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MID-GOVANS NEIGHBORHOOD SAFE PATHS TO SCHOOL

master plan proposal

Prepared for the Community of Mid-Govans



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CONTEXT | SECTION I



INTRODUCTION

The Mid-Govans community has identified safe paths to school as a priority project that has the potential to better serve the neighborhood and connect residents to the community schools. In an effort to leverage the neighborhood's needs and interests, the following document outlines a comprehensive plan that will guide future roadway improvements that will create a safe walking environment for students and residents of the Mid-Govans community.

The Master Plan Proposal contains a set of recommendations that will serve as a guide for the design and development of the safe paths. This document is organized by 3 principle sections: Context, which explores the existing conditions of the Mid-Govans neighborhood, Streetscape Plan, which includes detailed sections and identifies important streetscape elements that should be incorporated to transform each street type, and Streetscape Components, which suggests general standards and precedents for elements that will make the street network a welcoming, safe, and coherent system.

Throughout the guidelines, the use of the word “encouraged”, “should”, or “recommended” identify criteria that are desired. In some instances, words such as prohibited and not permitted identify practices, materials, or systems that are not encouraged as part of the future streetscape improvements. Precedent examples of streetscape components are also offered. These images are for illustrative purposes only and are not intended to suggest a specific style or design.



EXISTING NEIGHBORHOOD PLAN

The Mid-Govans neighborhood is located north of Baltimore City along the east side of the York Road corridor. Bounded by Woodbourne Avenue and York, Benninghaus, and Lothian Roads, the community consists of 866 homes that make up a portion of the larger Govans area. Within close proximity to York Road's commercial corridor, Belvedere Square, and several schools, churches, and major institutions. At the heart of the neighborhood is Dewees Park, a 14-acre open space with an activity center that houses a wide-range of recreational programs throughout the year.

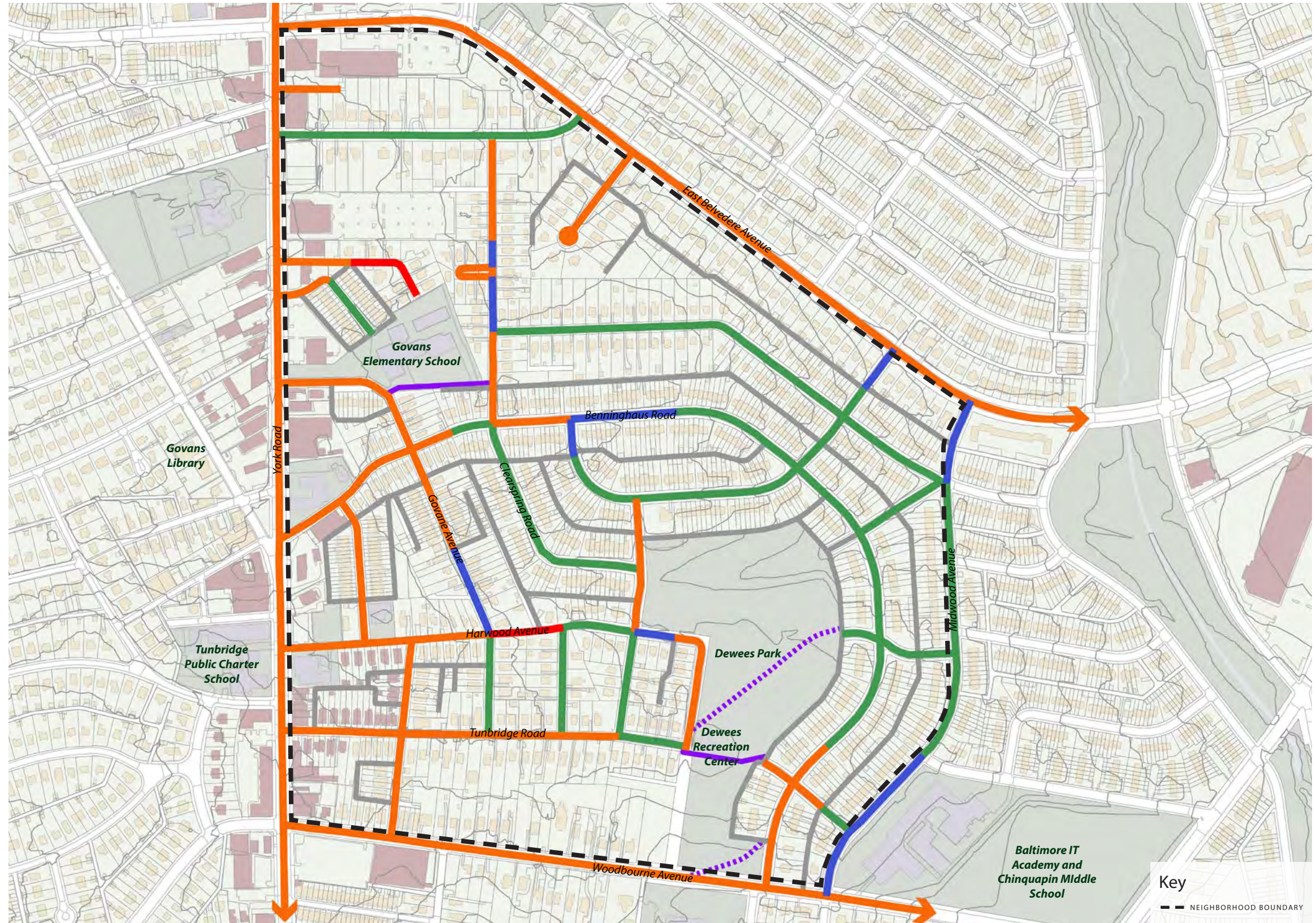


EXISTING STREET TYPES

The Mid-Govans neighborhood has a range of street types that are differentiated by varying frontage conditions. While most streets offer sidewalks, other streetscape components such as crosswalks, landscape buffers, and pedestrian signage and lighting are lacking.

