

Upper West Street Sector Study Community Workshop // Day 1 Findings



Day 2 March 30, 2016

AECOM

Welcome Station // Existing Conditions

Like the MOST

- The history of my community
- Access to RT 50 and I-97
- Business options
- Unique small businesses
- Charming and close-knit residential communities on both sides of street near library
- Proximity to everything– roads, food, jobs, shopping
- Compact– close proximity to Annapolis and Parole
- Easy access in and out of town– walk, drive, bike
- Near Regional Library
- Fast food shops
- Mt. Olive Church and CDC
- Home to Maryland's ONLY professional ballet company, Ballet Theater of Maryland

Like the LEAST

- Traffic on West Street (speed, visibility, crosswalks)
- Traffic on Chinquapin during rush hour
- Traffic/congestion during drop-off at Mills-Parole Elementary School
- Lack of bikeability (not safe, no dedicated lanes)
- Aesthetics – lack of unity along streetscape
- Lack of pedestrian amenities; too many auto-centric (vs. lack of walk-in businesses)
- Speeding traffic, crosswalks ignored, dangerous
- Unappealing, unattractive from Chinquapin to RT 2, not welcoming
- 2 lane each way encourages speeding
- No effective alternate route for pedestrians and cyclists
- Lack of incentives to renovate and repurpose existing buildings and homes
- Unpleasant and dangerous to bike unless you go far off West St.
- Frequent crashes and fast traffic
- Danger driving during peak hours
- Absence of traffic lights at crosswalks for fast food patrons
- Difficult rules discourage accessory homes in rear yards
- Rental properties with unlawful numbers of rentals and cars in yards, on streets
- Urban blight
- Zoning does not need to change
- Lack of healthy eateries
- No pocket park on Lee Street (dead end)
- Poor streetscape
- Highly impervious

Mobility Station Findings // Tools to Use

Vehicular	Pedestrian	Bicycling	Transit
<ul style="list-style-type: none">• Add roundabouts/ traffic circles (8)• Traffic calming measures (8)• Add turn lanes (7)• 2-lanes w/ turn lane (6)• Add signage/gateway markers (4)• Eliminate some curb cuts (3)• Add bike lanes (2)• Raised/ landscaped medians (2)• Add road connections/ extensions (2)• Manage parking (2)• Resurface/ fix paving (1)• Bring buildings to ROW edge (1)• Traffic through-lanes (1)	<ul style="list-style-type: none">• Add/widen sidewalks (11)• Add crosswalks (9)• Add pedestrian scale lighting (9)• Add street planting (8)• Add traffic signals (5)• Add landscaping between sidewalks and parking (5)• Develop signage/wayfinding system (4)• Improve ADA accessibility/ ramps (3)• Road Diet/Lane reduction (1)• Road closures (0)	<ul style="list-style-type: none">• Add off-street bicycle paths (6)• Add dedicated bicycle lanes (6)• Pedestrian/bicycle crossings (3)• Provide bicycle storage (2)• Introduce bikeshare program (1)• Make West St. a cycling destination (1)• Add shared lane marking (0)	<ul style="list-style-type: none">• Increase bus frequency (9)• Develop a transit hub (5)• Enhance quality of bus shelters (4)• Enhance quality of buses (2)• Extend weekend hours of operation (2)• Extend weekday hours of operations (1)• Add streetcar to service downtown (1)

Mobility Station Findings // Identified Locations for Treatment

Vehicular Traffic Control	Non-Vehicular Traffic Provisions	Road Cross Section Modifications	Universal Techniques
<ul style="list-style-type: none"> • Traffic calming • Flashing lights at crosswalks • Add a roundabout • Additional traffic signals • Consider a Road Diet 	<ul style="list-style-type: none"> • Add bike lanes (RT 2) • Provide safer crossings • All-way crosswalks • Alternative crossings (RT 2 at Forest Dr.) • Alternative (off-street) bicycle paths • Provide parallel connections for pedestrians/cyclists • Increase visibility of pedestrian signage • Enforce ADA regulations • Continue Poplar Trail bike lane west • Provide east-west bicycle connection 	<ul style="list-style-type: none"> • Extend sidewalks • Continuous shoulders/bike lanes (RT 2 MD 450) • 2 lanes of traffic w/ center turn lane 	<ul style="list-style-type: none"> • Street resurfacing • Street sweeping • Remove telephone poles (underground utilities) to provide sight lines • Reduce parking requirements for new development • Designers/ developers should consider more than just frontage improvements (i.e. through-connections and links to community/ services) • Consider creative ideas!

