avoid going all the way up to use the existing Red Trail bridge over the Jones Falls.</li> <li>- I don't understand what the light purple line is doing cutting the corner? It appears to be trying to avoid going up the hill that is currently stairs after the at-grade crossing of the light rail. Seems well-meaning, but I think that consideration should be made to build a bridge over the light rail tracks to reduce the risk of crashes and injury/death.</li> <li>- Two notes on the other alignments pictured:       <ul style="list-style-type: none"> <li>- The tan route up the abandoned rail from Joppa to Malvern is a fine idea for a trail and should be built, but not part of the primary alignment. One problem with this trail is that it puts you at Charles St at the bottom of hills either way with very limited safe access to nearby neighborhoods. Much more is needed for bike/ped accessibility on Charles Street before this would realize its full potential.</li> <li>- The access trail out Woodbrook is a great idea, with the appropriate access improvements at Charles St it could serve as a good feeder trail, but should not be the primary alignment.</li> </ul> </li> </ul>	Supportive of the project. Generally prefers a direct route with access to surrounding neighborhoods and businesses.
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Michael Scepaniak	4/21/2023	<p>It is my understanding that you presented possible alignments for the proposed NCR-to-JFT Connector Trail on Mar 22nd and are accepting public comments through today.</p> <p>I feel strongly that the resultant connector trail must be a multi-use path fully separated and protected from automobile traffic. Baltimore County has yet to build any protected bicycle infrastructure. This project is the opportunity to change that.</p> <p>With regard to alignments, I'll address each section, one by one.</p> <ul style="list-style-type: none"> <li>- Ashland Road to Warren Road - Do not do a detour to Beaver Dam Road. Route the trail directly along the old NCR right-of-way straight through Cockeysville.</li> <li>- Warren Road to Padonia Road - Follow the light rail right-of-way alignment and stay on the east side of the light rail. This direct route provides better access to businesses along York Road and residences east of York Road.</li> <li>- Padonia Road to Timonium Road - Follow the light rail right-of-way alignment and stay on the east side of the light rail. This opens up the possibility of allowing for people to walk from York Road to the Fairgrounds light rail station.</li> <li>- Timonium Road through Lutherville - Route the trail through Lutherville, preferably along Aylesbury Road, as this will provide easier access to businesses and homes along York Road.</li> <li>- Lutherville to Ruxton - Route the trail along Roland Run directly from Lutherville to Essex Farms/Riderwood, preferably along the west side of the light rail.</li> <li>- Riderwood through Ruxton - Route the trail along the purple line alignment directly along Roland Run.</li> <li>- Lake Roland Park to the Falls Road Light Rail Station - Route the trail along the existing trails in Lake Roland Park.</li> </ul>	<p>Supportive of the project. Recommends <b>NCR Railroad Route</b> from Ashland to Padonia, <b>East Railroad Route</b> from Padonia to Timonium, the <b>NCR Railroad Route</b> or <b>East Route</b> from Timonium to Lutherville, the <b>West NCR Railroad Connection</b> from Lutherville to Ruxton, the <b>Roland Run Connection</b> from Ruxton to Lake Roland, and <b>Towson Run</b> to <b>Greenspring Branch Trail</b> within Lake Roland Park</p>
Megan Clelan	4/20/2023	<p>Hello and good evening!</p> <p>Thank you so much for inviting Baltimore County citizens to provide suggestions for the NCR Trail extension! This could provide many people throughout Cockeysville and Timonium the freedom and safety to more easily be able to access parks and nature trails that are incredible to use, but with the current locations of the rail trail, mostly only accessible via car if you live in Cockeysville. I personally would love to vouch for this program as I would love to have access to trails and safer bikeways, as walking on the sidewalks in Cockeysville alone is relatively stressful due to the high volume of car traffic and car pollution. The more people who (may have to bike a bit, but nonetheless) eventually have access to calming nature trails that are beautifully designed already, the better! Me and my partner drive commonly to the rail trail for evening and weekend bike rides, and would like to make it more commonplace to just bike there and allow others in Cockeysville to experience it if they themselves do not have a car.</p> <p>Please make sure that throughout the extension, physical barriers separate all bike lanes from all car lanes; grade separation is ideal. Please do not allow any portion of the extension to be a painted bike lane on the same road as cars; paint does not protect bicyclists from being seriously injured or killed by a car. This portion of my request is extremely important.</p> <p>If possible, please make these multi-use paths; pedestrians and scooter riders should also be able to use these paths. To accommodate everyone, paths should be 12 feet wide in most portions of the extension. It may help if a lane on the bike path is dedicated to pedestrians and those in wheelchairs, as bicycle and scooter riders typically travel at faster speeds.</p> <p>Thank you again for considering citizen input as you plan these bicycle lanes. These pathways will allow people in the Cockeysville/Timonium/Towson area to access the NCR trail and make local trips safely without using a car. Many people in Timonium would love the opportunity to walk to nature locations, rather than having to drive.</p>	<p>Supports the project. Emphasizes that the proposed trail extension should be safe, with physical protection from vehicles and a strong desire for a shared-use path wherever feasible.</p>
Richard Reis	4/13/2023	<p>I strongly support a safe route from Lake Roland Park to the NCR trail. I often ride up Roland Avenue from near Johns Hopkins Homewood campus to Lake Street and then to Lake Roland Park. I would love to be able to extend my ride onto the NCR trail, perhaps staying overnight in York PA. The key is that the link between the Jones Falls Trail at Roland Lake and the NCR trail needs to both feel and actually be safe for most riders (including this 77 year old person). A secondary consideration is that the bicycle route should be as flat as practical. I'll leave the details of the actual route to you and other experts.</p>	<p>Strongly supports the project with a desire to bike between Baltimore City and York PA.</p>



# NCR Trail Extension Feasibility Study Alignments - East Coast Greenway Alliance Comments, April 5, 2023

*By Daniel Paschall, Mid-Atlantic Manager, East Coast Greenway Alliance*

## Summary

East Coast Greenway Alliance (ECGA) supports this project and recommends that Baltimore County coordinate with the City of Baltimore to ensure there is an additional project moving forward in parallel to extend the Jones Falls Trail north to Lake Roland, where this study ends its alignments.

Additionally, for alignments that are not selected, please provide recommendations to Baltimore County to seek out future trail projects for additional connections that will further support a trail network in this part of the county and beyond. This should also include future trail projects to link Lake Roland to Towson and the future Road to Freedom Trail as well as the MA & PA Rail-to-Trail project heading eastward from Towson, along with other future connections for a fully off-road East Coast Greenway into Harford County. Meanwhile, the Greenway will continue to follow the corridor of this project along the NCR Extension, always with the goal of moving the Greenway from on-road sections onto traffic-separated biking and walking paths for people of all ages and abilities.

In general ECGA supports any alignment that features a trail fully separate from traffic with physical space and vertical barriers (like curbs or other barriers) to protect trail users from traffic. Additionally, it is preferred that the trail connects people to places they want to travel, including transit and open space, in addition to including greenery and amenities to provide comfort and a fully accessible experience for people of all ages and abilities. Finally, ECGA's preference is for alignments that are not overly challenging in terms of hilly terrain or longer distances.

## Detailed Recommendations

See below for more detailed recommendations from ECGA when evaluating the best alignment for the NCR / Torrey C. Brown Rail Trail Extension:

- **The trail should be physically separated from traffic**, and where possible this should be curb separation with a grass buffer; in some cases where an off-road option is challenging, a combination of sidewalks in parallel to physically separated bike lanes are acceptable in some cases, but only if the physical separation should be robust with fixed, substantial physical separation like jersey barriers or other barriers that can best protect people biking and walking. The common phrase is "paint is not protection", so painted bike lanes are unacceptable. See examples of a "sidepath" or a [shared use path next to a road here](#) (the Jones Falls Trail along Kelly Ave in Baltimore) and a [curb-separated bikeway parallel to a sidewalk here](#) (Virginia Ave SE in Washington, DC).

- **The trail should be safe and comfortable to use for people of all ages and all abilities.**
  - This means the trail should be **wide enough to minimize conflicts** between people walking, biking, jogging, and rolling; this means a preference for **at least 12 feet of width** (but trails are often 10 feet wide where there's less space or trail traffic; and in rare, physically constrained sections an 8-foot-wide trail is allowed for very short stretches where there is no other option, but these act as critical connectors between wider, more standard sections)
  - The trail should have **gentle grades** so that no part is too steep for people with mobility difficulties (less than 5% grade is preferred)
  - Any places where the trail crosses roads should include **robust traffic calming for the crossing traffic** to slow them down as well as traffic signals ([see example here from the Jones Falls Trail in the Inner Harbor of Baltimore](#)) and rapid flashing beacons to force drivers to yield to trail users crossing the road
  - Any places where the trail crosses in front of a driveway or entrance to a shopping center should include physical indications to both drivers and trail users to slow down around these crossings; this can include paint and signage, but it should also **include a raised crossing** for the trail, in which drivers have to physically slow down in order to cross the trail -- [see example here from Boston's Commonwealth Ave Bikeway](#).
  - The trail should **include amenities for people** using it with places to stop and rest with seating areas, trees and lush vegetation, shaded structures to provide cover from the rain and sun, public restrooms, water fountains and refill stations, bike repair stations, and wayfinding signage and maps to help people find nearby destinations and how to safely navigate the trail and local connections to/from the trail.
- **The trail should connect people to places they want to go to**, including residential areas, places to shop and eat, job centers, hospitals, schools, churches, community centers, parks and open space, transit stops and stations on the bus and light rail; and the trail should connect with other trails, open space, and low stress streets for easy access that makes it easy to get around without using a vehicle.
- **The trail should incorporate environmental sustainability and climate resilience** into its selection, design, and programming, including the preservation of surrounding open space where possible and adding new vegetation with native plants and green stormwater infrastructure where possible to improve water quality, air quality, and the quality of natural habitat for local wildlife and plantlife.
- **The trail should incorporate equitable and accessible outreach and engagement in every part of the trail's planning, design, and programming**, emphasizing the need for particular people from underrepresented and underserved populations who have been traditionally been left out of planning processes and might not feel welcome in outdoor spaces. Going forward, please include virtual public engagement options with more information available online, including more frequent and clear communication with the public about the project.

- For reference, please see the inclusive trail planning toolkit here: <https://www.railstotrails.org/resourcehandler.ashx?name=inclusionary-trail-planning-toolkit&id=19799&fileName=Inclusive%20Trail%20Report%20-%20PEC.pdf> and the Equity of Access to Trails Study here as it relates to amenities and planning for the programming of the trail: <https://williampennfoundation.org/what-we-are-learning/equity-access-trails>

You can download our [Greenway Design Guide](https://greenway.org/design-guide) at [greenway.org/design-guide](https://greenway.org/design-guide), which goes into much more detail around all of these elements and goals for the East Coast Greenway, and it also includes a number of images of existing sections of the trail.

Thank you,

Daniel Paschall  
Mid-Atlantic Regional Manager  
East Coast Greenway Alliance

April 14, 2023

To:

Baltimore County Bicycle and Pedestrian Coordinator

Jessie Bialek [jbialek@baltimorecountymd.gov](mailto:jbialek@baltimorecountymd.gov)

Planner II

Mitchell Phillips [mphillips3@baltimorecountymd.gov](mailto:mphillips3@baltimorecountymd.gov)

From:

Pamela K. Shaw

President

Lutherville Community Association

Please find attached our comments on the proposed routes presented at the workshop. We've tried our best to describe the routes we are commenting on.

### **Jones Fall Trail to NCR trail descriptions –**

*These descriptions were created by the LCA to have a structure upon which to discuss the various routes. The colors shown in these new maps which were distributed do not “match” the maps presented at the workshop.*

#### Option 1

The Purple line that goes to the far left of the image avoids the entire LCA community, it goes across Timonium Road onto Thornton where there aren't front facing homes, and the road/sidewalks are wide and already in place. According to persons at the meeting this is the route they currently use. ***This is the route the LCA recommends.***

#### Option 2

The Yellow line (which shows two options, or a loop in Peach) connects above LCA at on Timonium Road at Greenspring Drive. It connects the parts of Greenspring Drive moving into CCP. It connects the dead ends of Greenspring, Riderwood and Riderwood. Then across Talbot coming out behind then through the Seminary



Roundtop Apartment complex, then right at an odd angle onto Seminary at the bridge over I-83.

***This route is problematic on several points:***

- 1) The LCA has a standing agreement with Baltimore County NOT to connect the separated portions of Greenspring Drive.***
- 2) This route would take the connection through the flood plain.***
- 3) This path would place the trail in a very narrow street, without sidewalks.***
- 4) This plan connects several dead end streets.***
- 5) There are houses built in some of these areas and this plan would go through these properties/homes.***
- 6) The Seminary Roundtop/Seminary Ave intersection has been the location of more than one fatal accident in just the last two years.***

### Option 3

The Dark Pink on the middle comes down Aylesbury, west across Business Park Drive, down a non-existent part of Greenspring, back across the tracks somewhere that also doesn't exist, essentially below the Merritt commercial buildings onto the Lutherville Station property, connecting to the access road (which is part of the East Coast Greenway route).

***This route is problematic on several points:***

- 1) This route would cross the Light Rail Tracks at three points. One at Business Park Drive is a controlled crossing at road level.***
- 2) The second crossing is current essentially in a ditch where the Light Rail is below the surrounding parking lot level at Lutherville Station. There is no crossing at this location and no vehicular traffic that would warrant it.***
- 3) The third crossing would be at the Lutherville Light Rail Station, which is not a controlled crossing.***
- 4) The third crossing would also require a permanent bridge across Roland Run. The LCA has an agreement with MTOD NOT to install a permanent bridge there because it would a) create a barrier to the free flow of materials in the stream, b) because it would be washed away in a heavy rain because it is in the flood zone and c) because it would create additional traffic into the neighborhood.***
- 5) Again as listed above, The LCA has a standing agreement with Baltimore County NOT to connect the separated portions of Greenspring Drive.***

### Option 4

Continuing from Option 3 - Then this route which continues in Dark Burgundy either follows the Light Rail State Property to Front down to Lincoln Ave through the somewhere through Cardiff or through Creighton Center under the Beltway.

***This route is problematic on several points:***

- 1) This route follows the flood plain and the Light Rail along the tracks until it comes out on Front Street.***
- 2) This path runs along or through people's property.***
- 3) Additionally, this option would put the trail immediately adjacent to the active Light Rail tracks.***

#### Option 5

Continuing from Option 3 - Or in Dark Green old Lutherville along Kurtz onto Melancthon onto Front rejoining the route described right above at Front/Melancthon (part of the East Coast Greenway Route).

***This route is problematic on several points:***

- 1) Parts of this route are along streets without shoulders, and sidewalks.***
- 2) The course of the East Coast Greenway was not approved by the residents of Lutherville when originally implemented.***

#### Option 6

In Light Orange starting at Aylesbury follows the access road of Lutherville Station into old Lutherville along Francke (part of the East Coast Greenway Route) across Seminary down Clark joining Charles Street (part of the East Coast Greenway Route).

***This route is problematic on several points:***

- 1) Parts of this route are along streets without shoulders, and sidewalks.***
- 2) The course of the East Coast Greenway was not approved by the residents of Lutherville when originally implemented.***
- 3) The access road currently used as part of the East Coast Greenway is a private road, not a county road on a parcel of land under redevelopment. This road may not exist in the future.***

#### Option 7

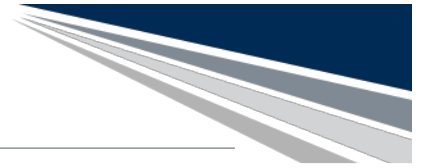
Several of these options connect under the Beltway and I-83 through areas which are currently fenced off.

***These routes bring the path back up Burton Ave at the base of Seminary Park. This street is narrow, with no sidewalks. This street is already the main driving for every parent taking their child to athletic at the park since there is nearly a hundred parking spaces at the south end of Burton Ave. We strongly recommend this NOT be selected for these reasons.***

***If these are not enough reasons, Burton Ave comes back out to Seminary at the same location (Seminary and Seminary Roundtop) where we have had more than one fatal accident in the last two years.***

### Summary

There are lots of reasons not to do many of these options: narrow community streets, no shoulders, no walkways/sidewalks, connecting areas that we have promises from the County not to connect, crossing the Light Rail tracks, building in the flood zone and crossing private property. I think there are even some homes on Emerson Ave you don't know are there.



# APPENDIX F:

## Communications with Ashland HOA



## Ashland Community Concerns Regarding Trail Extension

1. We understood from meetings with the county in the spring of 2023 (March 22 and June 2) that there were three possible routes for the trail extension that were being evaluated in the feasibility study:
  - A. extending the trail from the parking lot on Papermill Road along the north side of Papermill Road out to York Road;
  - B. extending the trail from the parking lot in Ashland, but running it well back in the woods behind Ashland; or,
  - C. extending the trail from the parking lot in Ashland right behind the houses on Foundry Court.
2. The Ashland community would be most supportive of the Papermill Road option (option A above). There is enough room on that side of Papermill Road for a very wide path. This location presents the fewest safety concerns and fully supports Baltimore County's Bicycle & Pedestrian Master Plan, whereas option C does not support the goals of that plan.
3. If however, the trail extension is going to start in Ashland, we would only support locating the trail well back in the woods, away from homes (option B).
4. The Ashland community is an historic community, having begun as the location of the Ashland Iron Works. See history here: <https://shorturl.at/GSXY3> . Ashland will be adversely impacted by building the trail extension directly behind homes in our community. We have significant concerns that running a trail right behind our neighborhood would threaten the historic and peaceful nature of this community. This plan will significantly increase foot and bicycle traffic, as well as parking and car traffic through our neighborhood. We already experience serious parking concerns on a nice day. The parking lot here accommodates only 12 vehicles. When that lot is full trail-users park throughout our neighborhood taking up spots needed by residents. Currently only a very small percentage of trail users use the portion of the trail between Papermill Road (where there is a large parking lot) and Ashland. If the trail continues from here that portion of the trail will experience significant increased use and the burden on this community will increase proportionately, and to the community's detriment.
5. At the community meeting on November 15, 2023 Ashland homeowners were told that if option C is selected, the trail would be at least 30 feet away from homeowners' private property. In evaluating the plats, this doesn't seem to be the case. It looks like the trail would run within 10 or 15 feet of existing homeowner properties. We do not believe there is a precedent, anywhere along the 41-mile trail, where the trail runs as close to homes built after 1900, as the trail would be to Ashland homes if option C above is selected.
6. If option B is selected (locating the trail well back in the woods behind Ashland Road) we would suggest that the parking lot and related paving in Ashland be removed, leaving just the garden and some trees. That parking lot is now well-used because it is the furthest point south on the trail, but if the trail is extended, there will presumably be other places to park. It may be to the community's advantage to remove that parking lot while preserving the garden. This could afford more privacy to the homes on Stone Row.
7. We understand that using the existing railroad bed may reduce the red tape or complexity involved in getting permission from the state to use the area along Papermill Road. However, avoiding additional bureaucracy should not be a major point of consideration. The fact that this route would require state permission shouldn't negate a both a cost/benefit analysis of all three options and a determination of which route would best support the goals and vision of Baltimore County's Bicycle & Pedestrian Master

Plan. There appears to be concern on the county's part about working with the state to gain access to the area along Papermill Road, yet the location being considered in the other options also uses state property and would require permission and cooperation.

8. We are concerned that at our June 2<sup>nd</sup> meeting we were told by county representatives that all three options listed above were being evaluated by the consulting company that is doing the feasibility study. However, well before the feasibility study was completed, the decision was made to consider only option C, above – the option that is least favorable to the community. This decision appears to have been made without seeking or taking community input into account.
9. We are disappointed that \$150,000 of grant funds from the State of Maryland were spent analyzing the cost, benefit and impact of only one of the three options rather than assessing all three options. A feasibility study, by definition should consider and determine the cost, benefit, and impact of all possible options.
10. We are concerned that there has not been a meaningful effort to seek community input. The two public meetings that were offered (March 22 and December 7, 2023) were presentations rather than a real effort to seek community comment. Questions were not addressed and there was little willingness to listen to or consider the voices of citizens. Those meetings were described by people who attended as 'dog and pony shows' or as 'pep rallies', rather than as an opportunity for the county to seek input or listen to community members.
11. Ashland is just one community along Papermill Road – there are a number of communities on both sides of Papermill Road representing more than 800 households. People often post on NextDoor and talk about the fact that it would be nice to be able to walk out to York Road – there's a pizza place, a bagel shop, etc. that people could walk to as well as the Giant shopping Center, the Hunt Valley Towne Centre, office and manufacturing jobs, college classes etc.. Now there is no way to walk along Papermill Road because there isn't even a shoulder for safety. The trail would be well used by neighbors in 4 or 5 local neighborhoods to get out to the York Road corridor by foot or bicycle.
12. According to option C, the place where the trail is proposed to cross York Road requires a new traffic light. If a new light is added, there will be four traffic lights on York Road, between Shawn Rd and Cockeyville Road, a distance of only a few thousand feet. There is already significant traffic congestion in this area. Adding a trail crossing that requires a new traffic light will exacerbate the existing traffic problem.
13. We have significant safety concerns about increasing the use of the southern end of the trail (the section from the Papermill Road parking lot to, or through Ashland). There have already been numerous (and in some cases fatal) accidents at the Papermill crossing. By increasing the number of people using the southern end of the trail, there is a likelihood that the number of accidents will increase. Alternatively, by allowing people to park in one of the biggest, existing parking lots on the trail, and continue on the trail along the north side of Paper Mill Road, far fewer pedestrians and bicyclists will use that dangerous crossing.
14. The Papermill Road option seems to have been rejected before issues such as cost, safety and traffic impact were studied. While the Papermill Road option requires either the widening of the bridge on Papermill Road or constructing an additional pedestrian/bicycle bridge, it is also true that either option for extending the trail from Ashland will require at least the rebuilding of a railway bridge that was destroyed in a storm . It may also require the construction of another bridge over the section of the Western Run, depending where the trail comes out on York Road. See map below.



15. The garden behind the homes on Stone Row Court is a home and designated way-station for Baltimore Checker Spot Butterflies (the official state insect) and for Monarch Butterflies. There are different kinds of milkweed and native plants in this garden that produce nectar and habitat for these butterflies. We would have serious environmental concerns if this garden were to be destroyed.
16. People in Ashland bought their home with the assumption that (and in some cases, because) their privacy was protected because the community backs to the 1600-acre Loch Raven Reservoir Cooperative Wildlife Management Area. To tell people who bought homes that assured significant privacy that they are now going to have a trail running just feet from backyards in the community is of significant concern.
17. Loch Raven Reservoir Cooperative Wildlife Management Area provides habitat for upland and forest wildlife species, primarily white-tailed deer, wild turkeys, fox, rabbits, squirrels, turtles and songbirds.<sup>1</sup> We are concerned about the impact on this ecologically diverse habitat if options B or C are selected.
18. We are supportive of re-opening consideration of the Shawan Road relocation. A trail along this relocated road would achieve the goals of both the trail extension and the Baltimore County Bicycle & Pedestrian Master Plan. This road relocation could be established with very little impact during the construction phase and it is possible developers would contribute to the cost of this project.
19. We were told at the December 7, 2023 meeting that no studies of environmental impact, economic impact, neighborhood or traffic impact had been done. We would request these be completed before any decisions are made with regard to trail location.
20. By proposing to connect the trail behind Ashland, the County has disregarded the vision and goals of its own Baltimore County Bicycle & Pedestrian Master Plan for an “Active Transportation Network” (see below). The Papermill Road location however, fully supports the vision and goals of the Master Plan.
21. The Baltimore County Bicycle & Pedestrian Master Plan was thorough in its methodology. It appears that the methodology for focusing on Option C, above, has not been thorough. Connection from the Papermill Road parking lot, along the north side of Papermill Road fully supports the vision and goals of the Master Plan. There are 869<sup>2</sup> homes within three blocks of the Papermill Road parking area. Connecting the trail along Papermill Road supports the goal of increasing ‘Active Transportation’ by providing 849+ local households pedestrian and bicycle access to York Road and beyond. People from these homes have long wanted and would benefit from the Papermill Road option to reduce use of cars

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<sup>1</sup> <https://dnr.maryland.gov/wildlife/pages/publiclands/central/lochraven.aspx> , retrieved 12/11/23

<sup>2</sup> Household count: Hunter’s Run 176, Hunt Valley Station 563, Ashland 110

and allow access to shopping, workplaces, public transportation and colleges by bicycle or by foot. There is currently no safe way to walk along Papermill Road as it lacks even a shoulder.

**From the Baltimore County Bicycle & Pedestrian Master Plan**

**VISION:**

“Baltimore County will consist of an active transportation network that is safe and accessible to improve the quality of life and health for users of all ages, abilities, and demographics.”

**OVERALL GOAL:**

“The County's commitment to strengthen and expand bicycle and pedestrian infrastructure improvements in Baltimore County has its roots in the 2010 Baltimore County Master Plan. It called for the creation of a new county-wide plan focused on enhancing the County’s pedestrian and bicycle networks to expand transportation choices; create more opportunities for physical activity; and make it easier and more appealing for people to use active transportation instead of personal vehicle trips in order to reduce emissions associated with driving and to reduce congestion throughout the County”

The goal is not recreation but “Active Transportation”. Hunt Valley has been identified by the County as a “High Pedestrian Priority Area”.

The proposed connection behind Ashland only serves those who use the trail for recreation. The NCR trail is not designated by the County as a “Recreational Bike Route”.

**Goals Met?**

Connect  
on  
Connect Paper  
Behind Mill to  
Ashland York Rd

**Specific Goals from: Baltimore County Bicycle & Pedestrian Master Plan**

	Connect Behind Ashland	Paper Mill to York Rd
Create Economic Growth	No	Yes
Enhance Public Health (thru Active Transportation)	No	Yes
Expand Access and Connectivity (for Active Transportation Users)	No	Yes
Protect the Environment (reduce emissions due to more Active Transportation Users)	No	Yes
Increase Safety	No	Yes
Ensure Equity (Those with no cars can access businesses/work/colleges)	No	Yes
Collaborate with Partners	?	?

Thank you for your consideration of our concerns. We will appreciate being included in further discussion and decisions. Please let us know when we can meet to discuss your further work on the feasibility study as was agreed at our joint meeting on December 7, 2023.

Nancy Weiss, Board President ([nancyrobinweiss@gmail.com](mailto:nancyrobinweiss@gmail.com); 410-241-7257) and the Ashland HOA Board





JOHN A. OLSZEWSKI, JR.  
*County Executive*

D'ANDREA WALKER, *Director*  
*Department of Public Works and Transportation*

Dear Ms. Weiss and the Ashland HOA Board,

Thank you for your detailed email outlining the community's concerns regarding the ongoing feasibility study for the trail extension. Your insights are crucial to ensuring the project aligns with the community's needs and values. I would like to address all the points raised, incorporating information provided by the State Highway Administration:

1. Route Options:

- a. While there was not an option presented to extend the trail along Paper Mill Rd in any previous public meeting, it's essential to understand the constraints that make this route unfeasible, including the need for bridge widening, right-of-way acquisition, safety concerns, and environmental impacts.
- b. The current plan, extending from the parking lot and positioned as far back in the right of way as possible, addresses community concerns and feasibility considerations.
- c. The goal here has always been to provide as much distance and visual buffer as possible between the trail and the homes on Foundry Court.

2. Safety Concerns on Paper Mill Rd:

We recognize your preference for extending the trail along Paper Mill Rd and understand its appeal. However, after thorough analysis, it's clear that Paper Mill Rd presents significant safety challenges, including speeding, lack of space for separation, and curves, which make it unsuitable for a trail extension. In addition, a path along Paper Mill and Ashland Rd would require extensive tree clearing, grading, and relocation of utility poles, leading to further environmental and financial concerns.

3. Trail Location in the Woods:

Understanding the community's preference for a trail "back in the woods," we will consider specific distances and alignments that respect this preference while ensuring feasibility and safety.

4. Historical Significance and Parking:

We appreciate the historical significance of the community and will explore options to mitigate concerns about parking and maintain the community's character.

#### 5. Distance from Homes:

Exact figures for the distance from homes will be provided by our consultant through GIS analysis. This will ensure transparency and address community concerns with precision.

#### 6. Parking Removal:

The option to remove parking will be further discussed, considering its impact on the community and the feasibility of alternative arrangements.

#### 7. Feasibility and Bureaucracy:

The constraints outlined by the State Highway Administration underscore the challenges of extending the trail along Paper Mill Rd. We must prioritize feasibility and safety while minimizing environmental impacts.

Through design analysis Paper Mill Rd is not a viable option due to these considerations.

#### 8. Feasibility of Options:

Options A and C were considered and deemed not feasible due to the environmental and safety concerns.

#### 9. Alternative Options:

We utilized the state funding to analyze all three options. However, based on our findings, Paper Mill Rd and other alternatives were deemed unfeasible due to constraints such as bridge widening and right-of-way acquisition.

#### 10. Community Engagement:

We value the community's input and will continue to seek meaningful engagement opportunities to ensure all voices are heard and considered. There have also been subsequent meetings to address additional community concerns when requested and are addressing concerns like this with a point by point response.