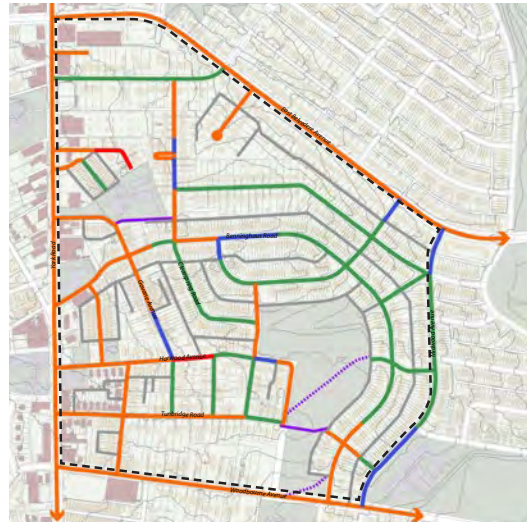
To identify opportunities to create a safer and more cohesive streetscape network, the design team documented the existing street types within the community. The neighborhood street types are categorized as the following:

- Street Type 1
 - » Frontage Type A only
- Street Type 2
 - » Frontage Type B only
- Street Type 3
 - » Frontage Type C only
- Street Type 4
 - » Frontage Type A + B
- Pedestrian Paths and Trails



EXISTING FRONTAGE TYPES

A Frontage type is the streetscape condition between the property line and the street curb. A combination of frontage types creates a range of street types that are visible throughout the Mid-Govans neighborhood. The design team identified 3 different conditions that, when combined in a variety of ways, create the 5 street types highlighted on the previous page.

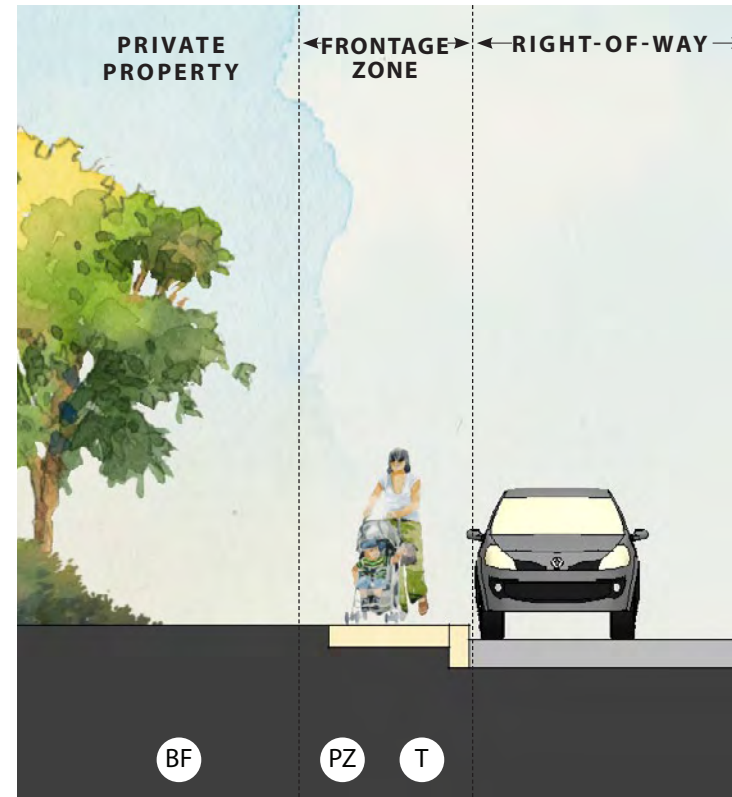


- Street Type 1
 - » Frontage Type A only
- Street Type 2
 - » Frontage Type B only
- Street Type 3
 - » Frontage Type C only
- Street Type 4
 - » Frontage Type A + B
- Pedestrian Paths and Trails



