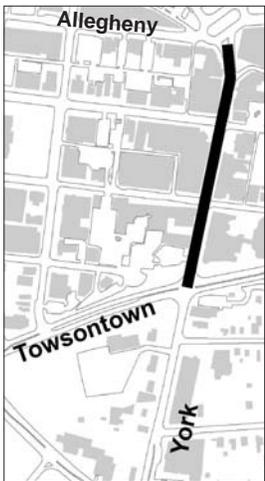


Redesign of York Road

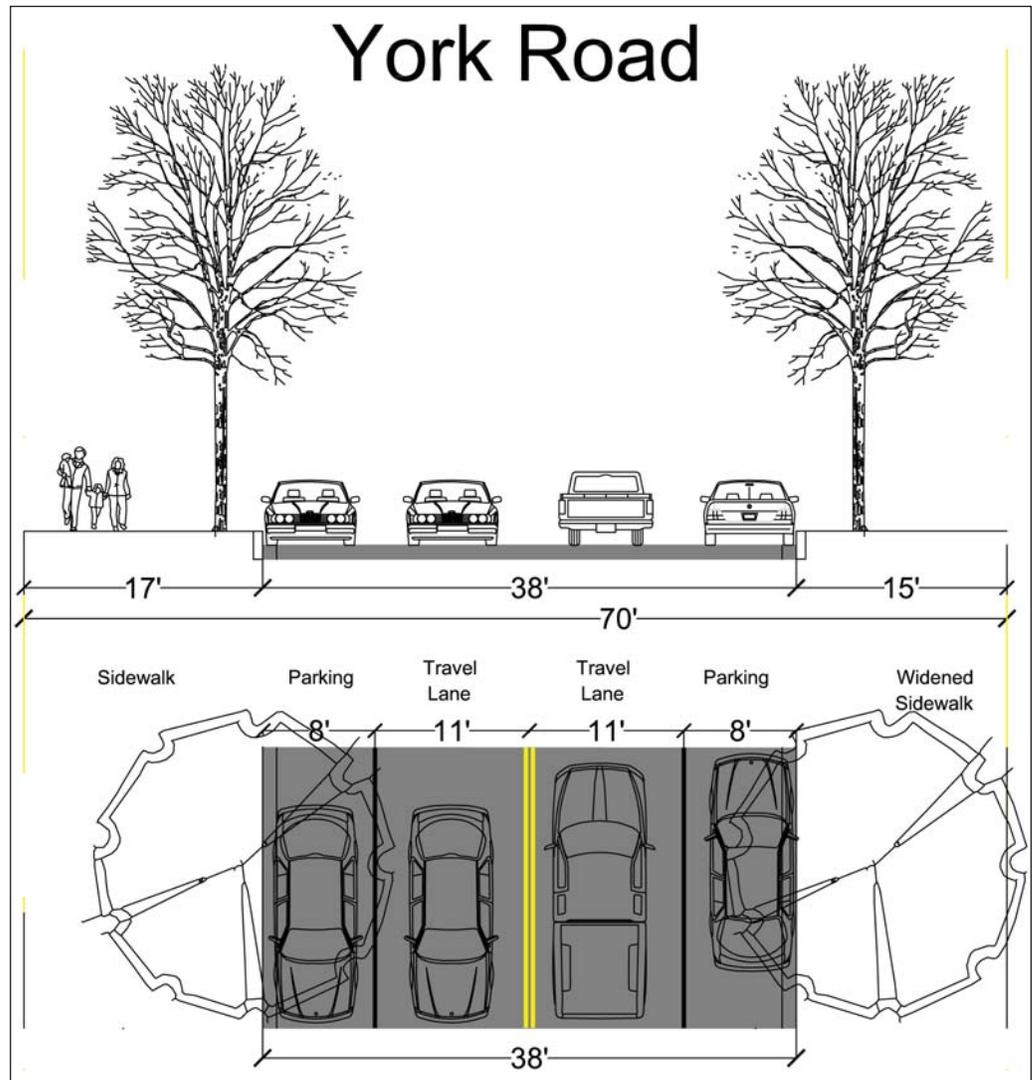
The diagram below offers detailed specifications for the redesign of York Road. The road should be reduced from four to two travel lanes, including the addition of permanent on-street parking. This will create a more pedestrian-friendly and business-friendly environment. The diagram on the facing page shows a re-configuration of the intersection of York and Pennsylvania Avenue — a key UDAT recommendation.