#### 11. Connections:

We understand concerns about connections to economic centers and strive to provide those connections while providing the safest, most accessible trail for people of all ages and abilities. Only trails with full separation from roadways are considered usable by all ages and abilities. Our feasible option provides the same connections that your community desires, while maintaining a facility that is scenic, retains the character of the existing NCR trail, and most importantly, is accessible, safe, and attractive to users of all ages and abilities. Further, locating the trail along the North side of Paper Mill Rd would require right of way acquisition from the many homeowners that live along this portion of the road, which would likely face heavy public opposition.

#### 12. Traffic Studies:

Traffic studies will be conducted very early on in the design phase to assess potential impacts and inform decision-making effectively. Traffic lights will be placed based on the outcome of this study.

### 13. Coordination with SHA:

Coordination with the State Highway Association will be essential in ensuring safe crossings and minimizing traffic disruptions.

### 14. Unfeasible Options:

The decision to exclude unfeasible options was based on careful analysis, and we appreciate your understanding of the rationale behind it. There are many contributing factors that collectively do make Paper Mill Road an unfeasible option. Right of way would need to be acquired from many property owners, utility poles would need to be relocated, bridge widening, and the environmental impacts make Paper Mill Road unworkable.

### 15. Environmental Impact:

Options A and C, which you prefer, would require extensive tree clearing and grading, leading to far more serious environmental concerns than our feasible option, which utilizes an already clear and graded location. Option B also preserves the garden which we understand is a natural habitat to Baltimore's monarch butterfly.

### 16. Railroad Right of Way:

We recognize the historical context of the railroad right of way and will ensure that any proposed routes respect the community's character and privacy. Any potential buyer has access to property maps, which show the area along the old railroad bed as DNR right of way, which are always potential places for alternative transportation trails throughout the county. There are trails throughout the country that go in and out and behind developments, including the existing NCR trail in your neighborhood.

### 17. Wildlife Disturbance:

We will prioritize routes that minimize disturbances to wildlife habitats, in alignment with environmental conservation goals. Baltimore County's preferred option along the existing railroad right of way has the fewest environmental impacts of any of your listed options, by nature of it already being clear of trees and graded to a flat surface. Any other options would require extensive tree clearing, which would remove habitat from all species in the wildlife management area.

### 18. Roadway Realignment:

While roadway realignments are beyond our jurisdiction, we will continue to collaborate with relevant stakeholders to address community concerns.

### 19. Impact Studies:

More extensive impact studies will be conducted during the design phase to further assess costs, benefits, and potential impacts on the community and the environment.

### 20. Alignment and Master Plan Goals:

Our goal is to select an alignment that not only meets the goals of the Bicycle and Pedestrian Master Plan but also ensures safety and accessibility for all users, which is one of the key goals of our Master Plan. Trails fully separated from vehicular traffic, such as our preferred alignment, provide the safest,

most accessible facility for users of all ages and abilities. Paths along roadways are typically not suitable for more vulnerable users, as they do not provide the perceived separation from vehicles that some users require. Further, a key vision of our Master Plan is to “The Northern Central Railroad Trail (NCR), officially known as the Torrey C. Brown Trail, is shown in Figure 27 and spans twenty miles from Hunt Valley to Baltimore County’s border with Pennsylvania. This Plan includes new NCR connections to the Jones Falls Trail and the East Coast Greenway, which will add about 10 new miles of trails and help fulfill the vision of a “spine” trail that provides regional north-south connectivity and helps to close the gap in the East Coast Greenway.” As you can see, this project is key to building the spine of any future regional bicycle and pedestrian network in Baltimore County. For such a key route, we will always work towards the best, safest, and most accessible facility type.

#### 21. Chosen Alignment:

We remain committed to selecting an alignment that balances community preferences, feasibility considerations, and project objectives. Our chosen alignment provides the same connections and benefits you have listed for your preferred option, while maintaining a scenic, safe, and accessible trail, which is comfortable and pleasant for all users.

#### JMT Analysis of Paper Mill Rd:

At your community’s request, we had our consultant provide a further analysis of the constraints in putting a shared use path along Paper Mill Rd and Ashland Rd. Their findings follow:

- There are steep grades on hillsides along the roadway in several locations, which indicates that widening of the roadway corridor for a new pedestrian and bicycle facility would need to “chase grade”. This means that the amount of impacts to items such as neighboring properties, forests, wetlands, and other resources, will be significantly larger than just the width of the new shared-use path.
- Specifically, there are residences along Berrycrest Court, Wineleaf Court, Snowberry Court, Timberwood Court, and or Ferrous Court that are likely to be significantly impacted by widening the roadway corridor.
- There are a significant number of utility poles that will need to be removed and replaced to widen the roadway corridor.
- The existing Ashland Road bridge over Western Run is not conducive for pedestrian and bicycle use, a new bridge will be required. Directing the trail through the woods towards and across Western Run will have significant impacts to trees and wetlands along Western Run.
- Similarly, the team discussed the possibility of a “Shawan Road Extension” option, in which a shared-use path is built connecting the terminus of Shawan Road next to Giant with Ashland through the existing forest. This will also have significant impacts to trees, wetlands, and floodplains.
- As Ashland Road approaches the intersection with York Road, there is no width available alongside the roadway for a shared-use path, and installing a shared-use path will require right-of-way and impacts to the businesses on either the north or south side of Ashland Road.
- Similarly, along York Road south of Ashland Road there is currently no available width for installing a shared-use path, and the existing York Road is not conducive for most bicyclists.



- As the trail continues further south, it will also need to cross Beaverdam Run via either York Road or Beaver Dam Road. Neither of the existing bridges are conducive for bicyclists, meaning that a new bridge would be needed along a separate alignment from the roadway. This will have impacts on forests and floodplains around the bridge, and potentially to businesses along either roadway.
- Finally, overall, this option is less direct than continuing to follow the old railroad alignment towards York Road. By being less direct, the trail loses some of its desirability as a transportation alternative.

We genuinely appreciate your commitment to the Ashland community, and your input is invaluable to us. Your concerns will be thoughtfully considered and communicated to the project team. We look forward to continued collaboration and welcome further discussions to address any remaining questions or apprehensions.

If you have any immediate questions or concerns, please feel free to contact me directly.

Thank you for your understanding and cooperation.

Sincerely,

Deborah Price

## Aranda-Lopez, Abigail

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**From:** Jessie Bialek <jbialek@baltimorecountymd.gov>  
**Sent:** Wednesday, June 26, 2024 2:42 PM  
**To:** Stratmeyer, Rob  
**Subject:** [EXTERNAL] E-mail from T Eller about NCR Trail  
**Attachments:** plat.pdf; Ashland Plat 2.pdf

**Cyber Security Reminder: Please use caution - message originated outside JMT.**

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**From:** Teresa Eller <TEller@mdot.maryland.gov>  
**Sent:** Friday, November 24, 2023 1:07 PM  
**To:** Barbara Rogers <barbjokirk@gmail.com>; Nancy Weiss <nancyrobinweiss@gmail.com>  
**Cc:** Carol Christmyer <carolatashland@gmail.com>; Chris Harlowe <chrisharlowe29@gmail.com>; Christopher Mulhall <CDMulhall@gmail.com>; Dale Rohn <cirrusblue@comcast.net>; Daniel Paschall <daniel@greenway.org>; Elliott Plack <elliott.plack@gmail.com>; Jessie Bialek <jbialek@baltimorecountymd.gov>; Jim Brennan <jimb.pulse@gmail.com>; Marty Fetsch <hmfetsch@gmail.com>; Mitchell Phillips <mphillips3@baltimorecountymd.gov>; Paige Davey <paigedavey5555@gmail.com>; Sian Colglazier <artsian1@gmail.com>; Stephen Harlowe <stephenharlowe@gmail.com>; Trish Gossman <trishgossman@gmail.com>; Wade Kach <wade.kach@gmail.com>; Lauren Cullison <lewlew8@aol.com>; Nancy Berger <trail4miles@gmail.com>; 'pj2468@verizon.net' <pj2468@verizon.net>; alex@bacas.com  
**Subject:** RE: Re-sending - Request for Meeting

**CAUTION:** This message from [TEller@mdot.maryland.gov](mailto:TEller@mdot.maryland.gov) originated from a non Baltimore County Government or non BCPL email system. Hover over any links before clicking and use caution opening attachments.

Extending the trail from the papermill parking lot along paper mill rd which becomes Ashland Rd to York road would involve widening of the bridge and roadway. On Maryland highways the widening for a bike lane on a 45mph rd is 5' and a shared use path is 10'. If right of way doesn't exist, it would have to be purchased. You cannot use accel/decel lanes as a trail so you would want to establish a shared use path along the side of paper mill rd instead of having pedestrians and cyclist using a paved area next to traffic. You also don't want this kind of activity on a switch back roadway. The expense to widen the bridge and purchase any right of way would kill the project. Another potential impact if the trail ran along Paper mill rd., could be that there would be no reason for DNR to maintain the existing portion on the trail behind Ashland and Hunters Run nor maintain the parking area. They are not going to maintain it just for our communities. So, they could potentially allow it to reestablish as a forested area and take the parking area out. The trail from Ashland to Paper Mill Rd will never be private.

While it may not be the preferred option, the most obvious choice would be to use the old railroad bed which is behind Ashland. One of the big factors for the trail will be where is the best location for a crossing over the river which considering the old rail bridge that already exist, that seems to be a location that was previously studied. The trail is already behind Ashland and Hunters Run and continues north behind many homes and developments. Its also something on our webpage as a benefit to our community and its frequently used when advertised in home listings in our area.

As you can see from the attached plats, Ashland HOA Parcel "A" also provided a "Right of Way to the Department of Natural Resources" per recorded deed 6227/158. This deeded right of way allows for the trail to extend along the back of 4 Ashland properties as well as the original farmhouse before it then adjoins an Ashland open space area. Recently a sign was posted at the bottom of Ashland Rd and the parking area that the HOA Parcel "A" was private property. Not necessarily so when there is also a DNR right of way. If DNR still holds Right of Way rights, then this will be the path they take because it makes the best sense. There are trails all over the country that go in and out and behind developments. They encourage alternative transportation as well as getting people outside for exercise and relaxation. They are a benefit.

One piece of information that is not public yet is the development of the Coty property across from valley view farms. It has been purchased by Ed St. John properties. He is a major developer and well connected in Maryland. Wade is familiar with this proposed development. There will be a Raising Cane restaurant along the corner of York and Wight ave. Beside of it will be a drive thru restaurant with retail and continuing south at the corner of York and the existing access to Coty on York will be a convenience store gas facility (not a Wawa but very similar). There will also be an additional 90,000 sf of unidentified use behind these new businesses. MDOT SHA is evaluating the installation of a signal at the existing Coty access due to the high volume of traffic that will be generated by these uses. If that signal goes in, there could then be a pedestrian crossing across York Rd. This would then be a strong consideration for the trail crossing. There has been chatter about a pedestrian bridge over York Rd. MDOT SHA has studied these types of bridges and they are rarely used and are nearly never used by cyclist, so the use doesn't support the cost. I know that brings up the cyclist and pedestrian accidents which occur at trail crossings. Every accident is studied and includes all of the conditions when the accident occurred. It is rare that the fault is the driver. Cyclist do not get off their bikes to cross trails and many don't even stop before they cross. Pedestrians think they have the right of way if a vehicle can see them approaching the trail crossing. Not true. The law is a pedestrian must be "INSIDE THE CROSSWALK". Unfortunately, most people do not know the roadway laws and then factor in the disregard in general. Somehow self-preservation doesn't seem to occur to them.

Since numerous trails have been built over the last 10-20 years, it stands to reason that at some point some of these trails would connect. That would have been one of the reasons for DNR to obtain the Rights to HOA Parcel A. So maybe start by confirming that MD DNR still has Right of Way rights to HOA Parcel A. BTW, a feasibility study is just that. Its to compile the information to determine if the concept is even feasible. Cost will be the main factor. Funds need to be available or resources to obtain funds including grants need to be an option. Deciding where exactly the trail will go is probably years in the works. If there isn't enough money now, the project will be shelved until there is an administration willing to fund the project. Perhaps ask the question regarding what type of funds are currently available and what cost is expected. That should provide a good idea of when and if the trail extension will occur.

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**From:** Barbara Rogers <[barbjokirk@gmail.com](mailto:barbjokirk@gmail.com)>  
**Sent:** Wednesday, November 22, 2023 7:28 PM  
**To:** Nancy Weiss <[nancyrobinweiss@gmail.com](mailto:nancyrobinweiss@gmail.com)>  
**Cc:** Carol Christmyer <[carolatashland@gmail.com](mailto:carolatashland@gmail.com)>; Chris Harlowe <[chrisharlowe29@gmail.com](mailto:chrisharlowe29@gmail.com)>; Christopher Mulhall <[CDMulhall@gmail.com](mailto:CDMulhall@gmail.com)>; Dale Rohn <[cirusblue@comcast.net](mailto:cirusblue@comcast.net)>; Daniel Paschall <[daniel@greenway.org](mailto:daniel@greenway.org)>; Elliott Plack <[elliott.plack@gmail.com](mailto:elliott.plack@gmail.com)>; Jessie Bialek <[jbialek@baltimorecountymd.gov](mailto:jbialek@baltimorecountymd.gov)>; Jim Brennan <[jimb.pulse@gmail.com](mailto:jimb.pulse@gmail.com)>; Marty Fetsch <[hmfetsch@gmail.com](mailto:hmfetsch@gmail.com)>; Mitchell Phillips <[mphillips3@baltimorecountymd.gov](mailto:mphillips3@baltimorecountymd.gov)>; Paige Davey <[paigedavey5555@gmail.com](mailto:paigedavey5555@gmail.com)>; Sian Colglazier <[artsian1@gmail.com](mailto:artsian1@gmail.com)>; Stephen Harlowe <[stephenharlowe@gmail.com](mailto:stephenharlowe@gmail.com)>; Teresa Eller <[TEller@mdot.maryland.gov](mailto:TEller@mdot.maryland.gov)>; Trish Gossman <[trishgossman@gmail.com](mailto:trishgossman@gmail.com)>; Wade Kach <[wade.kach@gmail.com](mailto:wade.kach@gmail.com)>  
**Subject:** Re: Re-sending - Request for Meeting

Mondays and afternoons, usually 12 or later are open except for December 7th. Thanks for Setting this up, we Need some clarity. Barb

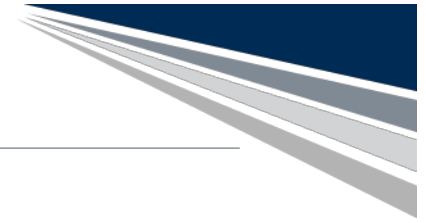
On Wed, Nov 22, 2023 at 8:01 AM Nancy Weiss <[nancyrobinweiss@gmail.com](mailto:nancyrobinweiss@gmail.com)> wrote:

Re-sending the email below in case it was missed ~  
Thanks and Happy Thanksgiving all,  
Nancy

|

On Fri, Nov 17, 2023 at 8:58 AM Nancy Weiss <[nancyrobinweiss@gmail.com](mailto:nancyrobinweiss@gmail.com)> wrote:

I'd like to set up a follow-up meeting to our meeting in June. I just reviewed my notes. At our meeting we were told that the feasibility study would be completed by the end of the summer or early fall and that three different options were being considered for the extension of the trail near



# APPENDIX G:

## Communications with Ruxton- Riderwood-Lake Roland Area Improvement Association





## **MEMORANDUM**

TO: Jessie Bialek  
DATE: May 31, 2024  
FROM: Rob Stratmeyer, PE  
PROJECT: NCR Trail Extension Feasibility Study  
RE: Site Visit with Community Members on May 29, 2024

---

JMT and Baltimore County representatives met with members of the Ruxton-Riderwood-Lake Roland Area Improvement Association (RRLRAIA) at a site visit for the proposed NCR Trail Extension Alignment. The meet-up began at Hunts Memorial Church on Old Court Road and continued at the following five other locations in the surrounding community: the Royal Farms on Joppa Road, Willow Avenue, Roland Avenue, and Circle Road / Ruxton Road. The following is a brief summary of community concerns at each of these locations:

### **Joppa Road**

- The community raised concerns about the earthwork and cut requirements to construct the trail along the south side of Joppa Road and Springway Road.
- The community discussed how the trail would be in a narrow space between the stream and adjacent to property owners.
- The community explained Joppa Road Bridge occasionally closure due to flooding and the trail would have maintenance concerns after storms.

### **Willow Avenue**

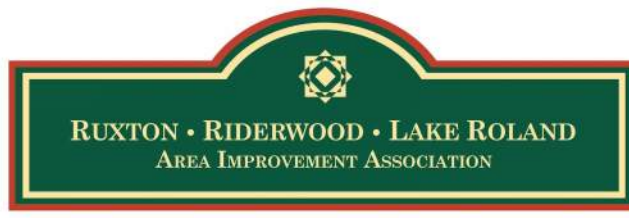
- The community raised concerns about the alignment location in a floodplain. Explained that the area is prone to flood and is covered by debris after storms.
- The community stated that there is no public parking and do not want trail users to park on or near their properties.
- Neighborhood residents expressed concerns that placing the trail alignment beside their homes would cause disturbances to their everyday activities and negatively impact their property value.

### **Roland Avenue**

- The community explained the Roland Avenue bridge regularly closes due to flooding during storm events.
- The community raised concerns about directing the trail through the County-owned paved driveway access south of Roland Avenue.
- The community raised concerns about the existing topography of the area and whether the trail would be elevated above the floodplain.

### **Circle Road / Ruxton Road**

- The Community raised concerns about the intensity of the floods in the area, sharing stories about floods in the past that have caused significant damage to people and property.
  - The community expressed the importance of protecting wildlife and natural habitats.
-



*To protect, preserve, and enhance our communities through stewardship, education, and advocacy.*

June 14, 2024

Deborah Price  
Lead Transportation Planner  
Department of Public Works and Transportation  
111 W. Chesapeake Avenue  
Towson MD 21204

Ms. Price,

The Ruxton-Riderwood-Lake Roland Area Improvement Association wishes to go on record as being strongly opposed to the current proposed alignment of the JFT-NCR Trail connection that runs along Roland Run from Joppa Road to Lake Roland Park, as well as the option that would run along Springway Road.

There are a myriad of obvious problems and potential issues that make this proposed alignment a poor choice. The most serious issue is that due to significant development and impervious surfaces upstream, Roland Run regularly floods. So much so that within the past year, several of the flooding instances were so serious that Ruxton Road has had to be closed to traffic by Baltimore County Police multiple times until the flood waters receded, and on two occasions Swift Water Rescues had to be conducted by Baltimore County Fire Department to rescue persons trapped in their cars by the flood waters on Circle and Ruxton Roads.

This regular flooding would threaten the structure of a trail with perpetual erosion and washout, and require constant maintenance; as well as ongoing cleanup of the debris regularly deposited by the flooding over of the trail. These ongoing maintenance costs could be significant.

The construction of a trail along this route would also seriously damage and disrupt the environmentally sensitive wetlands and wildlife habitat along the stream, and such a trail's ongoing use and maintenance would continue that disruption forever. Central Baltimore County can ill afford the loss of such undisturbed greenspace.

Another major concern of our residents is the disruption to the quality of life of the community and the negative impact on property values that such an alignment could have on the properties that abut the proposed route.

Since the November 15, 2023 information meeting, we have received a large number of emails, phone calls and other contacts from the residents of our community, and they are overwhelmingly against this proposed Roland Run alignment of the trail.

We also want to be clear that our residents and our organization are not against connecting the JFT & NCR trails. On the contrary, in our 2010 and 2020 Community Plans, which were approved by the Baltimore County Council, and included into the County's 2020 and 2030 Master Plans; we endorsed and fully support the linking of the trails through our community along a route from the Lake Roland Park Red trail, along an old rail line bed to the Meadowood Park. We believe this route to be superior and less disruptive to our community and the environment, and due to the compacted stone base of the existing rail bed, would prove to be a more cost-effective solution for this portion of the trail. This option has the added benefit of available parking.

In closing, we want to emphasize our opposition to the current proposed alignment along Roland Run; and we can assure you that if this were to become the final route put forth, our association and our residents will do everything possible to ensure that this section along Roland Run/Springway Road would never be built. Which would be a tragedy for all, when another viable option exists that we would support and champion. We ask you to please reconsider the Roland Run alignment in favor of the Lake Roland Park Red Trail to Meadowood Park route.

Sincerely,

Jamie Cahn, President, Ruxton-Riderwood-Lake Roland Area Improvement Association

Matt McGlone, 1<sup>st</sup> Vice President, Ruxton-Riderwood-Lake Roland Area Improvement Association

cc:

Baltimore County Executive Johnny Olszewski      [JohnnyO@baltimorecountymd.gov](mailto:JohnnyO@baltimorecountymd.gov)

Acting Director Lauren T. Buckler      [lbuckler@baltimorecountymd.gov](mailto:lbuckler@baltimorecountymd.gov)

Councilman Izzy Patoka      [council2@baltimorecountymd.gov](mailto:council2@baltimorecountymd.gov)

Councilman Wade Kach      [council3@baltimorecountymd.gov](mailto:council3@baltimorecountymd.gov)

Senator Shelly Hettleman      [shelly.hettleman@senate.state.md.us](mailto:shelly.hettleman@senate.state.md.us)

Senator Chris West      [chris.west@senate.state.md.us](mailto:chris.west@senate.state.md.us)

Delegate Jon S. Cardin      [jon.cardin@house.state.md.us](mailto:jon.cardin@house.state.md.us)

Delegate Dana Stein      [dana.stein@house.state.md.us](mailto:dana.stein@house.state.md.us)

Delegate Michele Guyton      [michele.guyton@house.state.md.us](mailto:michele.guyton@house.state.md.us)

Jennifer Ray, JMT      [jray@jmt.com](mailto:jray@jmt.com)

Rob Strathmeyer, JMT      [RStratmeyer@jmt.com](mailto:RStratmeyer@jmt.com)