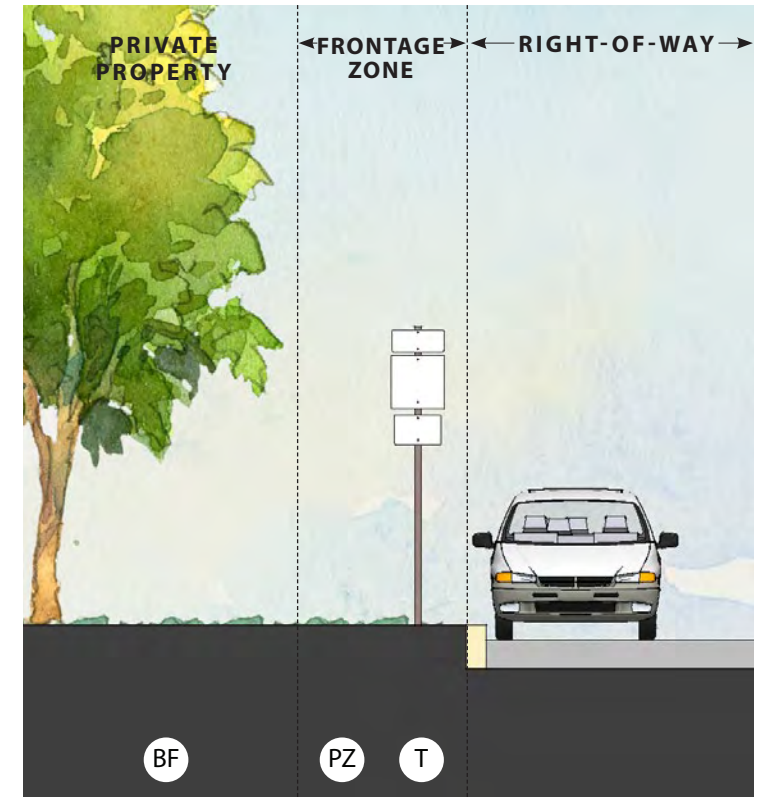
Frontage Type A

- PZ** Pedestrian Zone: Typically 4' wide; Concrete sidewalk adjacent to planting zone
- T** Planting Zone: Defined; Typically 4-6' wide; Grass strip with street trees
- BF** Building Frontage: Low plantings with trees



Frontage Type B

- PZ** Pedestrian Zone: Typically 4' wide; Concrete sidewalk adjacent to curb
- T** Planting Zone: None
- BF** Building Frontage: Low plantings with trees



Frontage Type C

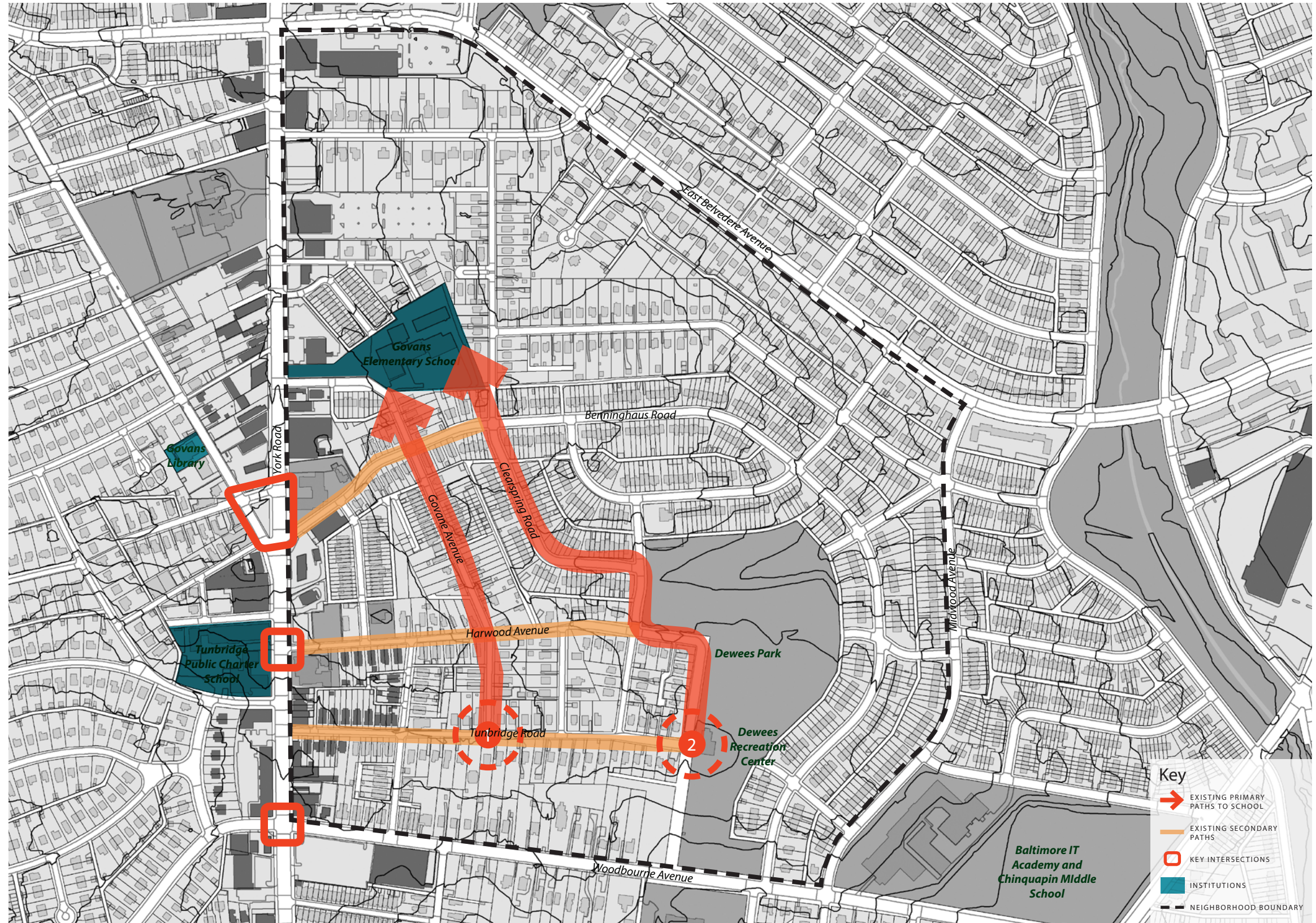
- PZ** Pedestrian Zone: None
- T** Planting Zone: Undefined; Grass and low plantings
- BF** Building Frontage: Low plantings with trees

EXISTING PATHS TO SCHOOL

Sidewalks along the neighborhood streets are currently used as the primary access paths for school students. The most heavily used paths are along Govane Avenue, Harwood Avenue through Dewees Park to Clearspring Road, and Benninghaus Road.

Throughout the design team's analysis process, the intersections of Campbell Lane and Harwood Avenue at York Road were identified as important nodes in need of streetscape improvements to benefit pedestrian safety and access.

