Enhancements to County Concept for Green Summit Road Restriping

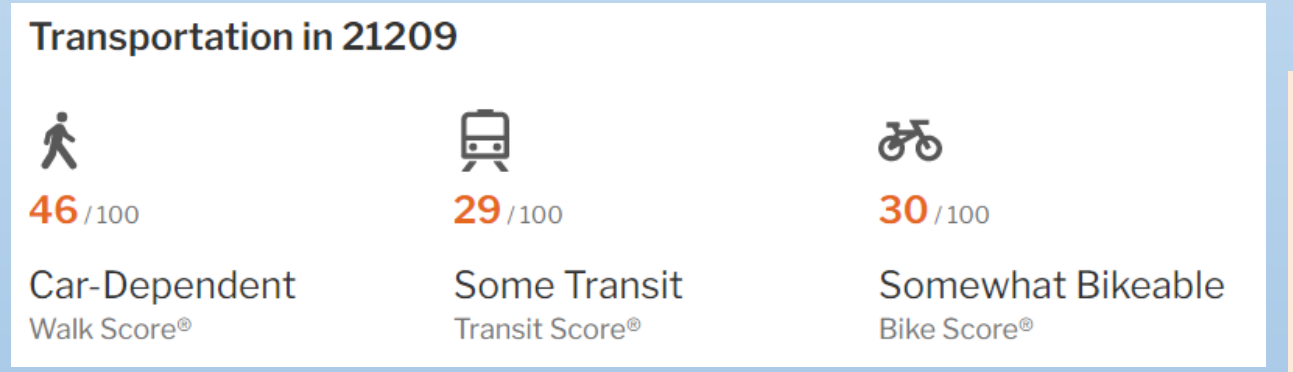
by Summit Park and Greengate Communities

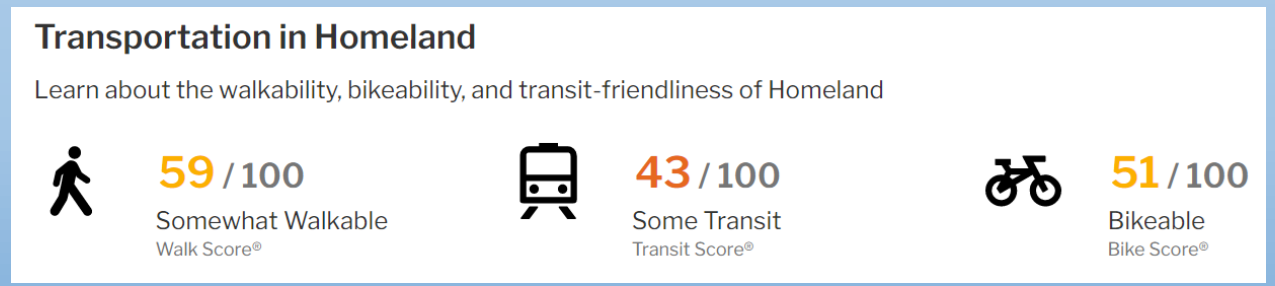
September, 2022

Prepared by Uri Avin (Summit Chase) and Jaron Shaul (Greengate)

How much will making our neighborhood more walk- and bike- friendly add to our home's value?

- The answer: probably around **$10,000** to **$20,000**





Review of research by Redfin on Walkability impacts:

What they found is that increased walkability was associated with higher home values across the country. On average, they found that a one point increase in a house's Walk Score was associated with a $3,000 increase in the house's market value. But their findings have some importance nuances.

First, the value of walkability varies from city to city. Its much more valuable in larger, denser cities, on average than it is in smaller ones. A one point increase in Walk Score is worth nearly $4,000 in San Francisco, Washington and Los Angeles, but only $100 to $200 in Orange County or Phoenix.

