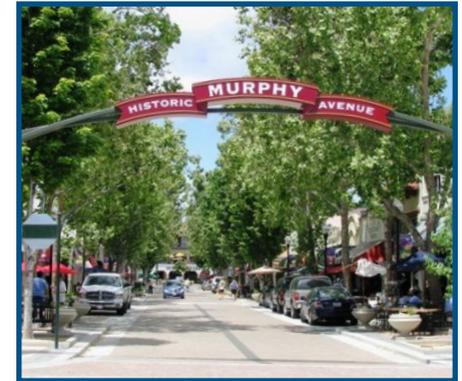


# City of Cumberland Strategic Opportunity Sites Study: Baltimore Street Preferred Alternative Investigation



Prepared by:



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## Executive Summary

In Spring of 2015 The City of Cumberland's Economic Development Corporation solicited proposals from consulting firms to provide an economic impact analysis and transportation-connectivity study for four(4) of the City's Strategic Opportunity Sites. These sites included Baltimore Street, Cumberland Plaza, Willowbrook Road and Rolling Mill. The team of Sage Policy Group and McCormick Taylor were selected for the investigation.

After a series of stakeholder and public meetings along with an existing conditions assessment, the consultant team made recommendations for each strategic site see; **Appendix A**. After review of the recommendations, the City of Cumberland's Economic Development Corporation requested the consultant team further investigate roadway alternatives outlined in the Baltimore Street roadway design recommendations submittal. Baltimore Street is currently a pedestrian mall spanning three city blocks going west from George Street to South Mechanic Street. The consultant team developed five roadway options for this site; four options reopened Baltimore Street to one-and-two-way vehicular traffic; one option kept the pedestrian mall intact recommending only bicycle and landscaping enhancements. The five options developed were:

- Option 1: Bike Path Only
- Option 2: One-Way Traffic, No Parking
- Option 3: One-Way Traffic with Street Parking
- Option 4: Two-Way Traffic, No Street Parking
- Option 5: Two-Way Traffic, With Street Parking

Recognizing the strong community support for maintaining some form of open public space along Baltimore Street, the consultant team created three (3) "Cumberland Square," concepts to accommodate Roadway Option 3. To maintain consistency with the original name of the pedestrian mall area, the term Cumberland Square has since been changed to Iseminger Square.. The Iseminger Square concepts served as a roadway/public-square hybrid, keeping the pedestrian mall intact between Centre and Liberty Streets while reopening Baltimore Street to vehicular traffic and on street parking on both east and west sides of Iseminger

Square.; this was the sixth roadway option developed and became Option 3a.

On January 24, 2016 The City of Cumberland's Economic Development Corporation posted an online public poll requesting respondents to vote for their most preferred Baltimore Street design options and Iseminger Square concepts. The poll remained up until April 12, 2016. During this time, a number of concerns were raised regarding the loss of outside dining between Mechanic and Liberty Streets. As a result, the seventh roadway design option, 3b, was developed. This option kept the pedestrian mall open from Centre Street to Mechanic Street. Option 3b was not posted online but was presented at the public charrette.

On March 16, 2016 the consultant team and the City of Cumberland's Economic Development Corporation hosted a public charrette, soliciting comments from the community for all the Baltimore Street design options and Iseminger Square concepts. The charrette offered another option for the community to comment on the Baltimore Street design options. The roadway options presented at the charrette included:

- Option 1: Bike Path Only
- Option 2: One-Way Traffic, No Parking
- Option 3: One-Way Traffic with Street Parking
- Option 3a: One-Way Traffic with Street Parking and Iseminger Square (Centre to Liberty)
- Option 3b: One-Way Traffic with Street Parking and Iseminger Square (Centre to Mechanic)
- Option 4: Two-Way Traffic, No Street Parking
- Option 5: Two-Way Traffic, With Street Parking

Results from the online poll and charrette results can be found in **Appendix B**.

Though the public charrette revealed general concerns to maintain an element of outdoor eating between Liberty and Mechanic Streets; the consultant team felt that the design could be modified to meet multiple goals by reopening Baltimore Street to vehicular traffic with parking while

maintaining elements of the pedestrian mall. To accommodate public's desires and meet the recommendations outlined by Sage Policy Group in the in the economic development report; Baltimore Street Option 3a.1 has been identified as the preferred alternative; highlights of this alternative Include:

- One-way traffic with north-side street-parking going west from George Street to Centre Street. On street parking will provide more parking options and direct access to businesses for patrons.
- One-way traffic with north-side street-parking going east from Mechanic street to Liberty Street. On street parking will provide more parking options and direct access to businesses for patrons.
- Up to 23' of multi-use sidewalk space on the southern side of Baltimore Street between Liberty and Mechanic Streets. This feature allows enhanced landscaping features and continued outdoor eating for restaurants west of Liberty Street. The area will also be large enough to continue hosting farmers markets.
- Creation of Iseminger Square between Centre Street and Liberty Street to serve as the community meeting place.
- Creation of dedicated bicycle lanes and sharrows (bicycle and vehicle shared lane) on both sides of Iseminger Square. The Bicycle lanes will continue on Baltimore Street going west thru Mechanic Street connecting to the C&O Canal Trail; connecting this critical gap will lure tourism to the Baltimore Street corridor
- Wayfinding and gateway signs to better promote the Baltimore Street corridor.
- **Total Estimated Cost:\$3.7M - \$5M**

# Option 3a-1 - Cumberland Square Roadway Closure with Two-way Cycle Track - DRAFT

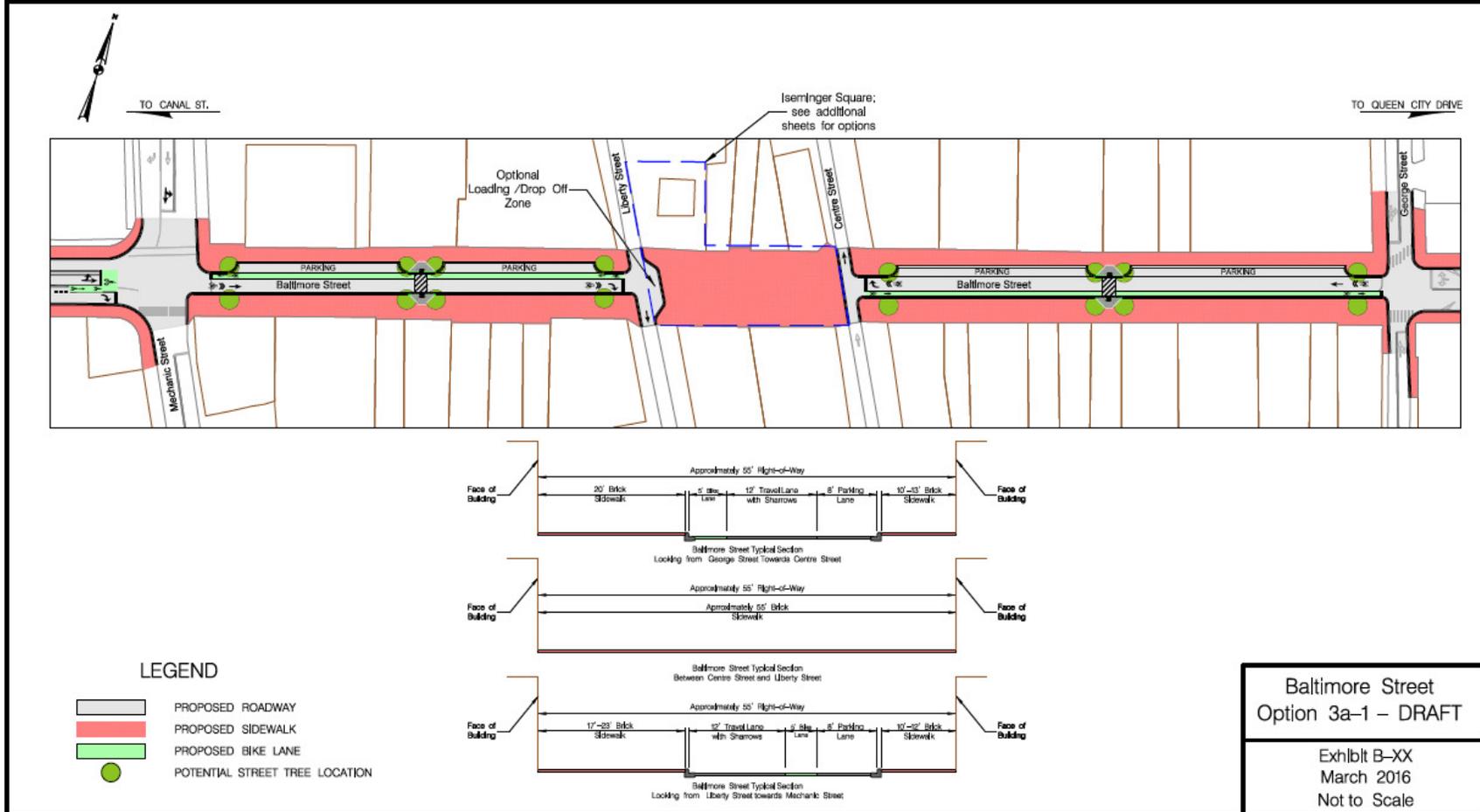


Figure 1. Baltimore Street Preferred Option 3A.1

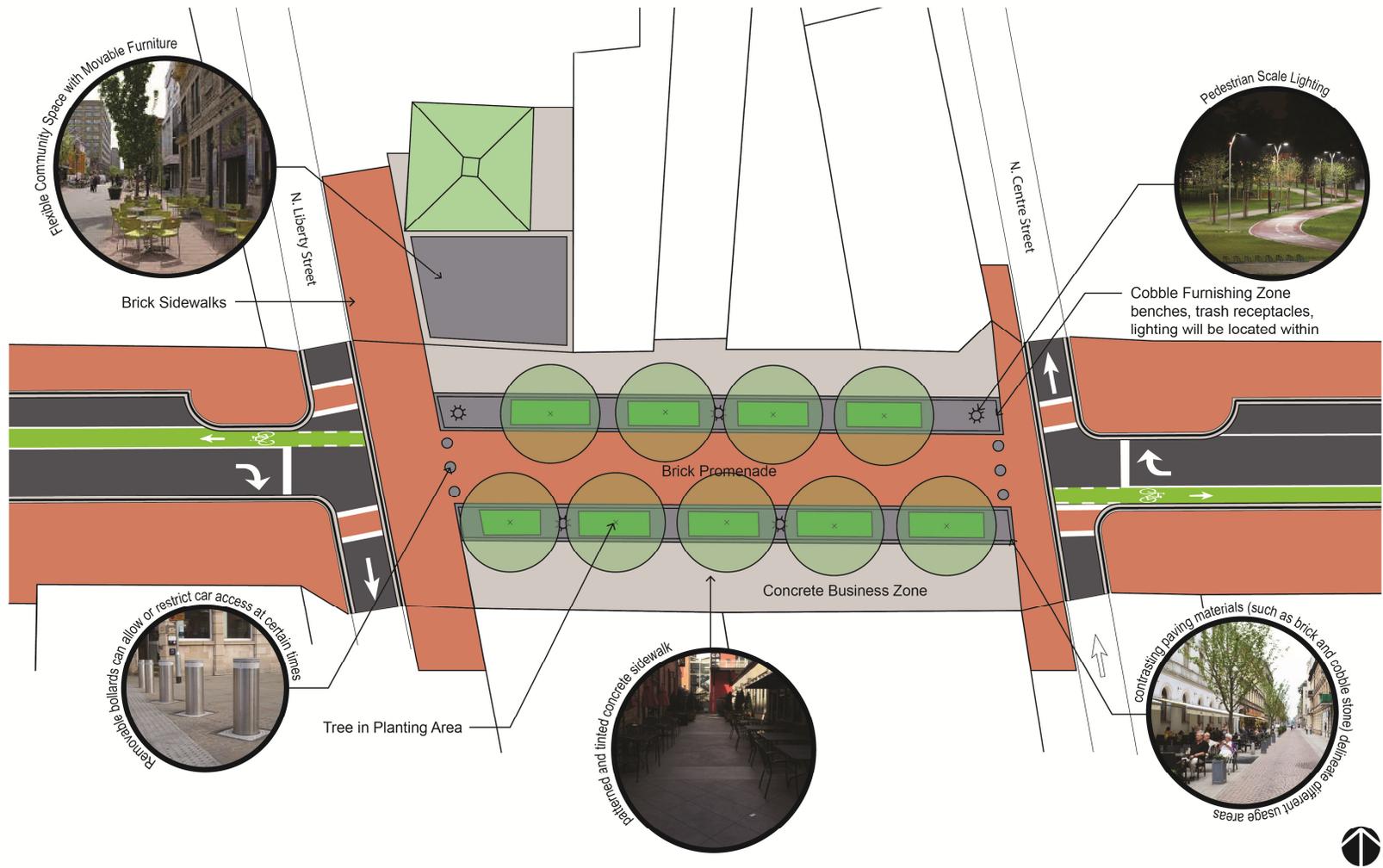


Figure 2. Iseminger Square Concept

## I. Background

As part of the City of Cumberland’s ongoing implementation of recommendations outlined in its strategic plan, the consultant team of Sage Policy Group and McCormick Taylor were retained to investigate transportation-connectivity options in four of the City’s Strategic Opportunity Sites. Accordingly, each site was investigated; stakeholder and community meetings were held to solicit input; and recommendations for each site were submitted in January of 2016. Shortly thereafter, upon request of the City of Cumberland’s Economic Development Corporation, McCormick Taylor began to further investigate roadway design alternatives for the Baltimore Street Strategic Opportunity Site. The team investigated six roadway alternatives (1, 2, 3, 3a, 4 and 5) and the varying attributes each alternative contained.

The investigation included further design analysis and the presentation of the alternatives to the community for feedback. The community was provided with two platforms to respond to the alternatives; an online poll was posted from 1/24/2016 to 4/12/2016 and a public charrette was held on 3/16/2016. With the online poll being posted prior to the charrette, initial community feedback was consistent that a seventh option be developed. Concerns were raised, especially from the business community, regarding the elimination of outdoor eating space by a majority of the proposed alignments.

To address the community response, the consultant team developed option, 3b. This option was developed in time for presentation at the public charrette, however; the option was never posted for the online poll. The primary difference between the new design and Option 3a was the removal of any changes to the western portion of Baltimore Street between Mechanic to Liberty Streets. The existing pedestrian mall condition would remain with improvements only occurring between Liberty Street and George Street on the eastern portion of the mall.

Results for the online poll and charrette are seen in Table 1 and 2 respectively.

Table 1. Online Poll

Baltimore Street Online Poll								
	Option 1	Option 2	Option 3	Option 3a	Option 3b	Option 4	Option 5	No Change
	64	13	103	173	N/A	18	81	57
Concept A				120				
Concept B				49				
Concept C				75				

Table 2. Public Charrette

Baltimore Street Public Charrette							
	Option 1	Option 2	Option 3	Option 3a	Option 3b	Option 4	Option 5
	9	0	13	45	97	1	2
Concept A				37			
Concept B				14			
Concept C				18			

The poll and charrette were developed solely to engage community input and should not be viewed as overly scientific or as the final decision point, but more so as part of a larger set of contributing factors used to determine, which alternatives or options move forward into final design. After assessing stakeholder and community feedback and coordinating with the City of Cumberland, the team narrowed down the alternatives to the Preferred Alternate 3a.1. Section II of this report, Alternative Selection; details alternatives that were not selected.

## II. Landscape Features

Providing a safe and accessible Baltimore Street was a primary goal of this study. Still, given Baltimore Street's existing land uses' and geographical location, the corridor is prime for economic development initiatives and therefore designing a location that is a destination place for the community and tourism is of equal importance. With this in mind, the consultant team has identified these landscape features that will achieve the ultimate vision for Baltimore Street.