The design team studied the primary paths to school and key intersections to determine implementation strategies for creating a more complete street networks throughout the Mid-Govans neighborhood.



1 GOVANE AVENUE PATH



The existing path along Govane shows the diversity of housing which exists in the neighborhood— what’s also evident is lack of consistency in the pedestrian routes. At points it is in disrepair, or too narrow; crosswalks are not well defined and adequate light fixtures are not provided.

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2 HARWOOD AVENUE/ CLEARSPRING ROAD PATH



Along Dewees Park, from point A to point B is a missed opportunity in creating a well defined pedestrian path. Presently, the lighting is not adequate, and there aren't any zones for the community to pause or engage with the open space.

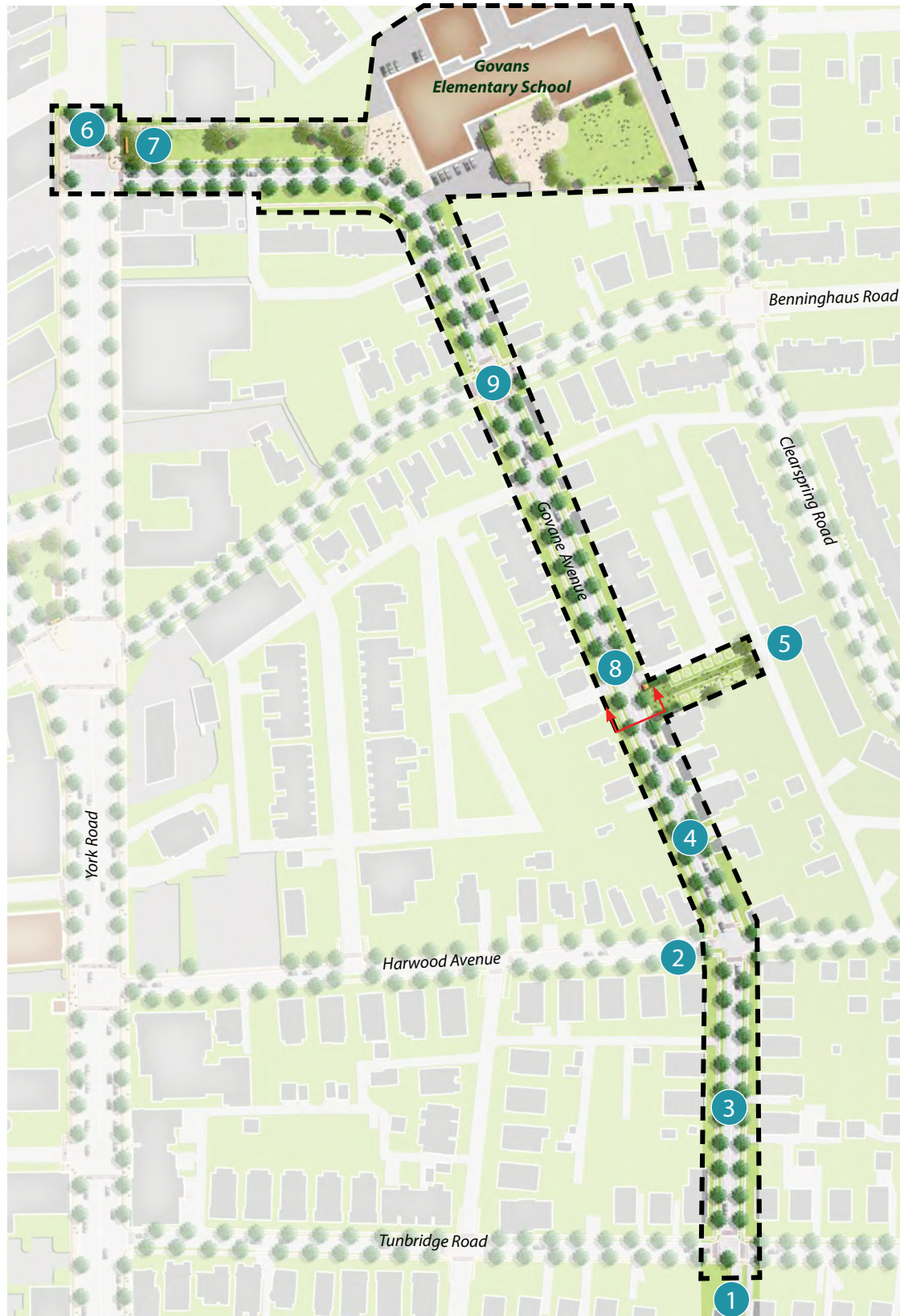
STREETSCAPE PLAN | SECTION II

STREETSCAPE IMPROVEMENTS PLAN

The proposed streetscape plan for the Mid-Govans neighborhood encourages students and parents to walk and bike to school by fostering a pedestrian network that is fun, safe, and easy to use. The proposed plan highlights short and long-term improvements along the prominent paths to school that will reduce vehicle speeds and establish safety components. Such features include crosswalks, speed bumps, continuous paths, landscape buffers, furniture, and lighting. The plan also identifies opportunities to create park spaces and open space connections that link to the new pedestrian network and promote active play and outdoor learning.