Community Station Findings

Activities

- **Live**– including affordable housing (19)
- **Relax in the shade** (13)
- **Work** (13)
- **Eat outdoors** (11)
- **Utilize neighborhood services** (11)
- **Ride a bike** (10)
- **Interact with art** (7)
- **Shop** (7)
- **Go for a walk/run** (6)
- **Learn about history** (5)
- **Attend community events** (5)
- **Service your vehicle** (3)
- **Play on a playground** (2)
- **Tend a garden** (2)
- **Visit a farmer's market** (2)
- **Have a picnic** (2)
- **Visit a gallery** (2)
- **Take a class/learn a skill** (2)
- **See outdoor movies** (1)

COMMUNITY
What activities would you like to do in the Upper West Street Corridor?

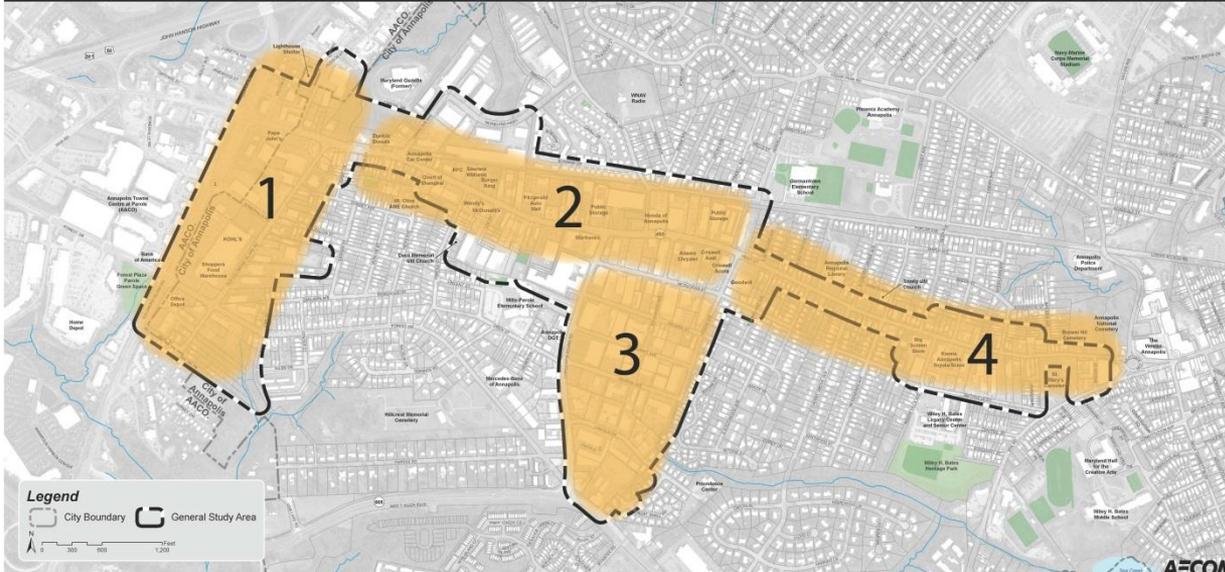
Select Your Top 5 Choices

Ride a Bike	Go for a Walk or Run	Play on a Playground	Tend a Garden	Eat Outdoors	Service Your Vehicle
Visit a Farmer's Market	Learn about History	Interact with Art	Attend Community Events	Have a Picnic	Shop
Live	Work	Relax in the Shade	Visit a Gallery	Utilize Neighborhood Services	Take a Class/Learn a Skill
Your Suggestion Here	Your Suggestion Here	Your Suggestion Here	Your Suggestion Here	Your Suggestion Here	Your Suggestion Here

AECOM

Community Station Findings // Take Away Messages

COMMUNITY Where should these activities be considered?



- Enhance desired activities already occurring in the sector
- Walk or ride a bike throughout sector
- Provide access to green space/parks

Zone 1

Bike and walk safely
-Solomon's Isl. Rd to Westgate Circle
-Across all zones/destinations

Shop

Community events

Zone 2

Provide green space/park (farmer's market)

Eat outdoors

Fix zoning to match Master Plan (like Inner West Street)

Bike along length of Zone 2

Zone 3

Provide green space/park (farmer's market)

Interact with art

Visit a gallery

Support local design shops

Work

Zone 4

Allow accessory dwellings

Play at a playground or park

Walk and bike

Eat outdoors

Shop

Investment Station Findings // Take Away Messages

INVESTMENT

What architectural style(s) would you like to see in these areas?