### ***Amenities and Square Design:***

Streets and plazas are an essential part of a city's open space system and a part of the urban fabric that connects and moves citizens throughout the city. A street's most basic function is to act as a movement corridor for pedestrians, cyclists, and cars. However, in a city, streets also sustain social and business activities that play an important role in the livability, vitality, and character of a city's urban core.

Visually, the streetscape serves as a unifying and enhancing element for the downtown district. The appearance and functionality of Baltimore Street will play a large role in the revitalization of downtown Cumberland. A coordinated and consistent streetscape treatment for roadways in the central area of the city already exists; however, when designating Baltimore Street as a special place and destination, additional elements should be added to emphasize the street's uniqueness.

When various streetscape elements are repeated throughout a corridor, the streetscape gains a particular individuality and feeling. Depending on the use, arrangement, and emphasis of different elements, an area can define its identity. By repeating elements throughout the streetscape, the space is connected to the rest of the downtown, but by adding additional design elements it will be designated as a special place. The goal of the design Baltimore Street and Iseminger Square area is to create a continuous and unified public space that will reflect the city's historic past while providing modern amenities and revitalizing the downtown.

### **COMPONENTS OF A STREETScape**

Each element of the street from paving to furniture contributes to the streetscape and to the overall identity of the district. In urban areas, the street is where interests intersect and the unique identity of the district emerges.

### ***Gateway Element:***

The first step in creating a special district is defining its boundaries and identifying the space. There will be a gateway or entrance to herald entry into the corridor; it will act as a threshold on either end of the street and



Figure 2. River Street, Chicago, Photo: John Greenfield

will contain and designate the area.

At the community meeting and

charrette, the community clearly indicated that they preferred an arched gateway that spans the street. This sculptural element will be placed at either end of Baltimore Street and could reflect a number of characteristics from Cumberland including: cultural identity, architectural styles or elements, special cultural or historic institutions, or the general historical background of the neighborhood. The use of gateway enhancements will be useful in drawing people into the central district that may not typically venture beyond the highway or bicycle greenway area.

### ***Streetlight Pole Banners and Pole Identifiers:***

Banners are signs made of fabric or canvas that are mounted in flag fashion on one or two sides of the light standards along a streetscape; whereas a pole identifier is a metal sign that is permanently attached to the light pole. Banners can be changed seasonally or for special events and pole identifiers are permanent. The purpose of these signs is to create a

unique visual that will be repeated throughout the corridor that will indicate that the user is somewhere special. The design selection should reflect the other amenities, especially the gateway, and general character of the area.



Figure 3. Pole Identifier: Washington DC

**Street Lights:**

Pedestrian Lighting is important in creating a sense of rhythm to a space and providing a sense of security there at night. Street lights should provide an illumination level that enables a pedestrian to comfortably see the features of oncoming pedestrians and provides a sense of safety. Light fixtures should be set back from the curb, all at an equal distance. In order to create a rhythm for the street, the lights should be spaced at regular intervals along the corridor.

The primary pole used by the City of Cumberland for pedestrian lighting is the Single Acorn, the GranVille Style by Holophane. This pole is approximately 16’ in height. The citizens of Cumberland preferred to continue using this light throughout the Baltimore Street corridor. This light selection will create a uniform look throughout the urban core of the city.

**Benches:**

In order to create a unified space, and for ease of maintenance, a standard palette of furniture should be chosen. At the community meeting and charrette, the citizens of Cumberland preferred a traditional style bench. A center



Figure 4. Victory Stanley Classic Collection Bench

arm is recommended to discourage sleeping on the bench. The standard color should be black in order to tie the benches into the other site furnishings and light poles. Benches are usually placed evenly along the corridor or at locations within the streetscape where people tend to gather.

**Trash Receptacles:**

Trash Receptacles are important for the cleanliness of a street and are usually placed two per block, on opposite corners at intersections. To tie into the overall aesthetic, the trashcans should match the benches and other site furnishings.



Figure 5. Victor Stanley Ironsides Trash Receptacle

**Bike Racks:**

One of the major considerations for the redesign of Baltimore Street is the increased bicycle traffic coming off of the Great Allegheny Passage (GAP) Trail and the C&O Canal Towpath. It is hoped that by making Baltimore Street a connection to downtown



Figure 6. Victor Stanley Cycle Sentry Series

Cumberland, that bike tourism will increase within the city. In order to

make this corridor appealing to cyclists, bike amenities, specifically bike racks, must be provided.

At the community meeting and charrette, the citizens of Cumberland indicated that they would prefer a minimal bike rack aesthetic. In areas where cyclists gather, longer racks should be installed; specifically, many bike racks should be installed in Iseminger Square. Throughout the corridor, smaller, racks should be installed along the sidewalks.

**Paving:**

Currently, the majority of downtown Cumberland is brick pavers and asphalt streets. Citizens of Cumberland mostly wished to maintain that aesthetic, however, some concern over the safety of seniors was voiced. We propose to continue the brick sidewalk treatment throughout the corridor and there will be additional pavement selections used in the town center (see section below).



Figure 7. Justison Landing, Wilmington DE - Pavement / Use Zones

**Bump Outs:**

Bump outs, or curb extensions, create additional pedestrian space in a roadway surface. Bump outs can be used at intersections on side streets or at the middle of the block. Bump outs have the following benefits: they shorten the distance that a pedestrian must travel to cross a street; create a greater feeling of safety for pedestrians in pedestrian zones; increase the sight distance between motorist and pedestrians crossing the street; and create additional pedestrian space that can be used for amenities and

landscape treatments including street trees, planting beds, and stormwater management areas.

**Crosswalks:**

Crosswalks are an important element in the streetscape environment because they physically and visually link pedestrian spaces on opposite sides of the street. Various materials and patterns, including standard striping, pavers, and stamped asphalt, can be used to create crosswalks. Brick patterned, stamped asphalt between white stripes crosswalks would be the best solution for Baltimore Street; the pattern would connect to the brick sidewalks and show a continuation of the pedestrian zone through the vehicular zones.



Figure 8. Indianapolis Cultural Trail Bump Out, Resite.com

**Street Trees**

Street trees are highly visible elements within any streetscape and should be used to create not only shade but define spatial volume and rhythm along the length of the corridor. Trees provide seasonal interest: spring bloom, summer shade, fall foliage color, and visual interest in the winter. They also soften the straight edges of the urban environment by adding an organic form. Trees also reduce the “urban heat island effect”. Trees provide more than just a decorative element in a streetscape, the



Figure 9. Stamped Asphalt Sidewalk Image: Bike WalklincolnPark.com

Chicago Department of the Environment has measured the benefits of planting trees throughout the city and found evidence of improved air quality and lower energy costs. Trees should be spaced evenly throughout the Baltimore Street corridor.

### ISEMINGER SQUARE

The original Concept Design for Iseminger Square can be found in Appendix A. These concepts were developed through a study of urban gathering places and a community charrette with the citizens of Cumberland and the Downtown Development Commission. By considering the wants and needs of all of the involved groups, a linear concept was chosen for the Town Center.



Figure 10. Patterned Concrete

The concept divides the area into three zones, each with its own uses. The central brick promenade, the planting strip, and the patterned concrete sidewalk. The central promenade will allow people flexible space to gather or move through at their own pace. The planting or furnishings zone will house the street trees, site furniture, and street lights and will buffer the sidewalk from the promenade. The sidewalk zone will be a patterned, but smooth, concrete surfaces where businesses can have outdoor seating and additional amenities if they require them.

### Paving:

In Iseminger Square, the paving type will differentiate between the zones and uses of the space. The promenade is a continuation of the city sidewalks and therefore a moving corridor and a continuation of the brick paving. The furnishings zone will have cobble stone as a historic reference and an additional texture in the space. Cobble stone is only used in the town center and its appearance will indicate the space's additional level of importance. The concrete business zone will be an additional space for the businesses to use as additional space.



Figure 11. Different Paving for Different Uses: Landezine

### Bicycle Dismount:

While Baltimore Street is being designed as a bicycle corridor, Iseminger Square is primarily a pedestrian space. The bike lanes end at the sidewalk and there will be posted signs at the edges of the Town Center by the Bike Lanes to tell cyclists to dismount.

### Bike Racks

As previously mentioned, the influx of bike traffic to the downtown area is a goal of this project. There should be a number of bike racks located within the Town Center to enable cyclists to dismount and patronize local businesses. The bike racks will primarily be located within the cobble planting zone of the town center.



**Bollard**

A bollard is a short vertical post that is generally used to obstruct the passage of motor vehicles. And that is their purpose in the town center, where they will be positioned where Baltimore Street dead ends into the town center. At the community meeting and charrette, the citizens of Cumberland chose a more traditional design which should be painted black to



Figure 12. Reliance Foundry Bollard

match the other site furnishings.

Removable bollards can also be used to provide a level of flexibility for Baltimore Street. For instance, if a large public event requires a higher amount of pedestrian access, removable bollards could be used to close the entire Baltimore Street section to vehicular traffic and reopen it after the event is completed.



Figure 13. Victor Stanley Backless Classic Bench

**Benches**

The benches should be the same make and color as the rest of the benches throughout the corridor to continue the sense of unified space. However, in a space such as the Town Center, where flexible use of space and amenities is important, a

backless bench option should be considered so that users can have the option to face the promenade or the businesses.

**Café seating**

Since the City of Cumberland wants to use Iseminger Square as a multi-use space, it's important to have amenities that are flexible and able to accommodate multiple uses. Café seating, or a table and chairs that are not bolted to the ground, allows users to move and arrange the tables and chairs as they'd like in the space to suit their needs.



Figure 14. Paley Park: Flicker (ercwtmnn)

**Trees**

In the town center, the trees will be spaced more closely than along the rest of the corridor. The trees will be arranged to create a canopy that will shelter the area, especially during the hot summer months by creating shade. The trees should be tall enough that they are easily seen through and around. Vase-shaped trees that will arch together are the preferred choice of the citizens of Cumberland and will create a good canopy for the Town Center.



Figure 15. Photo of Tree Lined Path: Deep Roots

### III. Alternative Selection

Below is a description of each roadway alternative and its attributes. For Option 3a, , *Iseminger Square* has three concept variations; Concept A, Concept B and Concept C.

#### Option 1: Bike Path Only (Exhibit B-1)

- Keep existing pedestrian mall intact
- Add a bicycle path going westbound from S. George Street extending to Canal Street
- Add streetscape amenities including benches, chairs and tables
- Conduct streetscape catalog of existing plants/planters and make recommendations on potential replacements

Team Recommendation:

Option 1's most notable feature was the addition of a bicycle lane down the center of Baltimore Street. This option did not include reopening Baltimore Street and improvements were focused on landscaping. This option was similar to a no-build option and was eliminated as the preferred alternative.

#### Option 2: One-Way Traffic, No Parking (Exhibit B-2)

- Open Baltimore Street to 10' wide, one-way traffic going westbound from S. George Street to Canal Street
- Add 5', at-grade bicycle path on north side of Baltimore Street

Team Recommendation:

Option 2 reopened Baltimore Street to one way vehicular traffic, but didn't fully meet community desires for on street parking and public meeting space. This option was eliminated as the preferred alternative.

#### Option 3: One-Way Traffic with Street Parking (Exhibit B-3)

- Open Baltimore Street to 14', one-way-with-sharrows travel lane, going westbound from S. George Street to Canal Street,

- Add 8' wide parking lanes on north side of Baltimore Street
- Add 5', at-grade bicycle path on south side of Baltimore Street going eastbound

Team Recommendation:

Option 3 reopened Baltimore Street to vehicular traffic and provided on street parking. However, it did not provide a community meeting place and therefore was eliminated as the preferred alternative.

#### Option 3A: One-Way Traffic with Street Parking from George to Centre Street; Baltimore Street remains closed between Centre and Liberty Streets; Street Parking continues from Liberty Street to Mechanic Street. (Exhibit B-4)

- Open Baltimore Street to 10', one-way travel lane going westbound from S. George Street to Centre Street
- Open Baltimore Street to 10', one-way travel lane going eastbound from Canal Street to Liberty Street.
- Keep pedestrian mall, "Iseminger Square" intact between Centre and Liberty Streets
- Add 8' wide parking lane on north side of Baltimore Street
- Add 9', at-grade two-way bicycle track on south side of Baltimore Street

Team Recommendation:

Option 3A was developed to address multiple community needs including vehicular accessibility, on street parking and community gathering space. Option 3A was eliminated as the preferred alternative because it restricted the ability to maintain outdoor dining west of Liberty Street.

#### Option 3B: One-Way Traffic with Street Parking from George Street to Centre Street.

- Open Baltimore Street to 10', one-way travel lane going westbound from S. George Street to Centre Street
- Keep pedestrian mall, "Iseminger Square" intact between Centre and Mechanic Street

- Add 8' wide parking lane on north side of Baltimore Street
- Add 9', at-grade two-way bicycle track on south side of Baltimore Street

Team Recommendation:

Option 3B was developed after the online posting of the original roadway alternatives. In response to concerns raised by members of the public regarding the loss of outdoor dining opportunities this option keeps Baltimore Street west of Liberty Street closed to vehicular traffic. Though this option received support, it did not fully meet the needs of reopening Baltimore Street to vehicular traffic and on street parking as identified in the economic development report done by Sage Policy Group; and therefore this option was eliminated as the preferred alternative.

**Option 4: Two-Way Traffic, No Street Parking (Exhibit B-5)**

- Open Baltimore Street to two (2) 10', two-way travel lanes going east and west bound from S. George Street to Canal Street
- Add two (2), at-grade, 5' bicycle paths on both north and south side of Baltimore Street

Team Recommendation:

Option 4 reopened Baltimore Street to two way vehicular traffic but didn't fully meet community desires for on street parking. This option was eliminated as the preferred alternative

**Option 5: Two-Way Traffic, With Street Parking (Exhibit B-6)**

- Open Baltimore Street to two (2) 10', two-way travel lanes going east and west bound from S. George Street to Canal Street
- Add 8' parking lane on north side of Baltimore Street
- Add two (2), at-grade, 5' bicycle paths on both north and south side of Baltimore Street.

Team Recommendation:

Option 5 reopened Baltimore Street to two way vehicular traffic with on street parking. The lack of a public community place eliminated this as the preferred alternative.

**Preferred Alternative**

**Option 3A.1 One-Way Traffic with Street Parking from George to Centre Street; Baltimore Street remains closed between Centre and Liberty Streets; Street Parking continues from Liberty Street to Mechanic Street.**

- One-way traffic with north-side street-parking going west from George Street to Centre Street. On street parking will provide more parking options and direct access to businesses for patrons.
- One-way traffic with north-side street-parking going east from Mechanic street to Liberty Street. On street parking will provide more parking options and direct access to businesses for patrons.
- Up to 23' of multi-use sidewalk space on the southern side of Baltimore Street between Liberty and Mechanic Streets. This approach allows for enhanced landscaping features and continued outdoor eating for restaurants west of Liberty Street. The area will also be large enough to continue hosting farmers markets. If desired, removable bollards could be used on both ends of the Iseminger Square at George and Mechanic Streets to close off the entire area for larger events.
- Creation of Iseminger Square between Centre Street and Liberty Street to serve as the community meeting place.
- Creation of dedicated bicycle lanes and sharrows (bicycle and vehicle shared lane) on both sides of Iseminger Square. The Bicycle lanes will continue on Baltimore Street going west thru Mechanic Street connecting to the C&O Canal Trail; connecting this critical gap will lure tourism to the Baltimore Street corridor
- Wayfinding and gateway signs to better promote the Baltimore Street corridor.