# APPENDIX H:

## Conceptual Design Plan Sheets

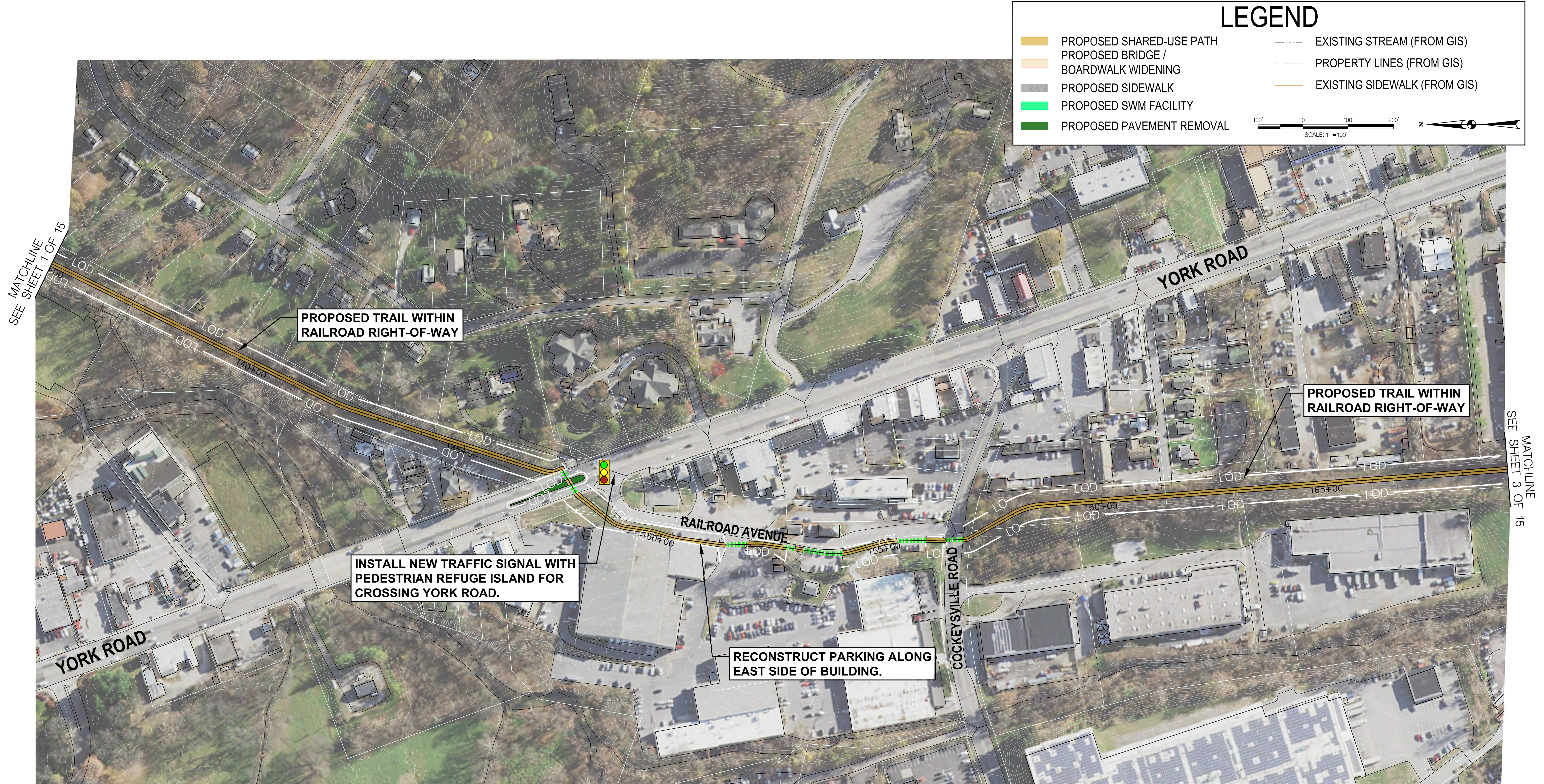


# NCR Trail Extension Feasibility Study



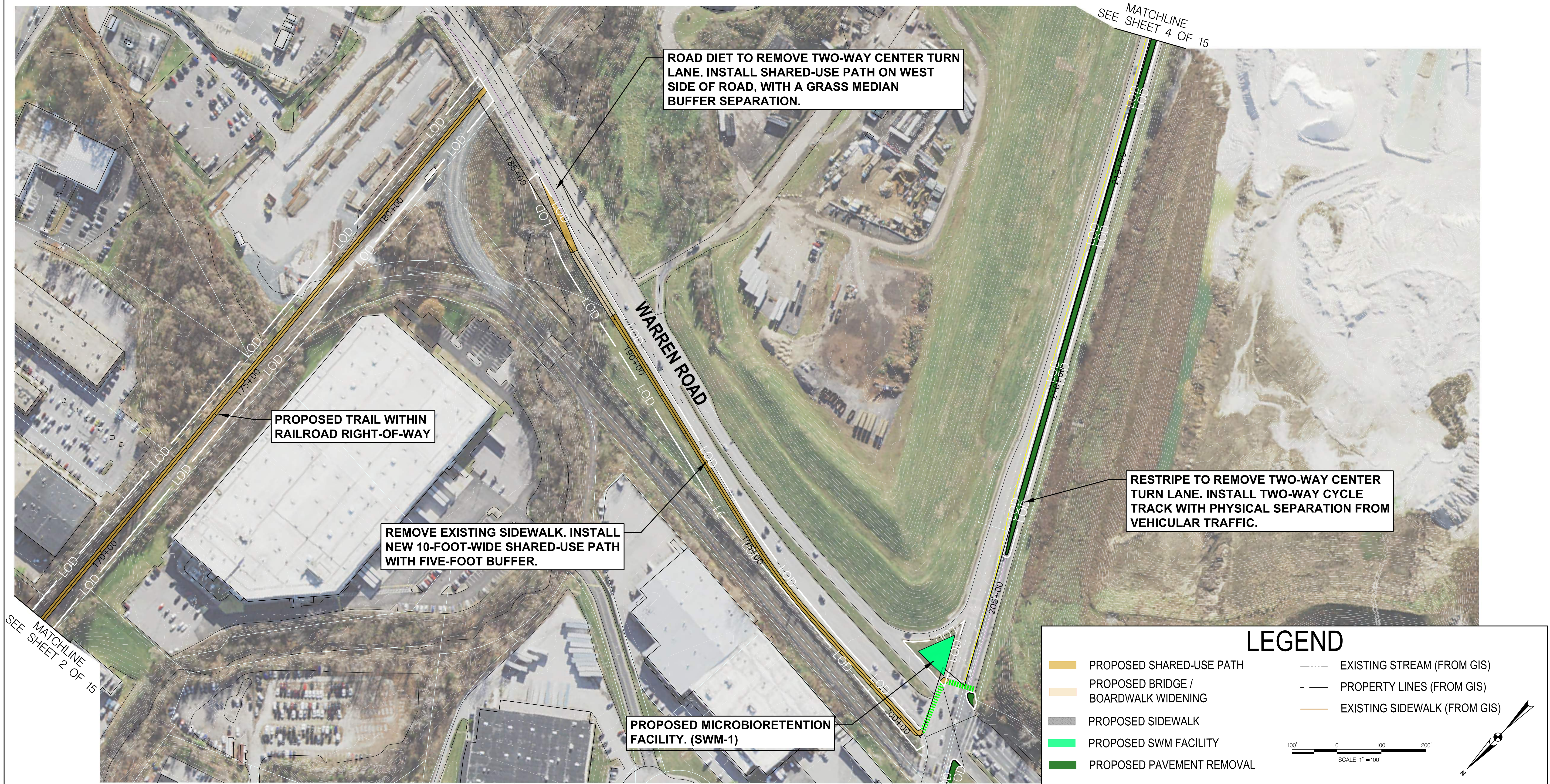


# NCR Trail Extension Feasibility Study





# NCR Trail Extension Feasibility Study



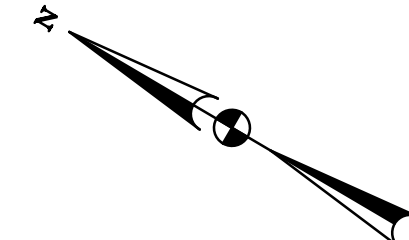


# NCR Trail Extension Feasibility Study

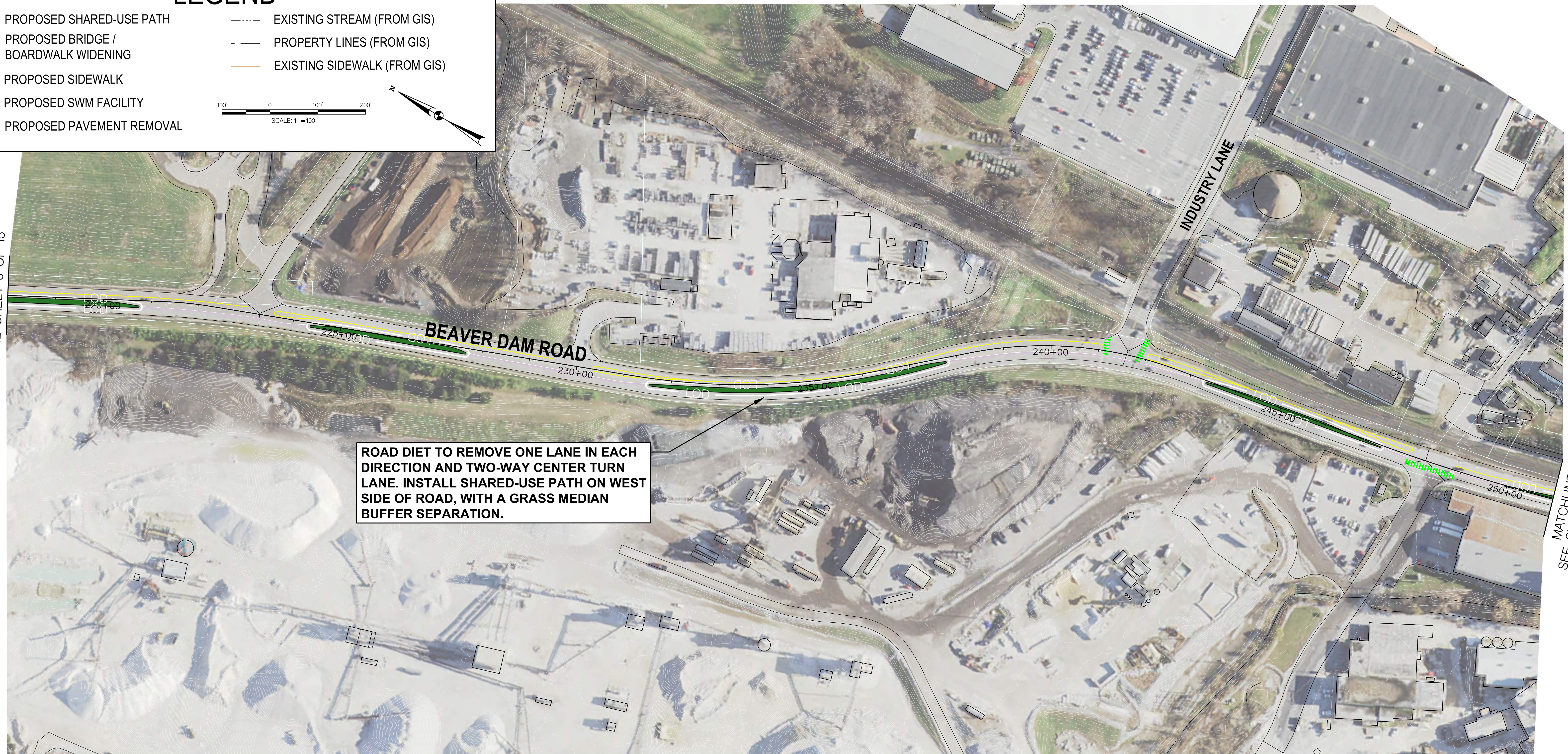
## LEGEND

- PROPOSED SHARED-USE PATH
- PROPOSED BRIDGE / BOARDWALK WIDENING
- PROPOSED SIDEWALK
- PROPOSED SWM FACILITY
- PROPOSED PAVEMENT REMOVAL
- EXISTING STREAM (FROM GIS)
- PROPERTY LINES (FROM GIS)
- EXISTING SIDEWALK (FROM GIS)

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SCALE: 1" = 100'



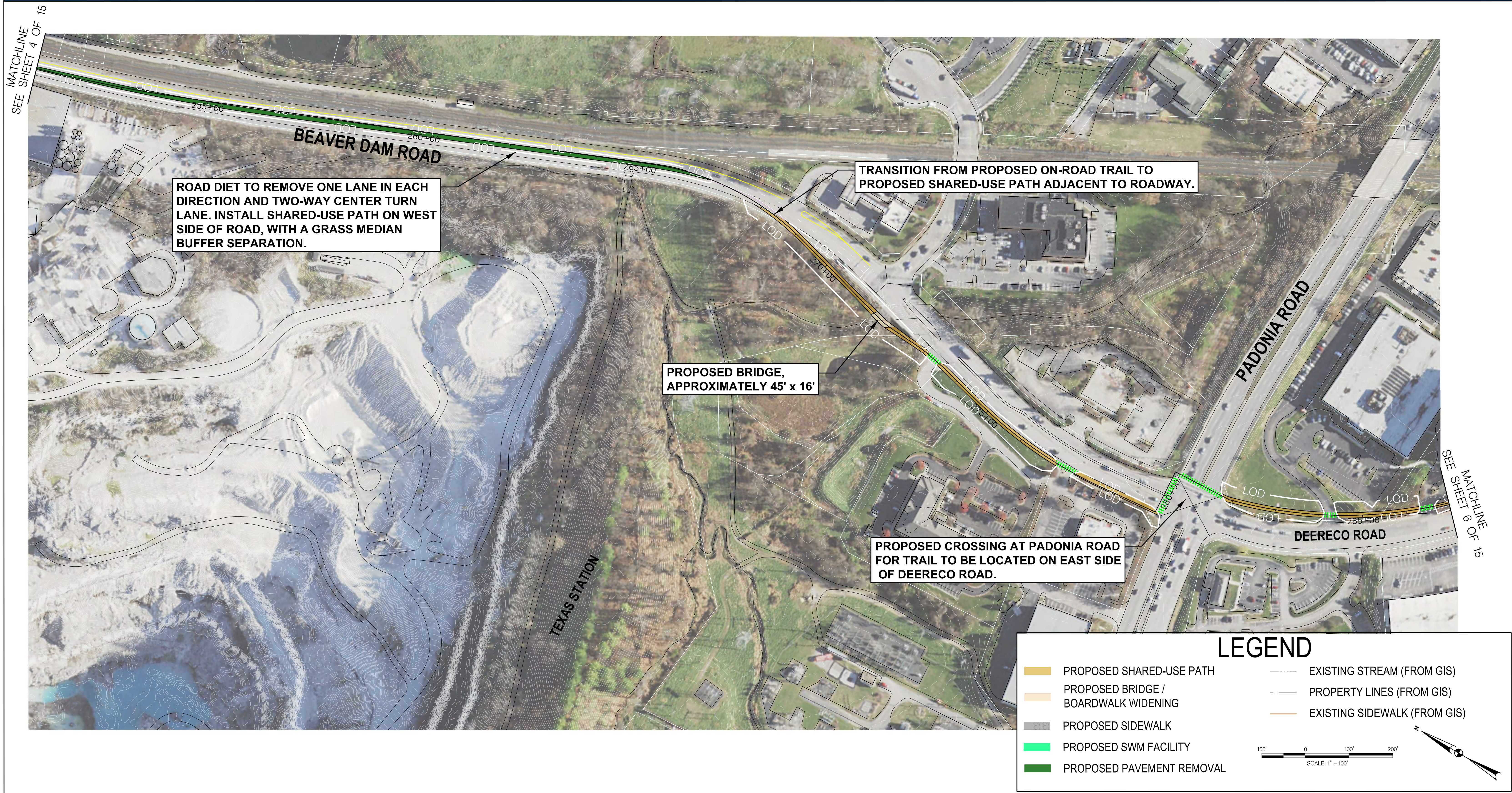
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SEE SHEET 3 OF 15



MATCHLINE  
SEE SHEET 5 OF 15

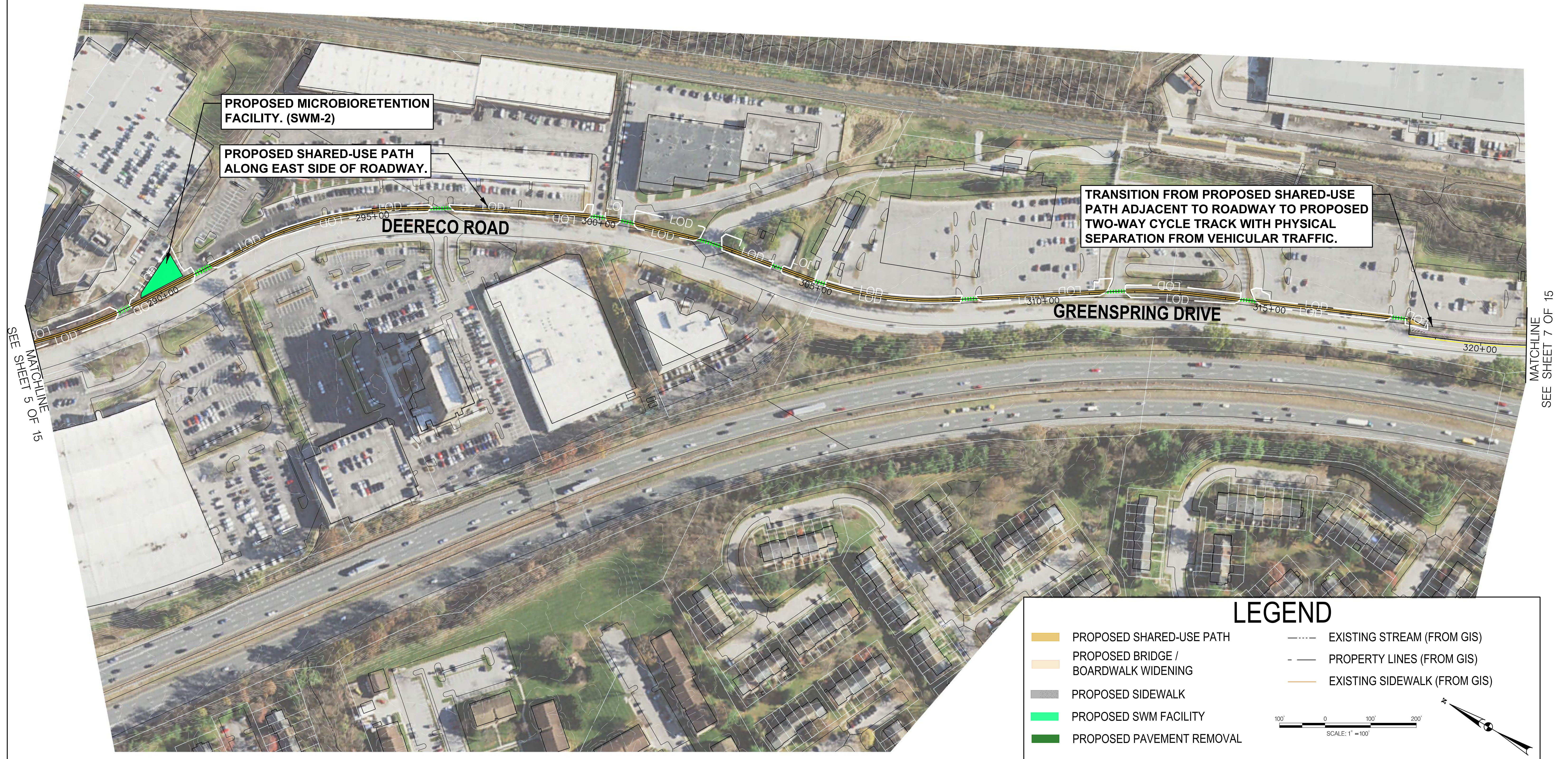


# NCR Trail Extension Feasibility Study



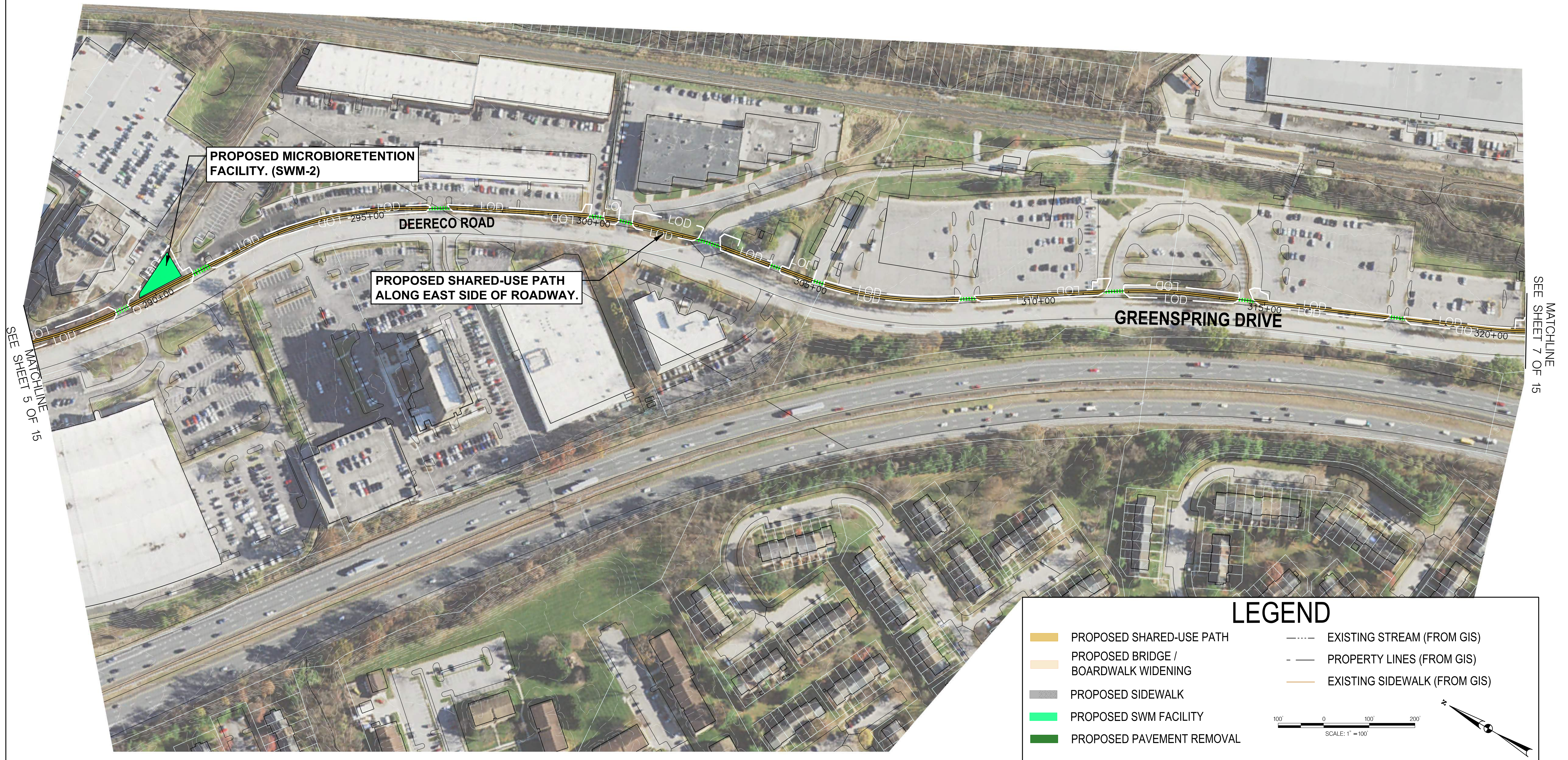


# NCR Trail Extension Feasibility Study



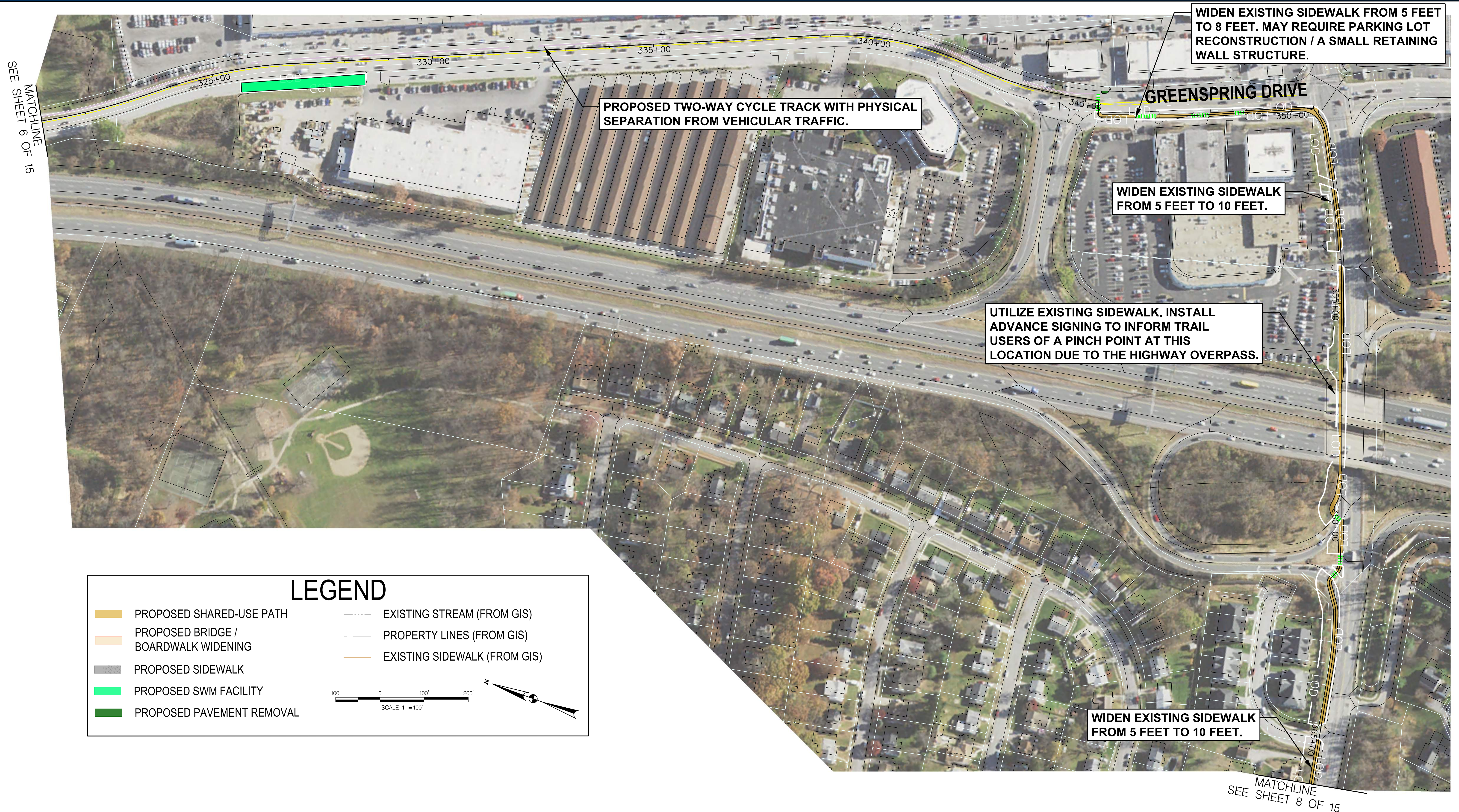


# NCR Trail Extension Feasibility Study


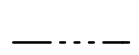

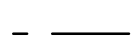








# NCR Trail Extension Feasibility Study

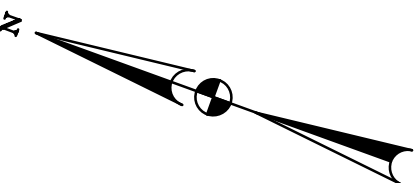


**LEGEND**

 PROPOSED SHARED-USE PATH	 EXISTING STREAM (FROM GIS)
 PROPOSED BRIDGE / BOARDWALK WIDENING	 PROPERTY LINES (FROM GIS)
 PROPOSED SIDEWALK	 EXISTING SIDEWALK (FROM GIS)
 PROPOSED SWM FACILITY	
 PROPOSED PAVEMENT REMOVAL	

SCALE: 1" = 100'

100' 0 100' 200'



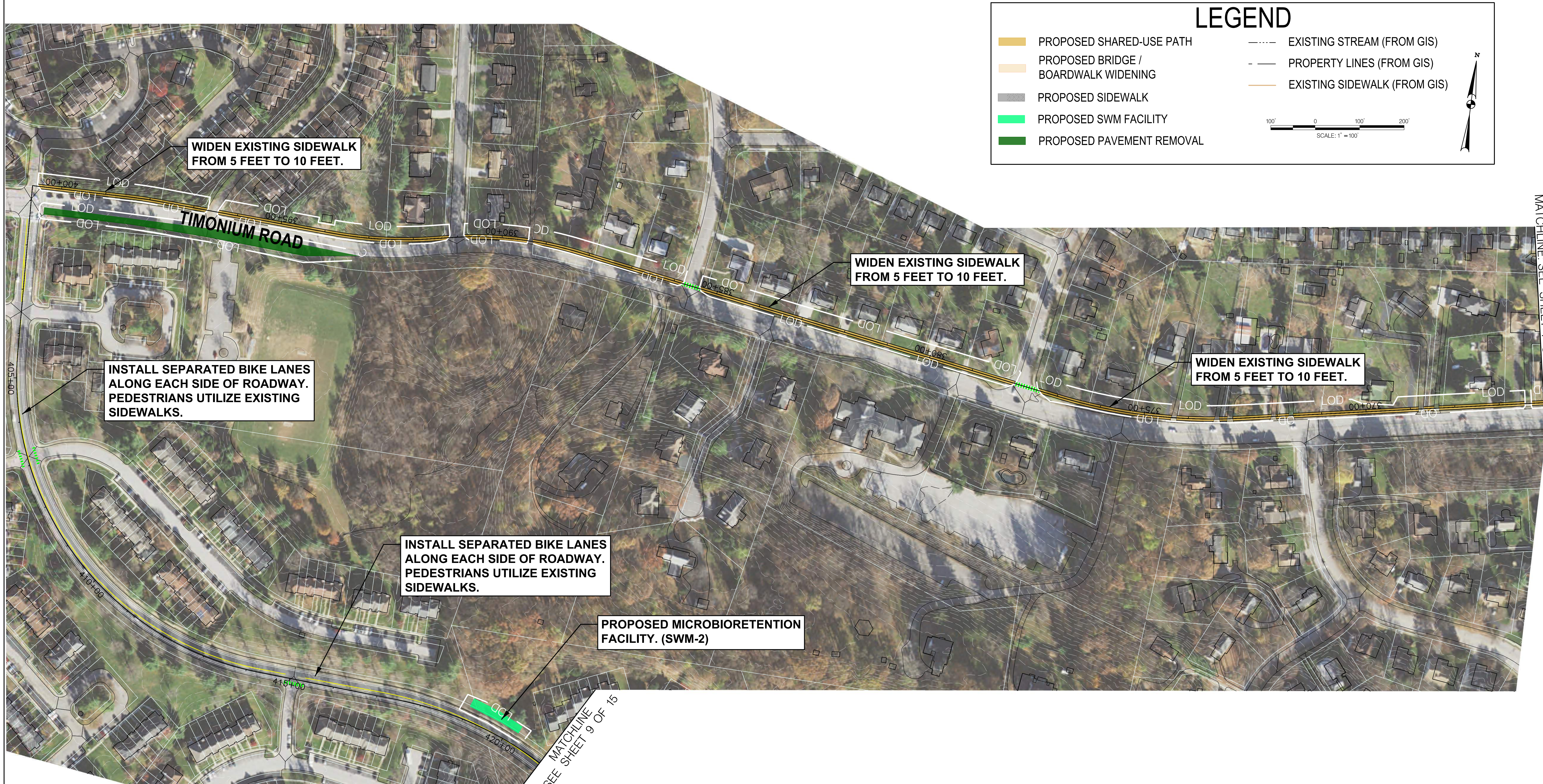


# NCR Trail Extension Feasibility Study





# NCR Trail Extension Feasibility Study





# NCR Trail Extension Feasibility Study





# NCR Trail Extension Feasibility Study



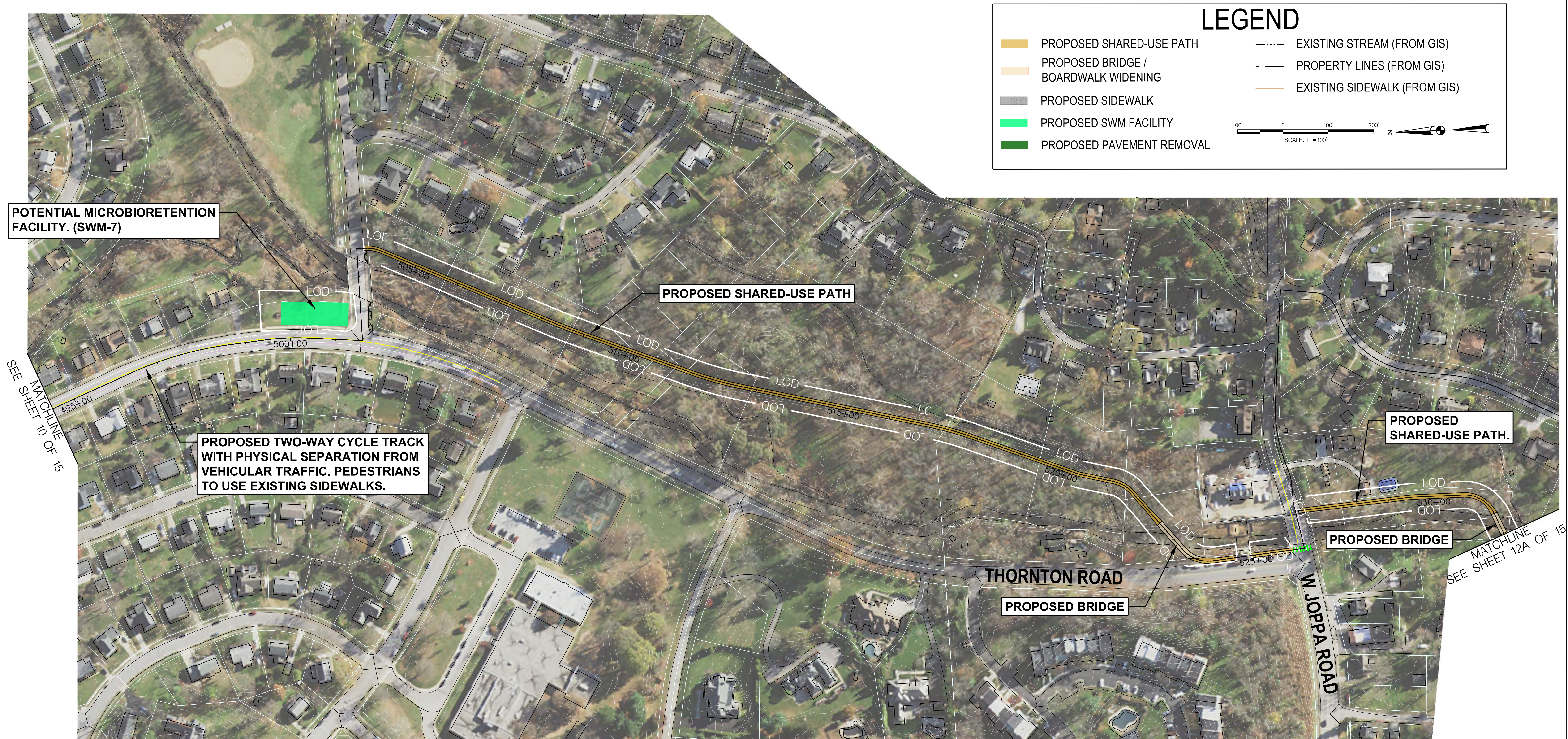


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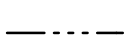
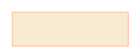
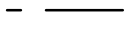




# NCR Trail Extension Feasibility Study





# NCR Trail Extension Feasibility Study

**LEGEND**

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	PROPOSED BRIDGE / BOARDWALK WIDENING		PROPERTY LINES (FROM GIS)
	PROPOSED SIDEWALK		EXISTING SIDEWALK (FROM GIS)
	PROPOSED SWM FACILITY		
	PROPOSED PAVEMENT REMOVAL		