SELECT 2 FROM EACH CATEGORY



Urban Center

Style 1

3

3 green dots

Love the look! I'd love to see this style in the Urban Center area.

Style 2

11

11 green dots

The look of this style is very appealing.

Style 3

4

4 green dots

Style 4

0

0 green dots

Urban Center Low

Style 1

16

16 green dots

Love the look! I'd love to see this style in the Urban Center Low area.

Style 2

8

8 green dots

Style 3

3

3 green dots

Style 4

1

1 green dot

Urban Commercial

Style 1

6

6 green dots

Style 2

8

8 green dots

Style 3

16

16 green dots

Style 4

2

2 green dots

I'd love to see this style in the Urban Commercial area.

AECOM

- Mix of historical and contemporary facades throughout
- Ground floor retail is acceptable
- Alley access (parking in rear) desired
- Design/development works with narrow lots

Discussion Notes

CONCERNS:

- COORDINATION W/ S.H.A. (PARTNERSHIP)
 - DEVELOPMENT / TRANSPORT. INTERFACE
 - SAFETY (PED. / VEH. / BIKE)
 - AFFORDABLE HOUSING OPPORTUNITIES.
 - MPDU UNITS COULD WORK IF "ACCEPTABLY" ENFORCED
 - TRAFFIC CALMING + PEDESTRIAN SAFETY (CHILDREN)
 - PARTNERSHIPS W/ DEVELOPERS TO ADDRESS PED. SAFETY ISSUES. + QUALITY OF LIFE FOR EXISTING COMMUNITIES.
 - DISPLACEMENT OF EXISTING RESIDENTS
 - ↳ "DON'T SEE OURSELVES" IN THE PLAN YET.
 - WANT TO SEE EXAMPLES (CLOSE)
- Focus on INCLUSION

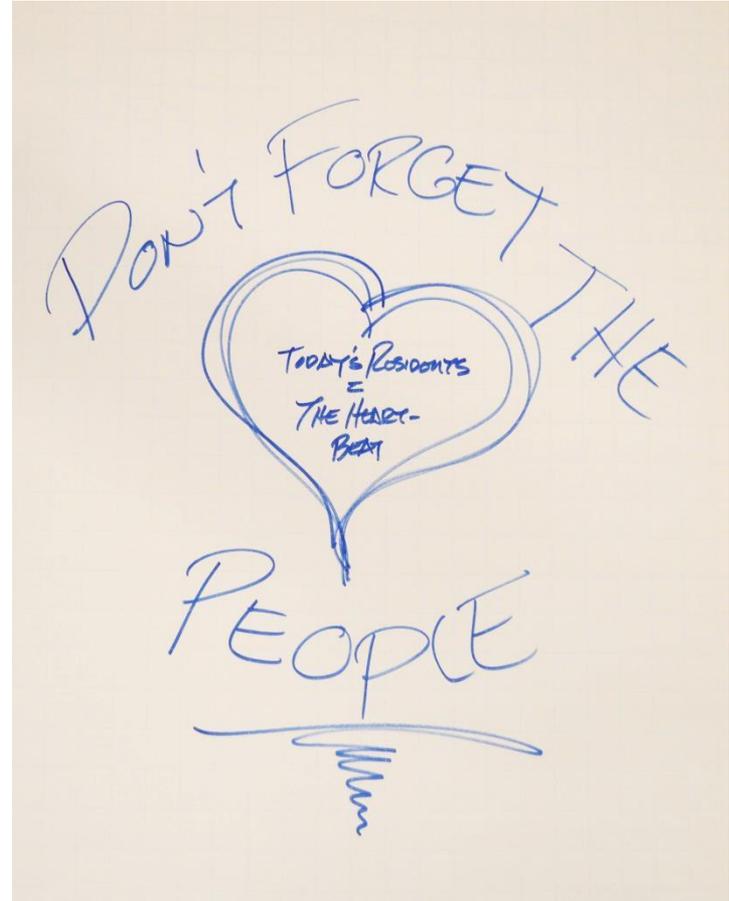
- UTILITY POLE CONFLICTS
 - ↳ CONSIDER UNDERGROUNDING