Team recommendation:

This option was chosen as the preferred alternative. Through Iseminger Square, this option maintains a multi-use public space. A temporary parking space on Liberty and Baltimore Street has been added to provide



quick drop-off and pick-up for community events such as the farmers market. By widening the sidewalk west of Liberty Street, local restaurants will be able to continue providing the popular outdoor dining experience. This alternate provides local businesses with the street parking they need to better serve their customers, especially the elderly. Bike paths and bike sharrows connect the C&O Canal Trail users to the central business district; bike de-boarding before entering Iseminger Square will ensure safe pedestrian flow. Overall, the preferred alternative addresses a multitude of needs along the corridor and strikes a good multimodal balance related to bike, pedestrian and vehicular accessibility while providing ample space for outdoor dining and large community events.

#### IV. Iseminger Square Concept Selection

Below is a description of the *Iseminger Square* concept selection. The square had three concept variations; Concept A, Concept B and Concept C. The square concept selection was based on public voting. The public was provided the opportunity to identify potential landscape / hardscape elements for the square, as discussed in section II.

##### Concept B (Exhibit B-8)

Concept B features a central lawn space which can be used for many kinds of community gathering and recreation. The lawn space will have a curving edge and the paving will have linear features; the contrasting undulating shapes within linear spaces will be unique in the area.

- Central lawn
- Raised planters featuring lawn space for seating
- Flexible seating in lawn and paved areas

##### Team Recommendation

This concept received the least amount of support and was eliminated as an option.

##### Concept C (Exhibit B-9)

Concept C features a curvilinear bike path that creates dynamic shapes and is buffered by a series of lawns. The curved path will slow down bicycle traffic while they are in the pedestrian-heavy square. Like in Concept B,

contrasting undulating shapes within linear spaces will create a unique space which signifies to the user that they have entered a special space.

- Undulating bike path
- Curved lawn areas
- Patterned pavement
- Tree bosque in lawn with moveable furniture

##### Team Recommendation

This concept received the second least amount of support and was eliminated as an option.

##### Preferred Concept

##### Concept A (Exhibit B-7)

Concept A is a promenade with an old world feel. Different types of pavement indicate different uses; walking, planting zones, commercial fronts, etc. The central corridor includes the bike lane and has the option form removable bollards, which could allow vehicular traffic flow when desired.

- Removable bollards to allow westbound, one way traffic to flow thru
- Flexible space in front of the pavilion
- Tree allée adds green space

##### Team Recommendation:

This alternate received the most public votes and became the preferred concept.

## Appendix A: Strategic Site Findings and Recommendations

A critical goal of the City of Cumberland's economic development strategic plan implementation is to investigate transportation-connectivity options in four of the City's Opportunity Sites. These preliminary investigations will yield design concepts for vehicular, pedestrian and bicycle connectivity along key corridors in the City of Cumberland. More specifically, the Sage-McCormick Taylor Team investigated the following at each Opportunity Site:

- Baltimore Street: Creating a multimodal corridor that includes potential vehicular, bicycle and pedestrian connectivity yet maintains the economic interest and historic fabric of the corridor.
- Rolling Mill: Identifying typical street sections within the business/residential/industrial corridor and recommending treatment options that will safely accommodate pedestrian and bicycle uses, all while respecting existing land uses and maintaining comfortable vehicular connectivity to the larger region. In residential areas where with noticeable pedestrian activity; sidewalks are widened to enhance pedestrian level of comfort. Wider street sections are narrowed down to allow for dedicated bicycle lanes. Better signage and markings are added in areas with on-street parking, notifying vehicles to be aware of bicyclist.
- Willowbrook Road: Identifying typical street sections within the business and residential corridor and recommending treatment options that will safely accommodate bicycle and pedestrian uses; with heavy consideration for connecting local institutional anchors, such as Allegheny College of Maryland, to the downtown business district. This was accomplished by reducing travel lane widths and adding dedicated bicycle lanes with proper markings and signage to enhance safety. In sections closer to the central business district, treatment options will leave travel lane widths the same; however, proper signage and markings for informing vehicles to share the road with bicyclist will be added. In residential communities where pedestrian access is more desirable; sidewalks are widened to improve level of comfort for those choosing to walk.
- Cumberland Plaza: With the Team recommending the removal of Cumberland Plaza, investigating connectivity options greatly depends on future uses which is currently not known. However, typical street sections at Cumberland Plaza are similar to those on Baltimore Street and Rolling Mill and therefor potential treatment options are consistent with those used at other Opportunity Sites.

### A. Baltimore Street Opportunity Site

Design options for the Baltimore Street Opportunity Site included the following four options:

#### Option 1: Bike Path Only (Exhibit B-1)

- Keep existing pedestrian mall intact
- Add a bicycle path going westbound from S. George Street extending to Canal Street
- Add streetscape amenities including benches, chairs and tables
- Conduct streetscape catalog of existing plants/planters and make recommendations on potential replacements

#### Option 2: One-Way Traffic, No Parking (Exhibit B-2)

- Open Baltimore Street to 10' wide, one-way traffic going westbound from S. George Street to Canal Street
- Add 5', at-grade bicycle path on north side of Baltimore Street

**Option 3: One-Way Traffic with Street Parking (Exhibit B-3)**

- Open Baltimore Street to 14', one-way-with-sharrows travel lane, going westbound from S. George Street to Canal Street,
- Add 8' wide parking lanes on north side of Baltimore Street
- Add 5', at-grade bicycle path on south side of Baltimore Street going eastbound

**Option 3A: One-Way Traffic with Street Parking from George to Center Street; Baltimore Street remains closed between Centre and Liberty Streets; Street Parking continues from Liberty Street to Mechanic Street. (Exhibit B-4)**

- Open Baltimore Street to 10', one-way travel lane going westbound from S. George Street to Centre Street
- Open Baltimore Street to 10', one-way travel lane going eastbound from Canal Street to Liberty Street.
- Keep pedestrian mall, "Cumberland Square" intact between Centre and Liberty Streets
- Add 8' wide parking lane on north side of Baltimore Street
- Add 9', at-grade two-way bicycle track on south side of Baltimore Street

**Option 3B: One-Traffic with Street Parking from George Street to Centre Street.**

- Open Baltimore Street to 10', one-way travel lane going westbound from S. George Street to Centre Street
- Keep pedestrian mall, "Cumberland Square" intact between Centre and Mechanic Street
- Add 8' wide parking lane on north side of Baltimore Street
- Add 9', at-grade two-way bicycle track on south side of Baltimore Street

**Option 4: Two-Way Traffic, No Street Parking (Exhibit B-5)**

- Open Baltimore Street to two (2) 10', two-way travel lanes going east and west bound from S. George Street to Canal Street
- Add two (2), at-grade, 5' bicycle paths on both north and south side of Baltimore Street

**Option 5: Two-Way Traffic, With Street Parking (Exhibit B-6)**

- Open Baltimore Street to two (2) 10', two-way travel lanes going east and west bound from S. George Street to Canal Street
- Add 8' parking lane on north side of Baltimore Street
- Add two (2), at-grade, 5' bicycle paths on both north and south side of Baltimore Street

**B. Cumberland Square Design Concepts**

McCormick Taylor developed three site concepts for the **Cumberland Square** area of Baltimore Rd in the heart of historic Cumberland, MD. All three concepts aim to create a dynamic space within the city center that will accommodate civic functions, provide public space, allow usage by local businesses, and

allow multi-modal transportation. Flexible spaces are ones that have moving elements and allow different uses at different times. The resulting space is one that can adapt to various civic needs.

In several of the concepts, movable furniture is suggested; movable furniture allows citizens to gather as they please and is easily removable when larger gatherings occur. Additionally, all design concepts incorporate historic building materials that respect Cumberland's past while providing modern functionality. Cobblestone is proposed throughout the corridor as a nod to the venerable nature of the area and as a means of traffic calming. Brick pavers will also be used as pedestrian areas and pathways. These contrasting paving materials will be used to delineate areas for different types of uses such as the bike path, seating areas, and walking areas.

### **Concept A (Exhibit B-7)**

Concept A is a promenade with an old world feel. Different types of pavement indicate different uses; walking, planting zones, commercial fronts, etc. The central corridor includes the bike lane and has the option form removable bollards, which could allow vehicular traffic flow when desired.

- Removable bollards to allow westbound, one way traffic to flow thru
- Flexible space in front of the pavilion
- Tree allée adds green space

### **Concept B (Exhibit B-8)**

Concept B features a central lawn space which can be used for many kinds of community gathering and recreation. The lawn space will have a curving edge and the paving will have linear features; the contrasting undulating shapes within linear spaces will be unique in the area.

- Central lawn
- Raised planters featuring lawn space for seating
- Flexible seating in lawn and paved areas

### **Concept C (Exhibit B-9)**

Concept C features a curvilinear bike path that creates dynamic shapes and is buffered by a series of lawns. The curved path will slow down bicycle traffic while they are in the pedestrian-heavy square. Like in Concept B, contrasting undulating shapes within linear spaces will create a unique space which signifies to the user that they have entered a special space.

- Undulating bike path
- Curved lawn areas
- Patterned pavement
- Tree bosque in lawn with moveable furniture

Elements from the various concepts can be mixed and matched according to community preference.

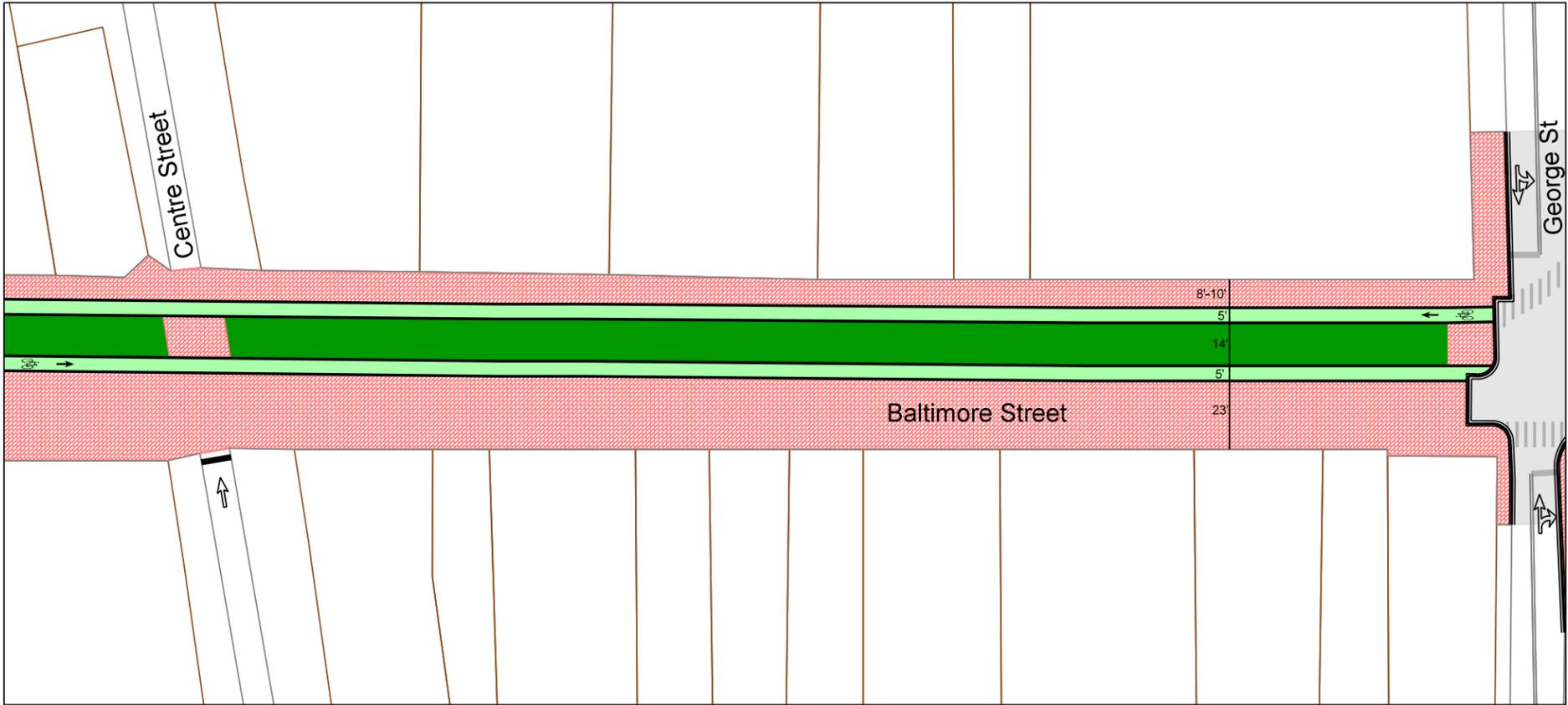
### **C. Rolling Mill Opportunity Site**

For typical street sections and accompanying bicycle and pedestrian treatment recommendations please see **Exhibit B-10**

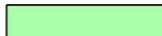
### **D. Willowbrook Opportunity Site**

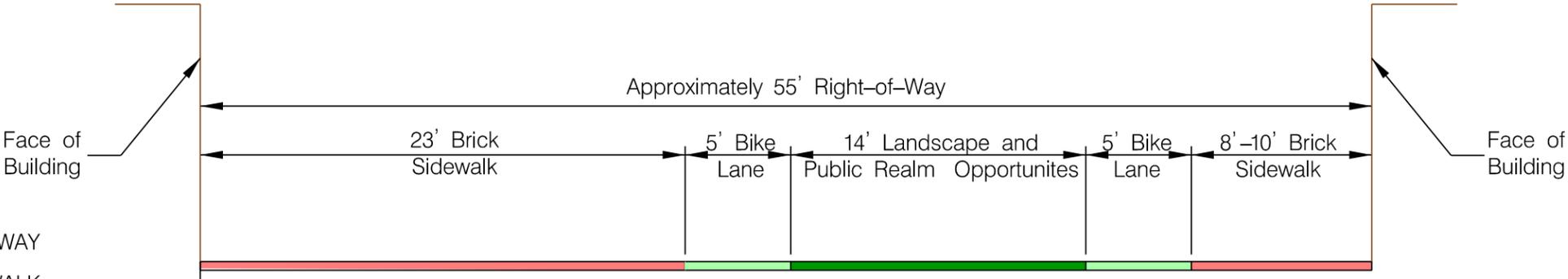
For typical street sections and accompanying bicycle and pedestrian treatment recommendations please see **Exhibit B-11**