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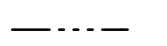
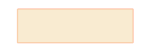
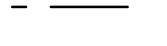




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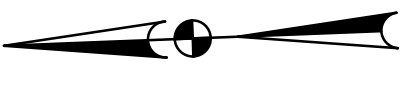




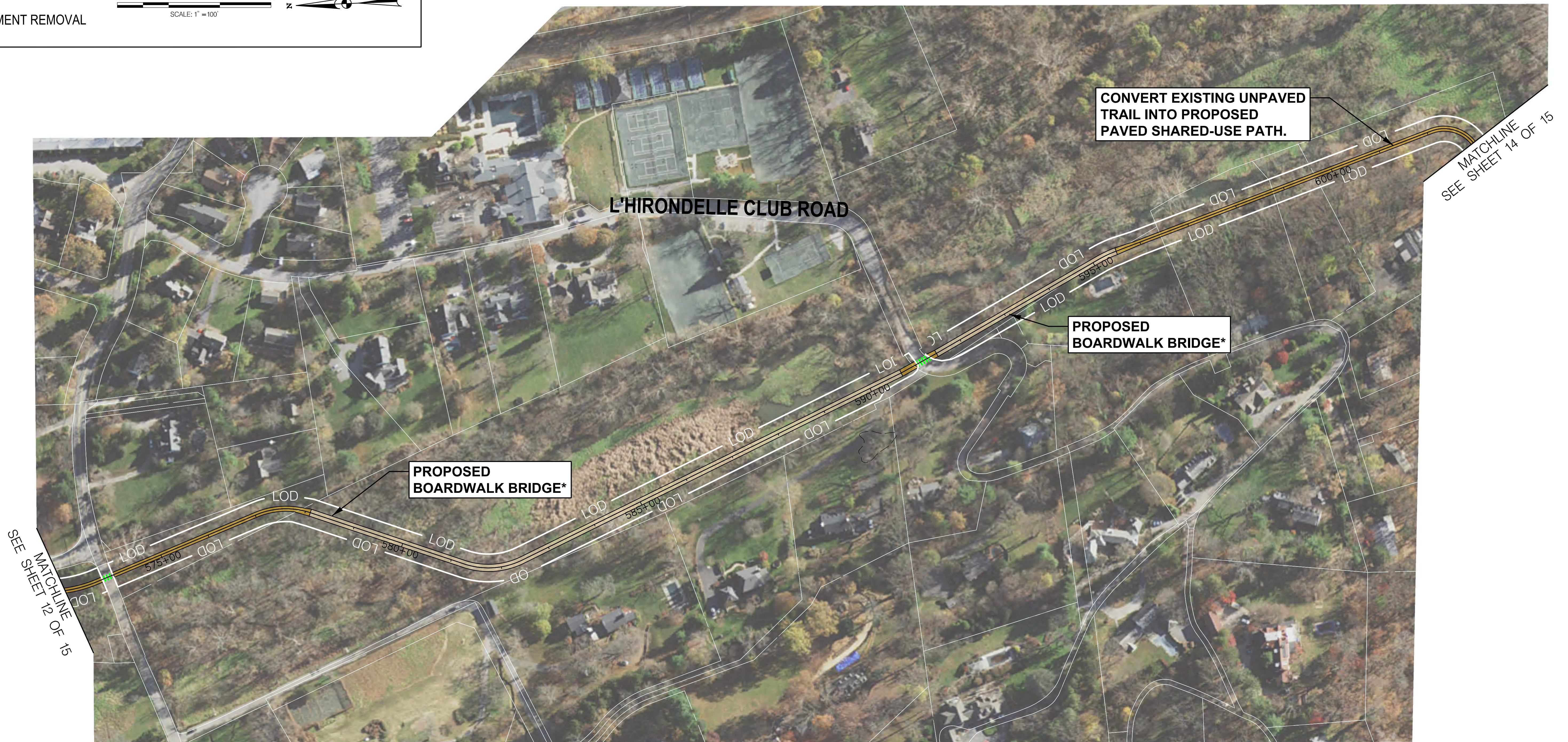
# NCR Trail Extension Feasibility Study

**LEGEND**

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 PROPOSED BRIDGE / BOARDWALK WIDENING	 PROPERTY LINES (FROM GIS)
 PROPOSED SIDEWALK	 EXISTING SIDEWALK (FROM GIS)
 PROPOSED SWM FACILITY	
 PROPOSED PAVEMENT REMOVAL	

100' 0 100' 200'   
SCALE: 1" = 100'


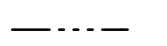
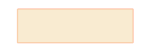
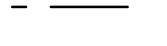




\*NOTE: PROPOSED BOARDWALK BRIDGES ARE BASED ON GIS CONTOURS. MORE DETAILED ANALYSIS IN FUTURE DESIGN MAY REDUCE BRIDGE SIZE OR ELIMINATE THE NEED FOR THE BRIDGE ALTOGETHER.

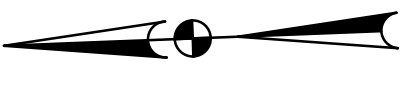




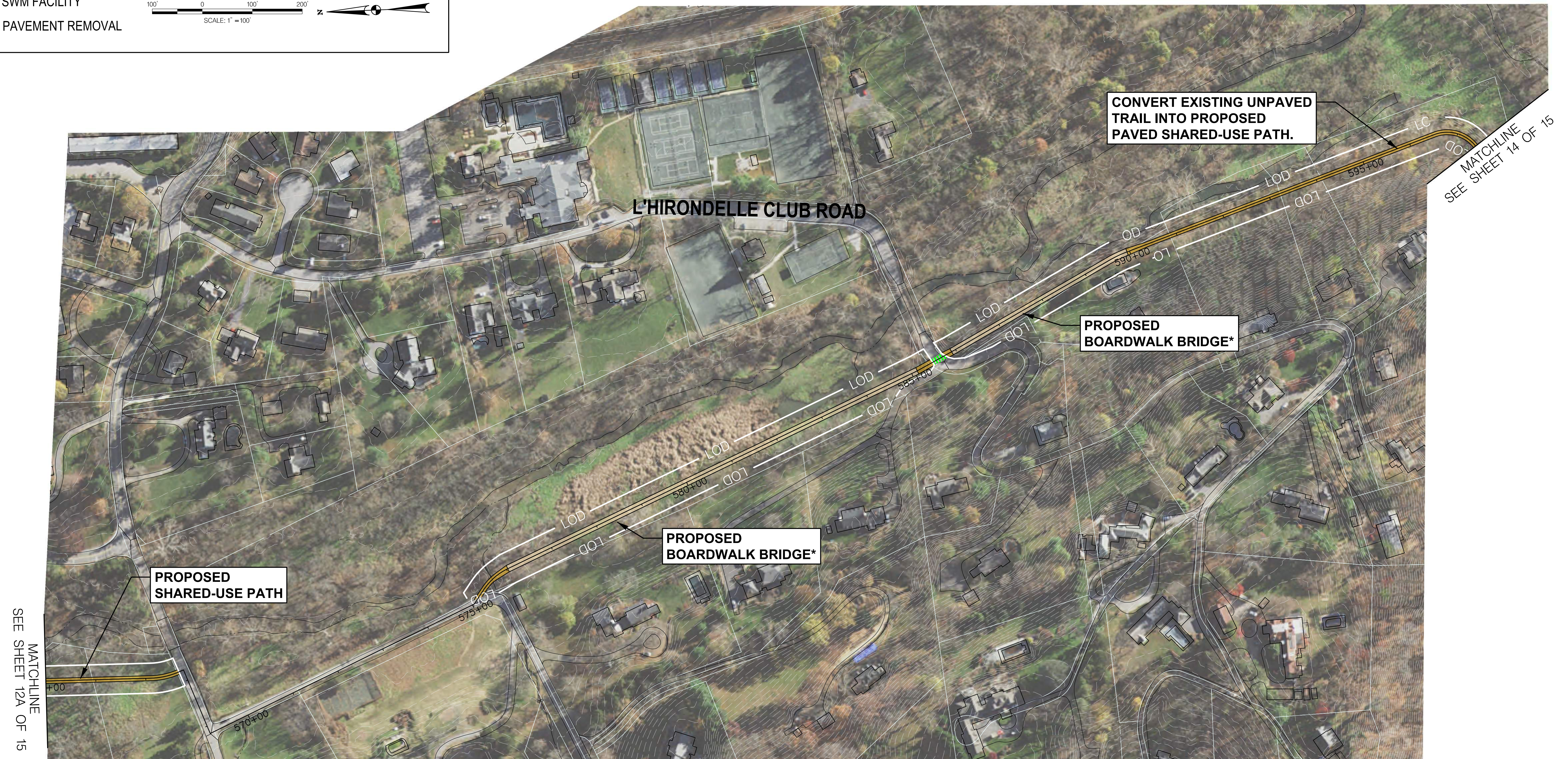
# NCR Trail Extension Feasibility Study

**LEGEND**

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	PROPOSED BRIDGE / BOARDWALK WIDENING		PROPERTY LINES (FROM GIS)
	PROPOSED SIDEWALK		EXISTING SIDEWALK (FROM GIS)
	PROPOSED SWM FACILITY		
	PROPOSED PAVEMENT REMOVAL		

100' 0 100' 200'   
SCALE: 1" = 100'

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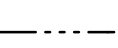

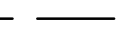


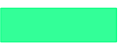

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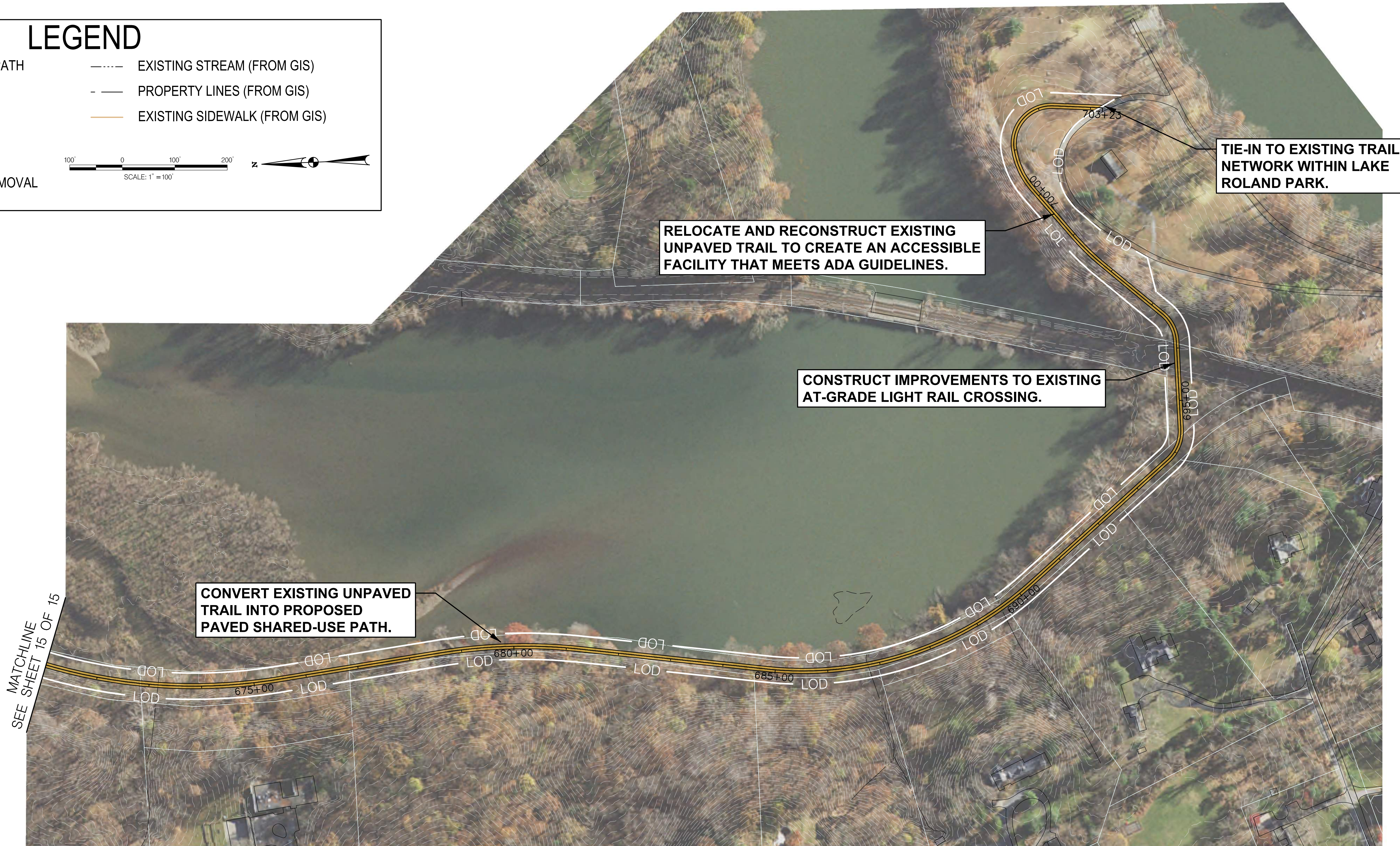


# NCR Trail Extension Feasibility Study

**LEGEND**

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 PROPOSED SIDEWALK	 EXISTING SIDEWALK (FROM GIS)
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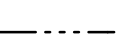

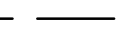


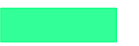

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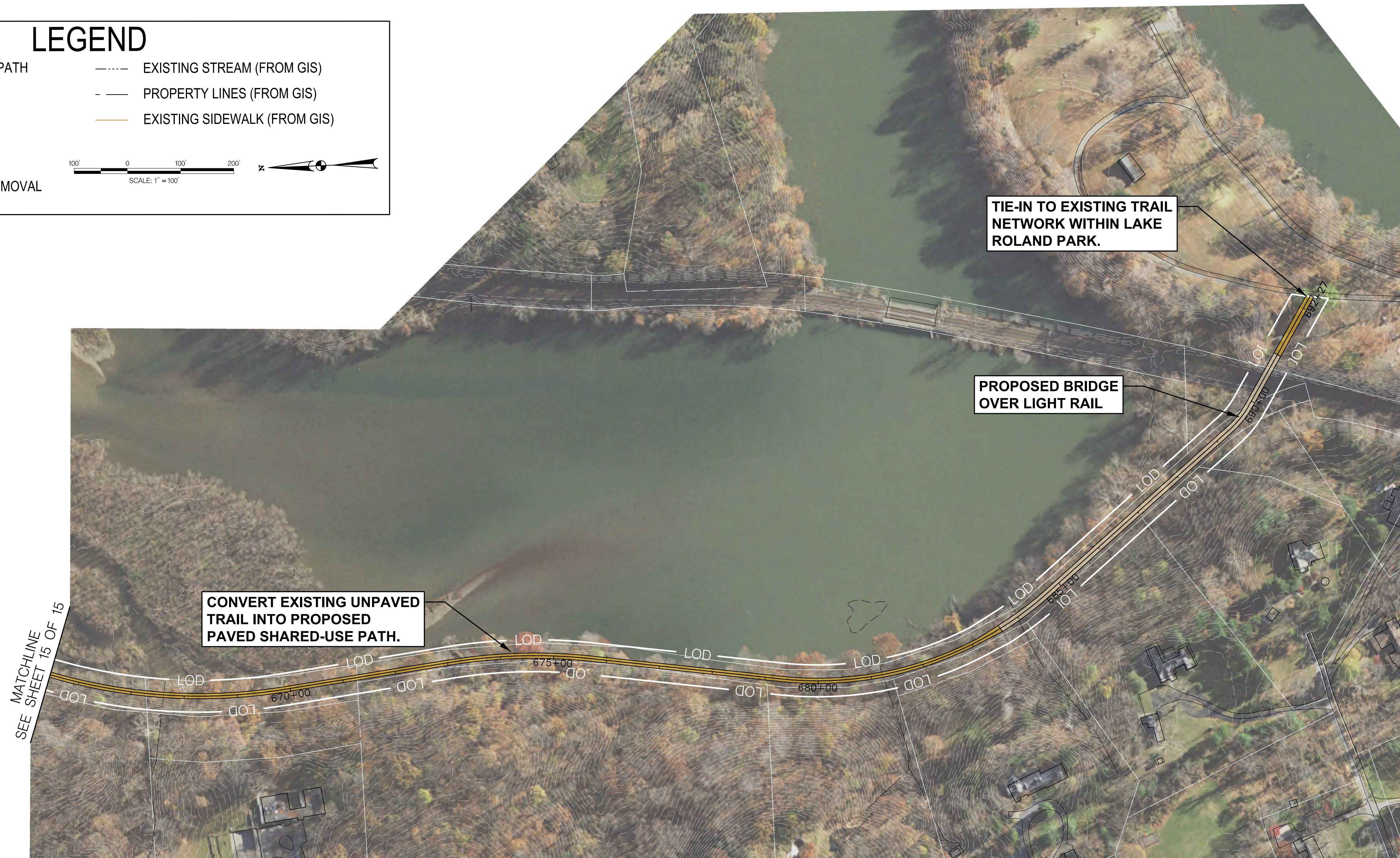


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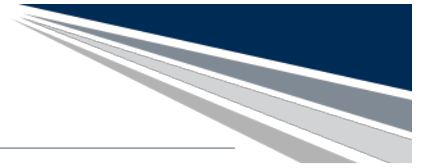
**LEGEND**

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 PROPOSED BRIDGE / BOARDWALK WIDENING	 PROPERTY LINES (FROM GIS)
 PROPOSED SIDEWALK	 EXISTING SIDEWALK (FROM GIS)
 PROPOSED SWM FACILITY	
 PROPOSED PAVEMENT REMOVAL	

100' 0 100' 200' z  
SCALE: 1" = 100'







# APPENDIX I:

## Cost Estimates



**NCR Trail Extension Feasibility Study**  
**NCR Trail Mainline with Each Option 1**

Roadway Costs						
Item No.	Description	Unit	Quantity	Unit Cost	Total Cost	Notes
	Shared-Use Path	LANE-MI	5.75	\$ 1,000,000.00	\$ 5,747,711.49	SHA Cost Estimating Guide
	Proposed Sidewalk	SF	9,335	\$ 20.00	\$ 186,700.00	2023 MDOT SHA Price Index
	Mill and Overlay Existing Roadway	LANE-MI	12.44	\$ 100,000.00	\$ 1,243,686.87	SHA Cost Estimating Guide
	F-Shape Barrier	LF	6,020	\$ 100.00	\$ 602,000.00	
	Removal of Existing Pavement	CY	6,156	\$ 30.00	\$ 184,683.33	SHA Cost Estimating Guide
	New Bridge Structure (Span Length < 55')	SF	1,500	\$ 320.00	\$ 480,000.00	SHA Cost Estimating Guide
	New Bridge Structure (Span Length > 55')	SF	13,630	\$ 260.00	\$ 3,543,800.00	
	New Boardwalk Structures	SF	23,310	\$ 274.00	\$ 6,386,940.00	
	Bridge Deck Replacement	SF	2,990	\$ 130.00	\$ 388,700.00	
	Pavement Striping	LF	81,000	\$ 1.50	\$ 121,500.00	
	Wetland Mitigation**	LS	1	\$ 1,400,000.00	\$ 1,400,000.00	
	Stream Mitigation**	LS	1	\$ 1,500,000.00	\$ 1,500,000.00	SHA Cost Estimating Guide
<b>Subtotal 1</b>					<b>\$ 21,785,721.69</b>	
Contingent Categories						
	Category 1: Preliminary, MOT		30%	\$ 11,374,981.69	\$ 3,412,494.51	40% of Subtotal 1
	Category 3: Drainage		15%	\$ 11,374,981.69	\$ 1,706,247.25	45% of Subtotal 1
	Category 7: Landscaping		10%	\$ 11,374,981.69	\$ 1,137,498.17	10% of Subtotal 1
	Category 8: Utilities		10%	\$ 11,374,981.69	\$ 1,137,498.17	15% of Subtotal 1
<b>Subtotal 2</b>					<b>\$ 29,179,459.79</b>	
	Contingency		35%		\$ 10,212,810.93	40% of Subtotal 2
<b>Feasibility Level Cost*</b>					<b>\$ 39,392,270.72</b>	
<b>Rounded Value*</b>					<b>\$ 39,400,000.00</b>	



**NCR Trail Extension Feasibility Study**  
**NCR Trail Mainline with Each Option 2**

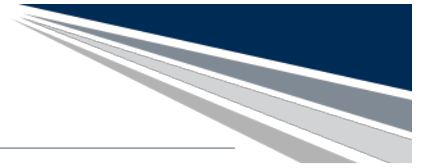
Roadway Costs						
Item No.	Description	Unit	Quantity	Unit Cost	Total Cost	Notes
	Shared-Use Path	LANE-MI	5.97	\$ 1,000,000.00	\$ 5,967,487.37	SHA Cost Estimating Guide
	Proposed Sidewalk	SF	615	\$ 20.00	\$ 12,300.00	2023 MDOT SHA Price Index
	Mill and Overlay Existing Roadway	LANE-MI	9.99	\$ 100,000.00	\$ 999,053.03	SHA Cost Estimating Guide
	F-Shape Barrier	LF	3,100	\$ 100.00	\$ 310,000.00	
	Removal of Existing Pavement	CY	6,153	\$ 30.00	\$ 184,583.33	SHA Cost Estimating Guide
	New Bridge Structure (Span Length < 55')	SF	1,500	\$ 320.00	\$ 480,000.00	SHA Cost Estimating Guide
	New Bridge Structure (Span Length > 55')	SF	22,880	\$ 260.00	\$ 5,948,800.00	
	New Boardwalk Structures	SF	18,410	\$ 274.00	\$ 5,044,340.00	
	Bridge Deck Replacement	SF	2,980	\$ 130.00	\$ 387,400.00	
	Pavement Striping	LF	51,800	\$ 1.50	\$ 77,700.00	
	Wetland Mitigation**	LS	1	\$ 1,400,000.00	\$ 1,400,000.00	
	Stream Mitigation**	LS	1	\$ 1,500,000.00	\$ 1,500,000.00	SHA Cost Estimating Guide
<b>Subtotal 1</b>					<b>\$ 22,311,663.74</b>	
Contingent Categories						
	Category 1: Preliminary, MOT		30%	\$ 10,838,523.74	\$ 3,251,557.12	40% of Subtotal 1
	Category 3: Drainage		15%	\$ 10,838,523.74	\$ 1,625,778.56	45% of Subtotal 1
	Category 7: Landscaping		10%	\$ 10,838,523.74	\$ 1,083,852.37	10% of Subtotal 1
	Category 8: Utilities		10%	\$ 10,838,523.74	\$ 1,083,852.37	15% of Subtotal 1
<b>Subtotal 2</b>					<b>\$ 29,356,704.17</b>	
	Contingency		35%		\$ 10,274,846.46	40% of Subtotal 2
<b>Feasibility Level Cost*</b>					<b>\$ 39,631,550.63</b>	
<b>Rounded Value*</b>					<b>\$ 39,700,000.00</b>	



**NCR Trail Extension Feasibility Study**  
**NCR Trail Mainline with Greenspring Drive Option 2, Roland Run Option 2, and Lake Roland Park Option 1**

Roadway Costs						
Item No.	Description	Unit	Quantity	Unit Cost	Total Cost	Notes
	Shared-Use Path	LANE-MI	6.17	\$ 1,000,000.00	\$ 6,169,507.58	SHA Cost Estimating Guide
	Proposed Sidewalk	SF	615	\$ 20.00	\$ 12,300.00	2023 MDOT SHA Price Index
	Mill and Overlay Existing Roadway	LANE-MI	9.99	\$ 100,000.00	\$ 999,053.03	SHA Cost Estimating Guide
	F-Shape Barrier	LF	3,100	\$ 100.00	\$ 310,000.00	
	Removal of Existing Pavement	CY	6,153	\$ 30.00	\$ 184,583.33	SHA Cost Estimating Guide
	New Bridge Structure (Span Length < 55')	SF	1,500	\$ 320.00	\$ 480,000.00	SHA Cost Estimating Guide
	New Bridge Structure (Span Length > 55')	SF	12,520	\$ 260.00	\$ 3,255,200.00	
	New Boardwalk Structures	SF	18,410	\$ 274.00	\$ 5,044,340.00	
	Bridge Deck Replacement	SF	2,980	\$ 130.00	\$ 387,400.00	
	Pavement Striping	LF	51,800	\$ 1.50	\$ 77,700.00	
	Wetland Mitigation**	LS	1	\$ 1,400,000.00	\$ 1,400,000.00	
	Stream Mitigation**	LS	1	\$ 1,500,000.00	\$ 1,500,000.00	SHA Cost Estimating Guide
	<b>Subtotal 1</b>				<b>\$ 19,820,083.94</b>	
Contingent Categories						
	Category 1: Preliminary, MOT		30%	\$ 11,040,543.94	\$ 3,312,163.18	40% of Subtotal 1
	Category 3: Drainage		15%	\$ 11,040,543.94	\$ 1,656,081.59	45% of Subtotal 1
	Category 7: Landscaping		10%	\$ 11,040,543.94	\$ 1,104,054.39	10% of Subtotal 1
	Category 8: Utilities		10%	\$ 11,040,543.94	\$ 1,104,054.39	15% of Subtotal 1
	<b>Subtotal 2</b>				<b>\$ 26,996,437.50</b>	
	Contingency		35%		\$ 9,448,753.13	40% of Subtotal 2
	<b>Feasibility Level Cost*</b>				<b>\$ 36,445,190.63</b>	
	<b>Rounded Value*</b>				<b>\$ 36,500,000.00</b>	





# APPENDIX J:

## Public Outreach Meeting Materials



# North Central Railway (NCR) Trail Extension Feasibility Study



# WELCOME

Public Outreach meeting  
November 15, 2023



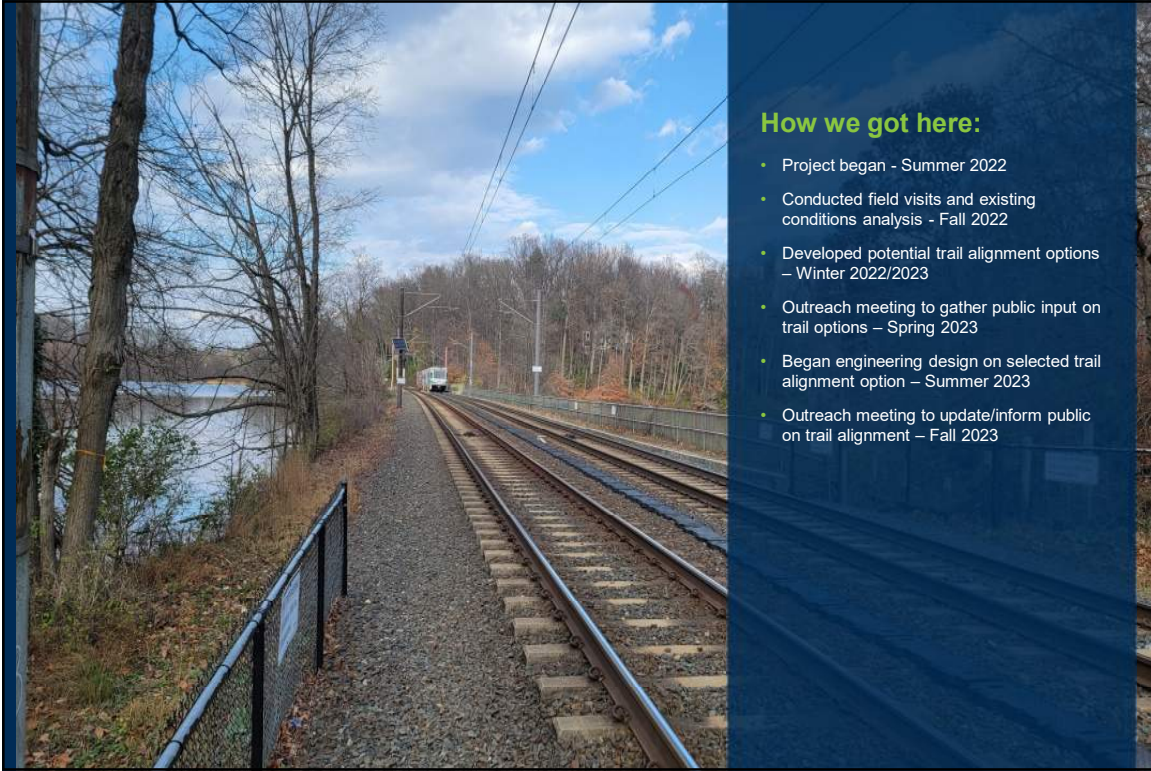
## Project Background

- Torrey C. Brown Rail Trail, also known as the North Central Railroad (NCR) Trail
- Currently extends 19.7 miles from Ashland Road to PA/MD state line
- Continues North of the PA/MD state line as the York County Heritage Rail Trail extending 21 miles north to York, PA
- Existing trail is 10' wide with a stone dust surface
- Managed and maintained by the Maryland Department of Natural Resources

## Project Goals

- Extend trail approximately 7 miles south from Ashland Road to Lake Roland Park
- Create a trail that is accessible for all users
- Improve active transportation connectivity between residential, commercial, and recreational areas
- Minimize impacts to natural and cultural resources
- Encourage active transportation to members of the public



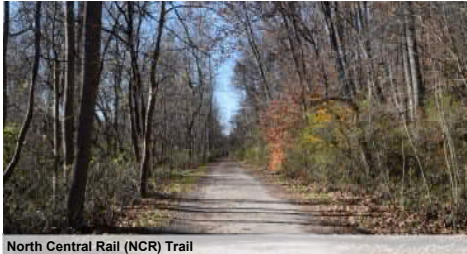


**How we got here:**

- Project began - Summer 2022
- Conducted field visits and existing conditions analysis - Fall 2022
- Developed potential trail alignment options – Winter 2022/2023
- Outreach meeting to gather public input on trail options – Spring 2023
- Began engineering design on selected trail alignment option – Summer 2023
- Outreach meeting to update/inform public on trail alignment – Fall 2023

**Types of Bicycle Facilities**

**Shared-Use Path**



North Central Rail (NCR) Trail

**Bike Lanes\***



**Two-Way Cycle Track\***



Delaware Avenue (Newark, DE)

**Separated Bike Lanes\***



Central Avenue (Baltimore, MD)

\*Bike lane and cycle track facilities would be for bicycles *only*, with pedestrians using adjacent sidewalks.