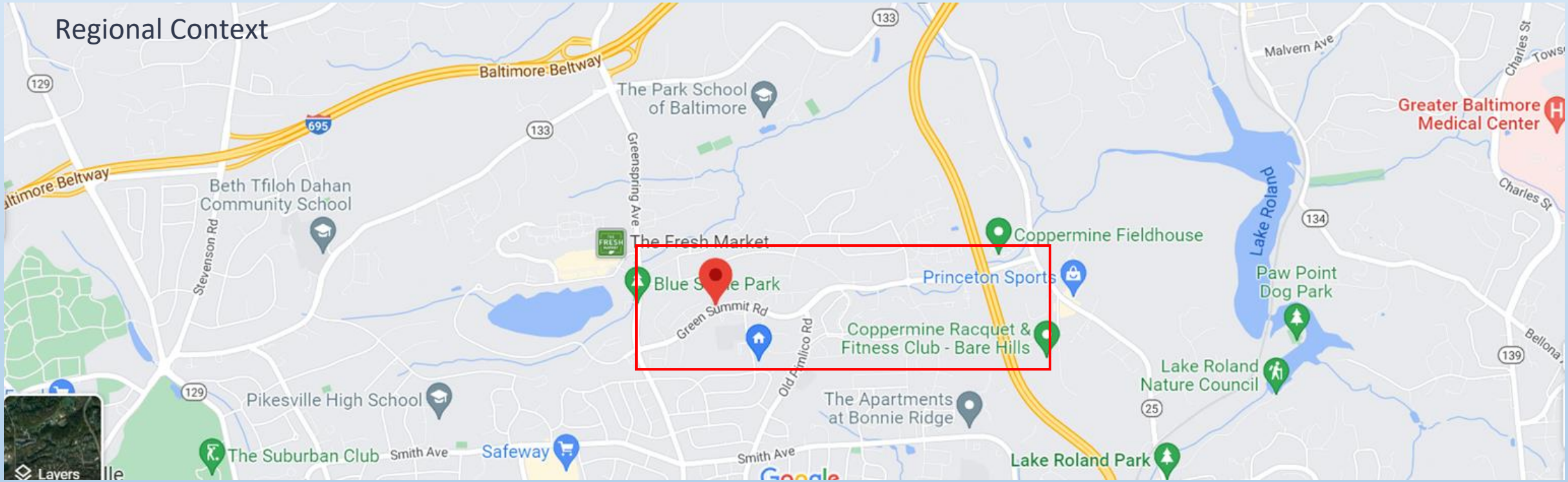
Second, the relationship between walkability and home value isn't linear: a one point increase in the Walk Score for a home with a very low score doesn't have nearly as much impact as an increase in Walk Score for a home with a high Walk Score. This suggests that there is a kind of minimum threshold of walkability. For homes with Walk Scores of less than 40, small changes in walkability don't seem t

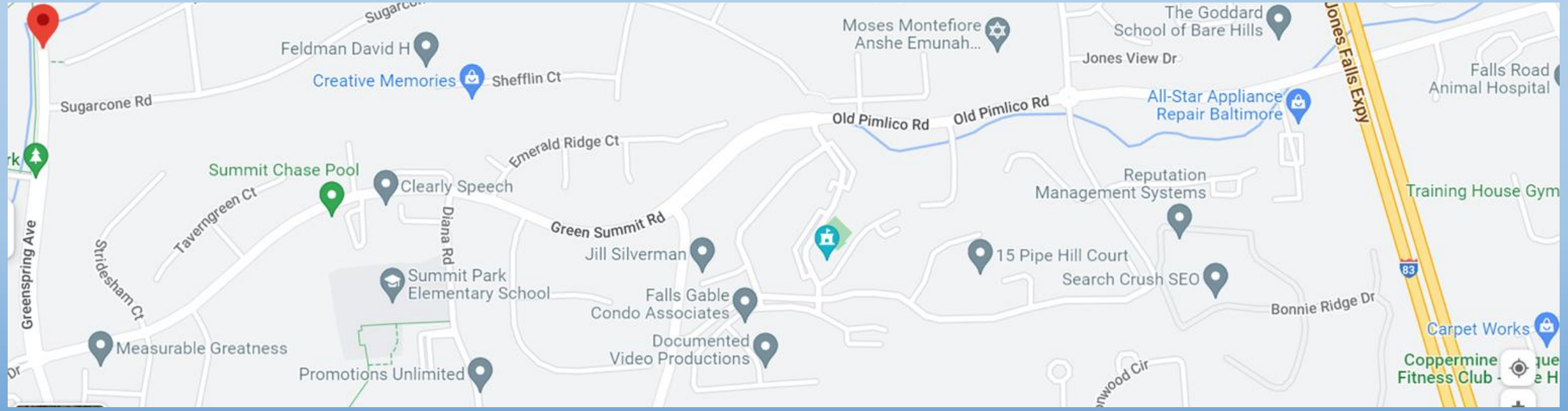
Source: The Economic Value of Walkability: New Evidence, Joe Cortright, City Commentary, Portland, OR 8-30-2016