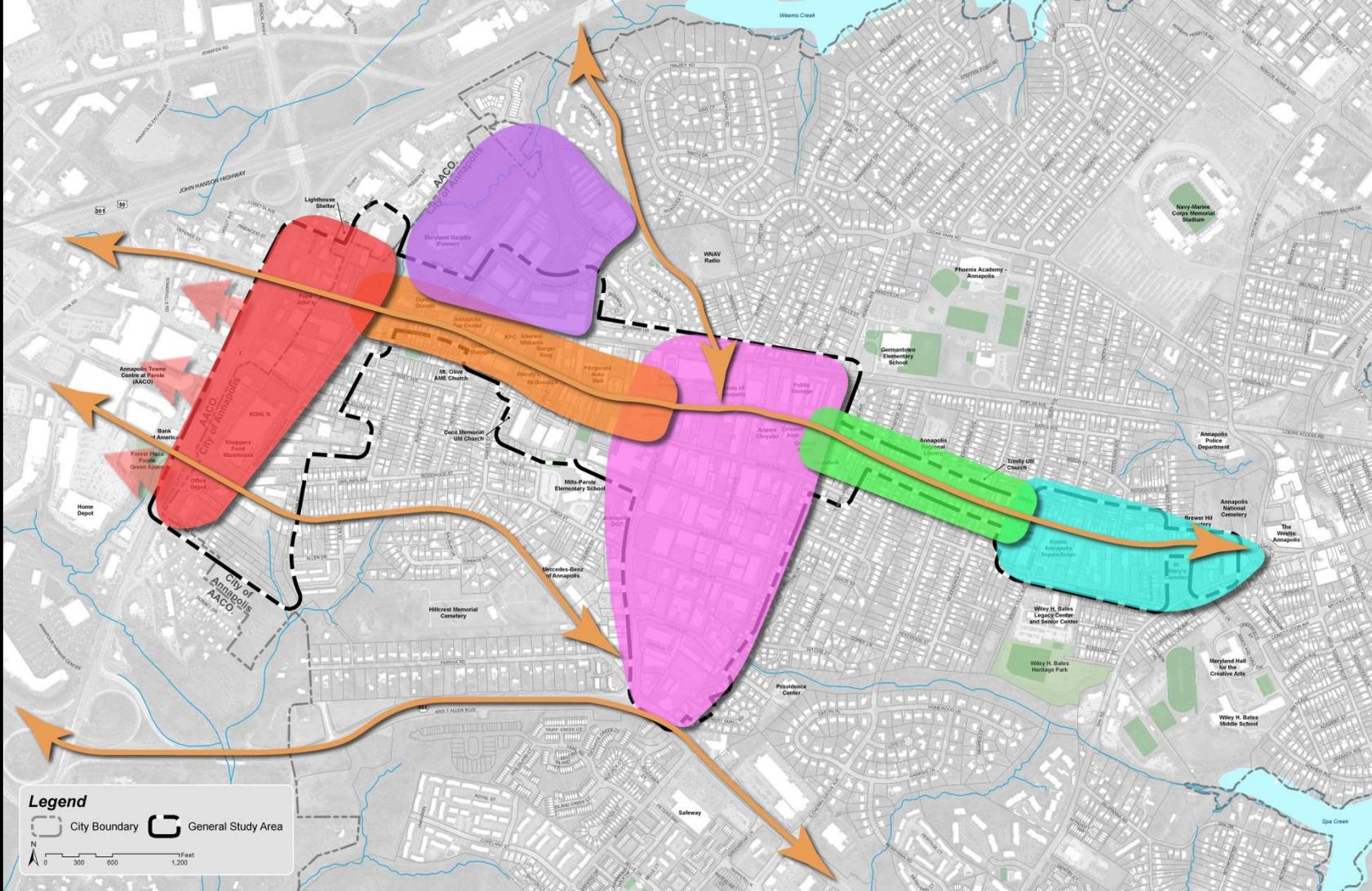
- LOOK AT FREDERICK CO. MD MPDU SLIDING SCALE MODEL
 - IF MPDU ↑ THEN TOTAL U ↑

- CONSIDER CREATIVE POLICY ON ACCESSORY STRUCTURES AFFORDABLE HOUSING
- SCHOOL CAPACITY VS. DEVELOPMENT CONCERN
- MULTIMODAL TRANS. + ON DEMAND CMO SHARES IS A POSSIBLE REALITY HORR. (SINGLE MODALITY options)
- GREY HOUND / INTERCITY BUS.