# Proposed NCR Trail Extension

## NCR Trail Extension Feasibility Study



Key Map

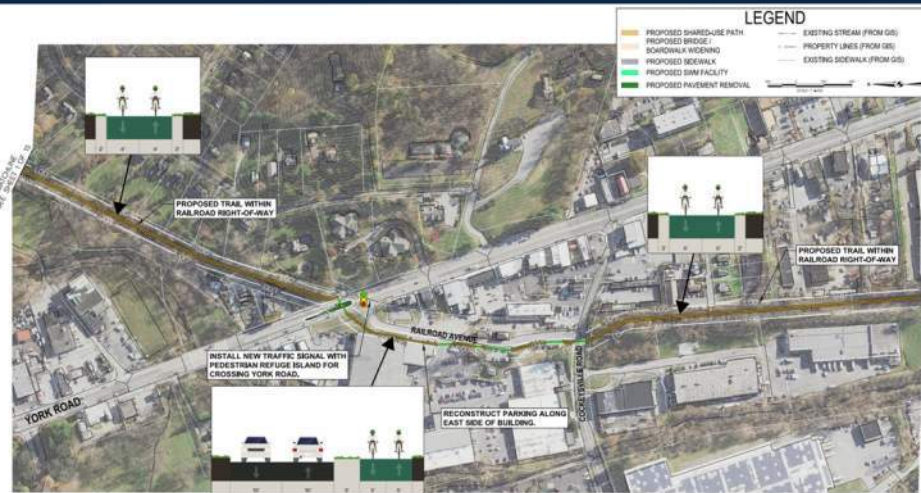


NCR Trail Extension Feasibility Study (Sheet 1 of 15)  
Baltimore County, MD



# Proposed NCR Trail Extension

## NCR Trail Extension Feasibility Study



Key Map



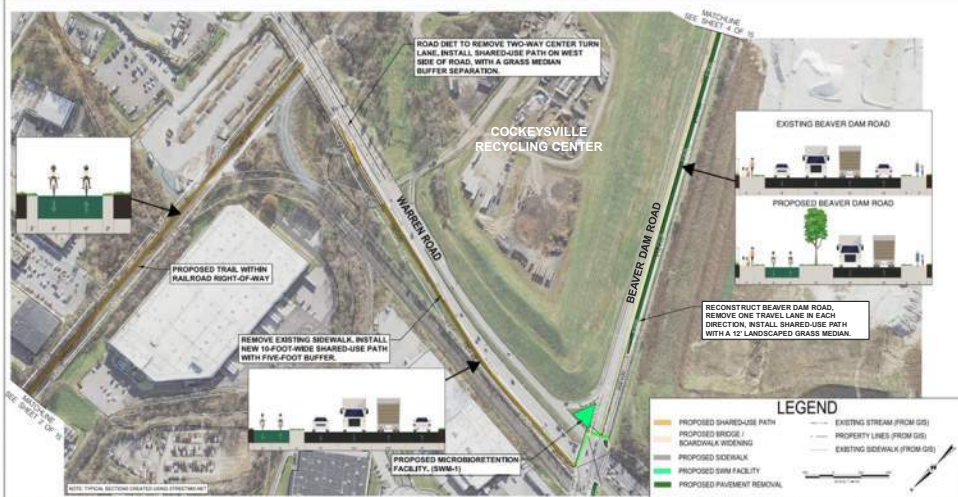
NCR Trail Extension Feasibility Study (Sheet 2 of 15)  
Baltimore County, MD





# Proposed NCR Trail Extension

## NCR Trail Extension Feasibility Study



Key Map

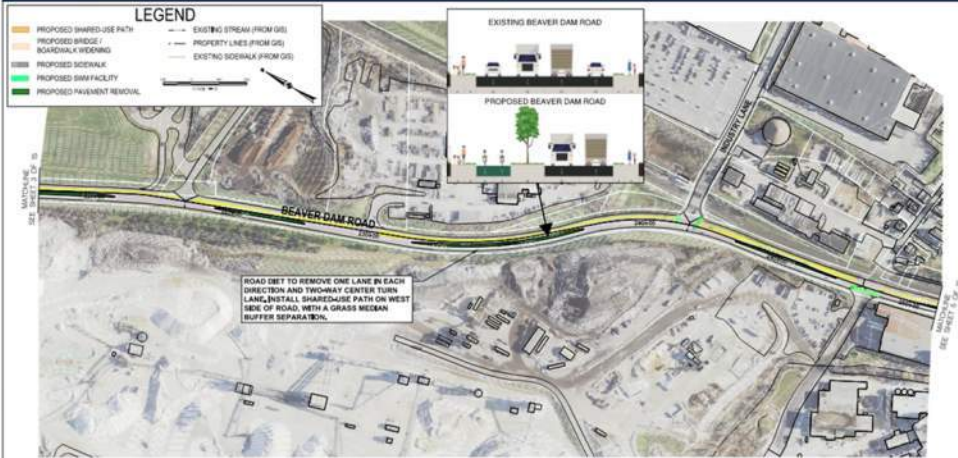


NCR Trail Extension Feasibility Study (Sheet 3 of 15)  
Baltimore County, MD



# Proposed NCR Trail Extension

## NCR Trail Extension Feasibility Study



Key Map



NCR Trail Extension Feasibility Study (Sheet 4 of 15)  
Baltimore County, MD





# Proposed NCR Trail Extension

## NCR Trail Extension Feasibility Study

Key Map



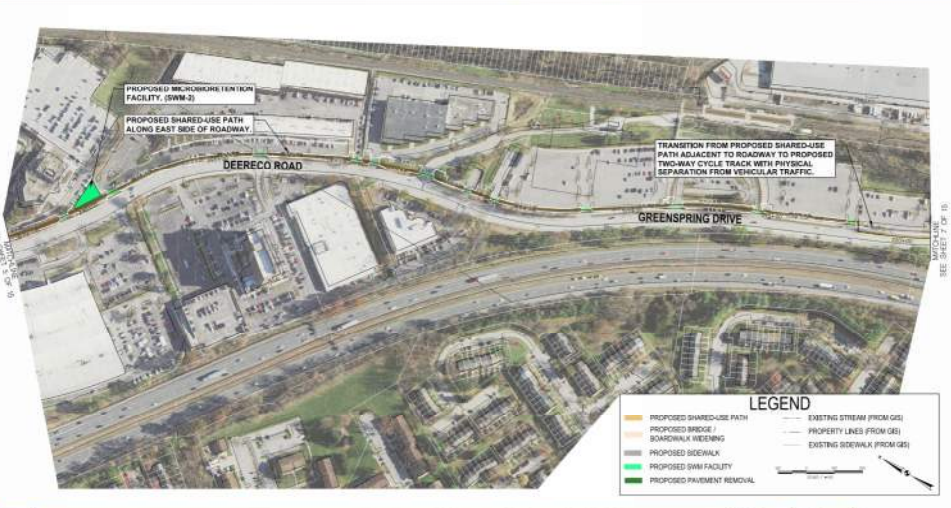
NCR Trail Extension Feasibility Study (Sheet 5 of 15)  
Baltimore County, MD



# Proposed NCR Trail Extension (Greenspring Drive Option 1)

## NCR Trail Extension Feasibility Study

Key Map



NCR Trail Extension Feasibility Study (Sheet 6A of 15)  
Baltimore County, MD





# Proposed NCR Trail Extension (Greenspring Drive Option 1)

## NCR Trail Extension Feasibility Study

Key Map



NCR Trail Extension Feasibility Study (Sheet 7A of 15)  
Baltimore County, MD

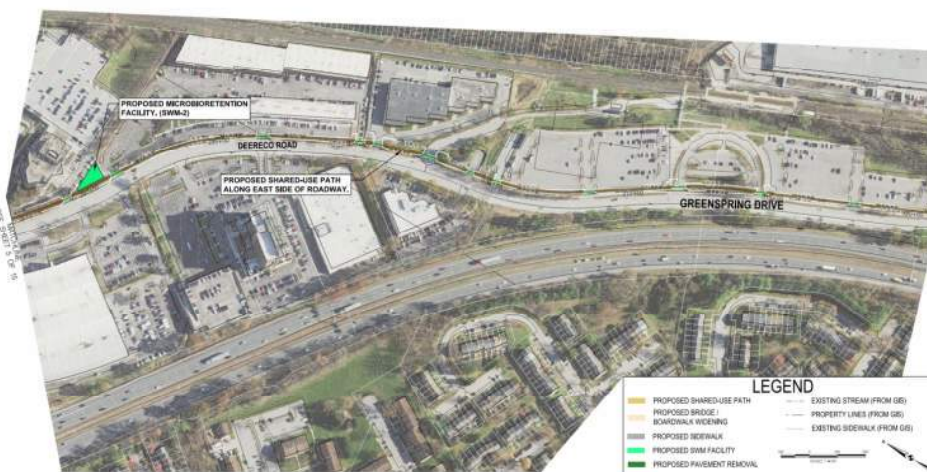


11

# Proposed NCR Trail Extension (Greenspring Drive Option 2)

## NCR Trail Extension Feasibility Study

Key Map



NCR Trail Extension Feasibility Study (Sheet 6B of 15)  
Baltimore County, MD



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# Proposed NCR Trail Extension (Greenspring Drive Option 2)

## NCR Trail Extension Feasibility Study

Key Map



NCR Trail Extension Feasibility Study (Sheet 7B of 15)  
Baltimore County, MD



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# Proposed NCR Trail Extension

## NCR Trail Extension Feasibility Study

Key Map



NCR Trail Extension Feasibility Study (Sheet 8 of 15)  
Baltimore County, MD



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# Proposed NCR Trail Extension

## NCR Trail Extension Feasibility Study



Key Map



NCR Trail Extension Feasibility Study (Sheet 9 of 15)  
Baltimore County, MD

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# Proposed NCR Trail Extension

## NCR Trail Extension Feasibility Study



Key Map



NCR Trail Extension Feasibility Study (Sheet 10 of 15)  
Baltimore County, MD

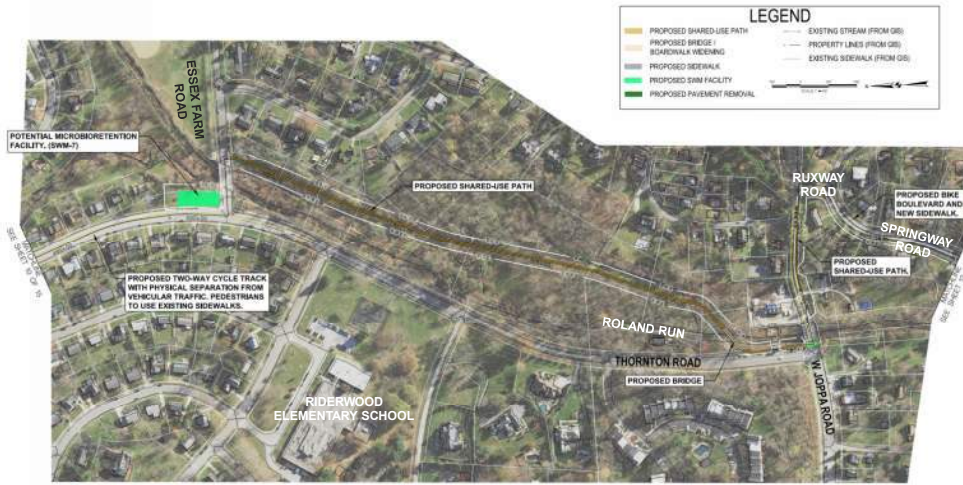
16



# Proposed NCR Trail Extension (Roland Run Option 1)

## NCR Trail Extension Feasibility Study

Key Map



NCR Trail Extension Feasibility Study (Sheet 11A of 15)  
Baltimore County, MD



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# Proposed NCR Trail Extension (Roland Run Option 1)

## NCR Trail Extension Feasibility Study

Key Map

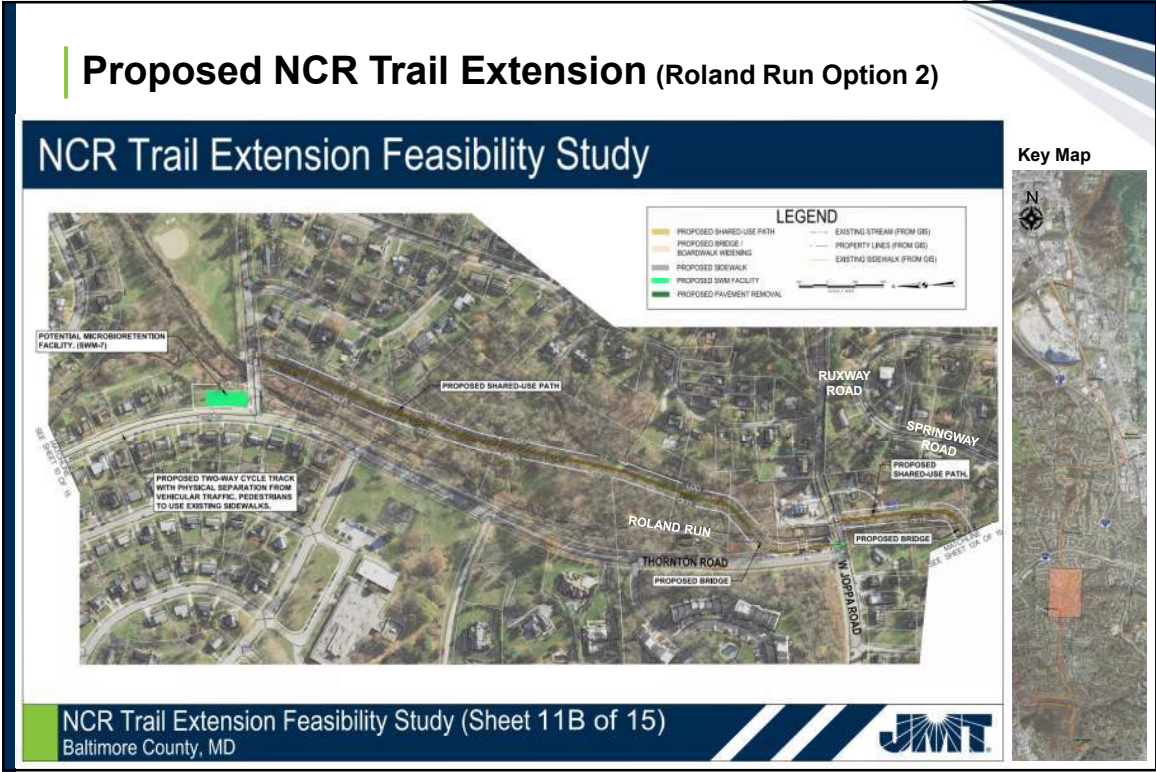
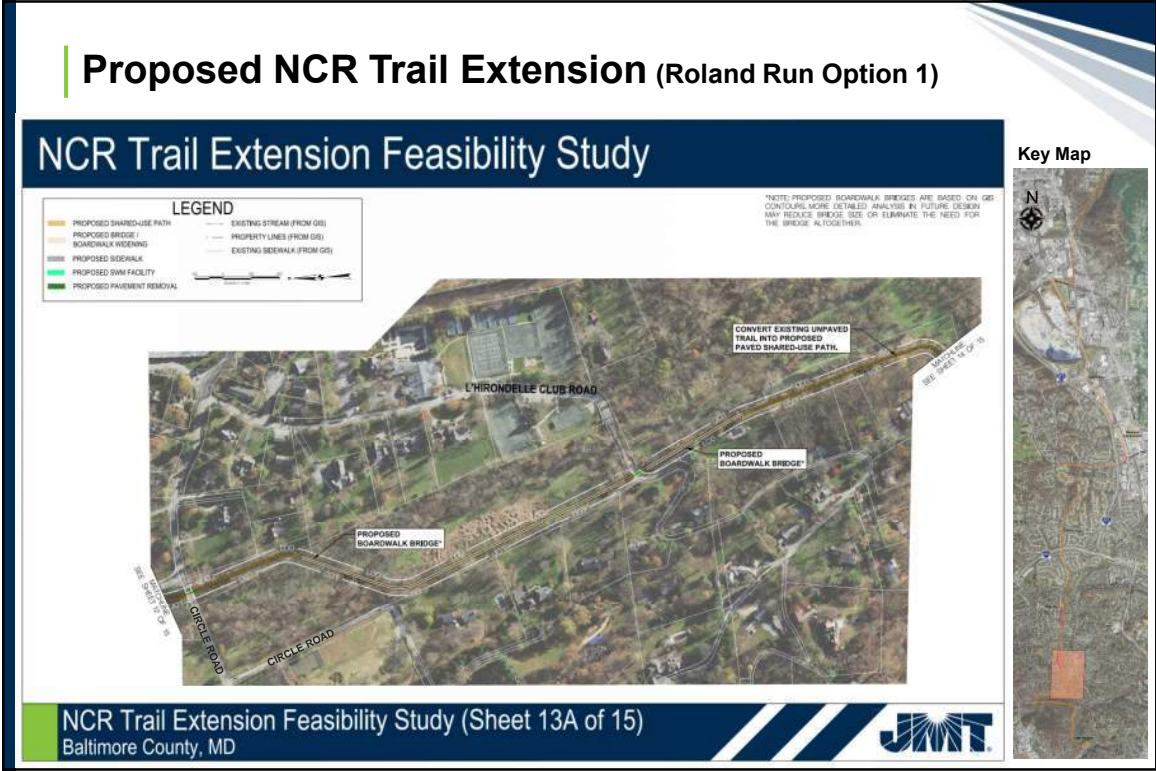


NCR Trail Extension Feasibility Study (Sheet 12A of 15)  
Baltimore County, MD

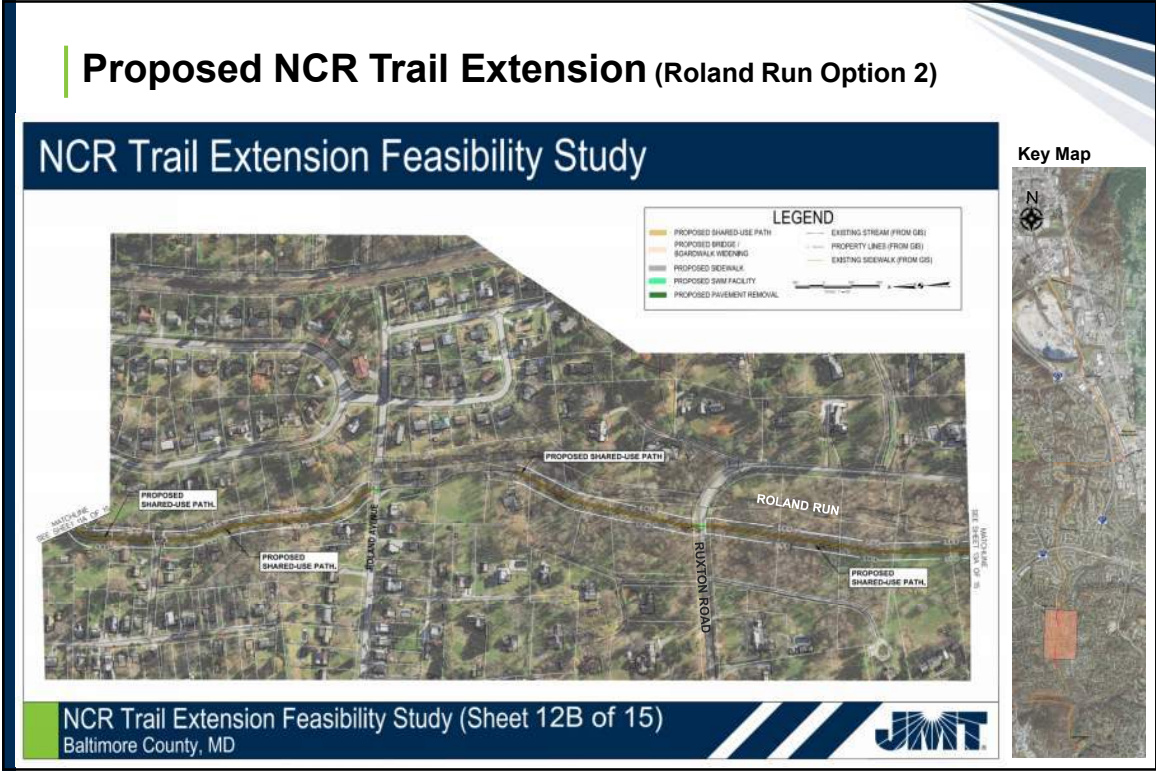


18

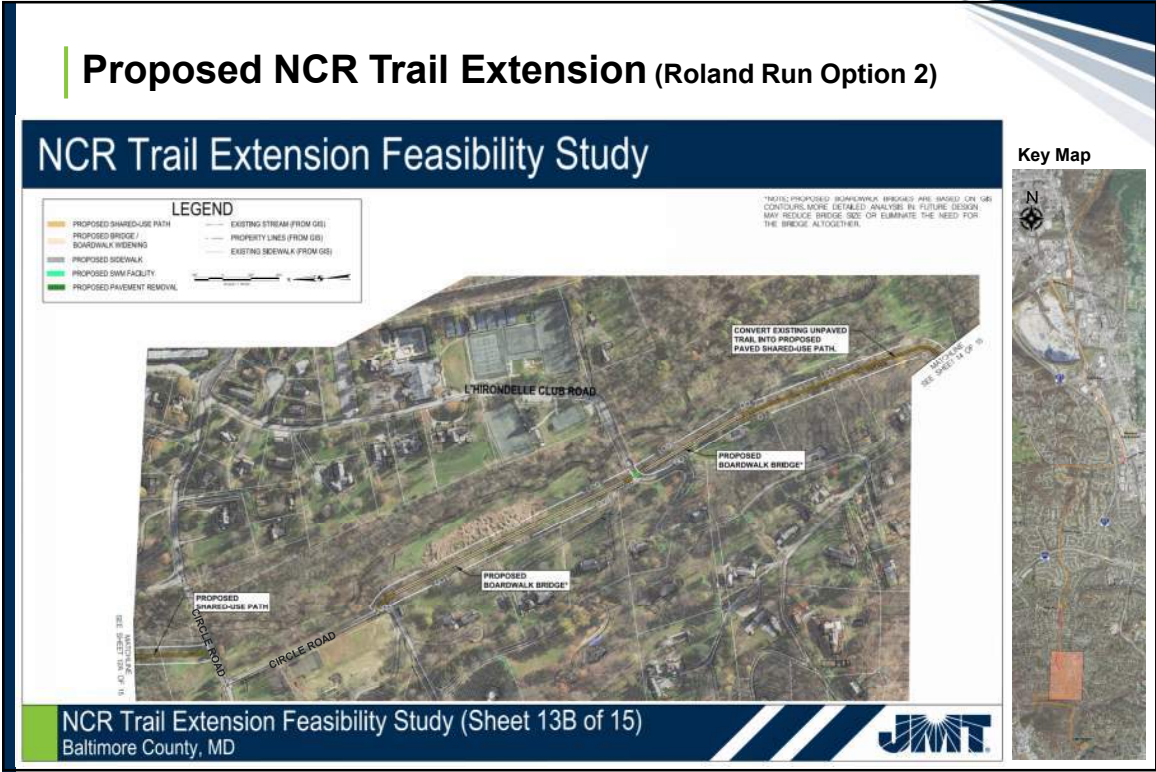








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# Proposed NCR Trail Extension

## NCR Trail Extension Feasibility Study



Key Map



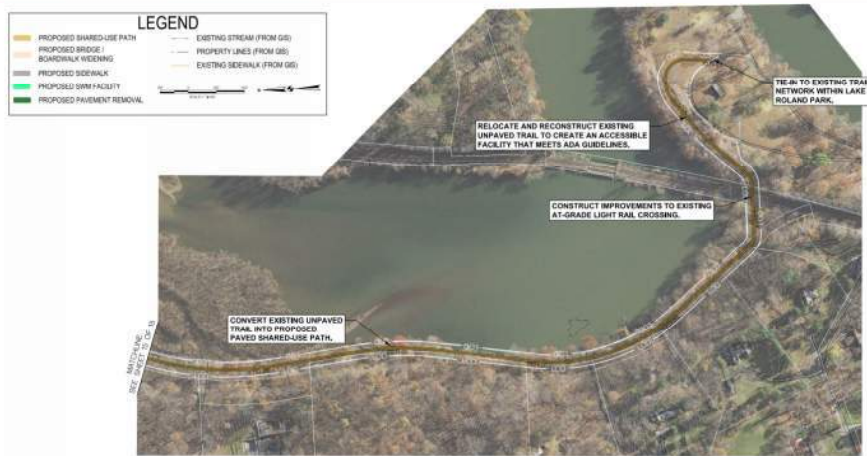
NCR Trail Extension Feasibility Study (Sheet 14 of 15)  
Baltimore County, MD



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# Proposed NCR Trail Extension (Lake Roland Option 1)

## NCR Trail Extension Feasibility Study



Key Map

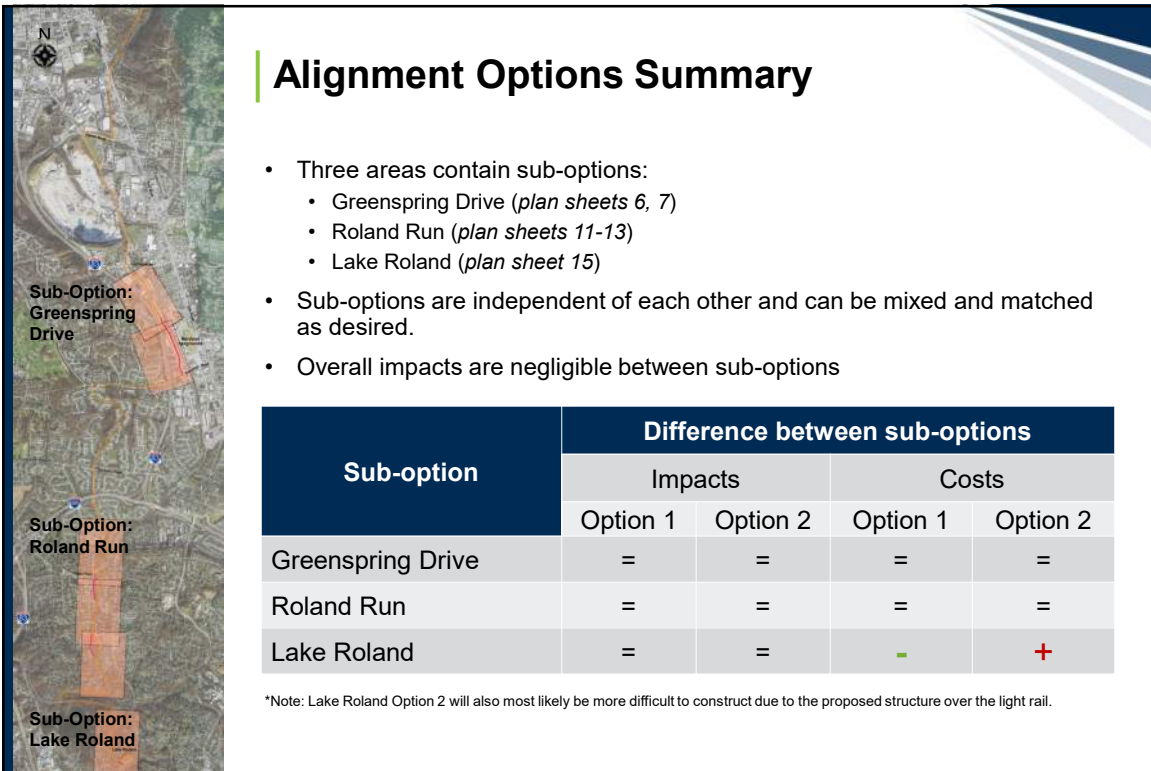
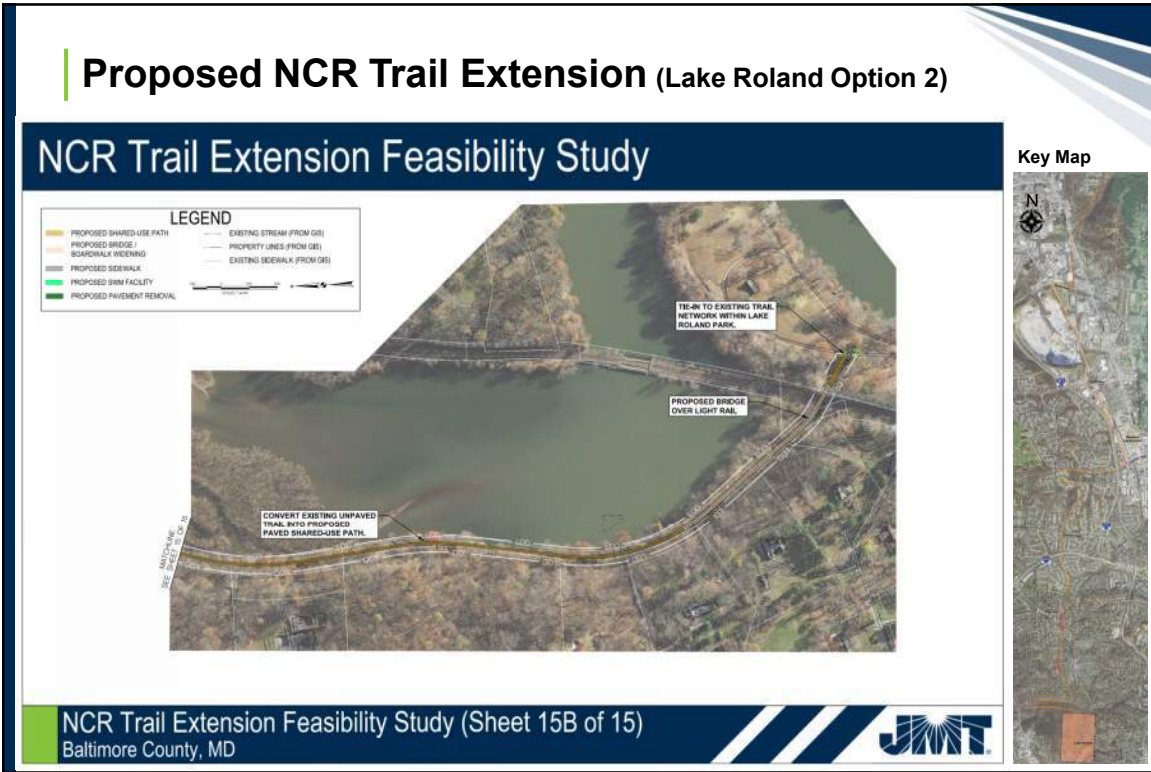