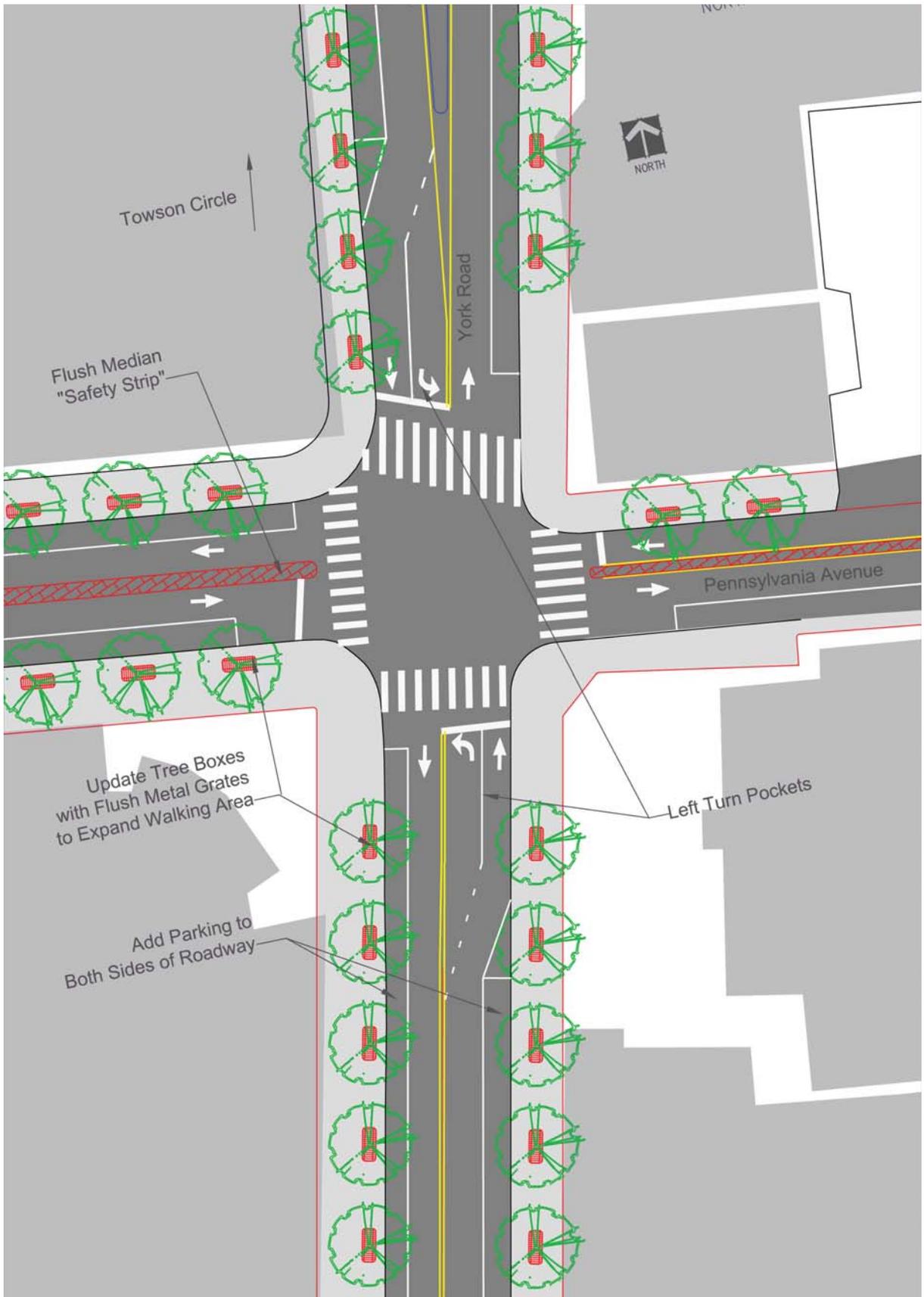


No Buffer — The lack of on-street parking on York Road allows fast-moving traffic to travel directly next to the sidewalk, compromising pedestrian safety and comfort.



Road Segment — The plan view above shows the segment of York Road to which the modifications depicted to the right should be applied.





Speed, Safety Issues Call for Roundabout Improvements

The roundabout that was installed in the 1990's has dramatically improved traffic operations and reduced injury accidents, but its design encourages traffic to enter and exit at speeds that are too high given its location in a pedestrian area.

The roundabout should be redesigned to slow traffic and increase pedestrian comfort to include better geometric deflection, fewer entry and exit lanes on selected legs, rounded straightaways, and enhanced pavement treatments within the entire paved roundabout area and the crosswalks. This would include replacement of the trees with low flowering plantings, cobblestone textured pavement edge, and a center monument or fountain. This will help define and unify the space around the roundabout. This would also include possible elimination of the black metal fences in the medians of York Road and Dulaney Valley Road adjacent to the roundabout. As traffic speed is reduced, the fencing, a safety measure to prevent pedestrian crossings at specific locations, may not be needed.