# Option 1 - Bike Path Only - DRAFT



## LEGEND

-  PROPOSED ROADWAY
-  PROPOSED SIDEWALK
-  PROPOSED BIKE LANE
-  LANDSCAPE AREA/PUBLIC REALM OPPORTUNITES

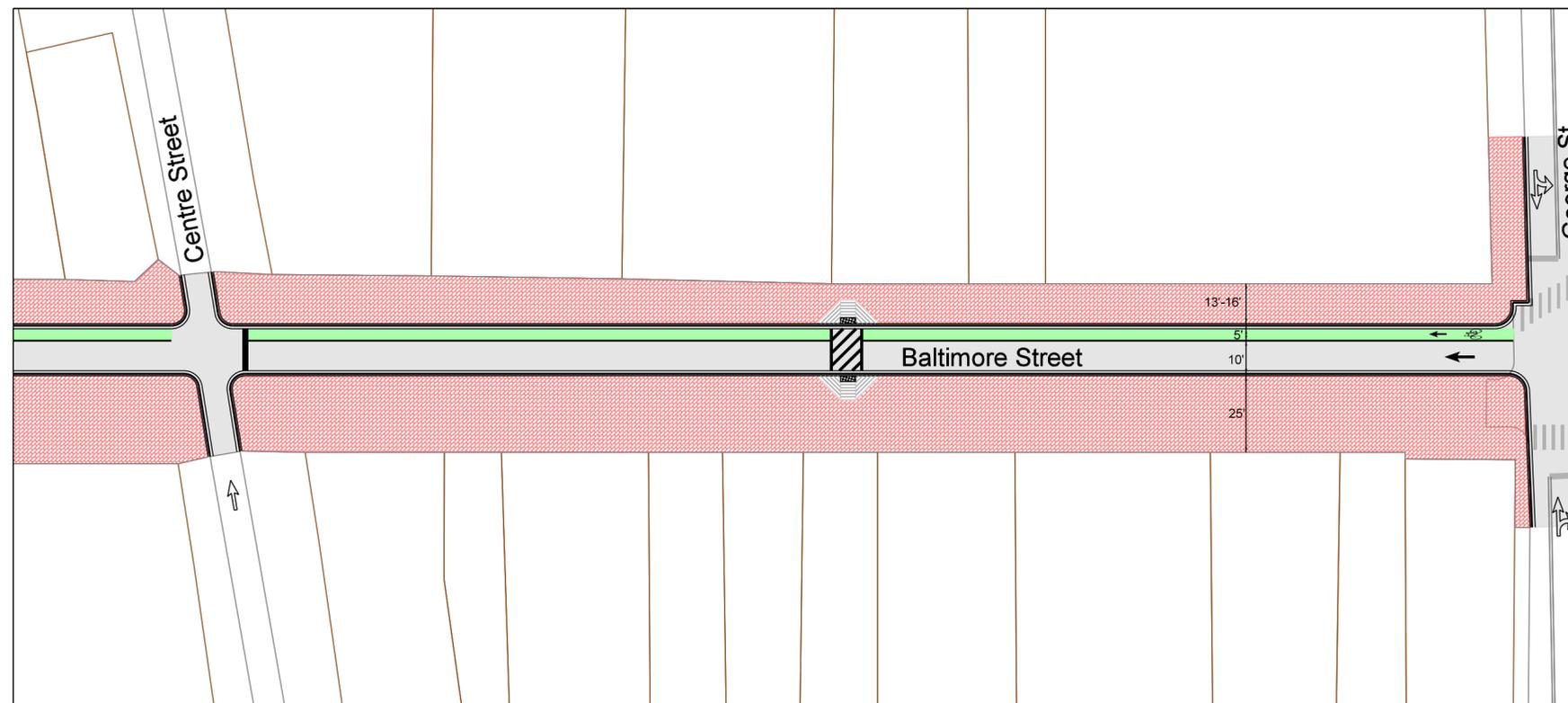


Baltimore Street Typical Section  
Looking from George St Towards Centre St

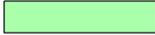
Baltimore Street  
Option 1 - DRAFT

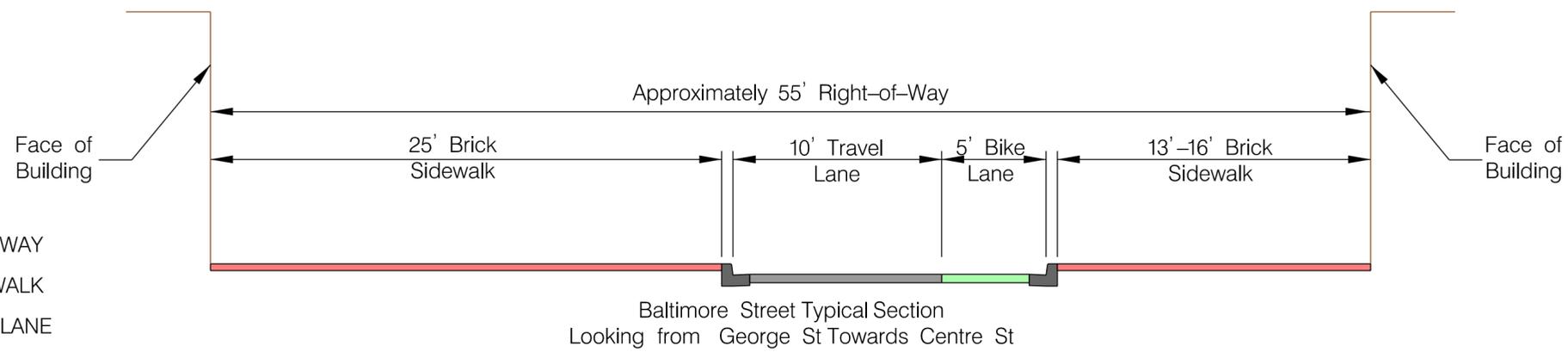
December 2015  
Exhibit B-1

# Option 2 - One-Way Traffic, No Parking - DRAFT



## LEGEND

-  PROPOSED ROADWAY
-  PROPOSED SIDEWALK
-  PROPOSED BIKE LANE

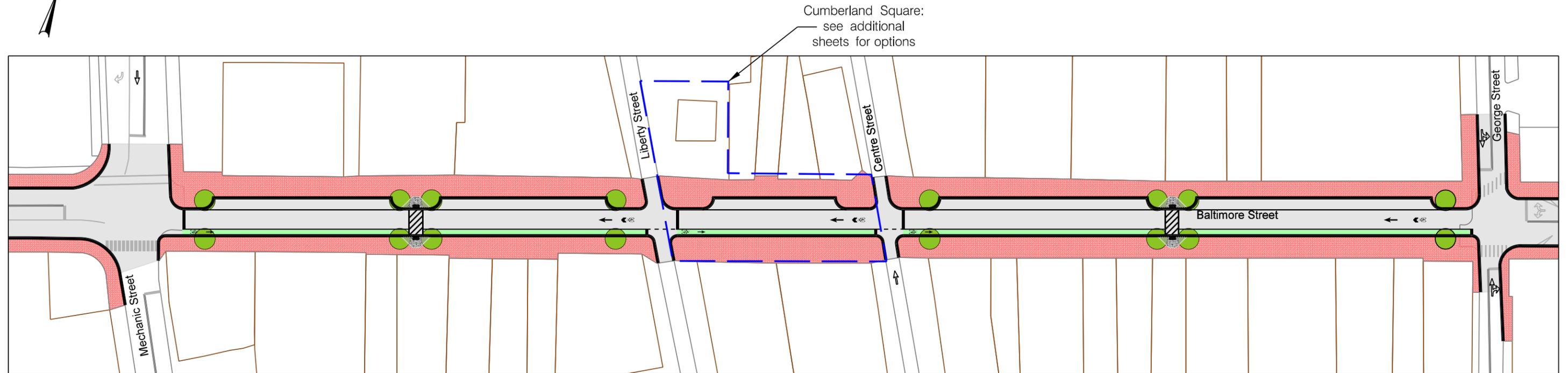


Baltimore Street Typical Section  
Looking from George St Towards Centre St

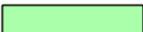
Baltimore Street  
Option 2 - DRAFT

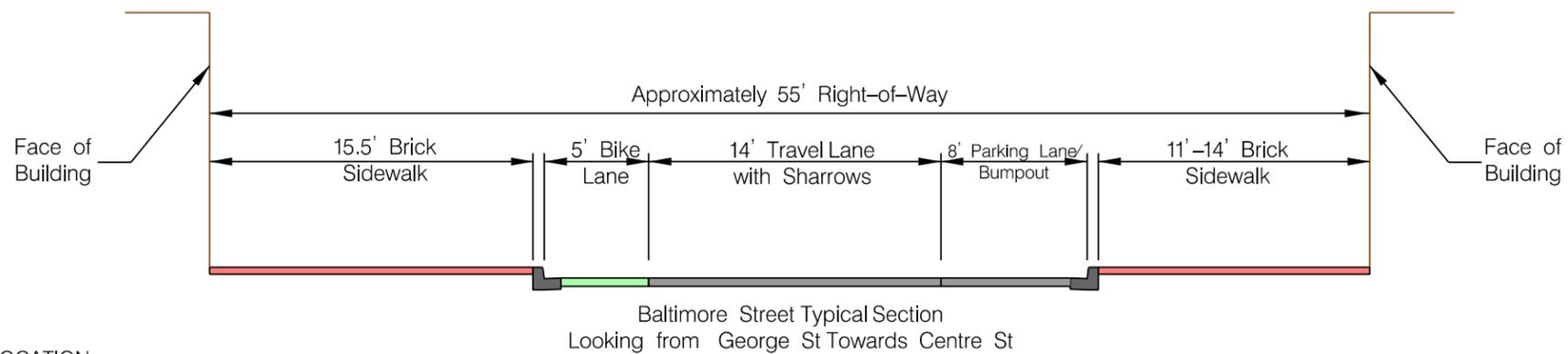
Exhibit B-2  
Not to Scale

# Option 3 - One-Way Traffic with Street Parking - DRAFT



## LEGEND

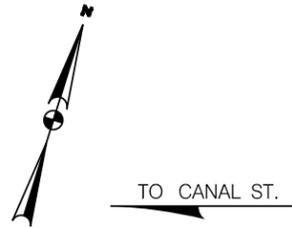
-  PROPOSED ROADWAY
-  PROPOSED SIDEWALK
-  PROPOSED BIKE LANE
-  POTENTIAL STREET TREE LOCATION



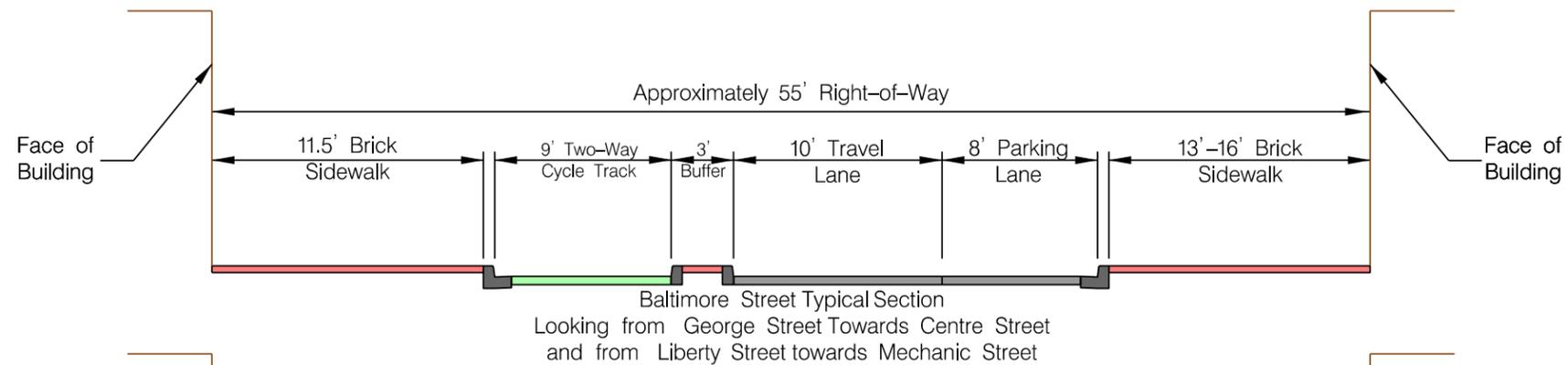
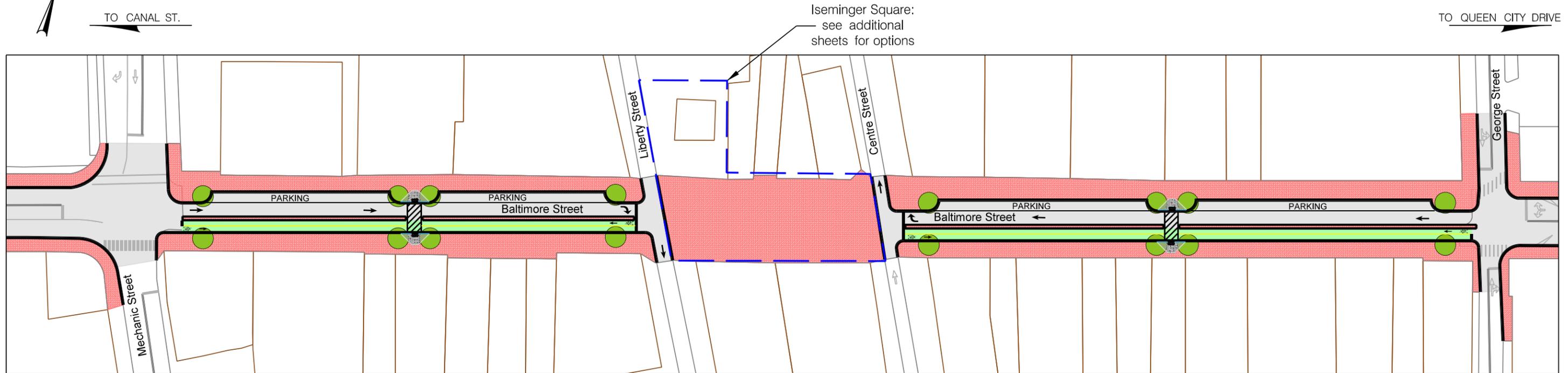
Baltimore Street  
Option 3 - DRAFT

Exhibit B-3  
Not to Scale

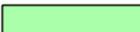
# Option 3a - Cumberland Square Roadway Closure with Two-way Cycle Track - DRAFT