NCR Trail Extension Feasibility Study (Sheet 15A of 15)  
Baltimore County, MD



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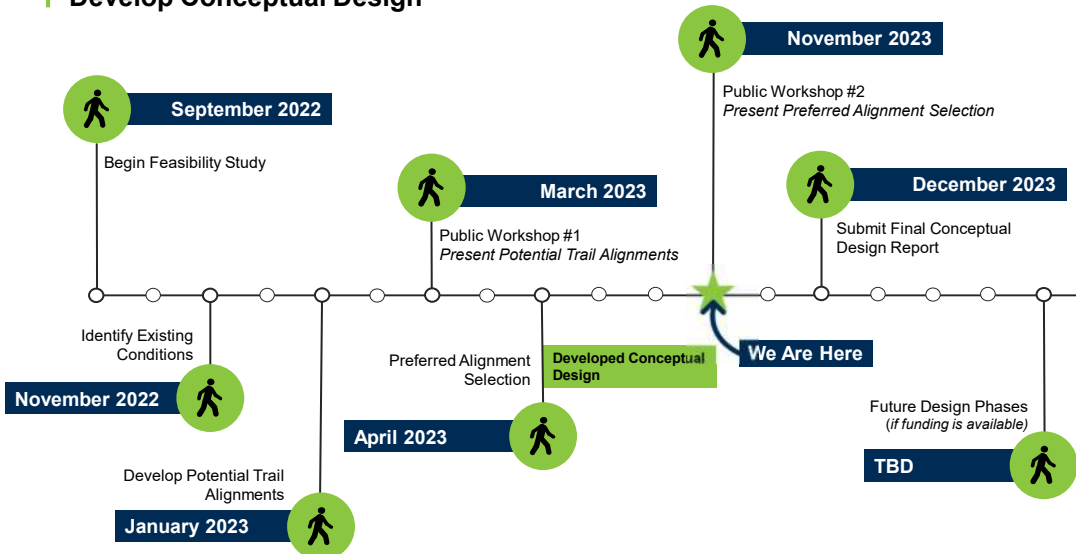
## Preliminary Design Impact Comparison

Item	Alignment Options		
	A	B	C
	NCR Trail Extension with: Greenspring Drive Sub-option 1 Roland Run Sub-option 1 Lake Roland Sub-option 1	NCR Trail Extension with: Greenspring Drive Sub-option 2 Roland Run Sub-option 2 Lake Roland Sub-option 2	NCR Trail Extension with: Greenspring Drive Sub-option 2 Roland Run Sub-option 2 Lake Roland Sub-option 1
Right of way (acre)	11 - 12 acres	13 - 14 acres	13 - 14 acres
Forested Area (acre)	12 - 13 acres	13 - 14 acres	12 - 13 acres
Stream (LF)	1,700 - 1,900 LF	2,200 - 2,400 LF	2,200 - 2,400 LF
Wetlands (SF)	1.5 - 3 acres	1.5 - 3 acres	1.5 - 3 acres
100-Year Floodplain (acre)	6 - 7 acres	6 - 7 acres	6 - 7 acres
Road Crossings (EA)	16 crossings	16 crossings	16 crossings
Proposed Bridges (EA) (Total SF)	9 bridges 38,000 - 41,000 SF	9 bridges 47,000 - 50,000 SF*	8 bridges 37,000 - 40,000 SF
Proposed Physical Barrier (LF)	6,000 - 6,100 LF	3,100 - 3,200 LF	3,100 - 3,200 LF
<b>Cost Estimate*</b>			
Cost Range (2023)	\$38-42 Million	\$40-44 Million	\$36 - \$40 Million

\*Note: Cost Estimate does not include right-of-way costs.

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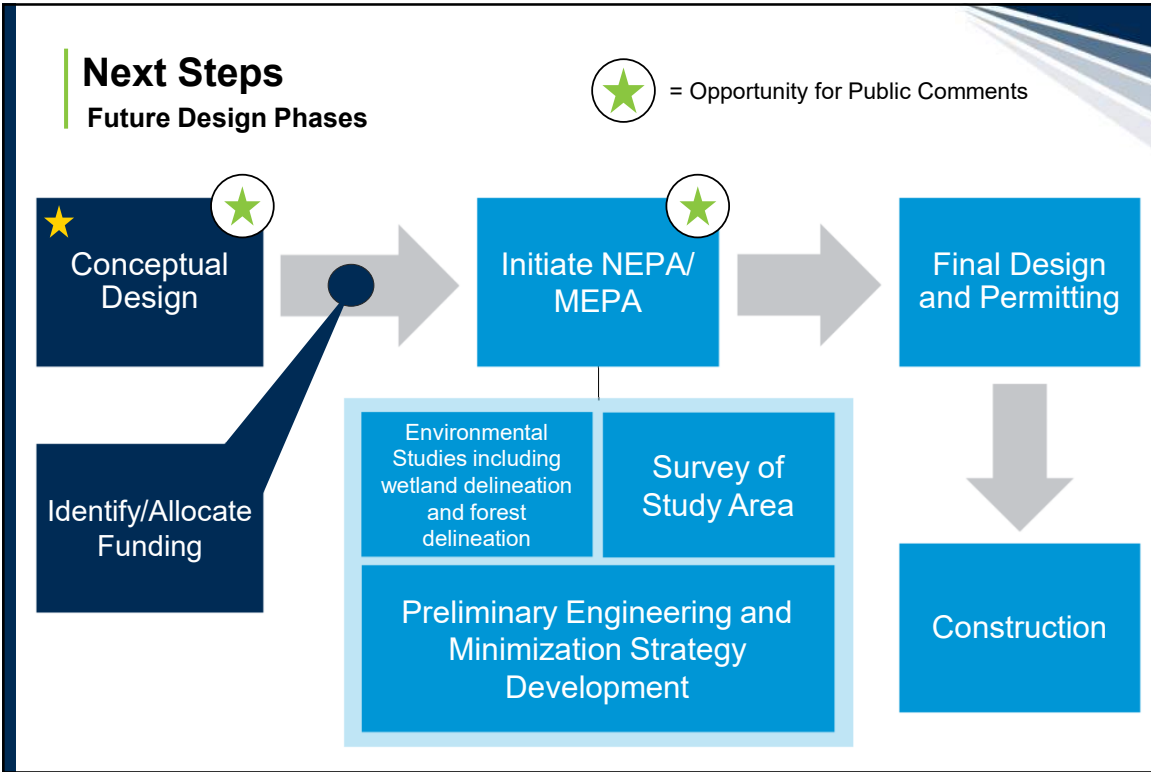
## Next Steps Develop Conceptual Design




\*NOTE: This contract only extends through conceptual design. Future design phases will need to be completed as part of a separate, future contract.

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## North Central Railway (NCR) Trail Extension Feasibility Study





# Jessie Bialek

Bicycle and Pedestrian Planner  
Baltimore County DPW&T Bureau of Transportation

**P: 410-887-3554**  
**[JBialek@BaltimoreCountyMD.gov](mailto:JBialek@BaltimoreCountyMD.gov)**

**Public Outreach meeting**  
November 15, 2023



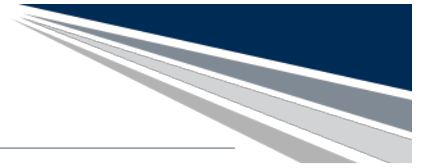
**North Central  
Railway (NCR)  
Trail Extension  
Feasibility  
Study**



**Public Outreach meeting**  
November 15, 2023







# APPENDIX K:

## Public Outreach Meeting Comments



DATE: 12/18/2023  
TO: Jessie Bialek, Mitchell Phillips, Baltimore County Department of Public Works & Transportation, Bureau of Transportation  
FROM: Brittany Sink, Office of Planning and Programming  
CC: Patrick McMahon, Albert Engel, Jamie Richardson, Dan Reagle, Office Planning; Dawn Salefski-Bulter, Office of Engineering; Matt Lattin, Office of Real Estate; Lauren Cambell, Nick Stewart, Office of Service Development.  
RE: NCR to Lake Roland Trail – Concept Design Review

The MDOT MTA Office of Planning & Programming (OPP), Office of Real Estate (ORE), and Office of Service Development (OSD) have reviewed the referenced public presentation slides and offers the following comments below:

#### Overall Network

- Overall support for connections to Falls Road and Timonium Fairgrounds Light Rail Stations.
- Pleased to see this gap in the region's trail network addressed, filling a key "missing link" identified back in the [Maryland Trails: A Greener Way To Go](#) plan by MDOT nearly 15 years ago.
- Recommend adding a shared-use path extension on the north side from W Warren Road to the Warren Road Light Rail Station to provide pedestrian accommodations to the station.
- Recommend staying on the east side of Greenspring, Deereco, and Beaver Dam Road from W Timonium Road to Warren Road to increase the usability and practicality of the trail for users.
- Shared use paths should be predictable, consistent, and avoid inconvenient road crossings. If the east side is not viable in an area, consider reducing the number of shifts from three (3) to one (1). A shift should look intentional and be easy to follow. Use directional signage if this cannot be achieved.
- Consider wayfinding signage with distances to light rail stations and bus stops at decision points along the trail.

#### Property information

- Notable MTA property impacts to continually coordinate on:
  - Timonium Fairgrounds Light Rail Station (SHA) [Map 0060 Parcel 0500](#)
  - Parcel near Lake Roland, [Map 0069 Parcel 0010](#)
  - Falls Road Light Rail Station, [Map 0069 Parcel 1227](#)
- MTA has an agreement with Kelly's Body Shop for the use of some of our ROW at York Road and so any plans for that area will need to account for that agreement.
- The proposed trail passes through the proposed Cockeysville Waiting Station. A "call for projects" was submitted to redevelop this area into a parking lot, which we were hoping might be managed by the County.
- MTA hopes to dedicate Railroad Avenue to Baltimore County.
- The ROW area south of Cockeysville Road to Warren Road may be needed as a possible train storage and maintenance area.
- There may be certain environmental considerations along the idle freight rail corridor.
- More detail is needed for the crossing of the Light Rail tracks at Warren Road, and MTA should be part of the process for determining the alignment in that area.
- Where the trail alignment crosses MTA property or ROW, an easement will be required.



- At Lake Roland Park, the addition of a grade-separated crossing of the Light Rail tracks would likely be very challenging. Any ROW crossing either at-grade or aerial would require an easement, with at-grade likely discouraged.

### Bus Stops

- The Bus stops along the proposed alignment and/or in proximity:
  - Stop ID 10645 9600 Deereco Road southbound
  - Stop ID 10616 Deereco Road & Padonia Road northbound
  - Stop ID 10615 9632 Deereco Road northbound
  - Stop ID 10646 9515 Deereco Road southbound
  - Stop ID 1750 Timonium Fairgrounds Light Rail Station
  - Stop ID 10614 2215 Greenspring Drive northbound
  - Stop ID 10648 2232 Greenspring Drive southbound
- The stops along the proposed alignment serve MTA's LocalLink 93 (daily service) running along Padonia Road onto Deereco Road; Industry Lane onto Beaver Dam Road and Greenspring Drive.
- Provide a 5 ft. x 8 ft. ADA compliant, boarding and alighting area for all impacted bus stops.
- Consider the implementation of multimodal infrastructure that will provide a safe, efficient, and harmonious environment for all users, including transit, cyclists, and pedestrians; including but not limited to: Boarding Islands, shared cycle track. See Section 2.6 and 2.7, respectively of the [MDOT MTA Bus Stop Design Guide](#) for specifications.
- For the proposed two-way cycle track near stop ID's 10614 and 10648, refer to MDOT MTA Bus Stop Design Guide for specifications.
- Any amenities or design modifications (i.e., street trees, planters, benches, etc.) should not impede front and rear ADA ramp extension or passenger boarding and alighting areas.
- Maintenance of traffic plan shall be submitted to properly plan for any necessary bus diversions.
- For the entire duration that bus stop access is restricted during the construction period and/or maintenance of traffic plans, the developer must provide a temporary bus stop or an accessible route to an alternative bus stop. If the site for the temporary stop is not ADA-compliant, the developer will be requested to create a compliant boarding area at said temporary location. Please see the MDOT MTA Bus Stop Design Guide section 3.2.4 "Modifications During Construction" for more details.
- The developer must coordinate with MDOT MTA Office of Service Development on any bus stop modifications and/or temporary closures during the construction process and/or maintenance of traffic plans. For a short-duration bus stop modification, the developer should contact MDOT MTA's Transit Route Facilities team at [BusStopModification@mdot.maryland.gov](mailto:BusStopModification@mdot.maryland.gov) to coordinate a temporary bus stop location or temporary closure at least two weeks in advance of any impacts to the sidewalk or adjacent travel lane. If the closure is more than eight weeks, the Transit Route Facilities team needs to be notified at least four weeks in advance.
- Please adhere to all guidelines as outlined in the [MDOT MTA Bus Stop Design Guide](#).



ID	Comments
1	Sheet 1: Ashland parking lot grass median is actually garden & tree space. An option could be to keep median and remove paving & parking area. Parking can take place further south (outside of community) buy in from community. Also some tree planting between trail and private property could help buffer where houses are close.
2	I would love to be able to ride from Roland to the NCR trail. I have been planning a trip on the NCR, and the added complication of transporting the bicycle to the NCR trailhead has been an obstacle. I have regularly used the Jones Falls trail to connect my house near Druid Hill Park to my mothers house in Mt. Washington. This would be a major improvement to my access to natural beauty by bicycle, my preferred form of transportation. I have a wife and two children who I regularly ride with both recreational and as practical transportation. Having more multi-use trails makes things better for me and my family.
3	I am very excited about the possibility of a trail extension! In any number of implementations this has the potential to provide equitable access to natural spaces and provide for non-motorized transportation options connecting multiple Baltimore area neighborhoods. Thanks for your work on this!
4	I welcome an extension of the NCR trail in any form. It would allow for continued connection throughout the area along the NCR increasing access and opportunity for non motorized movement.
5	<p>This project study should have started at the City line. There is no reason from transportation or recreational for starting it at Lake Roland. While an alignment thru Lake Roland would have been part of a study it should not have been a requirement.</p> <p>A Keystone trail from the City to the NCR is very exciting and desirable, however, the proposed alignments by JMT are not fit for prime time. They are unrealistic, perhaps unnecessarily disruptive to some neighborhoods, unsafe but most of all not a trail that I can imagine anyone would want to ride at least recreationally.</p> <p>At this point the project should stop and be taken out by planners to neighborhoods and bike groups for input. Perhaps some portions of these alignments might be sought by communities.</p> <p>In conclusion a connection that would be Keystone needs to be a majority "shared use paths". If these cannot be linked safely and reasonably then it should remain no contiguous until such alignment can be made.</p>
6	Would love to see the trail extended!
7	Thanks for holding the community session. Feel free to contact me if you need volunteers to help in any phase of this. For context, I am an avid cyclist and have ridden the full length of the NCR MD and PA sides many times. It's a gem of a trail. I also bike and drive the roads shown in this design. I support the idea of adding bike routes, for sure! This design though includes some sections that will be dangerous for inexperienced riders, eg, where riders will pass across the I-83 off ramp (southbound, onto Timonium Rd) and undesirable for motorists. Consider that engineering the trail is a one and done effort. Using the trail is forever. We should focus on the cycling experience, first, and engineer a trail based on that. As someone else suggested at the meeting, can we make use of the light rail easement? Yes, there are sections where that would not be possible, eg, the tunnel passing under Joppa Rd, so we would need to solve for those challenges.
8	Great presentation. Love the bridges all along the way, and the many opportunities for continued trail connectivity. Thank you! Please sign me up for all future emails related to this bike trail and other bike/ped improvements in Lutherville.
9	I live near Lutherville Elementary School and fully support Baltimore Counties effort to improve the safety for bicyclist and pedestrians. Too much spending and effort has been spent to accomodate automobiles which harms community cohesion, pollutes the air and water and makes it dangerous for people on feet or wheels to move around our communities.
10	Really good to hear that the trail could be extended. More for safety than anything else. But it would just be nice to have a reasonable means to get to the NCR without having to dodge too much of the heavy traffic that comes under in between 695/83. Of the things that I did notice when I did a ride from the NCR down through Baltimore is that there is a possibility of some type of route that takes one past the metro stations and along some of the service roads. That was my route and felt safer than touching any of the main roads (Ashland Road, etc.). Another bit that I would mention would be just to slow some of the speed down. Some of those roads have speeds at or above 40/45 mph and if those become part of that cycling route or the intersect with the cycling route visibility for both motorists and cyclists could be a issue..
11	I love the idea of extending the trail. My only concern with the current design is the impact on traffic. Another traffic light on York Rd (at Railroad Ave) is not exactly a welcome idea, although obviously needed for safety of crossing York Rd. I'm also concerned about the changes to roads like Beaver Dam and Deereco. These roads are currently often used as an alternative to York Rd and relieve congestion on York. Having fewer lanes may lead to more cars returning to York instead, which can be so heavily traveled already at times. Are there alternatives that could be considered instead?
12	<p>I attended the meeting and provided feedback in person, but realize that I should follow up in writing.</p> <p>Please build the bridge over the light rail in Lake Roland (believe that was option 2)</p> <p>Please select the version that runs a trail along Roland Run vs using Ruxway as on-street infrastructure (on-street is not acceptable for younger children, this needs to be a trail for all).</p> <p>At Greenspring/Timonium, I prefer the option that crosses Timonium Rd earlier. But you will need to close the existing slip lane from I-83 NB for safety.</p> <p>Additionally, along Greenspring the current concept runs on the east side the whole length. I recommend that at the Deereco to Greenspring transition that instead of sticking to the road you follow the old trail that is labeled as Deereco Rd, run behind the new office building and parking structure, then between the light rail parking lot and the stream before returning to Greenspring. This would remove about 10 drive-way cut-thrus that are frequently used and provide to many conflict points for it to be a comfortable, safe trail.</p>



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The proposed alignment is solid (notwithstanding the Timonium Road segment being a concern). It provides many opportunities for the addition of small, but impactful connectors down the line. When doing the detailed planning, these future connectors should be fully accounted-for:

- Along Ashland Road to York Road
- Along Cockeysville Road to Beaver Dam Road
- Along Roberts Road to York Road
- Along Warren Road to Greenside Drive or Ridgland Road
- To the Warren Road light rail station (and parking lot)
- Along Beaver Dam Road to Oregon Ridge Park (as the latest park master plan makes mention of a connecting trail)
- Along Industry Lane to York Road (and on to Halesworth Road)
- Across the light rail tracks to Church Lane and on to York Road
- Along Texas Station Court on to Galloway Ave to Greenside Drive
- Along Padonia Road to Girdwood Road, and in the other direction to Tullamore Road
- To Landstreet Road and on to York Road
- Along Timonium Road to Pot Spring Road
- A loop from Greenspring Drive to Business Park Drive to Aylesbury Road
- Along Seminary Avenue in both directions

Thank you for your efforts.

14

I attended the meeting on November 15, 2023 and learned for the first time of the plan to create a walking/riding pathway adjacent to my house and property. In fact, the path would be somewhere around 30 feet from my house and create an unacceptable and intrusive change to my house and property. No one from the County or the firm contracted to prepare the feasibility study contacted me or advised me of this plan or asked for my thoughts or reactions to the plan. That's almost unbelievable as someone who pays thousands of dollars in property taxes every year. I have maintained the County parcel along with my own property for over 40 years. The lots are contiguous and appear to be one lot. I have mowed it, mulched it and cleaned up after every bad storm, or I paid someone to do it. The clean up is because the property is in the floodplain and floods this area regularly, at least several times a year. The last bad storm took down 2 or 3 trees along the bank of the Roland Run which the County contracted for removal. They are very strict use provisions and restrictions for flood plain properties and yet this plan calls for construction within the flood plain. Construction permits would never be approved for bridges over the stream and these would either hinder stream flow or be washed away. The County purchased my original house on the property because of flooding and I was able to build a new house in the rear on an elevated portion of the lot. This path would negatively affect the value of my property and would be an invasion of my privacy. Again, Roland Run Option 2 has the path running alongside of my property for 150 feet at no more than 30 feet from my house! In addition our little dead-end street could not handle additional traffic. This is already the current number one concern among neighbors without even contemplating additional traffic.

I would like to meet with an individual with decision-making status at the property to discuss this with my wife and me. Also, I have photos or videos of the property when it floods which are almost unbelievable and someone needs to see in person, just how close to our house this pathway is planned.

Comments on behalf of the East Coast Greenway Alliance

Include More Substantial Physical Protection with any Cycle Tracks

Any protected bike lanes (also called separated bike lanes) should have more substantial physical protection than just flexible delineators. Instead, they should be including separation, such as jersey barriers and/or concrete curb separator which would stand up to vehicles in a more substantial way. For more information on these types of barriers and others, see pages 85 and 86 (PDF pages 20 and 21) of this document: [https://nacto.org/wp-content/uploads/2016/05/2-4\\_FHWA-Separated-Bike-Lane-Guide-ch-5\\_2014.pdf](https://nacto.org/wp-content/uploads/2016/05/2-4_FHWA-Separated-Bike-Lane-Guide-ch-5_2014.pdf)

Improve Safety at all Intersections

15

Please include in the study ways to drastically improve safety and priority for pedestrians and cyclists at all minor and major intersections that the trail traverses, including traffic calming interventions such as: pedestrian refuge islands, curb extensions, elimination of any slip lanes, leading pedestrian intervals for traffic signals, pedestrian scale lighting, rapid flashing beacons and speed bumps for mid-block crossings, separate bike signal phases where possible at signalized intersections, and raised bike/pedestrian crossings. More info and guidance is here: <https://nacto.org/publication/urban-street-design-guide/intersections/major-intersections/>  
In particular, please improve safety for pedestrians and cyclists along the trail at crossings including: York Rd, Cockeysville Rd, Warren Rd, Beaver Dam Rd, West Padonia Rd, West Timonium Rd, Thorton Rd, West Seminary Ave, West Joppa Rd, Ruxton Rd.

Strengthen Transit Connectivity and Major Destination Wayfinding

Additionally, please note in the plans and study where and how the trail will provide access to the light rail stations within close walking and biking distance. Please recommend that wayfinding signage be included to communicate travel distances and time to various light rail stations as well as other major destinations throughout the corridor to/from the trail.

Provide Additional Public Outreach Materials

Finally, please post the plans more publicly online with notes so that the public can better see the benefits of the study, while also setting up a digital communication platform (like an e-newsletter to sign up for) to notify interested residents and groups. Please share these plans directly with local leaders of community associations / groups, as well as elected officials to help better communicate this project's benefits in order for it to move forward.



16	<p>So, I'm concerned about the stretch of Thornton road that runs between Jamieson and Seminary. According to the diagram, parking lane will be on opposite side of the road (where the SWM swale is) then two driving lanes, then the grass, then a widened 10 foot sidewalk. I am guessing when it came to this stretch you all just threw the dice and said...this might work. Not only will these residents lose five feet of valuable property (of which we are one) you do realize cars regularly travel 40-50 mph on this road. Taking away the safety of the parking lane and putting these drivers next to pedestrians and bikes seems ludicrous. Then, having to cross the road safely to get to the other side is just insane. We have seen four accidents just in front of our house. Two of which the cars went up on the grass. How do you plan to deal with this?</p>
17	<p>I live in West Towson, and absolutely love this idea and plan! Keep me in the loop as this progresses</p>
18	<p>Just found out about this plan to put the trail through my neighborhood. Very poor job of informing affected homeowners including those that stand to lose property to eminent domain. Traffic, safety, wetlands impact are among issues obviously glossed over in rush to get this approved. This has an enormous impact on many families and long established neighborhoods. Stop all plans until true community input is taken into consideration.</p>
19	<p>While the concept of extending the trail is attractive. The proposals put forward are highly problematic. They are highly disruptive to established communities, appear to impact private property and when on county owned land are on land that routinely floods. Just last July, a water rescue on Ruxton Road was needed due to flooding of Roland Run. This is the precise area of the proposed path. Much of the county owned property in this area is now owned by the county because of ongoing flooding. How is further development of this area going to impact this problem? Any trail along Roland Run will be impacted by these floods.</p> <p>Of great concern is the lack of transparency in the process. The communities directly impacted by this proposal were not made aware of the study and therefore were not able to provide input. While there were public forums, there were not made known to the community impacted. As a member of the neighborhoods impacted, not one neighbor I have spoken with knew of this proposal prior to the week of 12/4/2023. I have also heard that only 3 questions were allowed at the forum in November. At a minimum, letters to households along the potential path or neighborhood signage should have been made available.</p> <p>The community needs to be a part of the planning process, there are many routes for this potential plan that must consider the impact to both the community and the environment.</p> <p>At this time, we are requesting a delay in project approval until a public forum, which the impacted communities receive prior written notification of, is held. This meeting should be communicated directly to all those whose property will be impacted by this trail. Alternative plans should be presented for community and public feedback – including the advantages and disadvantages to this project.</p>
20	<p>It appears as though bikes will have to turn off of Thornton onto Joppa Road?! I drive that route every day between Rodgers Forge and Greenspring Station, and it gets incredibly congested. During rush hour, the intersection by Royal Farm is very challenging, and I cannot imagine adding cyclists to the mix. Seems like a recipe for disaster</p>
21	<p>I like on Timonium Road, where this proposed extension would be placed. The intersection adjacent to my house is already a very busy one. It's near impossible to turn left out of our neighborhood and my driveway at times, and I can't imagine how difficult it will be to navigate this already busy road and intersection if you plan to allow even more foot traffic, bikes, runners, etc. Please reconsider extending the NCR trail involving this portion of Timonium Road. I would also like to be made aware of upcoming meetings. Is there a website where I can view the schedule? Thank you.</p>



## Aranda-Lopez, Abigail

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**From:** Jessie Bialek <jbialek@baltimorecountymd.gov>  
**Sent:** Tuesday, November 21, 2023 12:10 PM  
**To:** Ray, Jennifer; Stratmeyer, Rob  
**Cc:** Mitchell Phillips  
**Subject:** [EXTERNAL] FW: bike route from NCR to Roland

**Cyber Security Reminder: Please use caution - message originated outside JMT.**

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FYI

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**From:** Marcia Simonetta <marcia.simonetta@gmail.com>  
**Sent:** Monday, November 20, 2023 10:47 PM  
**To:** Jessie Bialek <jbialek@baltimorecountymd.gov>  
**Subject:** bike route from NCR to Roland

**CAUTION:** This message from [marcia.simonetta@gmail.com](mailto:marcia.simonetta@gmail.com) originated from a non Baltimore County Government or non BCPL email system. Hover over any links before clicking and use caution opening attachments.

Hello,

I just reviewed the NCR trail extension proposal and I really don't understand this plan.

