

Where is the Pop Up Trail?

The Big Jump's pop up trail will run on the south side of Druid Park Lake Drive and across the 28th street bridge to Atkinson Street

- Additionally, a two-way, flex post-delineated bike lane will run on the east side of Sisson Street from 28th Street to Wyman Park Drive



Route of the proposed Big Jump pop up trail and flex post-delineated bike connection.

What Does the Trail Connect?

The Pop Up facilities create a much needed connection between Remington and Reservoir Hill; though these communities are within easy walking distance, the inhospitable 28th Street bridge crossing acts as a geographic barrier between them. Strengthening this connection will:

- Connect resident from each community to destinations across the bridge and in their own communities, such as parks, local businesses, and community amenities
- Improve conditions for the people who already regularly walk and bike across the bridge, either recreationally, or to the concentration of jobs in Remington



Map of some of the destinations and neighborhoods connected by the pop-up trail.

How can I get involved?

This project wouldn't be possible without the many community partners that have contributed to its planning. In order to be successful we will need community partners to remain involved and help to activate the space. We want this to be a celebration of Reservoir Hill, Remington, and every community that will be connected through the trail.

Community partners are working on plans for an opening day celebration. We will also have ongoing events throughout the installation period. Maybe you have an idea of an event that could be held along the trail, if so, get in touch!

- If you are interested in becoming a community partner, or have an idea for an event, please contact Matt Warfield, Bike City Planner, at matt.warfield@baltimorecity.gov or 443-984-0099

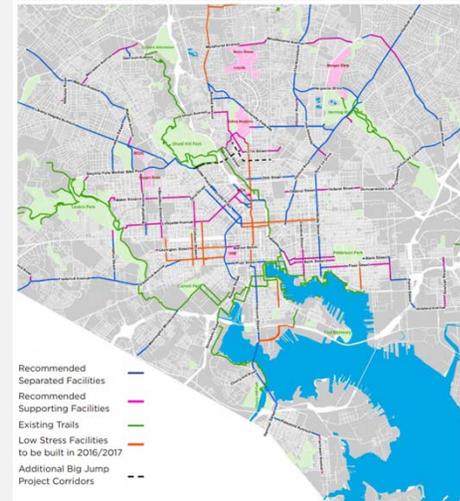


How does this project contribute to a broader vision?

The Big Jump project is one small part of Baltimore City DOT's commitment to building a robust and connected network of safe and comfortable streets that will allow more of Baltimore's residents and visitors of all ages and ability levels to meet some of their travel needs on foot or by bike. The map at right shows the planned separated bike lane network (in blue), and networks of neighborhood traffic calming (in pink). While the particulars of individual projects may change during design, there is a commitment to building a comprehensive network that delivers the benefits of active transportation across Baltimore's many neighborhoods.

A pilot, or pop up, project like The Big Jump allows neighbors to rethink how their public space is used, and envision changes that benefit their daily life. Improved biking and walking infrastructure can confer many benefits.

- Improved walking and biking infrastructure increases traffic safety for ALL road users, including the drivers and passengers of motor vehicles
- Transportation is the second highest household expense, on average, and shifting some of that travel to walking and biking has the potential to reduce household costs
- Walkable and bikeable neighborhoods contribute to the physical health and happiness of their residents, enabling choices that reduce the risks of chronic diseases
- Walking and biking infrastructure can help connect neighborhoods across geographic barriers, and expand the places and amenities that community members can safely and comfortably reach



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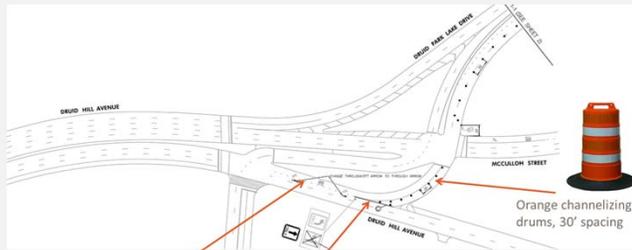
- Additionally, a two-way, flex post-delineated bike lane will run on the east side of Sisson Street from 28th Street to Wyman Park Drive



— Pop Up Trail
 — Pop up bike lane
 — Connecting park routes
 Route of the proposed Big Jump pop up trail and flex post-delineated bike connection.

How will it work?

- At Druid Hill Avenue, a left turn lane will be dropped and channelizing barrels will be used to get cars to merge to the remaining through lane or left turn lane
- At Madison Avenue, the pop up trail will begin



Replace left-thru lane with thru lane

Extend striping



Orange channelizing drums, 30' spacing



Vertical element 14' wide pop-up path (Highlighted in green for visibility, will not be painted green)

How will the trail be separated from fast moving cars?