Agenda

- The Context
- Relationship to County plans
- Principles underlying our proposals
- Our proposals
- Discussion

Regional Context

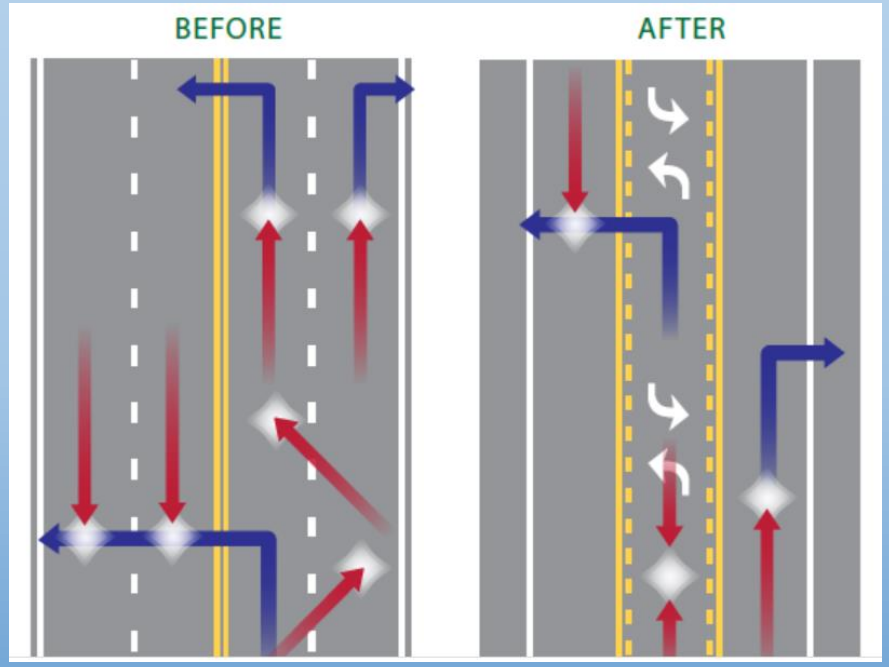




