

Roland Park Master Plan

Charrette #2:

Transportation Committee Meeting Summary

Date: January 9th, 2010

Location: Roland Park Elementary/Middle School

Attendees: Seema Iyer, Baltimore City Planning Dept.
Matthew Fitzsimmon, Co-Chair, Hoes Heights
Chris McSherry, Co-Chair, Deepdene Rd.
John Morrill, R.P. resident, Falls Rd. Terrace
Laura Grier, R.P. resident, Harvest Rd.
Bradley Turner, Wyndhurst Improvement Assoc., Greenleaf Rd.
Nick Fessenden, Wyndhurst Improvement Assoc., Deepdene Rd.
Nancy Mugele, Roland Park Country School
Lee Lundy, R.P. Resident, Goodwood Gdns.
Bob Armenti, R.P. Resident, 4300 Roland Ave.
Peter Rosenthal, R.P. Resident, 4500 Roland Ave.
Michael Medick, Guilford resident, consulting
Mary Pat Clark, Baltimore City Council
Travis Pate, visiting planner

Vision Statement:

Roland Park and Vicinity will support and develop a safe and well-connected transportation network that serves the needs of all users and preserves the area's residential character.

Guiding Principles:

1. Roland Park will provide a safe and well-connected pedestrian and bicycle network.
2. Roland Park will encourage alternative modes of transportation.
3. Roland Park will balance regional and local vehicular needs, while preserving the area's predominately residential street character.

Goals and Recommendations:

1. Reduce school-related peak morning and afternoon congestion and impacts on local streets.
 - a. Recommendations:
 - i. Develop a school traffic working group to include representatives from schools, city and neighborhoods to better plan, coordinate and implement strategies to improve traffic congestion.
 - ii. Stagger school starting and closing times to minimize peak congestion.
 - iii. Develop incentives for carpooling.
 - iv. Encourage schools to consider using bus services from remote locations, similar to McDonough School.
 - v. Create programs and incentives for walking and biking to school
 - i. Support the "Walking School Buses" program where chaperoned students create walking groups along designated routes to school.

- ii. Improve the safety of routes (bulb-outs, visible cross walks).
 - iii. Consider remote drop-off where parents could drop-off students at a distant location and students would have the option to walk or possibly take a shuttle service to school. Example might be at Wyndhurst and Stony Run.
 - vi. Limit student drivers to upperclassman (seniors or seniors and juniors only).
 - vii. Work with City to enforce traffic and parking violations.
 - viii. Assist and support schools to maximize the usage of internal (off-street) streets and driveways to improve on-street congestion.
 - i. Investigate a loop drive for Roland Park Elementary / Middle School
 - ii. Support left turn lane into Gilman from southbound Roland Avenue, in exchange for median improvements closer to Northern Parkway.
 - iii. Support intersection improvements on Northern Parkway for access to Gilman and Bryn Mawr.
 - ix. Investigate the possibility of a neighborhood circulator bus to transport students to key destinations, like the light rail station.
2. Reduce speeding on Roland Avenue.
 - a. Recommendations:
 - i. Install speed cameras.
 - ii. Reconfigure Roland Avenue to help reduce speeds, particularly between Cold Spring Lane and Deepdene Road.
 - i. Eliminate a travel lane in each direction
 - ii. Position parked cars closer to the travel lanes, as recommended by Cycle Track design concept.
 - iii. Introduce a separate local service lane with parking.
 - iv. Build curb bulb-outs at intersections with high-pedestrian traffic. (potential for SWM)
 - v. Convert through-lane along median into parking lane.
 - vi. Introduce angled parking near commercial areas (i.e. Eddies block).
 - vii. Investigate raised crosswalks.
 - viii. Introduce uneven paving materials in street in the vicinity of Eddies and the Library to slow vehicles and to create a sense of place.
3. Reduce cut-through traffic and speeding on residential streets. (Deepdene Road, Edgevale Road, Englewood Road, Harvest Road, Hillside Road, Wynhurst Road, Keswick Road, Greenleaf Road, Summit Road, Overhill Road, and Somerset Road.)
 - a. Recommendations:
 - i. Introduce and/or enlarge existing planted medians to discourage speeding. (potential for SWM).
 - ii. Encourage Schools to help limit cut-through traffic caused by their parents, students and facility members.
 - iii. Build curb bulb-outs at key intersections. (potential for SWM)
 - iv. Install speed humps where applicable.
 - v. Introduce no-left hand turns onto residential streets from south bound Falls Road
 - vi. Develop an 'Awareness' campaign to advocate for courteous driving behavior. Signs and bumpstickers are examples of specific tools.
4. Improve intersection performance at Cold Spring and Roland Avenue.
 - a. Recommendations:
 - i. Introduce a traffic circle at Cold Spring Lane and Roland Avenue that can also provide bike and pedestrian safety.
5. Improve the level of service for alternative transportation.
 - a. Recommendations:
 - i. Extend the 61 bus to the Lake Roland light rail station.
 - ii. Investigate ways to encourage residents to utilize the existing services, for instance (improved schedules, shelters, real time signage).

- iii. Create a committee to investigate the possibility of creating a local circulator shuttle to service residents and students to provide better access to local destinations and regional transit service (Light Rail).
- 6. Support efforts to enhance the Cold Spring Light Rail Station. In general, support Transit oriented development (TOD) at station as long as it supports the following station redevelopment goals:
 - i. Encourage improvements for safe bus and vehicular drop-off.
 - ii. Improve the pedestrian and bicycle safety and access to site
 - i. Support streetscape, particularly pedestrian-oriented, improvements along Cold Spring Lane.
 - ii. Investigate pedestrian / bicycle connection to the Light Rail station from the north side of Poly/Western campus.
- 7. Support a safe pedestrian and bicycle network.
 - a. Recommendations
 - i. In addition to the Bike Masterplan, develop a street network for bicycle and pedestrian improvements.
 - ii. Introduce a Cycle Track along Roland Avenue (bike lane between parked car and curb, i.e. Portland's cycle track)
 - iii. Improve visibility of bike lanes through bolder painting / material colors or reflective barriers.
 - iv. Improve visibility of crosswalks.
 - v. Sponsor a bike rack competition.
 - vi. Install bike and pedestrian amenities (planters, benches, bike racks) at key locations (commercial areas, schools and civic institutions).
 - vii. Connect all missing sidewalk connections (i.e. Charles Street near Friends School)
 - viii. Identify and improve all sidewalks with sub-standard conditions (i.e. steep cross slopes and narrow widths)
 - ix. Introduce safe crossings at major streets (Falls Road, Charles Street, University Boulevard and Northern Parkway).