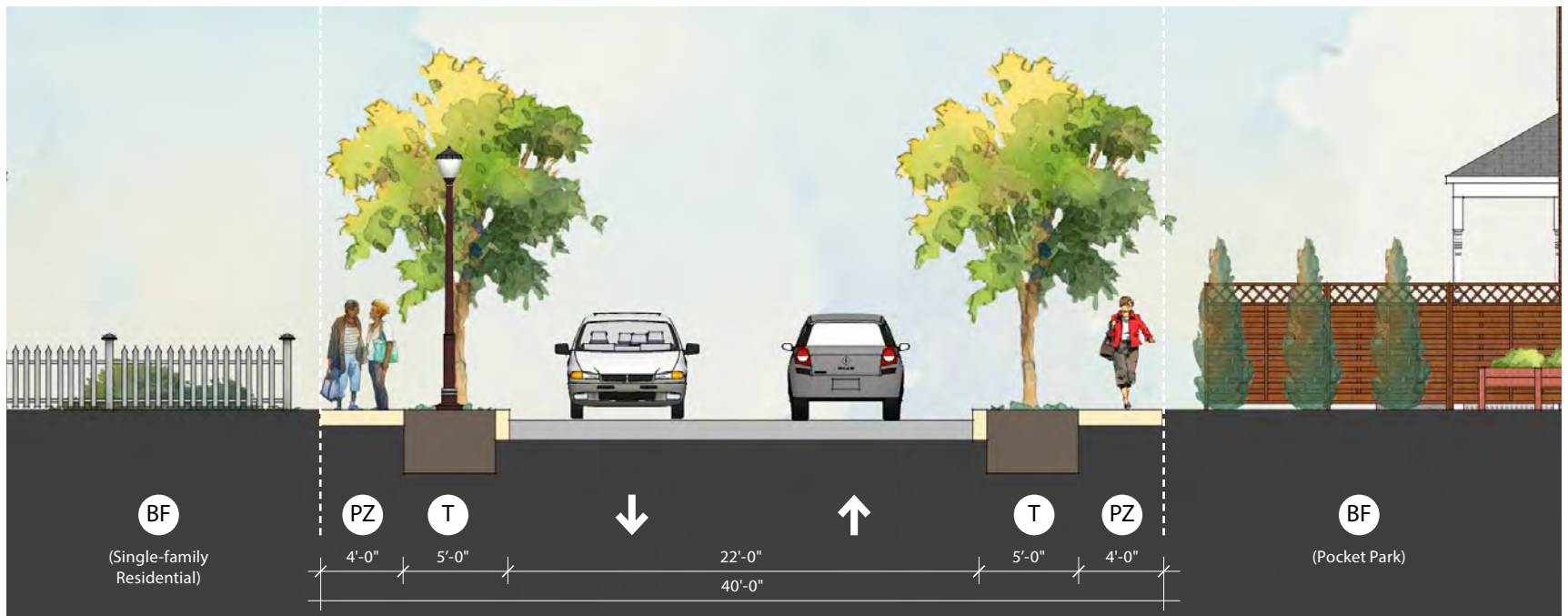
1 GOVANE AVENUE DETAIL PLAN



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PROPOSED STREETScape ELEMENTS

Pedestrian + Bicycle Facilities:

- 1 Integration of crosswalks and ADA ramps at all intersecting streets
- 2 Curb bump-outs and speed bumps to slow traffic and reduce crosswalk distances for pedestrian safety
- 3 Continuous sidewalks to provide clear pedestrian access and opportunities for experiential learning as students walking to school (see examples on page 17)

Landscape + Open Space:

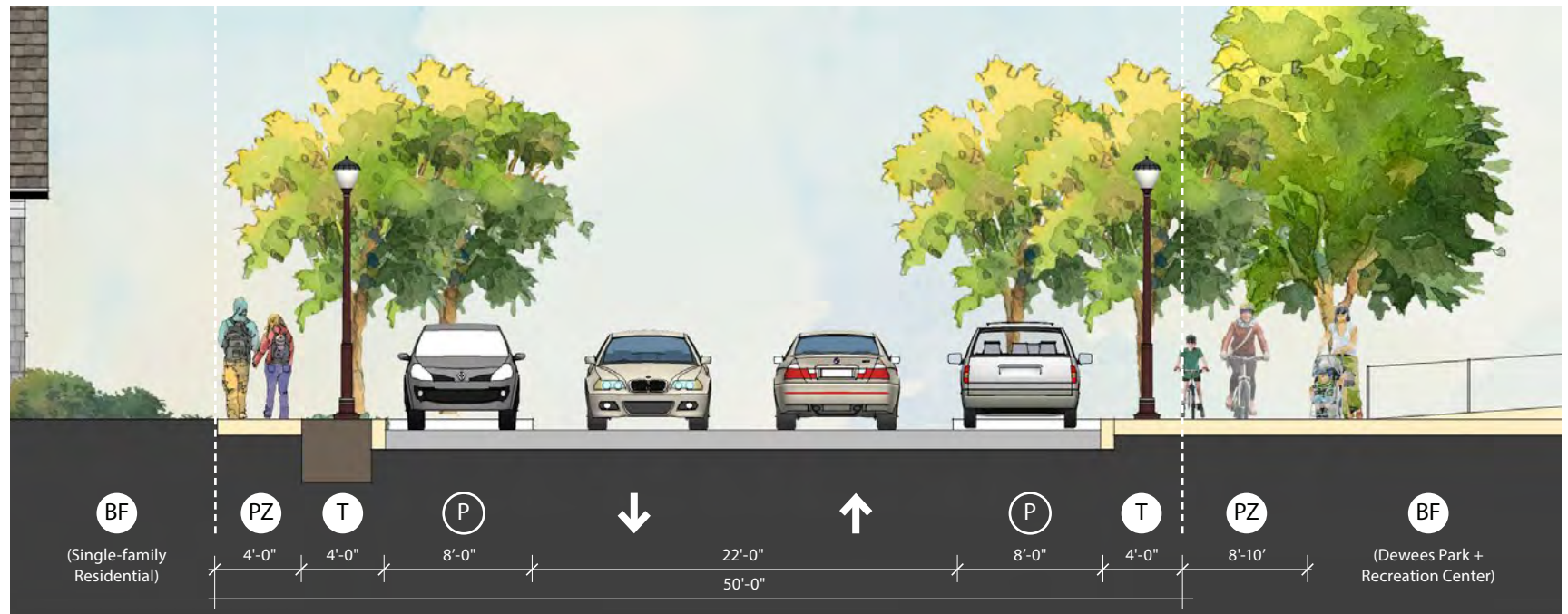
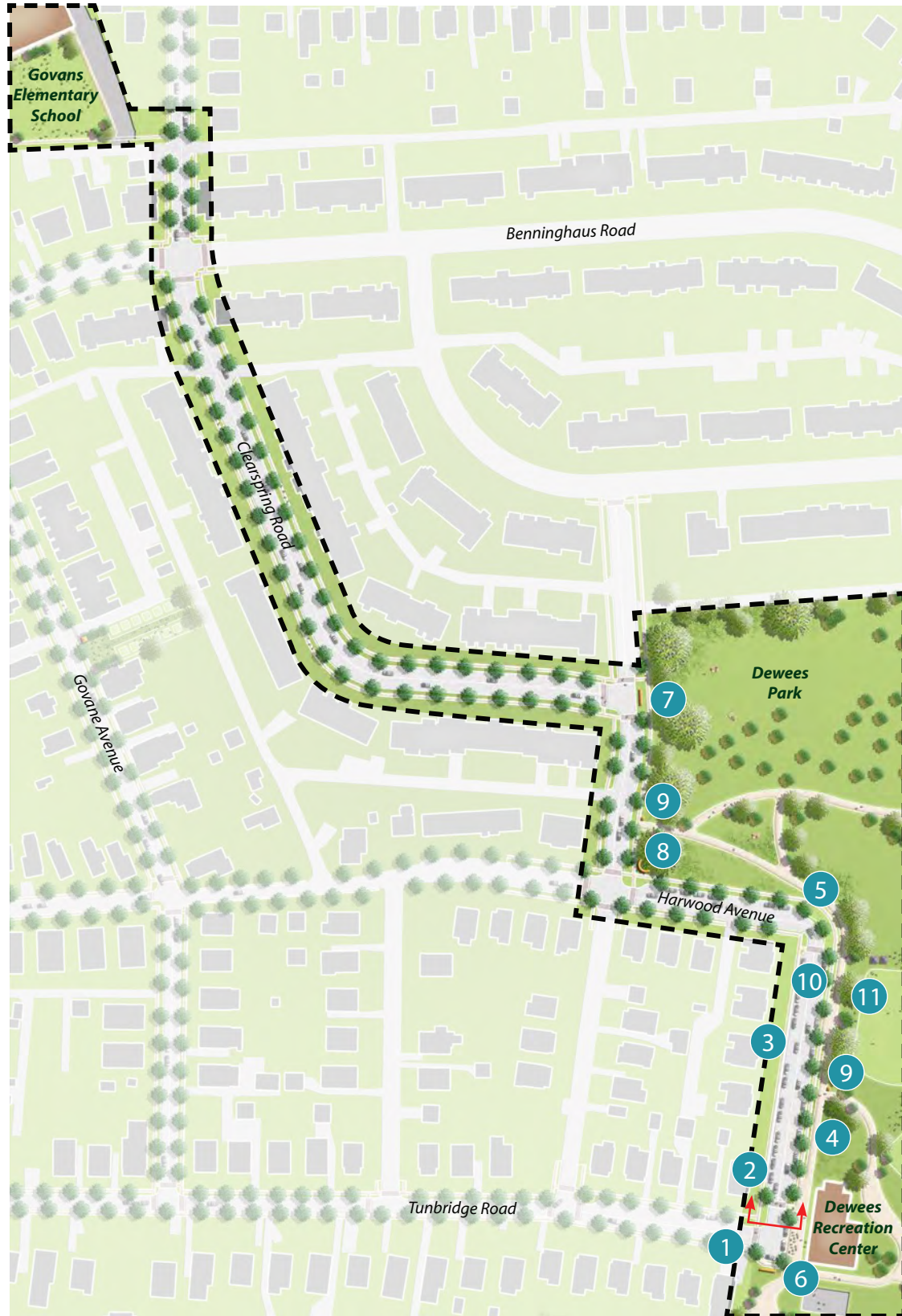
- 4 Evenly-spaced trees within a continuous planting zone
- 5 Pocket park (see examples on page 18)

Furniture + Fixtures:

- 6 Push button signals at all crosswalks along York Road
- 7 Vehicular directional signage for local institutions and amenities
- 8 Pedestrian directional signage is incorporated along path to school
- 9 Pedestrian scale lighting (see examples on page 19)

PROPOSED STREET SECTION

- PZ** Pedestrian Zone: Typically 4' wide; Concrete sidewalk adjacent to planting zone
- T** Planting Zone: Typically 4-6' wide with 6" curb; Grass strip with street trees and lighting
- BF** Building Frontage



PROPOSED STREETScape ELEMENTS

Pedestrian + Bicycle Facilities:

- 1 Integration of crosswalks and ADA ramps at all intersecting streets
- 2 Curb bump-outs to slow traffic and reduce crosswalk distances for pedestrian safety
- 3 Continuous sidewalks to provide clear pedestrian access and opportunities for experiential learning as students walking to school (see examples on page 17)
- 4 A new shared-use path along Dewees Park