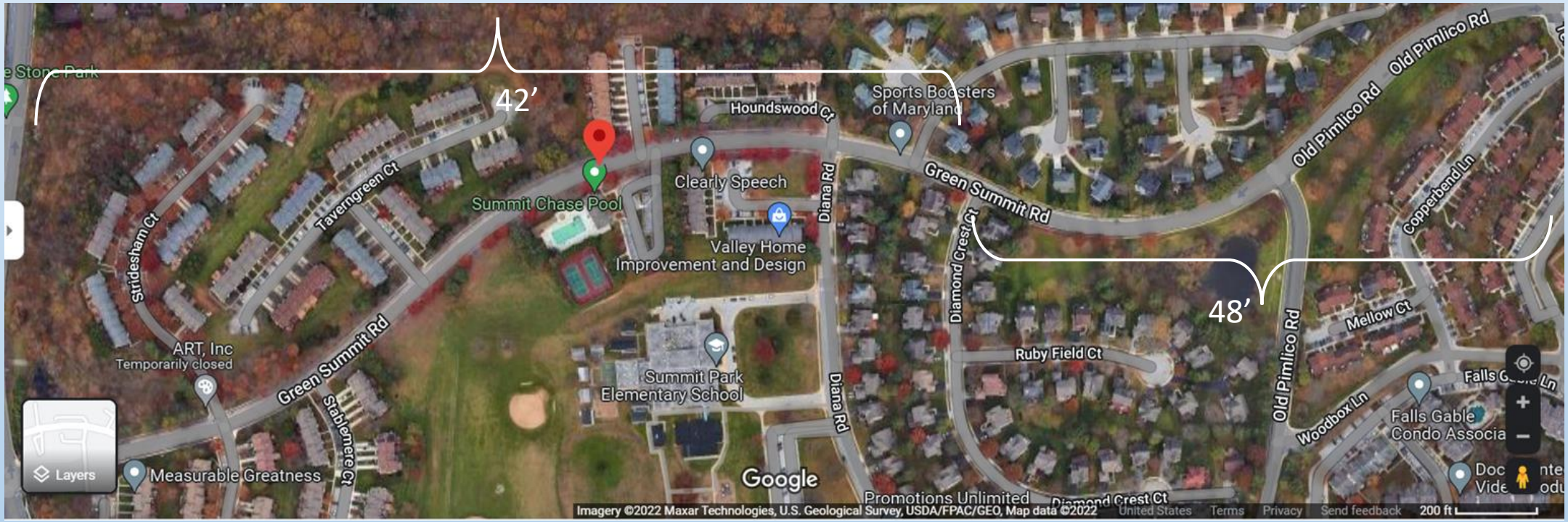
County Proposal

A typical 4 lane street

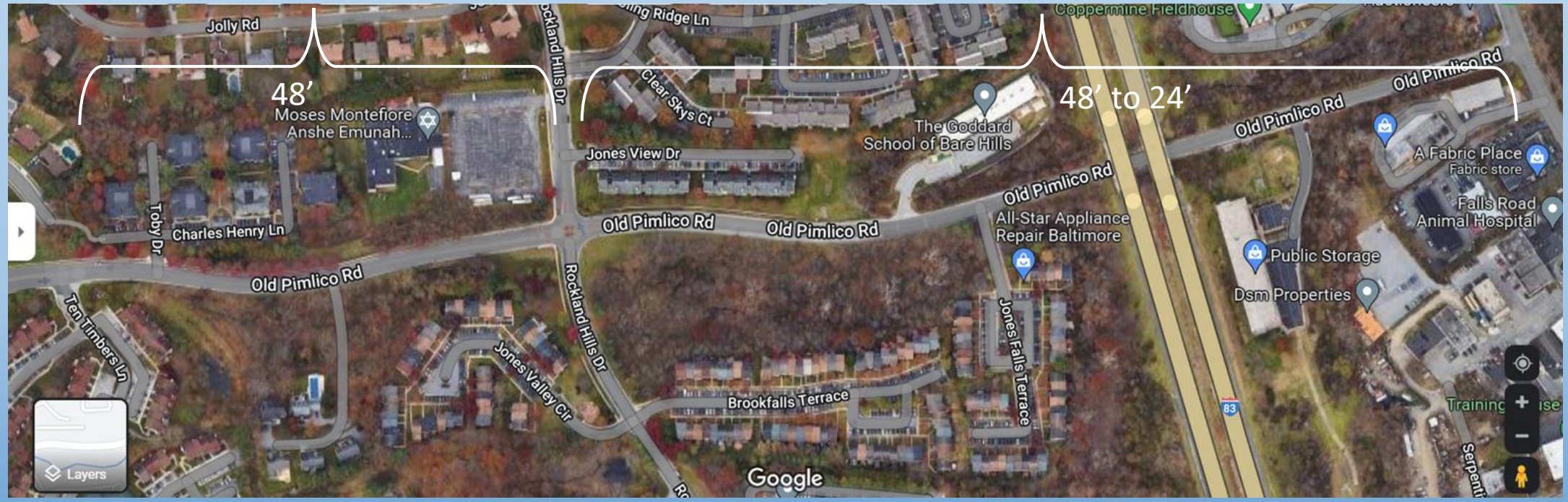
Reimagined Version of the Typical 4 Lane