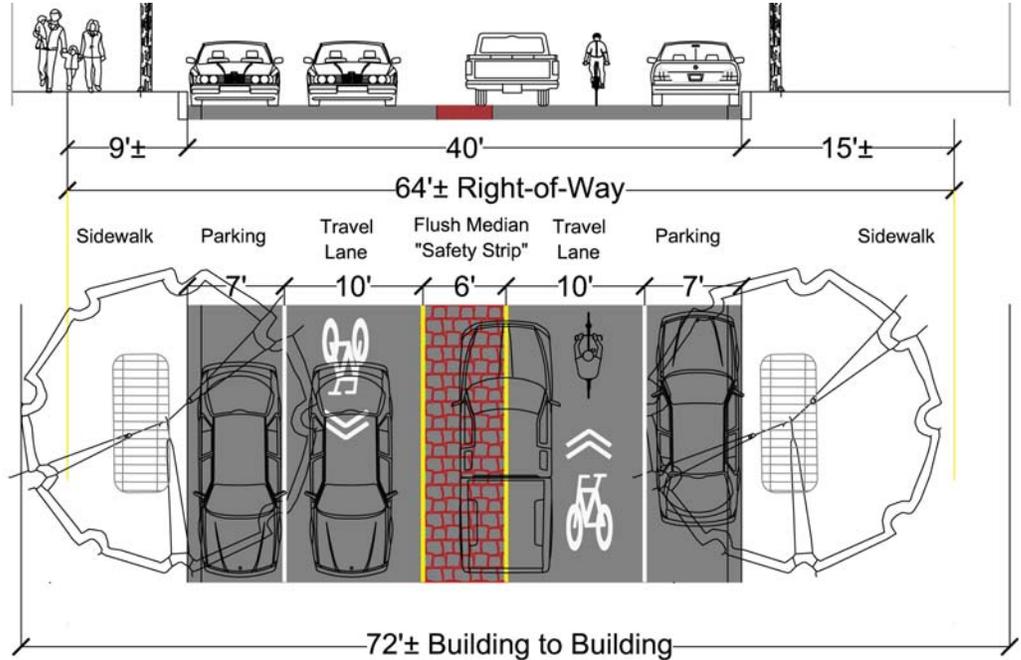


Allow Crossing — The metal fence above may be removed as the roundabout undergoes a redesign and traffic speeds decline.

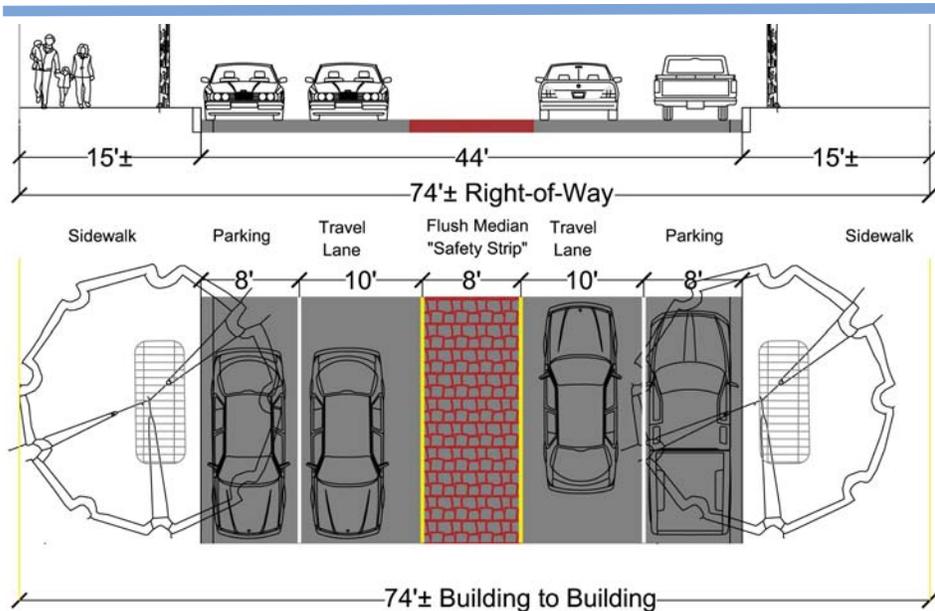


Chesapeake & Pennsylvania Avenues

A major recommendation of the UDAT report, reaffirmed by this plan, is to convert Chesapeake and Pennsylvania Avenues back to two-way streets. This potential change is supported by low vehicle volumes and the benefit of creating a more business-friendly environment that will attract more pedestrians. Two-way travel offers better visibility and access to businesses on the affected street. The improved business climate will enhance the district's drawing power. One-way traffic operations also typically cause a 20% or greater increase in vehicle miles traveled in the downtown core by forcing vehicles to travel farther to reach their destination.



Chesapeake Avenue — Modifications to Chesapeake Avenue should be implemented from Bosely Avenue (west) to Fairmount Avenue (east). The bike symbol above is called a “sharrow,” an abbreviation for shared-use arrow. The symbol indicates that cars share the lane with bikes; drivers should keep behind a cyclist, or wait for a safe opportunity to pass.



Pennsylvania Avenue — Except for the section adjacent to the courthouse area discussed on Page 13, the above modifications to Pennsylvania Avenue should be implemented from Bosley Avenue (west) to Fairmount Avenue (east).

A specific streetscape plan for this stretch of York Road should be developed that replaces ground-level planter boxes with iron tree grates. The plan should include new, attractive and appropriately placed street furniture as well as improved street trees to improve the visibility of storefronts and signs. This may include raising tree canopies or changing tree species.

Currently, York Road feels dark, overgrown and dominated by traffic. The “after” rendering shows how a combination of design interventions can dramatically improve the appeal of the streetscape.

The team suggests that similar streetscape improvements be considered throughout the plan area.

Before



After