Landscape + Open Space:

- 5 Evenly-spaced trees within a continuous planting zone
- 6 Hardscape plaza and drop-off zone at entry of Dewees Recreation Center

Furniture + Fixtures:

- 7 Vehicular directional signage for local institutions and amenities
- 8 Gateway signage for Dewees Park
- 9 Pedestrian directional signage is incorporated along path to school
- 10 Pedestrian scale lighting
- 11 Benches and outdoor furniture to provide opportunities to reflect and/or gather (see examples on page 19)

PROPOSED STREET SECTION

- PZ** Pedestrian Zone: (West Side) Typically 4' wide; concrete sidewalk adjacent to planting zone (East Side) Typically 8-10' wide; concrete shared-use path adjacent to planting zone
- T** Planting Zone: (West Side) Typically 4' wide; Grass strip with street trees and lighting (East Side) Typically 4' wide; planters with street trees and lighting
- BF** Building Frontage



Pedestrian + Bicycle Facilities:

- 1 Trellis feature to add shelter for pedestrians adjacent to pick-up and drop-off zone
- 2 ADA ramps re-oriented to maximize building frontage and create a wider pedestrian zone
- 3 Creative bicycle stations that incorporate art and/or sculptural elements that are interactive for children; helmet storage is included



Landscape + Open Space:

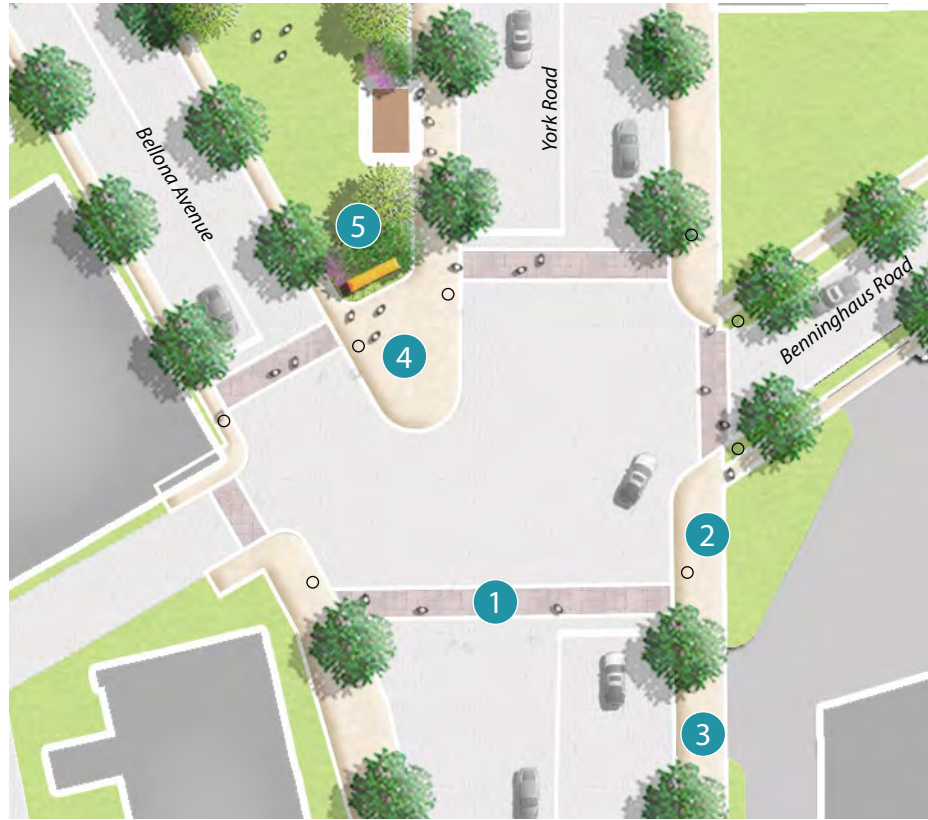
- 4 Stormwater planters frame the entries to the recreation center; designed for small-scale runoff collection and filtration; provide educational opportunities
- 5 Formal garden space with shade trees buffers the streetscape from the larger park providing intimate spaces for people to sit and gather



Furniture + Fixtures:

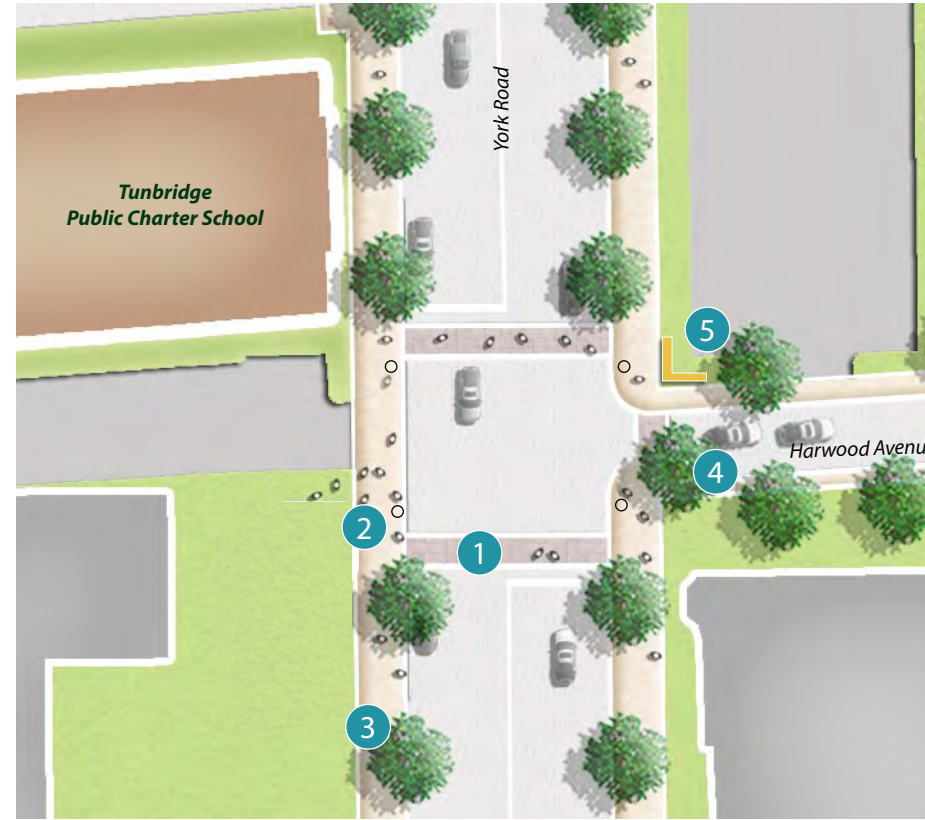
- 6 Benches and outdoor furniture; may be attached to landscape planters and/or provide additional bike storage
- 7 Pedestrian directional signage that is brightly colored and visually interesting
- 8 Pedestrian-scale lighting that offers opportunities for a range of colors and/or sound