Greenspring to Ten Timbers

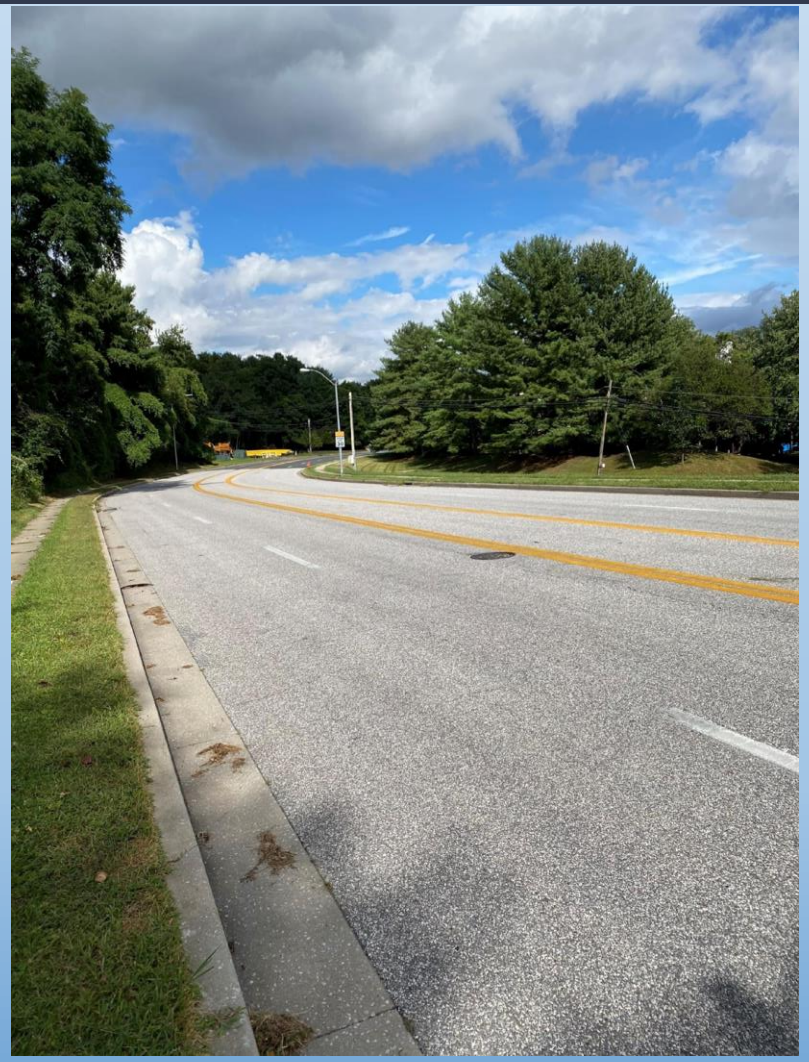


Ten Timbers to Falls

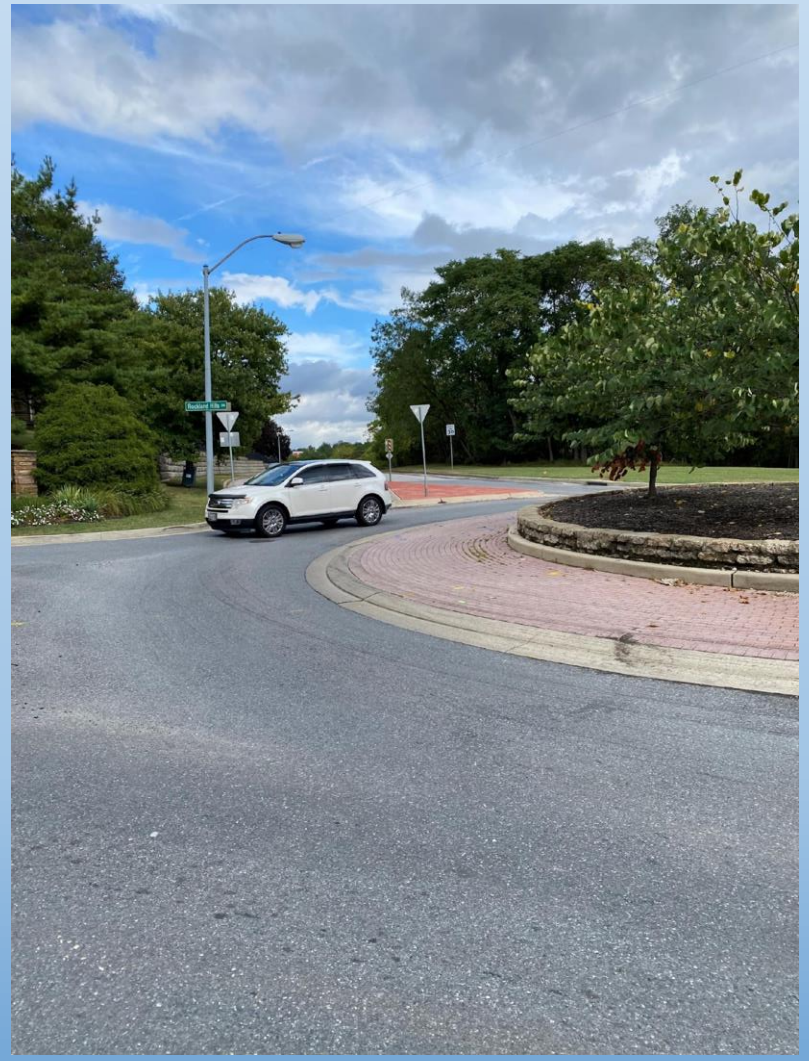


Diana West and East

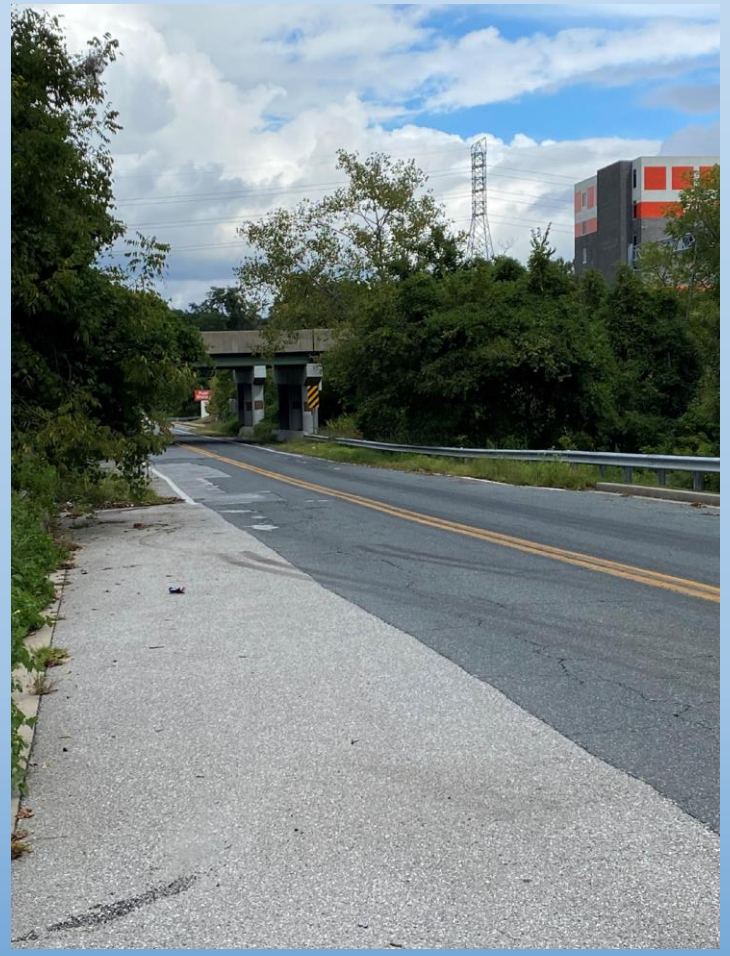