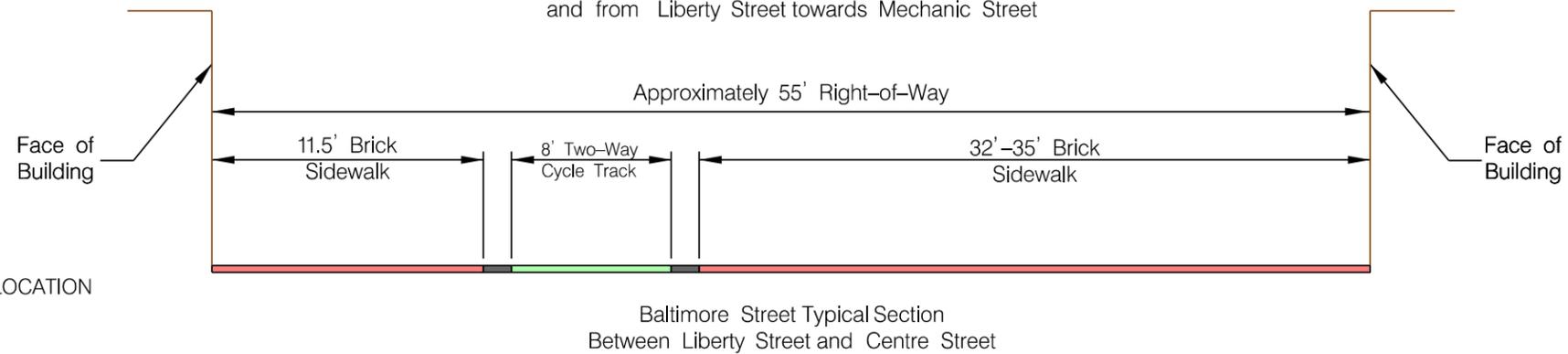


TO QUEEN CITY DRIVE



## LEGEND

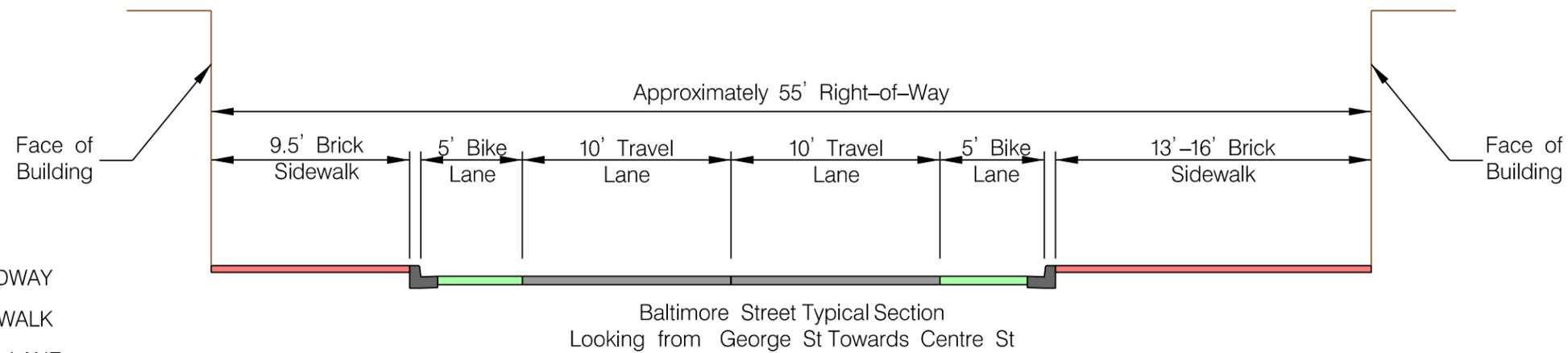
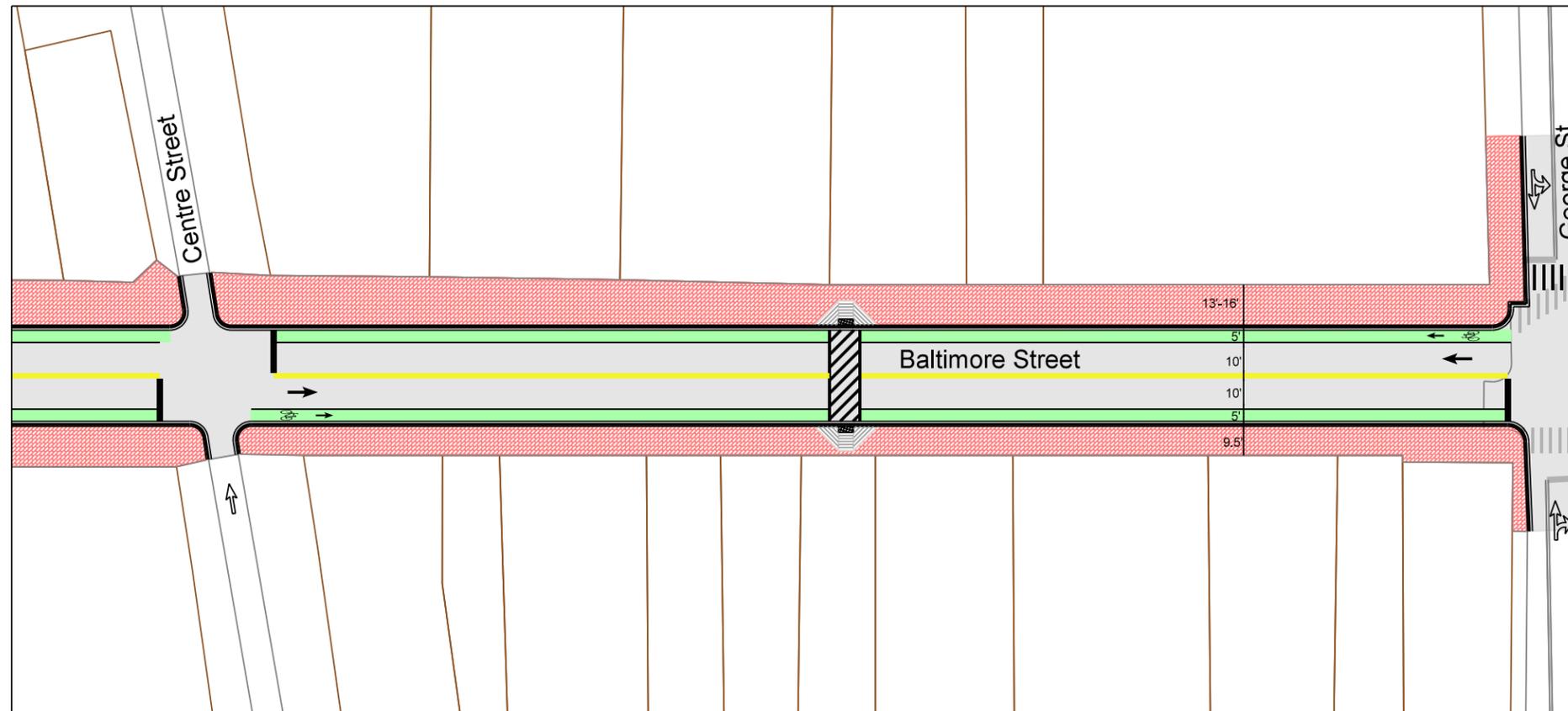
-  PROPOSED ROADWAY
-  PROPOSED SIDEWALK
-  PROPOSED BIKE LANE
-  POTENTIAL STREET TREE LOCATION



Baltimore Street  
Option 3a - DRAFT

Exhibit B-4  
March 2016  
Not to Scale

# Option 4 - Two-Way Traffic with no Parking - DRAFT



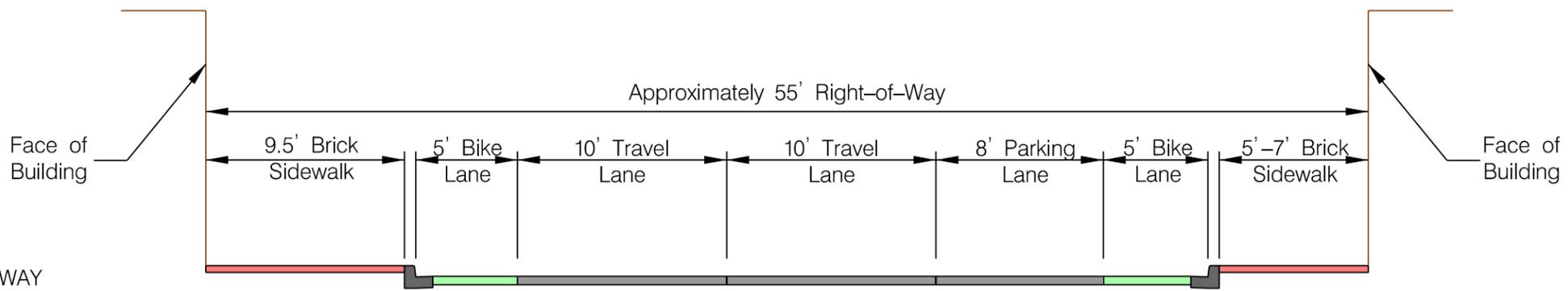
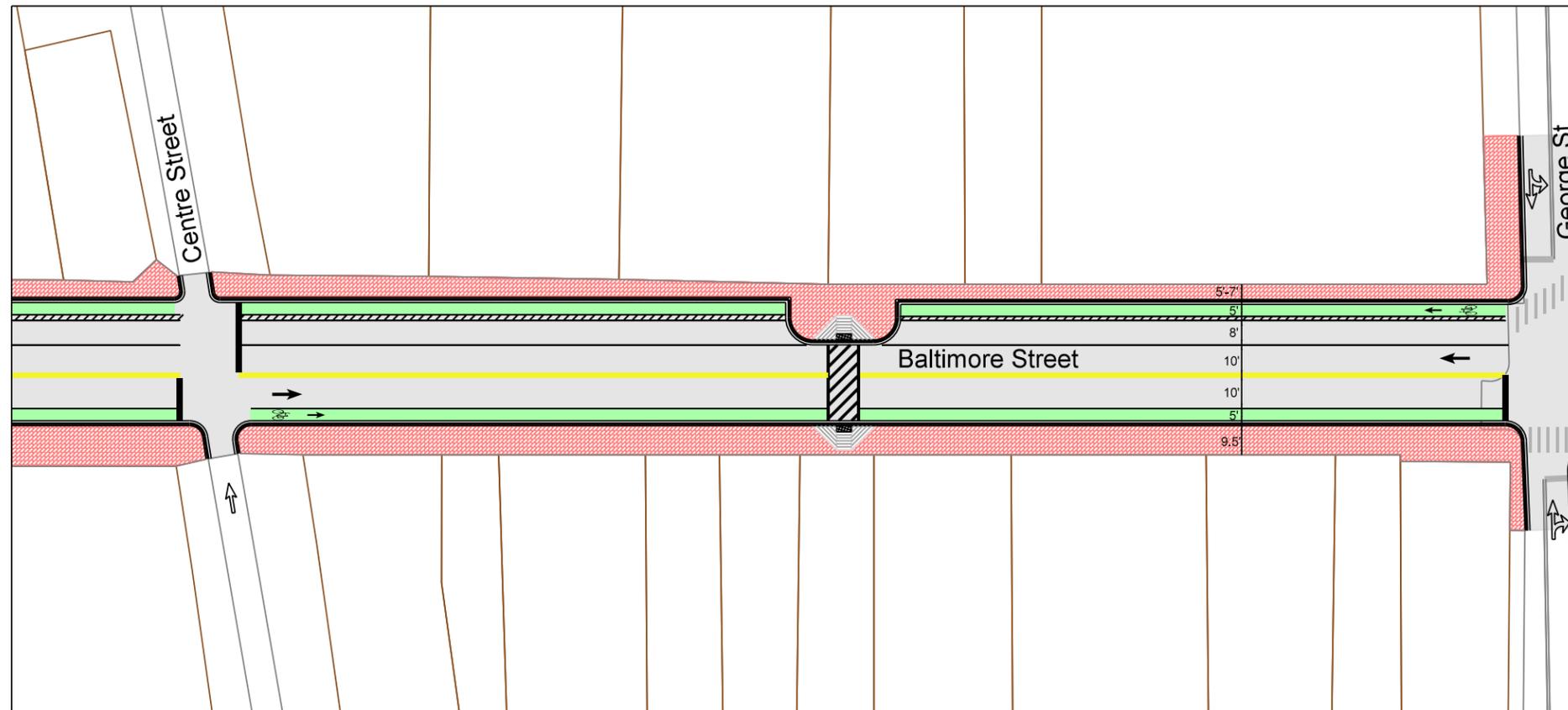
## LEGEND

- PROPOSED ROADWAY
- PROPOSED SIDEWALK
- PROPOSED BIKE LANE

Baltimore Street  
Option 4 - DRAFT

Exhibit B-5  
Not to Scale

# Option 5 - Two-Way Traffic with Street Parking - DRAFT



## LEGEND

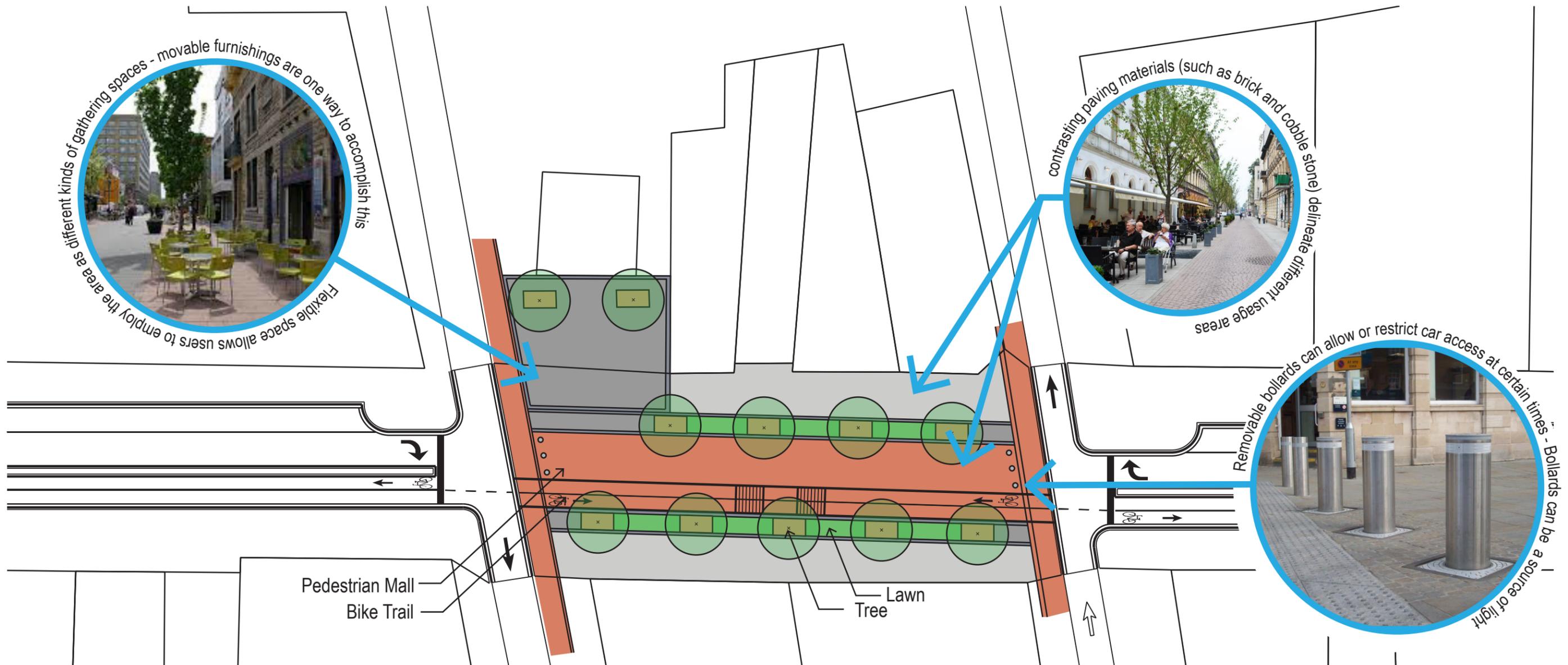
- PROPOSED ROADWAY
- PROPOSED SIDEWALK
- PROPOSED BIKE LANE

Baltimore Street Typical Section  
Looking from George St Towards Centre St

Baltimore Street  
Option 5 - DRAFT

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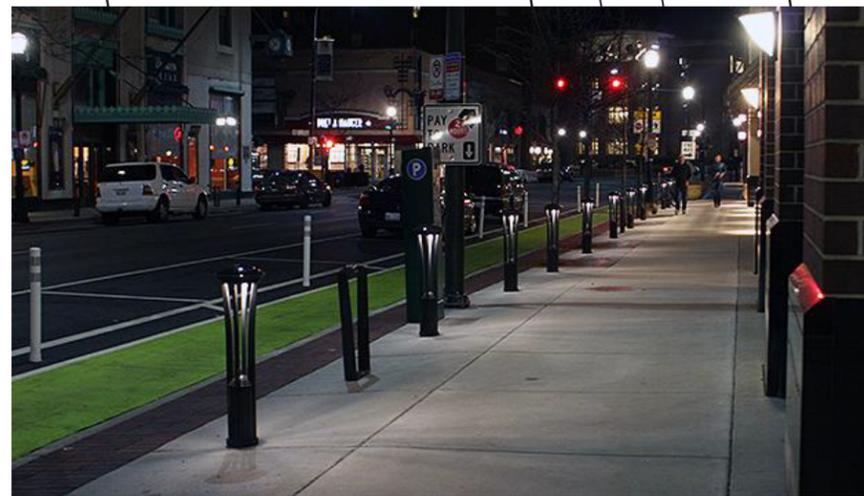
Exhibit B-6  
Not to Scale



