

Roland Park Area Master Plan, 2009-2010

Transportation Subcommittee

Charrette 1 Notes

November 21, 2009

Transit.

- Enhance access and improve the pedestrian experience to the Cold Spring light rail station.
- Improve bus service and coordinate service with other transit modes.
- Research transit-oriented development (TOD) plan or other Mass Transit Authority (MTA) plans related to Cold Spring Station.

Schools.

- Reduce cut-through traffic during school drop-off and pick-up hours.
- Coordinate with schools to resolve drop-off patterns.
- Research traffic study.

Pedestrians.

- Calm vehicular traffic (particularly along roads like Roland).
- Increase visibility of crosswalks.

(Summary. Detail follows.)

1. Transit and alternative modes.

1.1. Restructure Cold Spring light rail station.

Issues:

- Access to the station is limited.
- Walking/crossing Cold Spring Lane unsafe.
- Drop-off space needed.

Ideas:

- Pedestrian connection below I-83 from Poly (via Hillside Road).
- Vehicular and pedestrian access from the west side of I-83 (see TOD plan).
- Provide shuttle service (MTA or private) to Cold Spring and Mt. Washington LRT.
- Extend bus rt. 61 to Mt. Washington LRT.

1.2. Research Cold Spring TOD plan.

1.3. Bus service does not meet commuter needs:

- Lack of midday and late evening bus service.
- Bus schedule unreliable.
- Bus uncoordinated with MARC train (Penn) service.

2. Signage and signals.

2.1. Extend length of left-turn lane on eastbound Cold Spring Lane at Roland.

2.2. Crosswalk signals too short.

- Propose a pedestrian-only cycle at intersections (all vehicular lights red).

2.3. Trees obstruct view of Wyndhurst Avenue intersection signal on northbound Roland.

- Tree pruning not advocated; reposition traffic signals.

3. Parking.

3.1. Additional parking desirable, but introducing parking pads not allowed by covenants.

4. Road networks.

4.1. Vehicular speeding needs to be enforced.

4.2. Perception that narrow residential streets may have emergency vehicle access issues.

- Need to balance on-street parking demand and emergency vehicle access.

5. Bike paths.

5.1. Bike path on Roland good.

5.2. Consider paths on other secondary streets like Wyndhurst Avenue, Bellemore Road and Lake Avenue.

5.3. Bike path along Stony Run?

- Stony Run best suited as a pedestrian path, narrow conditions along the trail preclude bike access.

6. Sidewalks, trails and pedestrians.

6.1. Keep Stony Run pedestrian only.

6.2. Improve the visibility of pedestrian crosswalks.

6.3. Stony Run pedestrian crosswalk at Cold Spring is improvement, but needs to cycle more often.

7. Maintenance of speed limits/traffic calming.

7.1. Slower speeds on Roland Ave.

7.2. Speed cameras.

8. Schools — peak traffic generation.

8.1. Cut-through school traffic on local streets is disruptive to residential neighborhoods, particularly from Falls Road (Englewood, Elmwood, Deepdene, Longwood and Harvest roads) and from Wyndhurst Avenue (Summit Avenue, Colorado Avenue, Deepdene Road).

8.2. Suggestions:

- Introduce traffic calming other than speed bumps.
- Alternative modes, such as walking (although many students do not live nearby).
- Work with school administrations to develop better drop-off policies (e.g., self-enforce cut-through traffic, different starting/closing times).
- No left-hand turns on southbound Falls Road during school start and close times. This will limit residents and their service/deliveries too, particularly to residents closer to Falls Road.
- Provide access to Gilman/RPCS bridge for all students, with access to Roland Ave.
- Limit vehicle movement across Roland Ave. near Eddies during peak hours.

8.3. Traffic study — need to review.

8.4. Map school traffic.

9. Schools — future parking/traffic needs.

9.1. Review Friends School traffic/drop-off program as model.

10. Village green.

10.1. Create a village green between Eddies and the library to improve pedestrian access, calm traffic, increase parking and create a “place.”

- Disconnect north- and southbound Roland.
- Angled parking along Roland (like at 36th St.).
- Widen the median, reduce lanes.

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