For its length on Druid Park Lake Drive/28th Street, the trail will use a combination of water filled barriers and concrete "Jersey" barriers to keep motor vehicles from entering the trail area.

On Sisson Street from 28th Street to Wyman Park Drive, flex posts will be used to keep motor vehicles from entering the lane.



Water filled traffic barrier. Photos: Traffic Safety Warehouse, respectively



Water filled barrier demonstration. Flex post-delineated bike lane in Chicago. Photo: People for Bikes



Have designs like this worked before?

Separating people walking and biking from traffic with concrete or water filled barriers has been used as both a temporary and permanent solution in many cities. This approach may have a somewhat utilitarian appearance, but it provides many advantages.

- Provides a high level of protection from motor vehicles in high-speed environments, since these are materials that are appropriate up to highway speeds and traffic volumes
- Can be used to retrofit an existing roadway without creating the drainage and utility issues associated with moving curbs
- The materials are light enough to be added to most existing bridge structures
- The materials are often readily available and relatively inexpensive for the agencies implementing the trail, due to their many uses
- The modular and portable nature of the materials makes them suitable for temporary, pilot, or pop-up installations
- The mass and durability of the materials makes them suitable for permanent installation should a pilot project prove successful



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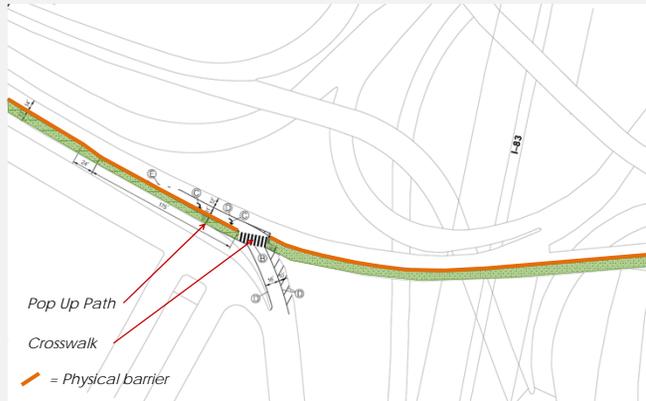


— Pop Up Trail
 — Pop Up Bike Lane
 — Connecting Park Routes
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What's Happening at the I-83 Ramp from 28th Street?

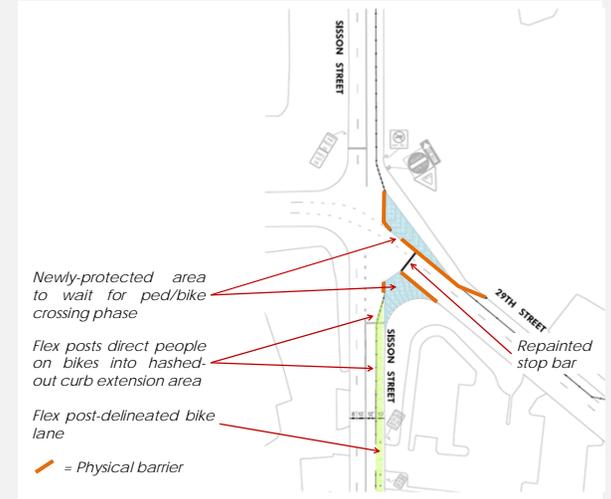
As the pop up trail crosses the 28th Street bridge, it must interact with one ramp onto I-83

- Right turn storage will be provided to accommodate cars queuing to use the ramp
- A crosswalk will be striped to indicate that the cars must yield to users of the trail



What's Happening at 29th and Sisson?

- A single left-through lane will serve all northbound vehicle traffic
- Flex posts will delineate a ten foot wide, two-way bike lane on the east side of the street
- The channelized right turn lane on the northeast corner will be closed – right turning westbound vehicles will use the next lane to the south, which will be designated as a right-through lane
- Water filled or concrete barriers will be used to protect bike and pedestrian waiting areas, and to **shorten the crossing of 29th Street from approximately 150 feet to approximately 50 feet**
- A new stop bar will be painted



What will happen at 28th and Sisson?

- Pedestrians on the pop up trail will transition to the sidewalk to cross Sisson Street in the crosswalk to travel north
- Bicyclists will use the crosswalk to cross Sisson Street to travel north, but are then expected to use the flex post-delineated bike lane, as opposed to the sidewalk
- Pedestrians and bicyclists continuing east past Sisson Street can remain in the pop up trail until Atkinson Street where pedestrians are expected to continue on the sidewalk, and most bicyclists are expected to turn onto Atkinson Street