Discussion Notes

- CONSIDER SMALL SIZE
M.F. HOUSING OPTIONS
- COUNTY / CITY FINANCIAL
COOPERATION RE: TRANSPORTATION



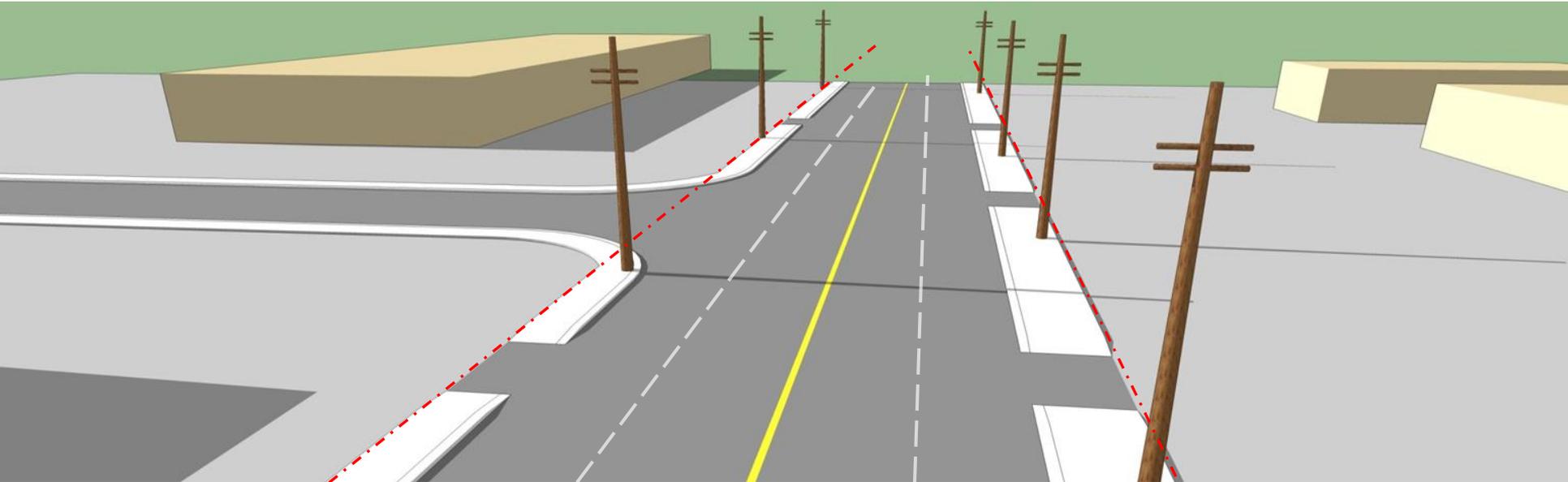


Legend

 City Boundary
  General Study Area

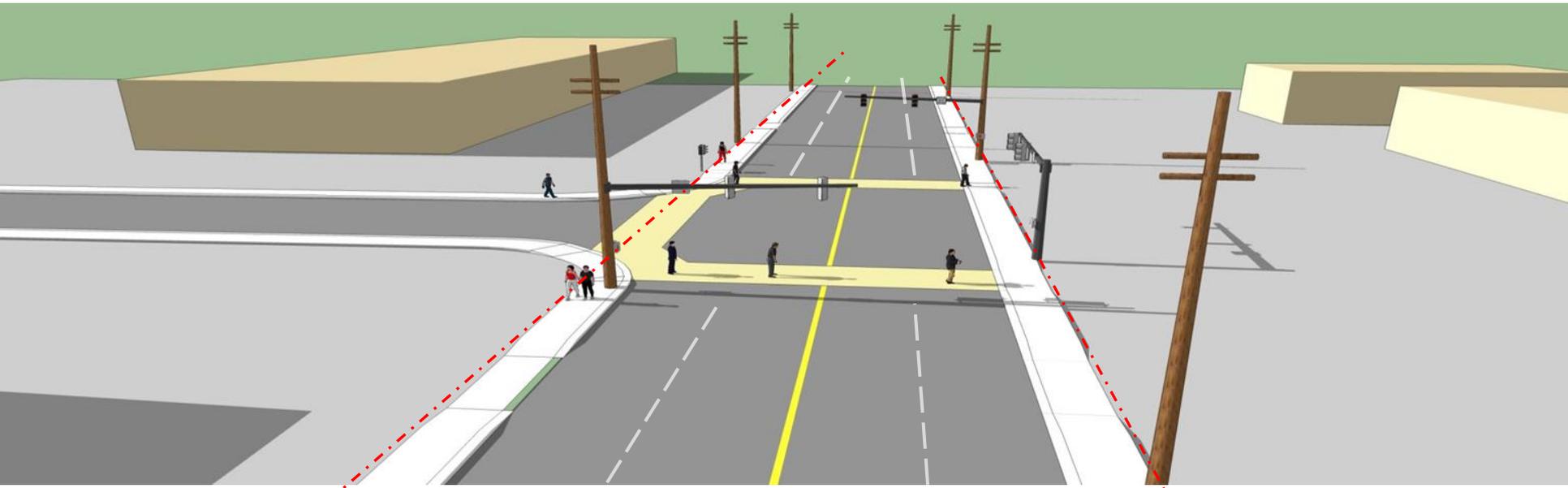
 N
  0 300 600 1200 Feet

Existing Condition



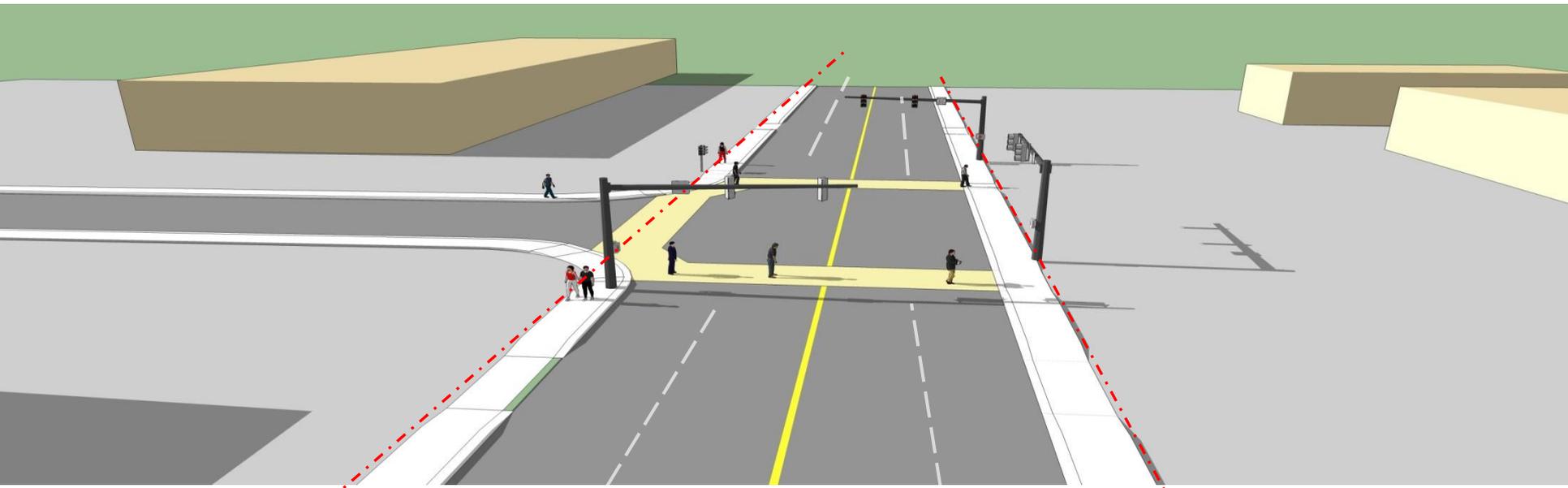
4 lanes
60'-62' ROW

Intersection Improvement



4 lanes
60'-62' ROW

Intersection Improvement + Underground Utilities



4 lanes
60'-62' ROW

Intersection Improvement + Street Diet



3 lanes
60'-62' ROW

Intersection Improvement + Street Diet



3 lanes + bike lane
60'-62' ROW

Intersection Improvement + Expanded ROW



4 lanes
72'-74' ROW

Intersection Improvement + Expanded ROW



4 lanes
72'-74' ROW