Create an urban space that allows for multiple uses



Contrasting paving materials show different areas



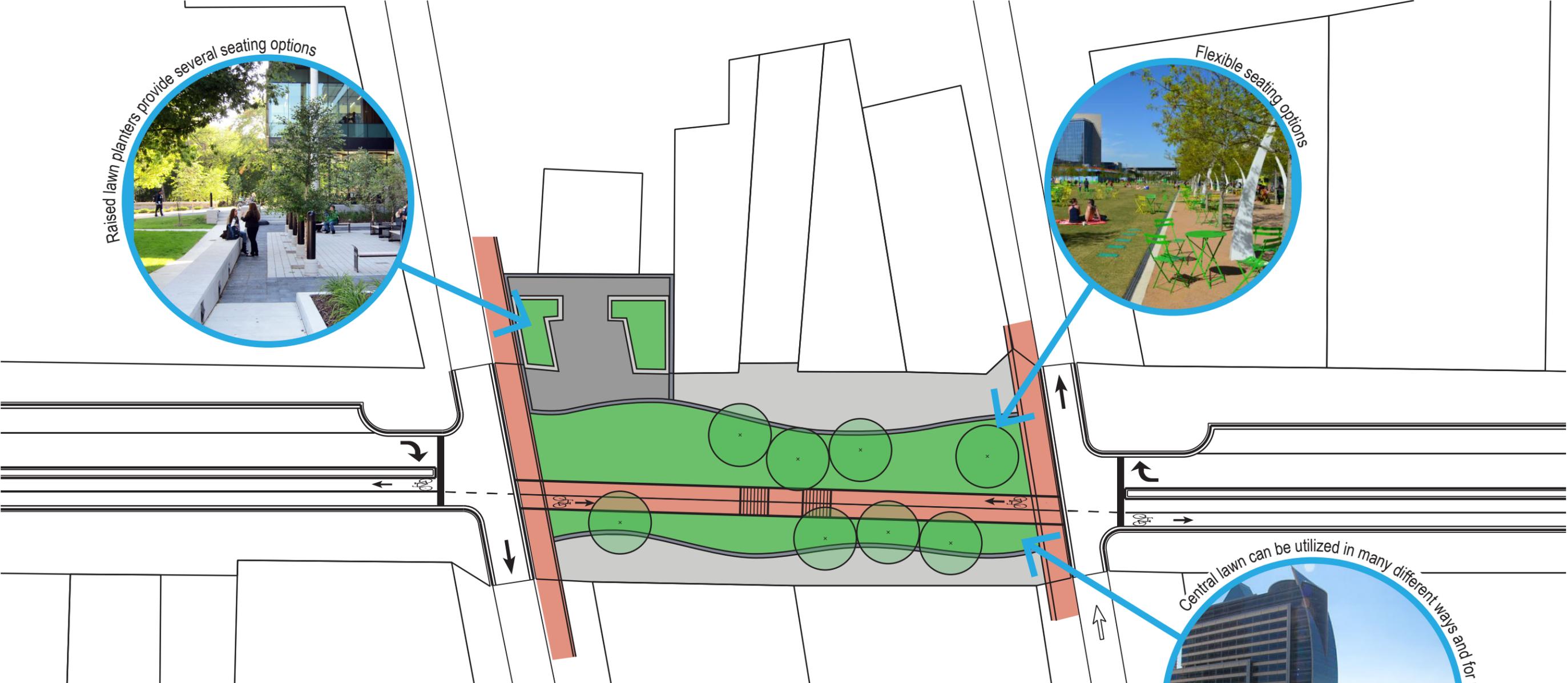
Variety of pedestrian scale lights



Raised lawn planters provide several seating options



Flexible seating options



Central lawn can be utilized in many different ways and for many different purposes



Central Lawn Gathering Space



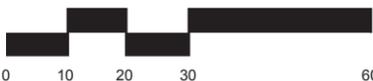
Raised Lawn Seating

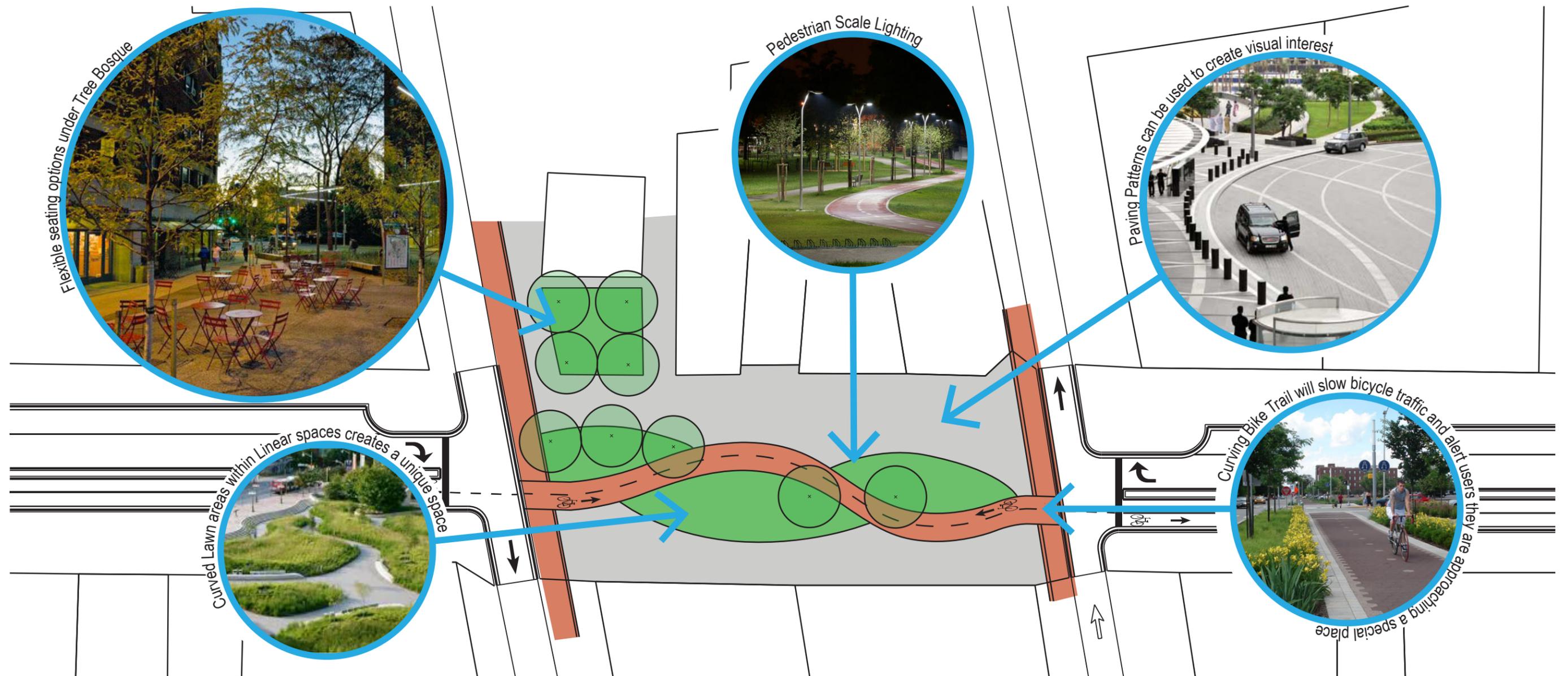


Curved Beds in Linear Space

Scale 1"=30'

Scale 1"=30'





Uncommon Geometry will emphasize the unique space



Provide separate but related spaces for different uses



Buffer Bike Lane with Planting or Lawn Areas



# Rolling Mill - Bicycle and Pedestrian Accommodations



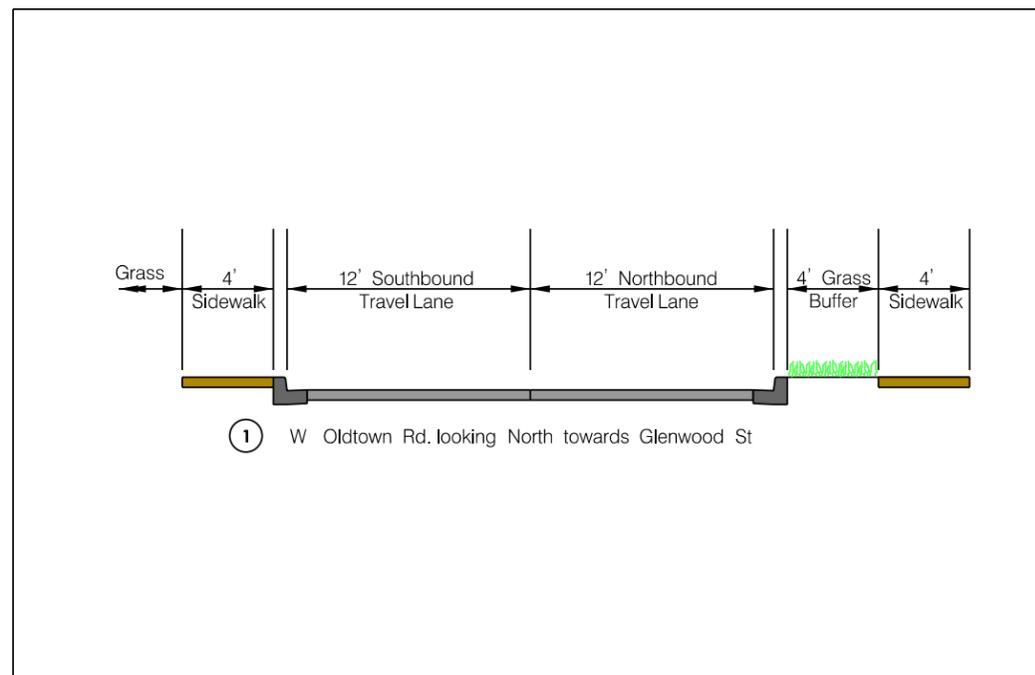
Rolling Mill  
Bike and Ped Accomodations

Exhibit B-10  
Not to Scale

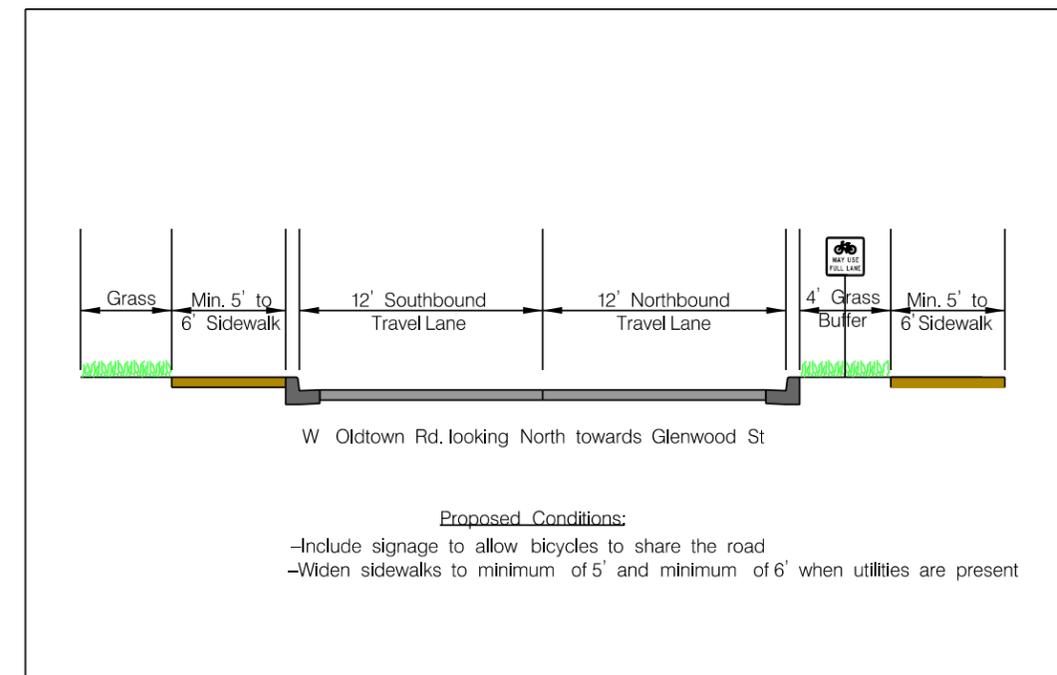
# Rolling Mill - Bicycle and Pedestrian Accommodations

## RESIDENTIAL TWO-LANE FACILITY - NO ON-STREET PARKING

EXISTING TYPICAL SECTION



PROPOSED TYPICAL SECTION



LEGEND

-  ROADWAY
-  SIDEWALK
-  BRICK SIDEWALK
-  PROPOSED BIKE LANE
-  GRASS AREA

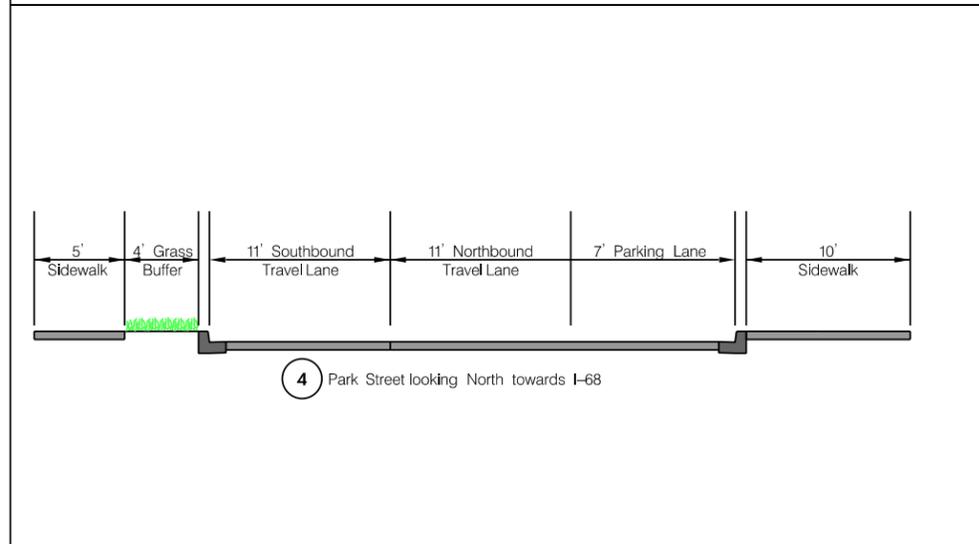
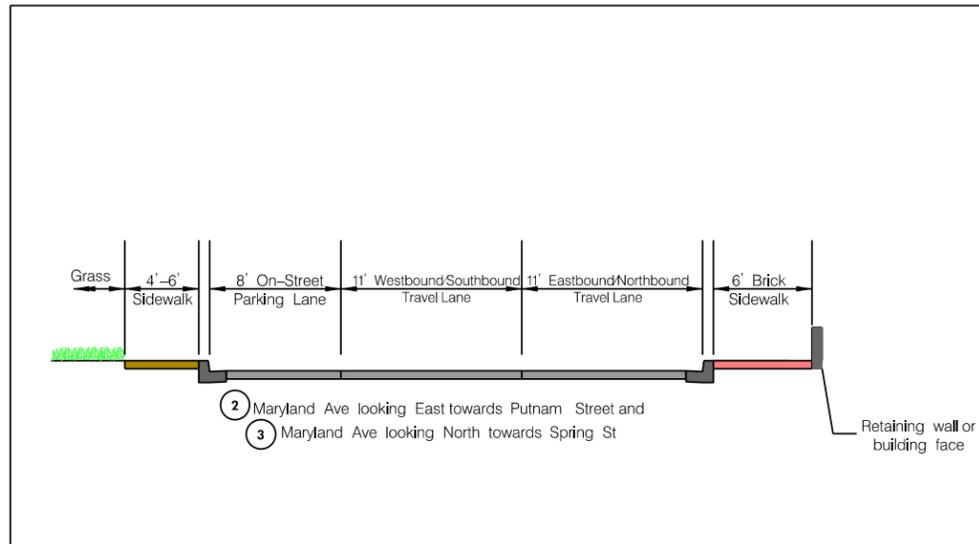
Rolling Mill  
Bike and Ped Accomodations