Diamond Crest to Pimlico to Ten Timbers



Ten Timbers to Roundabout and beyond

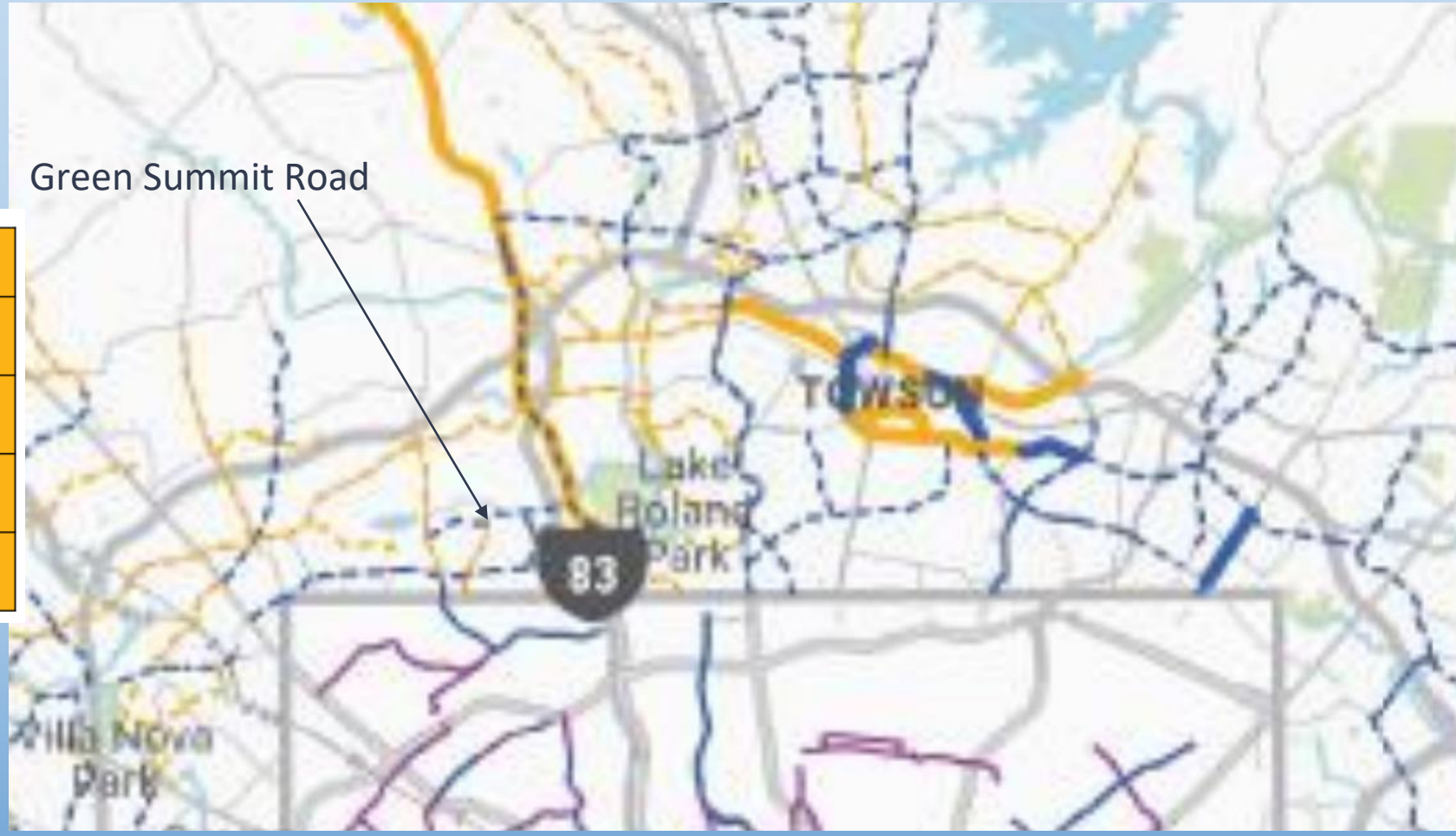


Goddard to Bridge and Falls Road



Draft County Ped/Bike Masterplan: Existing (solid lines) and Proposed (Dashed lines) Bike Lanes

Facility Type	Total Mileage
Proposed Bicycle Lanes	271 miles
Proposed Bicycle Routes	124 miles
Existing Bicycle Lanes	24 miles
Existing Bicycle Routes	62.5 miles