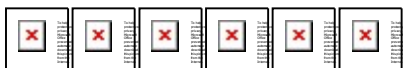
It doesn't seem like there's any attempt at all to use the existing light rail right of way and routes all the bike lanes along roadways. Casual bike riders like myself don't want to be anywhere near cars. It cuts off all of old Lutherville, because the part of Seminary Ave between Front and the 83 bridge is the most narrow and treacherous part. I've walked there a lot, and it's scary. I can't imagine that building these dedicated lanes would be less expensive, safer, or more direct than running them alongside the light rail, for at least part of the way. It just all seems more convoluted and dangerous than it needs to be.

Marcia Simonetta

1413 Burton Ave, Lutherville-Timonium, MD 21093

(And yes, I would like to ride or walk to the end of my street and hop on a traffic-free trail)

**CONNECT WITH BALTIMORE COUNTY**



[www.baltimorecountymd.gov](http://www.baltimorecountymd.gov)



Brian Griffin <briannickersongriffin@gmail.com>

12/18/2023 2:15 PM

## NCR Extension Roland Run Option 2

To office@rrlraia.org Copy Katie <katiegriffin27@gmail.com> • griffinkin1 <griffinkin@yahoo.com> • Brian Griffin <briannickersongriffin@gmail.com>

Greetings to the RRLRAIA Leadership,

My thanks to Matt McGlone who recently spent an hour with 4 concerned heads of households beside the Roland Run. I know you've received enough feedback to toss this email onto the pile and dismiss it unless needed, but I hope you'll read it. I've lived on Willow Avenue for 40 years. I own 2 houses on this street, my parents own another, and a 4th one, though no longer in the family, is where my grandparents lived. My property is a mere 50ft from the edge of the proposed "Roland Run Option 2" NCR extension path. All of our households and so many of our neighbors are vehemently against the "Roland Run Option 2" version. We already live in the cheapest houses on the smallest lots in the most dense zoning of the RRLR area. The only things that helps our houses compete in this community are the dead-end street, the extreme privacy, and the Roland Run, which we can all see from our houses on this narrow, hillside street.

Last night, as so many times before, we watched the Roland Run flood our neighborhood right where the proposed Option 2 trail path would go. While the Circle Rd area gets all the neighborhood attention and emergency vehicles (like last night), our stretch here at the bottom of Willow Ave is one of the tightest and thus most overflow-prone stretches in this community. The two properties closest to the stream on either side of Willow are owned by the County because they were condemned in the early 80s due to flooding. This is the very land on which the County proposes an on-grade trail. Even now, it's not uncommon for the floodwater to completely cross the County lots and start flooding up on the private property of the next neighbors up, which on this side is my parents' home. And like 100 times before, last night's overflow has left branches, debris, and stream bank silt on the road and grass, which we clean up, not the County. As this happens several times a year, what will happen to the on-grade trail? Who will clean that up? Who will be responsible when the Option 2 bridge over the Roland Run, which is a mere 80ft from my property, dams up the stream with debris and makes the overflow here (so close to homes on both sides) so much worse?

In fact, the RRLRAIA Community Plan for "Flooding" even states the association's intent to combat any land development that would negatively impact flooding or any change of land in the flood plain to anything other than green space (which it is now). Construction of the bridge right here coupled with the available County lots means the bottom of Willow Avenue would be a prime landing site for all manners of construction vehicles, material, and contractor parking for over a year. Our community would be upended. Half the trees that currently line the Roland Run creating privacy among neighbors across the stream and holding the banks together, would necessarily have to come down in this stretch to accomodate construction and the bridge. The several expected floods during construction over this muddy, vehicle-laden lot without the aid of trees, bushes, and grasses holding everything together, would be epic.

Practically speaking, this is not County land merely to trifle with as they please. This lot, by all appearances, is the yard of my parents' house, in part because they got a zoning variance to extend their house out to the property line. You can't even walk along the stream side of their house today without being on County land, thus there's no land on which for them to plant bushes or make any kind of barrier. They constructed a 16ft by 16ft wall of glass overlooking the County lot and stream, which we were repeatedly assured would always remain green space and could not be purchased from the County. They can't even wash their windows without standing on the County land that would be converted to trail. My parents' glass wall is 50ft from the bank of the stream, and in that 50ft alongside their house would have to be crammed the 16ft-wide trail and the buffer zone from the stream bank, meaning the trail would be close enough to their house for passing bikers to knock on the windows. And this green space touching their house is so much more. It's where I learned to play ball, to climb trees, to jump in leaves, and God knows I mowed this whole County lot a hundred times. My own young kids play there now where we see deer pass through, foxes run, rabbits hop around, and the occasional heron or owl. To this day, my father either mows and cleans up the lot himself or pays someone to do it. Who is going to start doing that each week after the trail goes in?



Opposition to the "Roland Run Option 2" trail is NOT just a case of NIMBY. The value of my parents' house, in which I have an obviously strong interest, would be decimated. My own house's value would fall, not least of which because in our small neighborhood, parking some of our cars and certainly those of our guests down at the bottom of our street or along the road there, is the only way to make these Willow Avenue houses functional. And the value of the house I own next door and rent out would be lowered as well. I work for the federal government and don't have a 401K, so a lot of my retirement savings and retirement plan is based on this next door income property. While some can argue that community home prices overall would barely creep up because of access to a trail (a dubious claim at best), the prices of these lots with no buffer to the trail, lost parking, lost privacy, lost green space and separation from our stream view, would be slashed - that cannot be disputed. We are longtime community members here along the proposed trail. The most recent home sales on this street were 20 years ago when I, a lifelong resident of the street, bought 2 more properties on the same street. Understanding the impact here is hard to do when this street is quite so different from virtually everywhere else in Riderwood, Ruxton, or Lake Roland.

In fact, 2 years ago we considered moving north to a larger home for our family on more land, but after much consideration, we stayed here in Riderwood. It was a close decision, but we stayed not for our small house, but because there is so much privacy here, there is virtually no traffic, it's incredibly safe, the County lot is like my parents' yard for my kids to play with their grandparents, and our views are of the stream, green space, and no neighbors behind us. So we just finished investing over a quarter million into our house - I'm still putting up finishing trim and painting. We knew it would have been a poor financial investment unless we were sure we'd stay here for many years. For Option 2 to be proposed right after we've written the final check is a particularly painful blow.

The only way vehicles from FedEx to Grubhub and from the mailman to our guests are able to access Willow Ave is by driving down the steep hill, performing a 3-point turn at the bottom where it dead ends and driving back out. The rest here is private property with no possible other location for a turnaround. This would put trail users at risk as motorists would be forced to make these 3-point turns with limited visibility essentially in the path of crossing bike and pedestrian traffic. And our road is so narrow today that I often can't park properly in my driveway because the neighbor across the street has no choice but to park on the road due to small lot size. The point is, our little neighborhood has its charms and all of us value privacy, but this neighborhood barely works as it is. Loss of these green lots, construction, no more privacy, and a path crossing our little street at the turnaround, are all things that would drive our neighborhood into functional obsolescence. I could describe all the other ways it "wouldn't work" based on my 40 years of experience living on Willow, but I'll spare you.

Suffice it to say that "Roland Run Option 2" would devastate us here. There are only 6 families that own houses on this street and 4 have said they would have to move, while I haven't asked the other 2. The RRLRAIA must know its own community, must abide by its community plan for combatting flooding, and must oppose "Roland Run Option 2" openly. While many of us here enjoy biking, have families, and enjoy both Lake Roland and the NCR Trail, many of us still oppose Option 1's unacceptable impact to Joppa Road, the Thornton corridor, and the ridiculous use of federal, state, and local money for a project such as this. The bike lanes on Charles Street were heralded, but in all my time, I don't think I've seen a single biker use those bike lanes. Members of our affluent community are already privileged and have no lack of fantastic local Maryland parks, playgrounds, and recreation areas.

But when authorities press forward with this trail extension and come to the inevitable conclusion that the Option 1 path presents many hardships, there will be a rolling inertia that will force many to think that Option 1 must be dismissed in favor of any other proposal (Option 2). But the second proposal will never be scrutinized the same way as the first. And with no "Option 3," there will be an unspoken pressure to "just go with Option 2 and find a way to make it work." While the natural barriers to this project should normally suggest that no action will ultimately be taken, our government, particularly in Maryland, has shown uncommon resolve to accomplish the ludicrous and unnecessary over the required and prudent. I cannot rest in the assurance that the government will come to the right conclusion. It is the place of the RRLRAIA to show them the way and to preserve that which is becoming more scarce each year - a community like ours.

Thank you for your time and efforts on behalf of us. Just as the Red Cross loves all but must focus their efforts on the family whose home just burned, not the broader community... So too do I ask that the RRLRAIA, whose interest is the whole community, must, on issues like this, focus their advocacy toward representing specifically those who are at the greatest risk of detriment. There is no equivalency between a neighbor on Ellenham who wants to ride a bike on a couple weekends each year to Lake Roland versus community members who must live



through construction to see their house prices slashed and a daily, almost hourly interruption to life as the RRLR area has meant to them. Thanks again.

*Attached pictures are of the very mild overflow on 17 Dec in the rain. This was nothing like the roaring overflows we've seen during bigger storms or tropical storm remnants. Those floods come up much higher. But this is the kind of rainfall predicted to be more frequent in the RRLRAIA Community Plan.*

Regards,  
Brian N. Griffin  
(Born on Willow Ave and "hope" to one day die here.)

- 17 Dec Rain Pic 1.jpg (785 KB)
- 17 Dec Rain Pic 2.jpg (919 KB)
- 18 Dec After Pic 1.jpg (2 MB)
- 18 Dec After Pic 2.jpg (2 MB)



Thomas Haine <twnhaine@gmail.com>

12/3/2023 1:03 PM

## NCR Bike Trail Connection to Lake Roland Park Proposal

To office@rrlraia.org Copy Carrie Haine <ccrdance@gmail.com>

Hi RRLRAIA,

I'm writing to express extreme enthusiasm for the proposed NCR extension to Lake Roland. My family and I have used the NCR trail for running and walking and biking frequently (monthly) ever since I moved to Baltimore 24 years ago. For example, last week I completed my tenth running of the NCR marathon. I also frequently walk and run in Lake Roland Park because I live nearby on Ruxway Road. And my wife and I walk/run from home around Riderwood and between Ruxton Road and Joppa Road every few days.

I've long thought that it makes perfect sense to add a trail link between Riderwood (e.g., Seminary, Riverdale, and Essex Farms Parks) and Lake Roland via Roland Run. So I'm very excited about the proposed bike trail connection. My family and I would use this trail on an almost daily basis.

I'm also delighted that the extension will link to mile zero of the NCR trail. That will also connect to the awesome trail system on the west side of Loch Raven, which is currently blocked by Beaverdam Run.

If I may, I suggest that the trail extension project extends further south to connect Lake Roland Park to Stony Run trail in Baltimore City (also an old railway line). That trail currently ends at W Melrose Ave at Bryn Mawr School, about a mile from Lake Roland. That would connect to the city's amazing trail network. I've run with colleagues and friends on Stony run from Homewood campus every few days since I moved to Baltimore, literally more than a thousand times. It would mean so much to me if these trails were connected.

Finally, I've been a member of [Rails-to-Trails Conservancy](#) for many years, which advocates for exactly the trail project being proposed. I suggest you contact them too for support and advice. [The NCR trail is already in their Hall-of-Fame.](#)

Let me know how I can help!  
Yours, Tom Haine



C Feiss <caf@83npartners.com>

12/14/2023 4:02 PM

## NCR Bike Trail Connection to Lake Roland Park Proposal

To office@rrlraia.org

To whom it may concern. I am in favor of the NCR Bike Connection. Bike trails build better communities.

There are several routes from L. Roland Park to connecting roads that will tie this segment to the rest of the planned path that are not explored in the current plans. Moreover, one of the proposed routes for a dedicated path along Roland Run is in a flood zone.

I look forward to revisions and steps forward that will be safe and cost effective.

Again, bike paths build better communities and should be put in place where it is feasible.

Best,  
Chris Feiss

Sent from my iPhone



C BOSWELL <thebruce55@verizon.net>

12/7/2023 3:33 PM

## NCR Bike Trail Connection to Lake Roland Park Proposal

To Ruxton-Riderwood-Lake Roland Area Improvement Association <office@rrlraia.org>

Hi RRLRAIA,

The idea of connecting our neighborhood to the NCR trail is a great idea. We like to ride our bikes on trails separate from cars. Now we have to get in our car to drive to Ashland with our bikes to get on the trail. It would be wonderful to ride from our neighborhood connecting to the NCR.

Thanks, Bruce & Lisa Boswell

6201 Falls Road

Bare Hills



WILLIAM MEYERS <bpmeyers@aol.com>

12/7/2023 4:26 PM

## NCR Bike Trail Connection to Lake Roland Park Proposal

To Peggy Squiteri <office@rrlraia.org>

Hi All: Thanks for the NCR Bike Trail info attached to today's Newsletter. I have some experience reading aerial photos but for most people, I think it would be best to include some more road names and other known points of interest on the map sheets so people can orient themselves. Overall I think the concept of linking the trails is a great idea.

My primary thought about the presentation received is that the "trail connection" would look best and be best if it could be threaded through open space and wooded areas vs attached to, or a part of, existing roadways where there is already parking and potentially hazardous traffic. This appears to have been shown on some of the sheets but not all but doing so would add to the safety of the riders and walkers. There appears to be "space" to do this from what I can tell from the aerial maps, and the "rural character" of the existing northern and Lake Roland parts of the Trails would be able to be kept, though I imagine some additional land acquisition might increase the cost.

The bridges shown on some of the sheets will make the trail interesting depending on their design however the heights of those and supports for them would need to be elevated to clear potential flood levels or overflows which seem to occur from time to time. I suggest some widened areas be added to the trail to allow sitting or resting along the trail connector, possibly with a cover of some sort in event of inclement weather and, perhaps locations for toilet facilities and waste containers be considered. I know there is a Royal Farm Store for purchase of snacks and liquids just north of the proposed crossing at Joppa Road but I don't recall if there is anything similar on the northern end of the connector (the southern end of the existing NCR Trail). If so perhaps both could be labelled.

Anyway these are some thoughts I had for possible consideration.

Thanks for the opportunity to comment.

Bill Meyers  
1400 West Joppa Road



kloguelane <kloguelane@gmail.com>

12/18/2023 6:19 PM

Fwd: [ruxton hills] Proposed extension of NCR trail to Lake Roland

To RRLRA IMPROVEMENT <rrlraia@comcast.net> • Debbie Codd <debbie.codd@comcast.net>

----- Forwarded message -----

From: [cynthiad...@gmail.com](mailto:cynthiad...@gmail.com) <Unknown>

Date: Monday, December 18, 2023 at 3:51:50 PM UTC-5

Subject: Re: [ruxton hills] Proposed extension of NCR trail to Lake Roland

To: LucyEWilson <Unknown>

Cc: Paul Saleh <Unknown>, nellstrachan <Unknown>, Ruxton Hills <Unknown>

Paul just pointed out that some of our neighborhood homes DO back up on the blue trail portion that would be paved that cuts down and connects to the red trail at the bridge - so scratch that - I forgot that some people do back up on the blue trail.

I still wonder - can't they bridge the NCR without new paving in wilderness areas? Which seems so bad. Like what's the reasoning for the paving? Accessibility? Bikes? Commuting? etc.

Please keep me posted on future dates for community input. I've spoken out against many of the local developments at public hearings- even though they all seem to forge ahead.

C

On Mon, Dec 18, 2023 at 3:43 PM Cynthia Daignault <[cynthiad...@gmail.com](mailto:cynthiad...@gmail.com)> wrote:

FYI- this proposal DOES NOT call for paving the section of the trail that runs behind our houses. The paving comes down from the north - and starts on the west side of the bridge on the red trail - and then continues east into the park. See below- I describe the route.

My own question would be - can they accomplish most of the goals of connecting the NCR to Lake Roland WITHOUT paving any sections of Lake Roland Park or the trails off Thorton Rd. Like personally - I would support building new bike lanes and bridging the NCR - just not paving lake roland's trails. Like can't bikers just use the unpaved path - I mean they do already. Why is this an issue - is this just about wheel chair access or what?

**PLAN SUMMARY:**

The purpose of this project is connecting the NCR - the biking and hiking trail that you may have used up near monkton -- to Lake Roland. This was part of the county master plan. And has been discussed for years.

To connect the trail to Lake Roland- they have to get from the current end of the trail (in hunt valley right north of paper mill rd - close to valley view farms). To where we are. This involves adding shared use bike lanes to bridge that gap though what are mostly developed areas. In a few places (greenspring, roland run, and lake roland)- they have created two options - that have different costs and pros/cons. Costs, community oppositions, etc. Those are highlighted in the plan.

The new bike lanes/trails would come down past the dump off warren rd, down past the lowes, cut over around timonium rd to thorton rd, near the MOMs - come across thorton rd past riderwood, towards joppa past the royal farms store on joppa, and then past grauls across Lhrondalle club into the park from the north side. Come down into the park, connect to the red trail at the bridge (where the dogs play) - the loop east into the park with the lake on your left.



If you read the maps - this proposal DOES NOT call for paving the section of the trail that runs behind our houses. The paving comes down from the north - and starts on the west side of the bridge on the red trail - and then continues east into the park.

So - part of the red trail would be paved - but mainly the heavy use section that runs along side of lake roland. but NOT the section that runs behind our houses - at least not in these plans.

Cons: This would change the tenure of the lake roland trails for sure - which feel more like wilderness trails and are more about shared use wilderness hiking and less about biking.

Pros: This would connect lake roland to a trail system that runs all the way to Pennsylvania - which is cool.

The paving has a lot to do with accessibility - but it also has to do with biking - as the NCR is a popular biking route. And I suspect there are federal tax dollars in build back better for adding bike transportation. ie - how they're planning to pay for this. That's a guess.

This has long been in the county master plan, - both the NCR connection, but also the expansion of lake roland park. There are a number of proposals coming for the park - expanding access, adding parking, trail heads etc. My guess is we won't like any of them - you should download the latest county master plan - to see the proposed development of Bare Hills (where Princeton sports is) to see how much will likely change in the next 10 years.

I personally grew up in the neighborhood and generally oppose any change - this included - but I will say this one is a bit more complicated because it is about expanding park access, bike commuting, and natural recreation.

My question would be - can they accomplish most of these goals - WITHOUT paving any sections of Lake Roland Park (or paving the paths off thorton rd). Like I would support building new bike lanes and bridging the NCR - just not paving lake roland's trails. Like can't bikers just use the unpaved path - I mean they do already. Why is this an issue - is this just about wheel chair access or what?

C

On Mon, Dec 18, 2023 at 2:49 PM Lucy Wilson <[lucye...@gmail.com](mailto:lucye...@gmail.com)> wrote:

Paul, I think you are correct about the potential paving of Red/Blue, which could especially impact those of us directly on the Red trail.

I'm not certain why the paving needs to occur, but I suspect it is accessibility.

Overall, it seems good to connect trails and improve bike accessibility, but to me it changes the nature of the trail, I have mixed feelings. Lucy

On Mon, Dec 18, 2023 at 2:20 PM Paul Saleh <[psa...@gmail.com](mailto:psa...@gmail.com)> wrote:

If I'm reading the presentation correctly: One of the key takeaways is that the blue trail would be paved and the red trail from the bridge all the way to Lake Roland park (at the train tracks) would be paved. That's a major change to the trail system behind our neighborhood and, personally, I'm not sure how I feel about it.

Seems odd that none of us in this neighborhood were ever contacted about the project given the proximity of our homes to the blue & red trails.

On Mon, Dec 18, 2023 at 2:07 PM Nell Strachan <[nellst...@comcast.net](mailto:nellst...@comcast.net)> wrote:

This seems to be of great interest. I hope the Association has an inperson meeting/presentation— I found it a little difficult to decode all the maps and legends--



**From:** Ruxtonhills <ruxto...@googlegroups.com> on behalf of Lucy Wilson <lucye...@gmail.com>

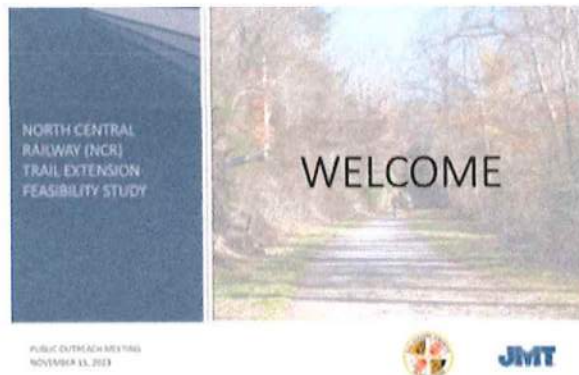
**Date:** Wednesday, December 13, 2023 at 12:15 AM

**To:** Ruxtonhills <ruxto...@googlegroups.com>

**Subject:** [ruxton hills] Proposed extension of NCR trail to Lake Roland

Thoughts? Pros/cons?

Perhaps some of Red Trail would be paved?



[NCRTrail-Public-Meeting-2-Presentation](#)

[PDF Document · 34.1 MB](#)

<https://www.lakeroland.org/wp-content/uploads/2023/11/NCRTrail-Public-Meeting-2-Presentation.pdf>

Sent from my iPhone

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Jeanne Phelan <jeanne@jeannephelan.com>

12/18/2023 5:27 PM

## NCR Bike Trail Connection to Lake Roland Park Proposal

To office@rrlraia.org <office@rrlraia.org>

---

Hi,

I live off L'Hirondelle Club Road, above the Blue Trail in Lake Roland Park (in fact, the Blue Trail crosses our property line). I've had a chance to review the NCR Connection to Lake Roland Proposal, which seems problematic in many ways, but I particularly want to comment to those aspects of the proposal that impact the Blue Trail area of the Lake Roland Park.

I am very concerned regarding the proposal to replace the current natural Blue Trail with a "paved shared use path." It is not entirely clear what this is, because, unlike for many of the other pages of the proposal, the pages that reference the paved shared use path are not illustrated and there is no explanation of how the "paved shared use path" differs from the "shared use path" that is pictured on various earlier pages.

I would strongly object to a shared use path with a surface different from that illustrated on the 4<sup>th</sup> slide in the deck (i.e., the photo of the existing NCR trail with the dirt and gravel surface). I am concerned that "paved" may mean asphalt, or some other non-permeable substance, that would totally change the natural character of the park.

I am also concerned that this project would interfere with the natural drainage on the properties overlooking the Blue Trail. The illustration of shared use trail on the earlier slides shows large foundations and footings. Any trail alterations contemplated for the Blue Trail section must be planned so that they do not block the existing drainage and do not create persistent swampy areas on or next to the trail.

I am also concerned regarding potential traffic on the trail and parking issues. Between the tennis club (and apparently soon to be tennis and pickleball club) and the existing trail, there is already a lot of traffic and illegal parking, particularly on weekends or evenings. Development of a more extensive trail may encourage additional attempts to park on L'Hirondelle Road. One silver lining of the current parking situation is the fact that use of the trail is at this point fairly limited and most users are not engaged in long hikes or rides. Under the new design, I would expect traffic on the trail to increase very significantly and for users (particularly on bicycles) to be traveling much longer distances.

Finally, I note that the proposal does not address the concept of toilet facilities – it's a long way from the last port-a-potty on the current NCR to those in Lake Roland Park.

Hope this is helpful. I think it will be a long time before the county will have \$40 Million plus to spend on this project to benefit a few bikers, when it can't manage to adequately fund schools and effective public transportation, but just in case....

**Jeanne Phelan**

1 Meldon Lane  
Baltimore, MD 21204  
443.465.2651  
[jeanne@jeannephelan.com](mailto:jeanne@jeannephelan.com)



Reid Curley <[rcurley@ruxtonpartners.com](mailto:rcurley@ruxtonpartners.com)>

12/14/2023 2:07 PM

## Strong Opposition to Proposed Extension to NCR Trail

To [council2@baltimorecountymd.gov](mailto:council2@baltimorecountymd.gov) Copy [office@rrlraia.org](mailto:office@rrlraia.org) • [Peggie Curley <peggiecurley@gmail.com>](mailto:Peggie Curley <peggiecurley@gmail.com>)

Hello Councilman Patoka:

My wife, Peggie (copied above), and I would like to register our strong opposition to the proposed extension of the NCR Trail.

We have resided at 1613 Ruxton Road for 23 years. Our property is adjacent to Roland Run right at the intersection of Ruxton Road and Circle Road. Based on the plans, one option would have the trail running right along our property line on the east side of Roland Run. An alternative would have it integrated into the leg of Circle Road that runs along the west side of the stream.

Either proposed option would have a large impact on our privacy and expose us to increased levels of noise, litter and, potentially, crime. Our ability to mitigate against any of these negative impacts is severely constrained by the fact that the whole area is a flood plain. We also feel that increased bicycle and pedestrian traffic so close to Ruxton Road, which is heavily trafficked, creates safety concerns, particularly given the sharp turn at Circle Road and the other one further down Ruxton toward Ellenham.

Beyond the detrimental effect the extension would have on our immediate neighborhood, it strikes us that the larger plan is ill-conceived. The proposed extension takes a very haphazard route that disrupts many neighborhoods and creates safety issues that outweigh its benefits. Even if the extension was not planned to run right next to our property, we would be writing to you to urge you to not support it.

Peggie and I are happy to speak with you or members of your staff if it will help you with this issue.

Thank You,

Reid Curley  
1613 Ruxton Road  
Ruxton MD 21204

---

Reid Curley  
Mobile: (410) 299-6270  
[rcurley@ruxtonpartners.com](mailto:rcurley@ruxtonpartners.com)



Jason <jason.russo.baltimore@gmail.com>

12/14/2023 12:06 PM

## Proposed CR to Lake Roland Trail Connector - Surprise and anger

To council2@baltimorecountymd.gov Copy office@rrlraia.org

Greetings Councilman Pakota.

Like all of my neighbors, I was shocked to learn about the proposed *CR to Lake Roland Trail Connector*. I am angered to learn that my community was not informed of this awful project until recently discovered by a community member.

My property lies on the edge of the proposed trail.

This proposed project will eliminate the privacy of my property, increase noise pollution, increase trash, introduce crime and criminal opportunity, reduce my property value, and increase traffic among other negatives. Frankly I see no benefit to my community at all!

I moved here and started my family 15 years ago. I chose here because of many great reasons that I still value today, and most of them will be destroyed if this trail project proceeds.

I voted for you and I ask that you actively work to stop this project.

C. Jason Russo  
7900 Springway Road  
Towson, MD 21204  
410.336.8399



James F. Knott, Jr. <jknottjr@knottrealty.com>

12/14/2023 3:33 PM

## NCR Trail

To office@rrlraia.org <office@rrlraia.org>

Dear RRLRAIA,

I am writing about the proposed expansion of paths connecting the NCR trails and others in Baltimore County. I grew up in Ruxton and moved to Ruxton as an adult, specifically for the safety, charm, and small-town quaintness. I believe that the proposed trails running through our community will not benefit, but only harm the value of the community. I did not purchase property in this area to have a public trail passing through the middle of it. We purchased it because it was quiet and safe. I don't believe all things are being considered here, like crime, an increased dirt bike activity, and more. Please feel free to reach out with any questions.

Thank you,  
James Knott  
(443) 386-3121  
7608 Curving Lane  
Towson, MD 21204



Ruxton-Riderwood-Lake Roland Area Improvement Association, Inc. <rrlraia@comcast.net>

12/11/2023 9:23 AM

Fwd: Immediate Action Required: Delay the submission of the final feasibility study for the NCR Trail Expansion to Lake Roland

To Jeffrey Budnitz <jbudnitz@lakefallsfinancial.com> • Jamie Cahn <jemcahn@comcast.net> • Catherine Dreese <catherinecaydreese@gmail.com> • Matt McGlone <scrumager1@comcast.net> • Elliott Plack <elliott.plack@gmail.com> • Dod Poe <dpoe@harborllc.com> • Debbie Codd <debbiecodd@gmail.com> • Peggy Squitieri <squitieri.peggy@gmail.com>

NCR Trail Committee - Paul Hume, a member living at 7904 Springway Road, has sent an individual email to the following elected officials and has copied the association on each:

- Patoka
- Cardin
- Stein
- Hettleman
- Olszewski

Paul Hume will receive the standard reply email, and I will acknowledge receipt of his emails.

I plan to save this email that includes the names to the master NCR folder:

<https://drive.google.com/drive/folders/1ywQ7fo5Wok7cTVUFnNgu2qa4JLOTP6Pj?usp=sharing>

Debbie Codd  
Interim Executive Director  
Ruxton Riderwood Lake Roland Area Improvement Association  
410-494-7757

----- Original Message -----

From: [plhume66@gmail.com](mailto:plhume66@gmail.com)

To: [council2@baltimorecountymd.gov](mailto:council2@baltimorecountymd.gov)

Cc: [office@rrlraia.org](mailto:office@rrlraia.org)

Date: 12/11/2023 8:46 AM EST

Subject: Immediate Action Required: Delay the submission of the final feasibility study for the NCR Trail Expansion to Lake Roland

Dear Mr. Patoka,



I am writing to you with a sense of urgency and gravity regarding the proposed NCR Trail Expansion to Lake Roland. I have both general concerns about the utter lack of transparency and communication in this process, as well as specific concerns regarding Options 1 and 1A for the Springway Rd area.