January 2016  
Not to Scale

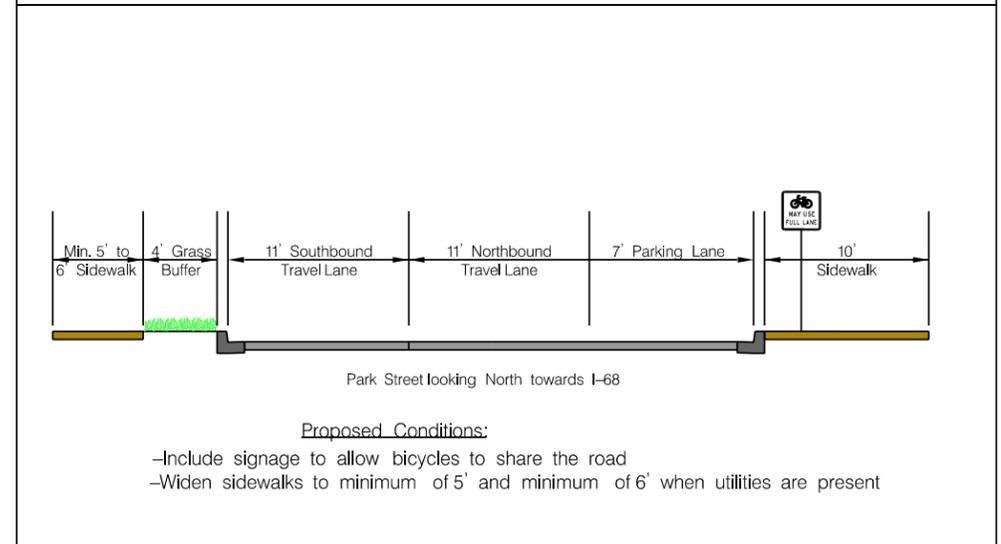
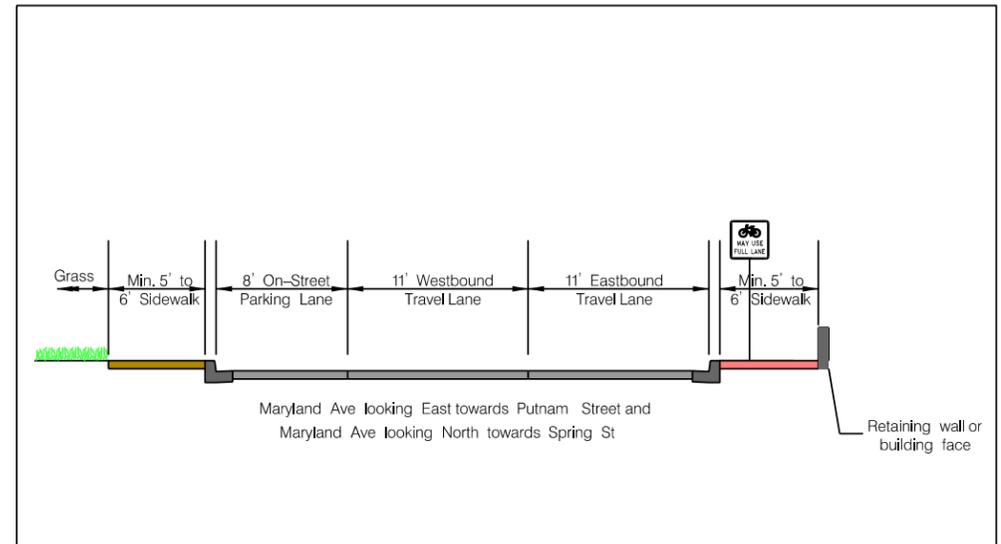
# Rolling Mill - Bicycle and Pedestrian Accommodations

## RESIDENTIAL TWO-LANE FACILITY WITH ON-STREET PARKING ON ONE SIDE

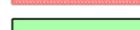
### EXISTING TYPICAL SECTIONS



### PROPOSED TYPICAL SECTIONS



### LEGEND

-  ROADWAY
-  SIDEWALK
-  BRICK SIDEWALK
-  PROPOSED BIKE LANE
-  GRASS AREA

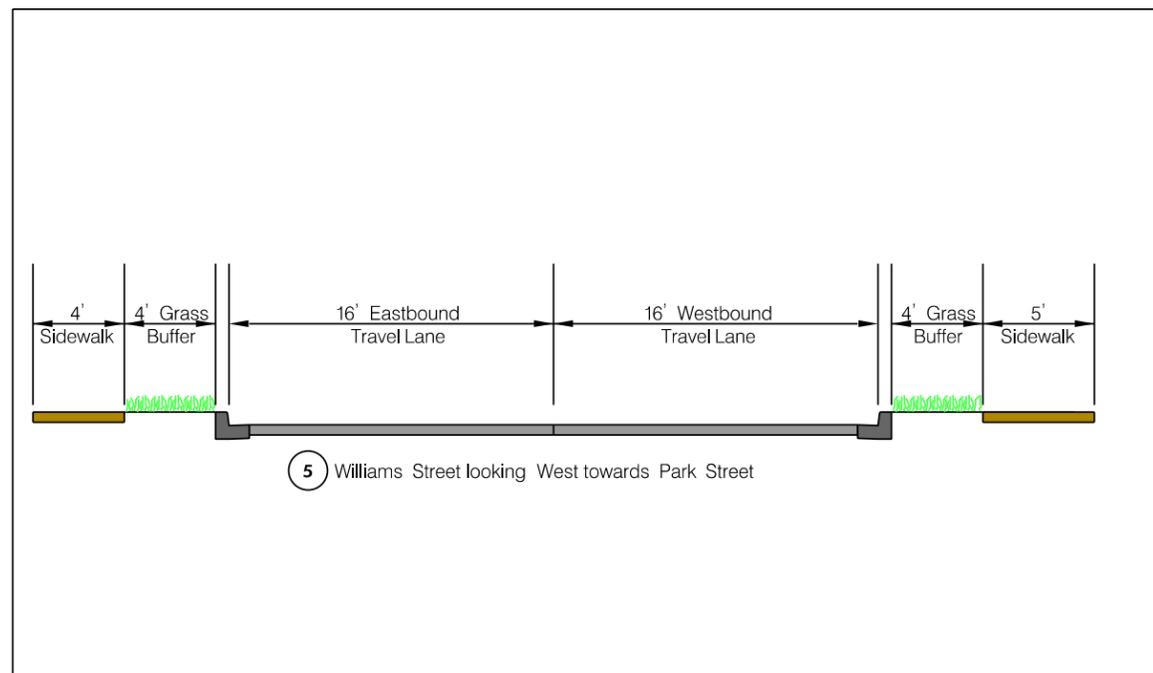
Rolling Mill  
Bike and Ped Accomodations

January 2016  
Not to Scale

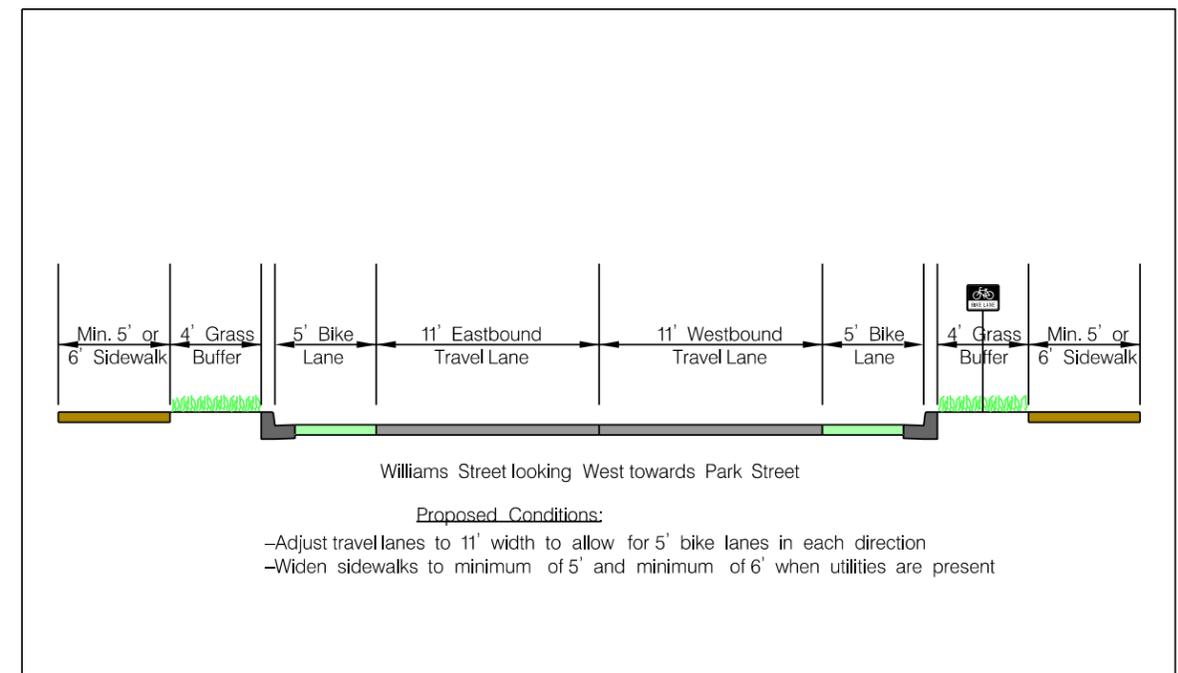
# Rolling Mill - Bicycle and Pedestrian Accommodations

COMMERCIAL/BUSINESS TWO-LANE FACILITY - NO ON-STREET PARKING

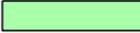
EXISTING TYPICAL SECTION



PROPOSED TYPICAL SECTION



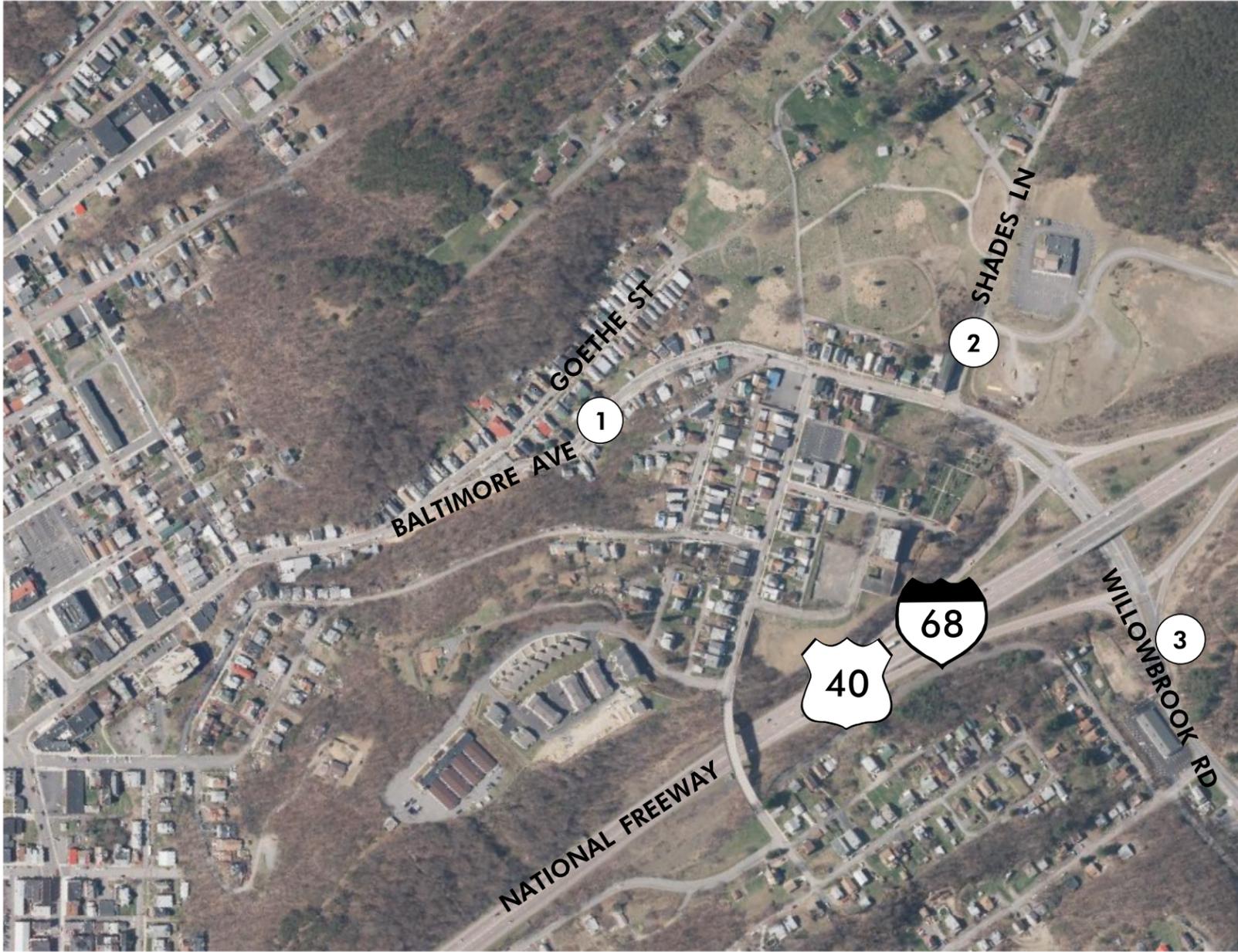
LEGEND

-  ROADWAY
-  SIDEWALK
-  BRICK SIDEWALK
-  PROPOSED BIKE LANE
-  GRASS AREA

Rolling Mill  
Bike and Ped Accomodations

January 2016  
Not to Scale

# Willowbrook - Bicycle and Pedestrian Accommodations



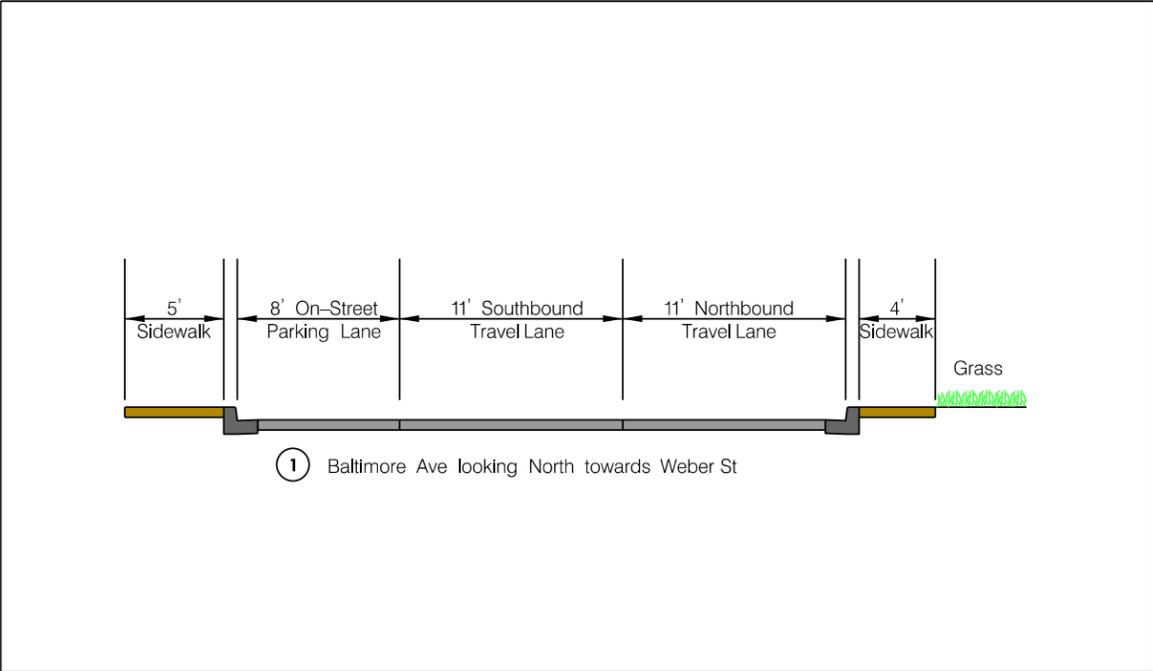
Willowbrook  
Bike and Ped Accomodations