YORK ROAD INTERSECTION IMPROVEMENTS



York Road + Benninghaus Road:

- 1 Crosswalks that are identifiable and clearly marked to protect pedestrians and provide greater access across York Road.
- 2 Push button signals at all crosswalks
- 3 Continuous street trees along York Road and Bellona Avenue to provide a landscaped buffer for pedestrians and opportunities for shade
- 4 Hardscaped pedestrian zone at the corner of the park to provide a larger refuge area between crosswalks and additional space for bus commuters
- 5 Gateway signage adjacent to new hardscaped pedestrian zone; provides the opportunity to welcome visitors to the neighborhood and highlight key sites and amenities within walking distance



York Road + Harwood Avenue:

- 1 Crosswalks that are identifiable and clearly marked to protect pedestrians and provide greater access across York Road, especially to Tunbridge.
- 2 Push button signals at all crosswalks
- 3 Continuous street trees along York Road to provide a landscaped buffer for pedestrians and opportunities for shade
- 4 Curb bump-outs along Harwood Avenue to slow traffic and reduce crosswalk distances for pedestrian safety
- 5 Directional signage adjacent to parking lot for Dewees Park and Recreation Center



York Road + Woodbourne Avenue:

- 1 Crosswalks that are identifiable and clearly marked to protect pedestrians and provide greater access across York Road.
- 2 Push button signals at all crosswalks
- 3 Continuous street trees along York Road to provide a landscaped buffer for pedestrians and opportunities for shade
- 4 Curb bump-outs and landscaped median along Woodbourne Avenue to slow traffic and reduce crosswalk distances for pedestrian safety
- 5 Hardscaped pedestrian zone adjacent to existing clock tower to provide additional space for bus commuters
- 6 Larger bus shelter and gateway element that incorporates existing clock tower
- 7 Directional signage in hardscaped plaza for Dewees Park and Recreation Center

STREETSCAPE ELEMENTS | SECTION III



PEDESTRIAN AND BIKE FACILITIES



Illuminated bike path using glow-in-the-dark technology and solar-powered LED lights



Pavegen transforms movement data into energy



Pavegen transforms movement data into energy

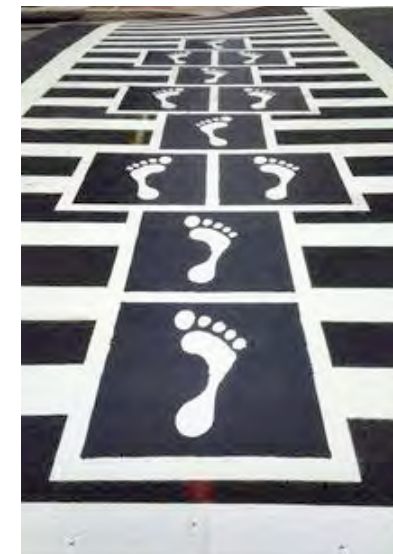


Design Principles

- » Define a clear pedestrian zone by providing continuous sidewalks, crosswalks, and signalized intersections
- » Create a pedestrian zone through hardscape that is consistent in material, pattern, and color along the streetscape to denote a clear, unobstructed circulation path
- » Provide better access across York Road through the use of new sidewalks, crosswalks, depressed curbs, traffic control devices, and similar



Sidewalk Math creates an interactive experience for students to engage in math while being active.



LANDSCAPE AND OPEN SPACE



Design Principles

- » Provide a continuous tree/planting zone that provides a soft buffer between the pedestrian zone (sidewalks) and the roadway
- » Incorporate stormwater management best practices
- » Include community spaces for access and gathering
- » Provide a wide-range of paving materials with a high level of finish that adds variety to the landscape while also reinforcing the character of the community
- » Preserve park views and celebrate historic landmarks



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FURNITURE AND FIXTURES



Design Principles

- » Incorporate elements that encourage a pedestrian-friendly environment and that welcome people to visit and gather as a community
- » Include furniture and fixtures that are well designed, coordinated, and that positively impact the aesthetic qualities of the community
- » Provide signage that will inform, direct, and orient both vehicular and pedestrian users
- » Choose appropriate lighting that provides a safe environment for all users, while also minimizing light pollution and protecting the night sky
- » Encourage opportunities for public art