While the idea of expanding the NCR Trail to Lake Roland is commendable in principle, the current approach, particularly Options 1 and 1A for the Springway Rd, is fraught with significant environmental and procedural issues. As such, as it currently stands, this project is unacceptable and poses severe risks to our community. We demand additional time for community input, and immediate reconsideration of these plans.

#### **Lack of Transparency with Taxpayer Funds:**

- The fact that this project is largely funded by state and county taxpayer money adds a layer of accountability that has been grossly neglected. We expect and demand higher standards of transparency and community involvement.

#### **Gross Inadequacy in Community Engagement:**

- **Failure to Notify:** The lack of proper notification about meetings is a glaring oversight and shows a disregard for community involvement. Not only should there have been far more broadly messaged communication, but any property owner who would be affected by the plans should have been notified directly by mail.
- **Suppression of Community Voice:** Limiting community input and questions in meetings is undemocratic and unacceptable. There were no additional community input meetings held between March and November and the presenters at November's meetings only allowed for 3 questions from the community members attending the meeting. We demand a platform for full and open discussion.

#### **Unacceptable Risk to Floodplain:**

- **Violation of Riverine Restrictions:** As noted in the report, both of the current options for the Springway Rd area (as well as other portions of the overall plan) require construction of pathways, bridges and boardwalks in the 100-year floodplain. What the report does not mention is that this construction is located in a "Riverine" for which Baltimore County has strict regulations against any "additional debris" in the floodplain. The "Riverine" restrictions (which go far beyond FEMA's floodplain regulations) are strictly enforced by the county when it comes to residential improvements or additions, even when the construction under consideration would be 100+ feet from the stream, well-beyond where the water reaches when the stream floods. And yet, the current plan suggests building these structures directly in areas that routinely flood with raging water that causes significant damage to anything in its path, and can easily transport entire trees downstream.
- **Increased Debris and Flooding:** Building in the floodplain will lead to disastrous debris accumulation, exacerbating existing flooding problems. If any portion of the boardwalk or proposed bridges failed in the rushing water, there is a high probability it would backup the next bridge (ex: Joppa or Roland Ave) and cause unprecedented flooding and property damage to the houses north of the bridge, possibly including homes that are not currently located in the floodplain. This is a risk we cannot accept, and a direct violation of county and federal restrictions.
- **Reckless Construction in Flood-Prone Area:** It's one thing to build within the 100-year flood plain, but the proposal to build directly in the path of where floodwaters frequently flow, is negligent and endangers the entire community.



### **Destructive Impact of Springway Rd (Option 1) on Property Values:**

- **Unacceptable Proximity to Homes:** The path's closeness to residences, potentially within 10-feet in some cases, is alarming. The proposed trail's encroachment within mere feet of our homes is a direct threat to our property values and privacy. At the very least, we should have a voice in the design considerations given the personal impact this will have.
- **Destruction of Neighborhood Character and Property Values:** If the plans for this section of Springway Rd include use of the Easement and/or Right Of Way area between our homes and the road, that would require the removal of mature trees and shrubs, as well as portions of our driveways. This would be a direct assault on the character and integrity of our neighborhood, and would irrevocably alter the character and overall aesthetic, which in turn would be disastrous for property values.
- **Disruption of Daily Life:** Forcing homeowners to navigate across a busy trail to access their properties is not only inconvenient but also poses serious safety concerns to users of the trail. A bike boulevard would also eliminate street parking along the entire street, which is commonly used by most households given limited driveway space.
- **Treacherous travel from Thorton to Ruxway:** The "proposed shared use path" along Joppa, from Thorton to Ruxway, is very concerning. That portion of Joppa includes a blind curve, has no shoulder area, and is already a severe bottleneck during high-traffic times. Adding multiple crossings and a multi-use path would not only be disastrous, but dangerous.

**Demand for Delay and Time for Reassessment:** We insist on the postponement of the final feasibility study submission. The lack of transparency and community engagement somehow resulted in the selection of the current options, over other options presented in March that had greater community support. The additional time will allow community members to continue vetting the plans, including having 3rd party engineer's review the plans, and bring very serious technical concerns about the plan to light.

We are not just expressing concerns; we are demanding action. The current trajectory of the NCR Trail Expansion is irresponsible and poses significant risks to our community. We will not stand by and watch this project proceed without a proper, inclusive, and responsible planning process.

Consider this letter a formal and serious objection. We expect prompt and decisive action in response to these critical issues.

Sincerely,

Paul L. Hume AIA

7904 Springway Rd, Towson MD 21204

Mobile Number: 410-218-7521



Art Griffin <griffinkin@yahoo.com>

12/11/2023 4:20 PM

Re: NCR Trail Proposal

To Ruxton-Riderwood-Lake Roland Area Improvement Association, Inc. <rrlraia@comcast.net> Copy Ruxton-Riderwood-Lake Roland Area Improvement Association Inc. <office@rrlraia.org>

Debbie,

Thank you so much for getting back to me. I would appreciate your passing along my comments to the Board and I would like to meet an RRLRAIA representative at my property so that my concerns about this proposed bike/pathway are clearly understood. If not a visit then perhaps a follow-up phone call.

My opinion is that the Association should be in clear opposition to this proposed pathway as it would negatively affect the community residents alongside the path in terms of property values, privacy concerns, disruption of our peaceful neighborhoods, flooding concerns along the Roland Run, traffic safety at every east-west crossing along the path but especially at Joppa Road and numerous other detriments to the community. I don't think a neutral position or "wait and see" attitude is in the best interests of our community residents. This is not to say that less intrusive iterations of such a plan would meet with similar opposition down the road but those ideas are not part of the consideration at this time.

The NCR trail was built along the ruins of a railroad line that was built 175 years ago in a very rural setting. In stark contrast, the Ruxton Riderwood community is almost fully built out and there are residents all along the proposed extension who would be affected constantly. Ruxton is a far different place than Upperco. I can't imagine how neighborhood roads could handle the increased traffic and parking associated with this path. I can tell you that Willow Avenue can not.

My wife and I are lifelong residents of this community. My grandparents lived in Riderwood and my grandchildren live in Riderwood. That's five generations My wife and I attended Riderwood Elementary and our children did as well. We live on the street I was born on. My wife's family lived on Circle Rd. We love this area and can't imagine moving because of what this proposal would do to our quality of life.

My particular situation is that Option 2 of the of the feasibility study has the path running the entire 150 ft side of my property at roughly 30 feet from my building line. The entire 150 feet is in the floodplain and for good reason in that this area floods regularly, several times a year. Bringing equipment in to build and repeatedly repair the path is unimaginable to me.

So, I ask that the Association stand firmly in opposition to the findings of the Feasibility Study, as currently presented. I only found out about any of this by attending a meeting on November 15, in Cockeysville. The community needs more times to assess this information before the County makes any decisions. And this needs to be a discussion with all members of the community not just cycling advocates and the County Bike and Pedestrian Pathway employees. That is a tyranny of the few until all input is accounted for.

Thank you so much for this opportunity,

Art Griffin  
1702 Willow Avenue



410-533-6998

On Monday, December 11, 2023 at 03:10:37 PM EST, Ruxton-Riderwood-Lake Roland Area Improvement Association, Inc. <[rrlraia@comcast.net](mailto:rrlraia@comcast.net)> wrote:

Mr. Griffin -

Thank you for calling the Association regarding your concerns about the NCR Trail proposal and it was nice talking with you.

Please send your thoughts regarding the NCR Trail as a reply to this email, and I will forward it to the Public Facilities Committee.

Debbie Codd  
Interim Executive Director  
Ruxton Riderwood Lake Roland Area Improvement Association  
410-494-7757



Bill Pugh <wepugh2@gmail.com>

12/10/2023 11:22 AM

## NCR Bike Trail Connection to Lake Roland Park Proposal

To office@rrlraia.org

Hello Association Members,

In response to your request regarding feedback on the Final Conceptual Design of the NCR Trail extension, my family and I vehemently oppose the proposed bike path detailed in the Feasibility Study presented on November 15th. As your neighbor and long-time resident in this community on Springway Road, I firmly believe implementing this bike path will have several detrimental impacts on our neighborhoods.

For one, our most significant concern is the additional congestion and vehicle stress put onto an area already in high use, which has blind spots and is a daily go-around for commuters bypassing I695 to gain access to I83. Adding a bike lane, boulevard, sidewalks, and bridges will create passing, parking, and use issues within the community. As 20-year residents on Springway Road we cannot fathom how there will be the ability to street park for residents and have ample room for two-way street use without making our street a one-way street. The additional concern is that a bike path within a residential street will encourage bike path users to park on the street and ride away, creating even further congestion and right-of-way use for residents. An even more significant concern yet is that the county will look to utilize the open green space across from 7909 and 7907 for parking, similar to what has been done on Ashland Rd in Cockeysville.

Second, in reviewing the overall plan, I needed help comprehending how this feasibility study was even considered feasible. The path through Cockeysville, Timonium, and Towson will significantly disrupt traffic flow on already highly used roads with multiple crossovers and going through busy intersections and narrow two-way lanes, especially Joppa Road leading into Springway Road. The NCR trail as it exists today, makes sense in that it is using derelict rail lines with manageable impact on traffic or neighborhoods.

Third, I find it shocking that the county would consider building a bike path next to the Roland Run estuary and through people's property. The environmental impact is exceptionally high, disturbing the wetlands, and creating more runoff and trash. The county requires those living in these areas to meet high preservation standards. Why is it that a bike path being constructed and used would not harm the very land and waterways residents who live adjacent to them and are required to protect? What JMT may not be familiar with either is the regular flooding that occurs along Roland Run during heavy rains, the 100-year floodplain is not 100 years anymore and with regular occurrence. The area from Roland Run to Circle Road and beyond floods out so high at times it washes out the road and creates heavy erosion.

Additionally, the expense of \$40M of taxpayer funds (probably even a higher number with cost overruns and unexpected issues) is unconscionable for recreational use that already occurs and is being served.

For these reasons, we completely oppose the proposed construction of the extension for the NCR trail.

I would like to know when the hearing is happening as that date has not been communicated. It has been disappointing to learn about this proposal through neighbors and others and not directly by this committee. It feels like this plan has been kept away from residents intentionally.

Thank you for your time and consideration.

Regards,

-Bill and Susan Pugh

**-Bill Pugh**

443-506-2935



Alice Woodward <woodwardasm@gmail.com>

12/10/2023 11:29 AM

## Proposed NCR bike trail Extension

To office@rrlraia.org

To whom it may concern:

After reviewing the on-line information about a possible NCR bike extension through my neighborhood, I am definitely strongly against this proposal for several reasons.

First, This will bring many more people into a serene, quiet, family neighborhood.

Secondly, This will bring much more traffic (both vehicles and bikes) to an already highly traveled area (especially on Joppa Road between Thornton and Ruxway Roads).

Third, with additional people and vehicles, there is bound to be a spike in crime and trash brought into this community.

It is for all of these reasons that I am vehemently against this proposal.

Furthermore, it is outrageous that Baltimore County is trying to push this questionable plan/study through just two weeks before Christmas without the input of the Baltimore County residents who will be most directly affected.

Therefore, I request that this plan be delayed until the specific county residents will be invited to attend a meeting.

The main purpose of this meeting must be for all residents & taxpayers to be heard. All of our questions must be heard and answered. This is our basic right as citizens and taxpayers to be able to have ample input into such a drastic change to our fine community, as this.

Thank you for your cooperation with this request.

All the best,

Alice S. M. Woodward



**Ben Abrams <babrams@consolidatedscrap.com>**

12/9/2023 1:55 PM

## NCR Trail Continuation Proposal

To office@rrlraia.org <office@rrlraia.org>

Hello,

I live at 1866 Circle Road in Ruxton. I just became aware of the NCR trail expansion proposals last week. Other than your newsletter and some neighbors telling me, I had no idea that the County was considering running the new paths effectively through our backyards. I am shocked that there has been no conspicuous notices posted in our neighborhood. We are obviously vehemently opposed to these proposals and will do whatever is necessary to oppose them.

Please let me know what kind of neighborhood opposition is happening now and how we can help.

Thank you,  
Ben Abrams

---

Ben Abrams  
President & CEO  
Consolidated Scrap Resources, Inc.  
120 Hokes Mill Road  
York, PA 17404  
(717) 843-0931 (phone)  
(717) 845-9468 (fax)  
(917) 751-0449 (mobile)  
[babrams@consolidatedscrap.com](mailto:babrams@consolidatedscrap.com)  
[www.consolidatedscrap.com](http://www.consolidatedscrap.com)



James Williams <drjmwiliams@gmail.com>

12/8/2023 9:41 PM

## NCR Bike Trail Connection to Lake Roland Park Proposal

To Ruxton-Riderwood-Lake Roland Area Improvement Association <office@rrlraia.org>

Thank you for alerting us to this plan.

Although I am a passionate cyclist, my family and I are vehemently against the proposal.

It will significantly disrupt the ecology, particularly during construction.

It will dramatically alter the beauty of the area - most of which is the unfettered greenspace.

The proposal is just as foolish as the lightrail down York Road. Absolutely ridiculous - just look at the current lightrail which goes through our neighborhood and park!

The recommendation of our family and neighbors is that this project be cancelled immediately.

Sincerely,

--

James M. Williams

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tbmccord@aol.com <tbmccord@aol.com>

12/7/2023 4:37 PM

## NCR Bike Trail Connection to Lake Roland Park Proposal

To office@rrlraia.org <office@rrlraia.org>

I am not in favor of this proposal. I am a long time resident of this area (since 1952) and was a very serious cyclist for five decades. I think this will violate the protect and preserve part of the RRLRAIA mission.

There are plenty of places to park along the NCR Trail. That is not the case here, and I fear there will be subsequent pressure brought to bear to further intrude our communities with public parking. Streams of cyclists will affect quiet enjoyment, raising threats. This will not enhance our communities.

Baltimore County has squandered our open spaces and needed green infrastructure by growth that isn't smart, affecting managing stormwater and sewer infiltration during rainstorms, key Community Plan issues. Proposed bike trails will put more pressure on that and on our already sick forests.

Thomas B. McCord



Karen Travels <karentravlos@gmail.com>

12/7/2023 12:56 PM

## NCR Bike Trail Connection to Lake Roland Park Proposal

To office@rrlraia.org

This area is primarily residential.

The proposed NCR bike trail connection is not needed here and would bring increased traffic, parking issues, and increased public access to our private neighborhoods which may ultimately impact property values.

The idea of "boardwalks" conjures up all kinds of images which are unsavory in a residential area. A " boardwalk " on Springway Road is unthinkable.

I am definitely opposed to this project.

Sent from my iPad



devfrey@comcast.net

12/7/2023 1:42 PM

FW: NCR Bike Trail Extension

To office@rrlraia.org

**From:** [devfrey@comcast.net](mailto:devfrey@comcast.net) <[devfrey@comcast.net](mailto:devfrey@comcast.net)>

**Sent:** Thursday, December 7, 2023 1:40 PM

**To:** [johnnyo@baltimorecountymd.gov](mailto:johnnyo@baltimorecountymd.gov); [council2@baltimorecountymd.gov](mailto:council2@baltimorecountymd.gov)

**Subject:** NCR Bike Trail Extension

Gentlemen:

I am extremely concerned about the extension of the NCR Bike Trail in the Ruxton Area. I live on Springway Road. One of the reasons I added to my house was the neighborhood was so peaceful and quite. In addition, it is a wonderful place to raise children. They can play outside and ride their bikes without a great deal of traffic or people interfering. Having people riding bikes and walking the trail is completely inappropriate as well as horrendous. In addition, the road is not wide enough to accommodate the additional foot traffic and the bikers. Traffic and cars that belong to the people that live on Springway Road would have a major problem.

In addition, the access from Thornton Road to Joppa Road to Springway Road is a major problem. There is a great deal of traffic on Joppa Road and it is very narrow. It is a two lane road that has no land to accommodate walkers and bikers. Bikers riding on Joppa Road now have to ride in the car lane. Walking to the Royal Farm Store is very dangerous especially when a walker is rounding the bend. There is no way that the area will accommodate more traffic in the form of walkers and bikers.

I, also, feel that this Bike Trail was not communicated to us until very recently. That is unacceptable. As residents, we should have had an opportunity to hear about the proposal and respond with questions, concerns etc. We are just hearing about this plan at the eleventh hour.

I would appreciate anything you can do to halt this unbelievably terrible plan. Our neighborhood would be forever changed in a number of horrid ways.

Sincerely,  
Deborah D. Frey



Wes Bollinger <wes@roofingbybollinger.com>

12/6/2023 6:47 PM

Re: no to NCR trail

To office@rrlraia.org <office@rrlraia.org>

Good evening

My neighbor Mr. McAdams ccd me on this email. I want to separate myself from this point of view. While I do not believe that a trail or boardwalk is a wise decision, it is certainly not for these reasons. I intend on sending a letter in the near future but for anyone that lives in our area knows, building a path or boardwalk or trail is negligent for one simple reason. Flash flooding. We have lived in our home for almost twelve years now and we've experience approximately 15 flash floods. They come on fast, hence the name and are incredibly dangerous, carrying debris that can knock anyone over and the strength of the current is worse then a riptide. If this path was formed it would increase the risk for flooding and endanger so many lives of the individuals that would walk these paths. Just last year, indiviuals were rescued from cars on ruxton road, over 70ft from Roland run.

The state and the county, in good conscious, can't move forward with this plan, knowing full well that the area is not suitable for a trail in close proximity to Roland Run. The lake Roland trail is almost always at a higher terrain and much further away from the waterway.

I look forward to an ongoing dialogue regarding this situation.

Wes Bollinger  
1705 Roland Ave

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**From:** Michael McAdam <mike\_mcadam\_21286@yahoo.com>

**Sent:** Wednesday, December 6, 2023 5:47:38 PM

**To:** office@rrlraia.org <office@rrlraia.org>

**Cc:** Wes Bollinger <wes@roofingbybollinger.com>

**Subject:** no to NCR trail

I see nothing but trouble running the NCR trail across my properties at 1701 and 1703 Roland Ave. I will fight this to the very end. We do not need inner city people in Ruxton



## NCR Bike Trail Connection to Lake Roland Park Proposal

To office@rrlraia.org

I think that the proposal of the path through our neighborhood would be devastating. Worst idea that I have seen.

I moved to Springway, in part, because it is a quiet neighborhood. Adding a large number of bikers and walkers would destroy the atmosphere in the neighborhood. I can't imagine how much negative impact that it would have on property values. People who live on main thoroughfares understand that there is going to be significant traffic. It is expected of those that bought on roads such as Old Court, Falls Road, etc. The basic premise on a road like Springway, is that it was not designed as a thoroughfare, for autos, bikes or people. Additionally, the trash and parking problems that come with these kinds of activities will have a further negative impact on a neighborhood that was not designed for this kind of activity.

I am also taken back by the plan that has bikers turning left on from Thorton on Joppa Road. That is a thin stretch of road, uphill. There is no sidewalk or even any space to walk on the side of the road. Walking from Thorton to Ruxway requires that one walk on the road. It is dangerous. I have done it a few times and had to stop and stand on the neighbor's property, which is a hill going toward the road (If I'm walking down Old Court I take Ellenham just to avoid that stretch of road where the vehicles come very close.) Add lots of bikers and I believe that the designers are looking at lots of accidents. I have spoken with people who are experienced bikers. The kind that ride 30 miles a day on a regular basis. Their comment is, that plan is an accident looking for a place to happen. The law requires that cars stay 3 feet away from bikers. It is impossible to do that on Joppa between Thorton and Ruxway. There just isn't enough space to comply with the regulations. A vehicle that is 3 feet away from a biker would be over the yellow line, and that is a dangerous thing to do with vehicles coming toward you over a bridge with little line-of-site. Does anyone think that drivers are going to (be able to) stop while a bunch of bikers are using the road.

Needless to say I am opposed to the plan that puts a bike path on Springway Road.

Sincerely, Richard Hoffberger  
7918 Springway Road

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Richard Hoffberger  
Office 410 542-3300



## NCR Bike Trail Connection to Lake Roland Park Proposal

To office@rrlraia.org Copy suzyjt50@gmail.com

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This whole scheme seems to be a convoluted plan put together by bicyclists.

- Why would anyone want to cross York Rd. and go out for a stroll along Railroad Ave, Beaver Dam Rd., along Warren Rd, again down Beaver Dam Rd. beside the County Dump with the picturesque Methane Gas Vents, the fragrant mulch piles, past "Industrial Ln.", across from the Texas Quarry to Padonia Rd?
  - While on this stretch the plan is to reduce lanes of traffic.
  - Crossing over from the east side of Beaver Dam Rd. to the west side at the curve beside 7-11 looks like quite a trick. I see no explanation how that will work.
- Next is the exciting crossings back to the east side of Beaver Dam Rd. and then crossing Padonia Rd. to Deercro Rd. / Greenspring Dr. to the office buildings enabling one to race the light rail trains, and in front of the very long stretch of commercial establishments with a multitude of driveways into the parking areas and office buildings enabling one to race the light rail trains.
- Most amazing is the plan to cross Greenspring Dr. at Timonium Rd. and squeeze through the I-83 Overpass,. Then carefully and immediately slip past the south bound entrance ramp, and the east and west Padonia Rd. off ramps.
- It will then be like walking up extra wide sidewalks to Thornton Rd. The skateboarders will have fun.
  - Crossing Joppa during the busy times will be a challenge.
- What about the shock of having a byway cut through the quiet and peaceful areas in Ruxton and the sidewalk going through the flood plains along Roland Run?
  - What will be done where there were homes condemned after Hurricane Agnes? A mother and several children tragically drown in their car trying to escape that area.
    - Will the County put in flood remediation? Several times a year water flows over Ruxton Road. What could go wrong having the trail run down the side of the stream?

I could go on, but the absurdity of daring to call this a "Trail" is beyond one's imagination.

Chooch Turner  
(443) 417-5676



Washburne, Thomas D. <tdwashburne@venable.com>

12/2/2023 9:03 AM

## RE: [GRAYMAIL]11.30.23 Association E-News

To Ruxton-Riderwood-Lake Roland Area Improvement Association, Inc. <office@rrlraia.org>

Jenny and I believe that the proposed bike trail through the wetland area along Roland Run is a particularly bad idea. The area floods regularly and suddenly. This would pose a danger to walkers and cyclists. The floods always spread debris everywhere. So after every flood event the trail would be in a dangerous condition. The flooding will inevitably make maintenance nearly impossible.

Tuck and Jenny Washburne

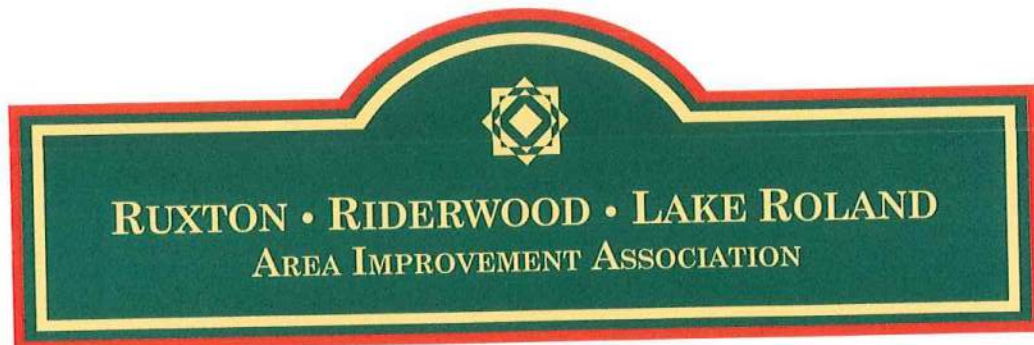
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**From:** Ruxton-Riderwood-Lake Roland Area Improvement Association, Inc.  
**Sent:** Nov 30, 2023 3:00 PM  
**To:** Washburne, Thomas D.  
**Subject:** [GRAYMAIL]11.30.23 Association E-News

**Caution: External Email**

[View this email in your browser](#)





Tom Washburn <tomwashburn@me.com>

12/1/2023 12:18 PM

## NCR Bike Trail Connection to Lake Roland Park Proposal

To office@rrlraia.org

We are in complete opposition to this plan. Removing trees and building in a marsh/flood plain makes no sense whatsoever. Thanks.

Tom Washburn  
Cell 443-604-6372



John Hawkins <jhawkins2888@aol.com>

11/30/2023 4:35 PM

## NCR Bike Trail Connection to Lake Roland Park Proposal

To office@rrlraia.org

Thanks for your most recent newsletter.

I oppose bikes on the rail trail. Period.

Way too many pedestrians and pets...

And frankly, I'd be happier if there were drastically fewer or NO bike trails in the Park.

John Hawkins  
3 Kittredge Lane  
Ruxton, MD 21204  
443-542-7536



nedinsley@gmail.com

11/30/2023 4:45 PM

## NCR Bike Trail Connection to Lake Roland Park Proposal

To office@rrlraia.org

I was shocked to see the magnitude of this proposal, and I seriously doubt many people in our community are aware of it. I am opposed to the changes this would bring to the region and believe that most neighbors will also be opposed, when they learn of it. I'd urge the Association to take the lead in 1) informing the community, 2) creating a simple, on-line process allowing members to log their opposition (including petitions & draft letters to officials), and 3) formally opposing the proposal whenever/wherever possible!

Edwin & Elizabeth Insley  
1904 Ruxton Rd.



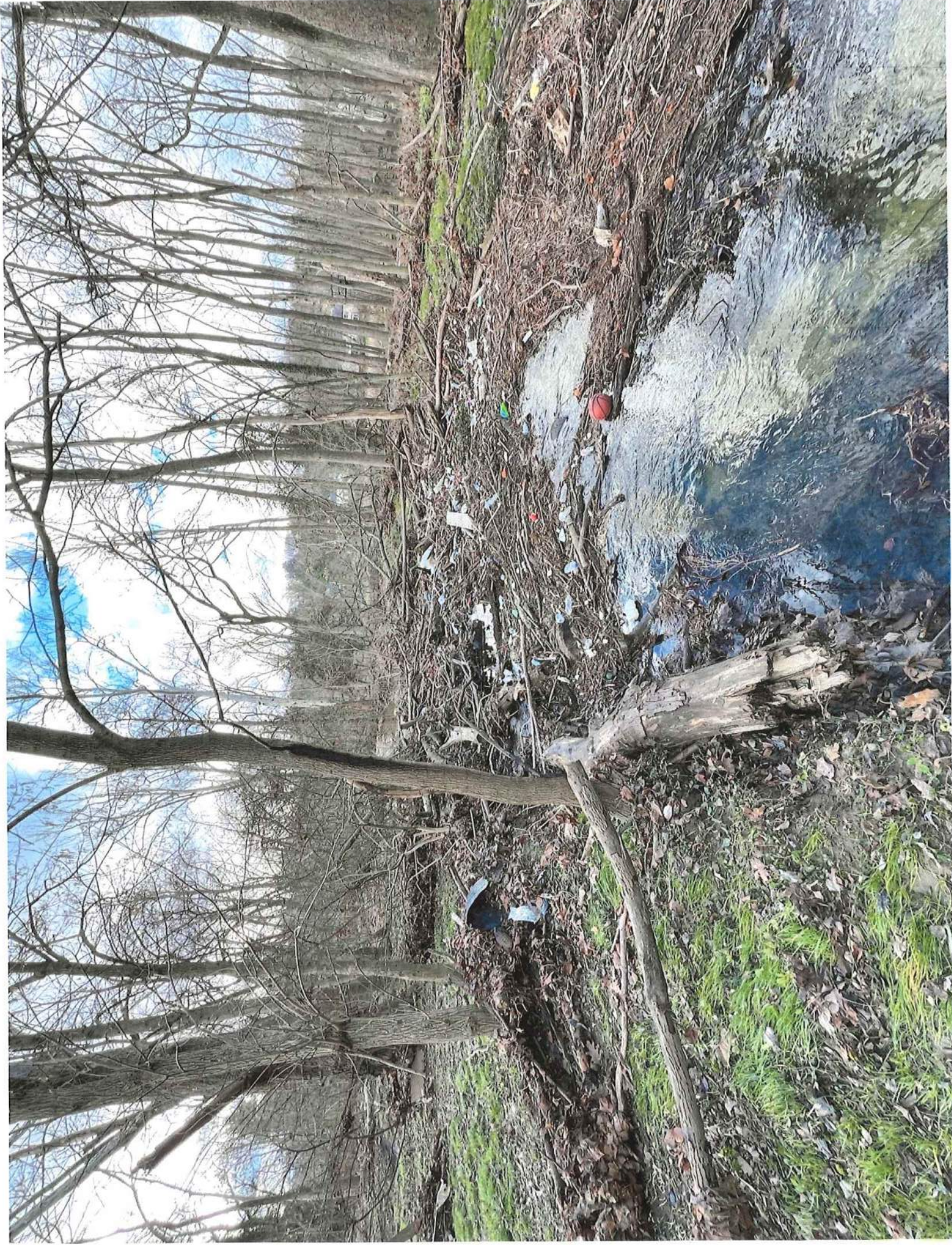


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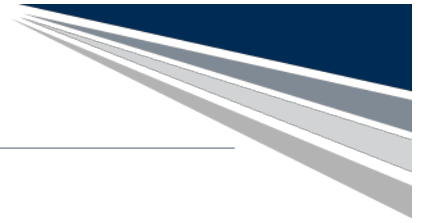












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**Submitted to:**