January 2016  
Exhibit B-11

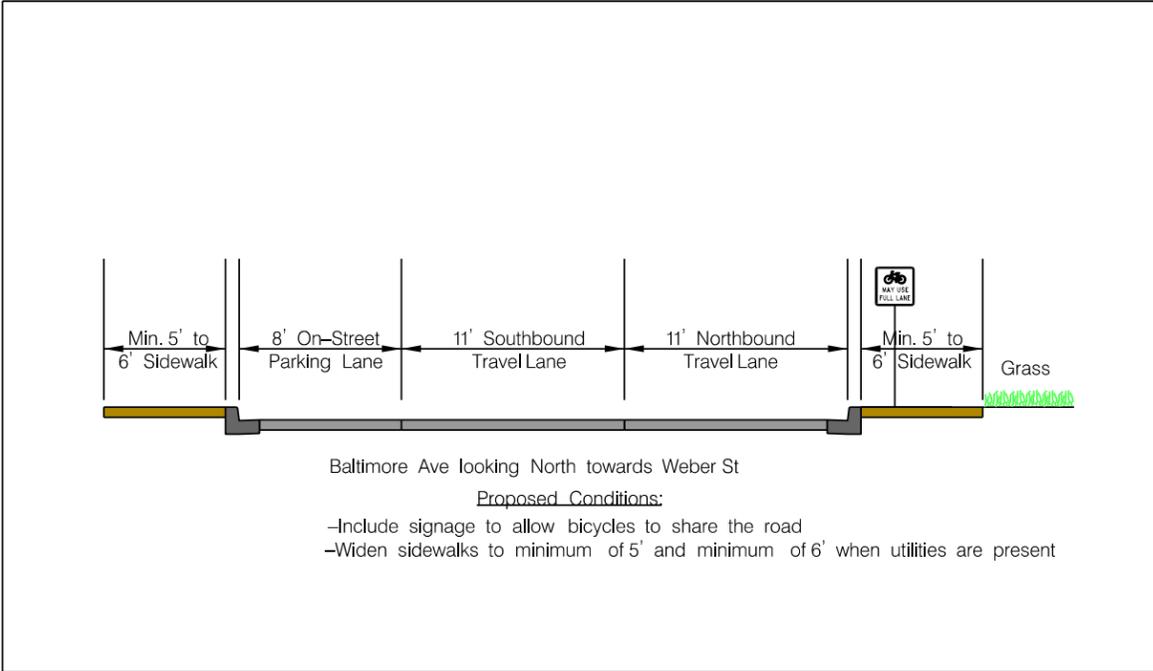
# Willowbrook - Bicycle and Pedestrian Accommodations

RESIDENTIAL TWO-LANE FACILITY WITH ON-STREET PARKING ON ONE SIDE

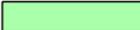
EXISTING TYPICAL SECTION



PROPOSED TYPICAL SECTION



LEGEND

-  ROADWAY
-  SIDEWALK
-  BRICK SIDEWALK
-  PROPOSED BIKE LANE
-  GRASS AREA

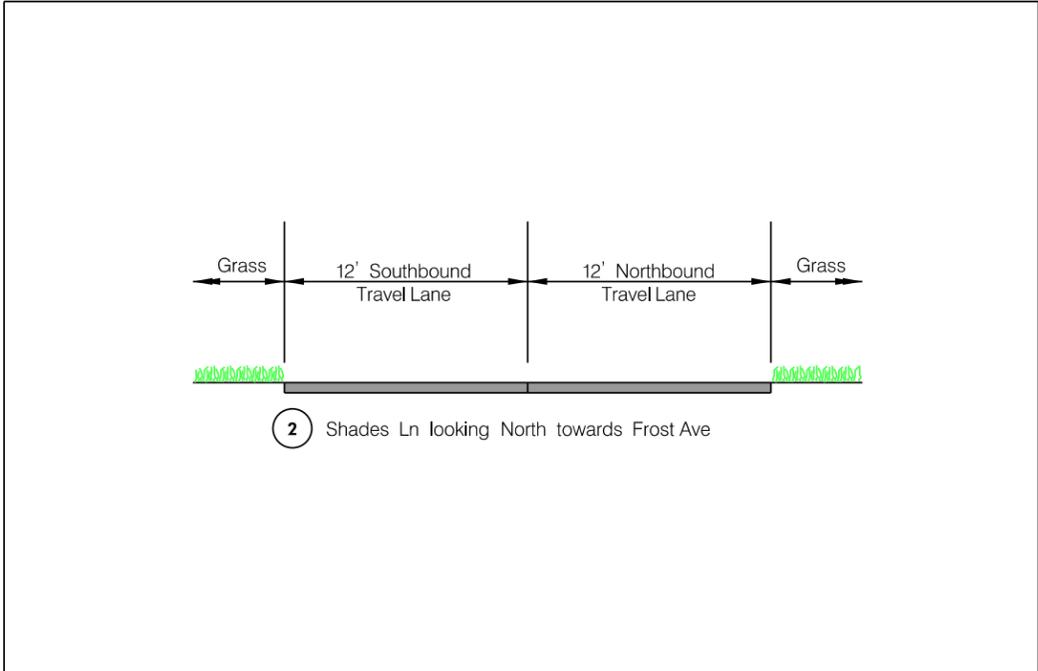
Willowbrook  
Bike and Ped Accomodations

January 2016  
Not to Scale

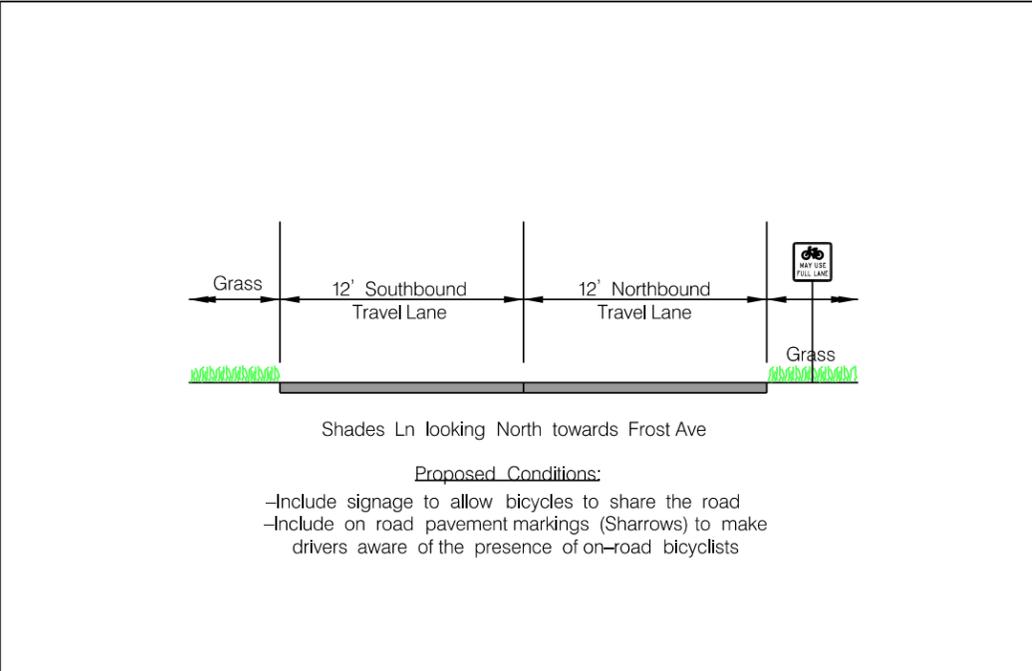
# Willowbrook - Bicycle and Pedestrian Accommodations

## OPEN SECTION TWO-LANE FACILITY - NO ON-STREET PARKING

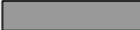
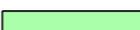
EXISTING TYPICAL SECTION



PROPOSED TYPICAL SECTION



LEGEND

-  ROADWAY
-  SIDEWALK
-  BRICK SIDEWALK
-  PROPOSED BIKE LANE
-  GRASS AREA

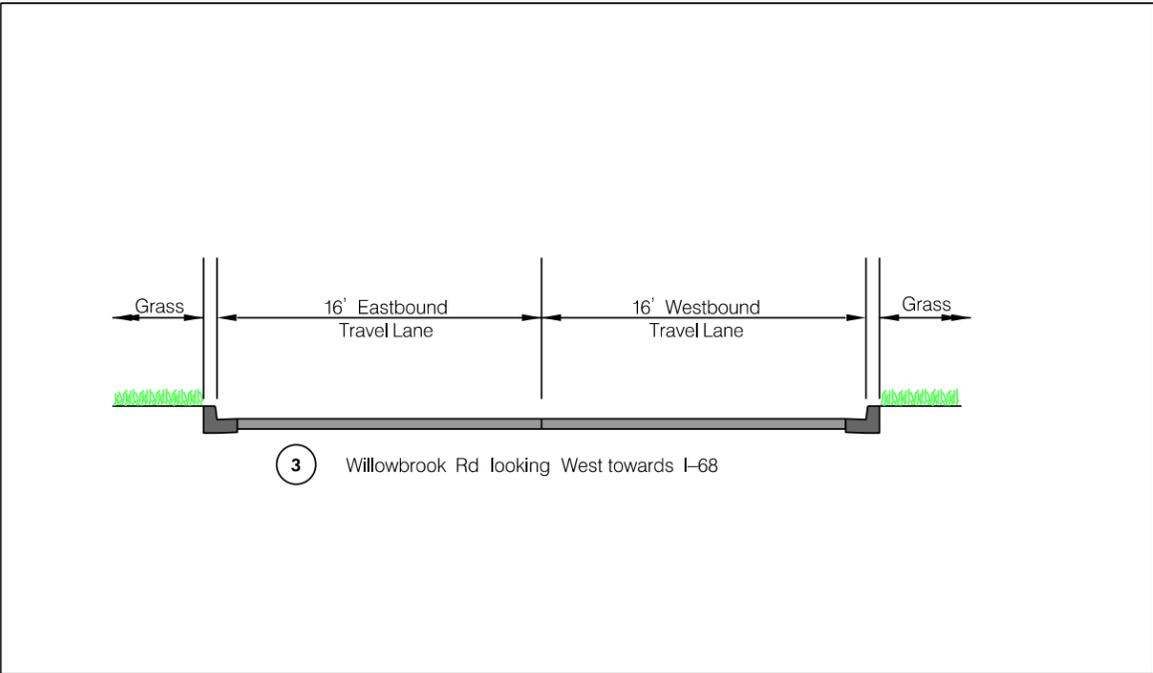
Willowbrook  
Bike and Ped Accomodations

January 2016  
Not to Scale

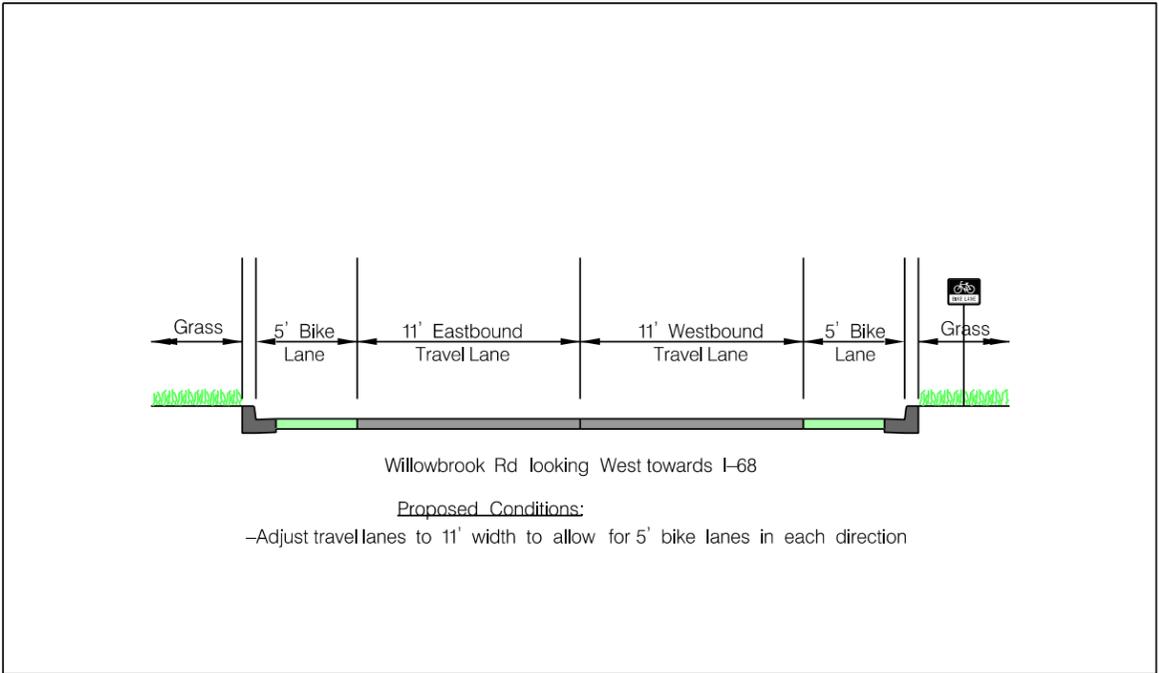
# Willowbrook - Bicycle and Pedestrian Accommodations

## TWO-LANE FACILITY - NO ON-STREET PARKING

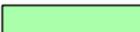
EXISTING TYPICAL SECTION



PROPOSED TYPICAL SECTION



LEGEND

-  ROADWAY
-  SIDEWALK
-  BRICK SIDEWALK
-  PROPOSED BIKE LANE
-  GRASS AREA

Willowbrook  
Bike and Ped Accomodations

January 2016  
Not to Scale

## Memorandum

To: Shawn Hershberger

From: McCormick Taylor

Date: March 21, 2016

Re: City of Cumberland Baltimore Street Charrette - Summary of Public Participation

The below summarizes public responses to information presented at the above referenced public charrette. The summary first tabulates the Baltimore Street Roadway Option responses and then the Cumberland Square Concept responses. McCormick Taylor will incorporate these findings into the final report with preferred alternative and treatment features. Please contact Wes Mitchell or Charles Penny with any questions.

### Baltimore Street

	Option 1	Option 2	Option 3	Option 3a	Option 3b	Option 4	Option 5
Comment Cards:	5	0	6	14	28	1	1
Dots:	4	0	7	31	69	0	1

Comment Trends:

- ❖ Vehicle traffic reversed, going from Center Street towards George Street (Medium)
- ❖ Keep vehicle traffic away from the Mall (High)
- ❖ One-way traffic with angled parking (Medium)
- ❖ Open entire street to traffic (Low)
- ❖ Only Handicap Parking (Low)
- ❖ Angled parking instead of parallel (High)
- ❖ Two way traffic with parking on both sides (High)
- ❖ Space for outdoor seating and dining (High)
- ❖ Concern with intersection of Baltimore and Mechanic Street (Low)
- ❖ Larger sidewalk on South side, narrow sidewalk on North side (option 3a) (Low)
- ❖ Bike Traffic
  - Support bike lane (Medium)
  - A hazard and unnecessary (Medium)
  - Fear it will interfere with outdoor dining (Low)

## Cumberland Square

	Concept A	Concept B	Concept C
Comment Cards:	15	5	6
Dots:	22	9	12

### Comment Trends:

- ❖ Use of Native Plants (**Low**)
- ❖ Removable Seating (**Low**)
- ❖ No bike trail, Bike parking areas suggested instead (**Low**)
- ❖ No Brick or cobblestone (**Medium**)
  - A need for smooth pavement for ease of walking for seniors, children, etc.
  - But also keep with the historical feel and motif of the area (**Medium**)

<b>Comment Card Breakdown</b>	
<b>Rank</b>	<b>Frequency</b>
<b>High</b>	5+
<b>Medium</b>	3-4
<b>Low</b>	1-2

### Online Pole Results

Baltimore Street Online Poll						
Option 1	Option 2	Option 3	Option 3a	Option 4	Option 5	No Change
64	13	103	173	18	81	57

Concept A	120
Concept B	49
Concept c	75