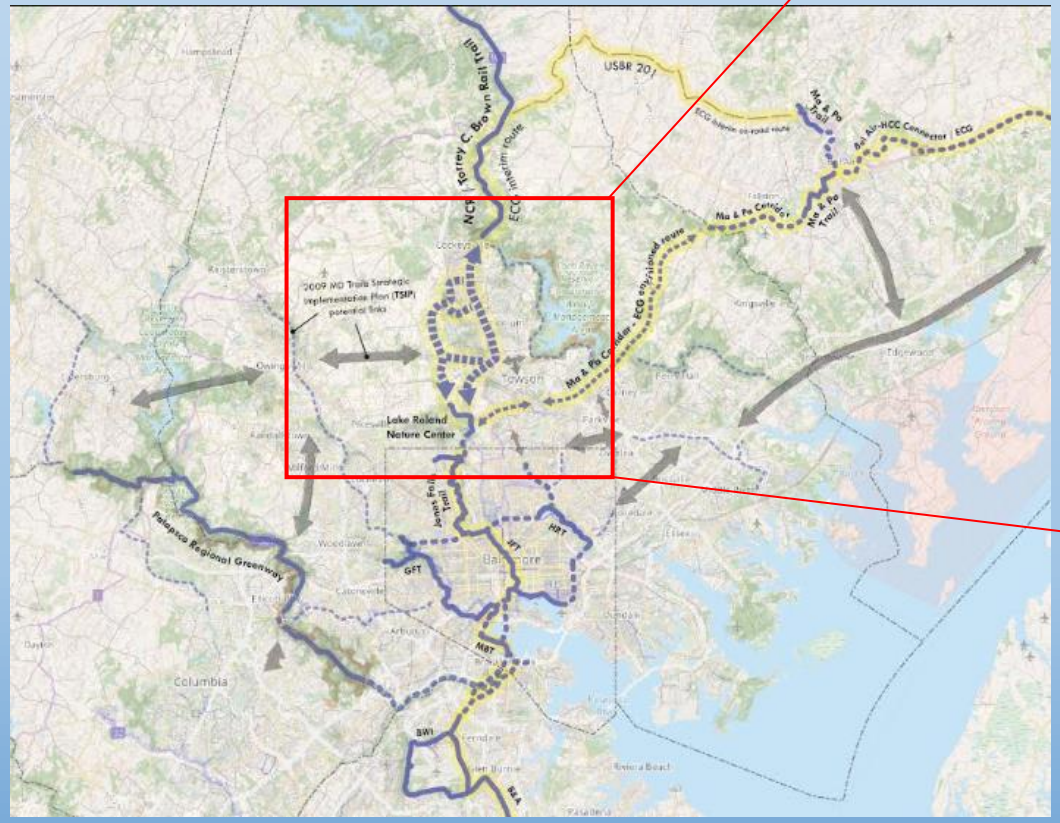


East Coast Greenway

Balto County is a missing link in this extensive, multi-state network

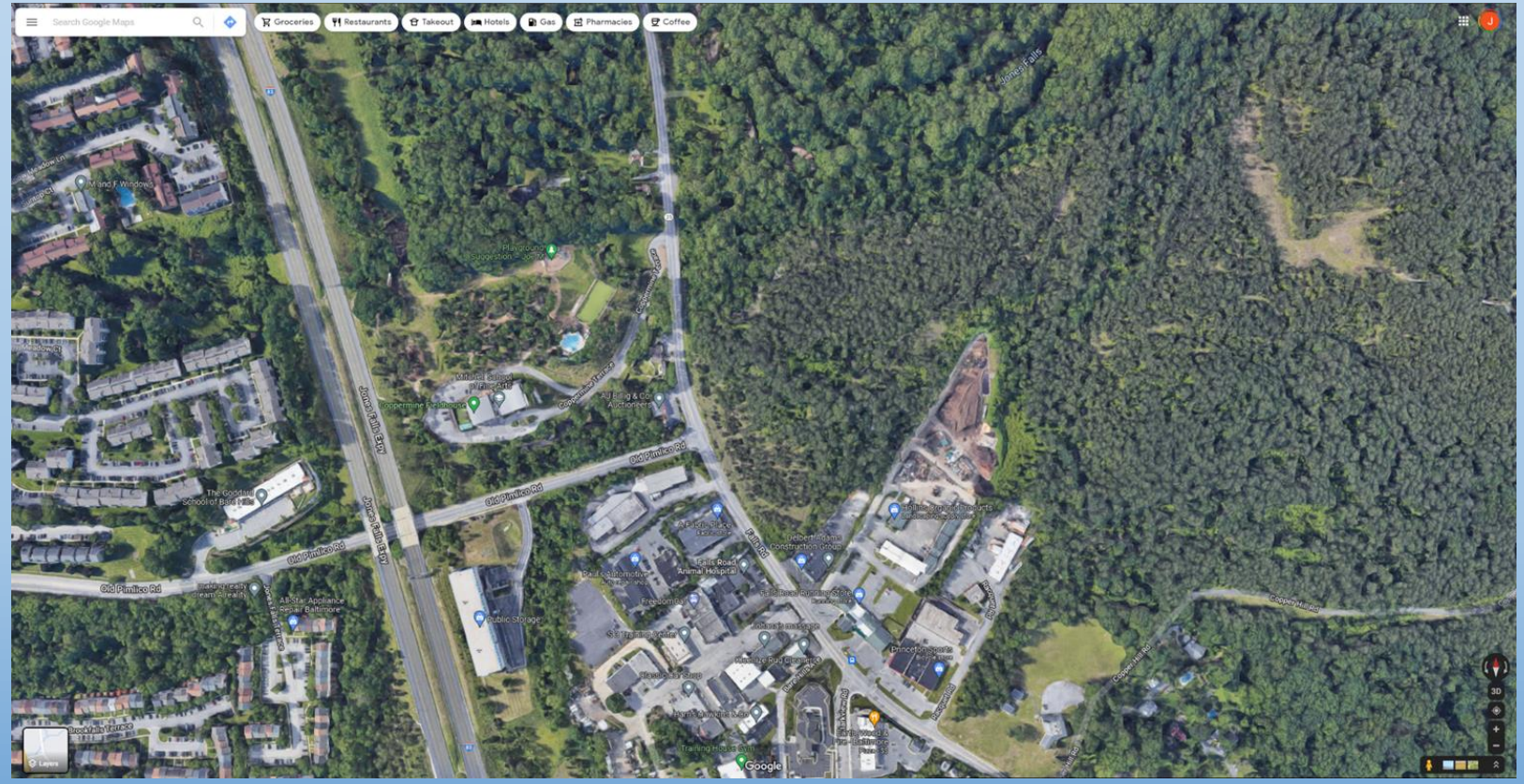
Concept Map of existing and Proposed Networks

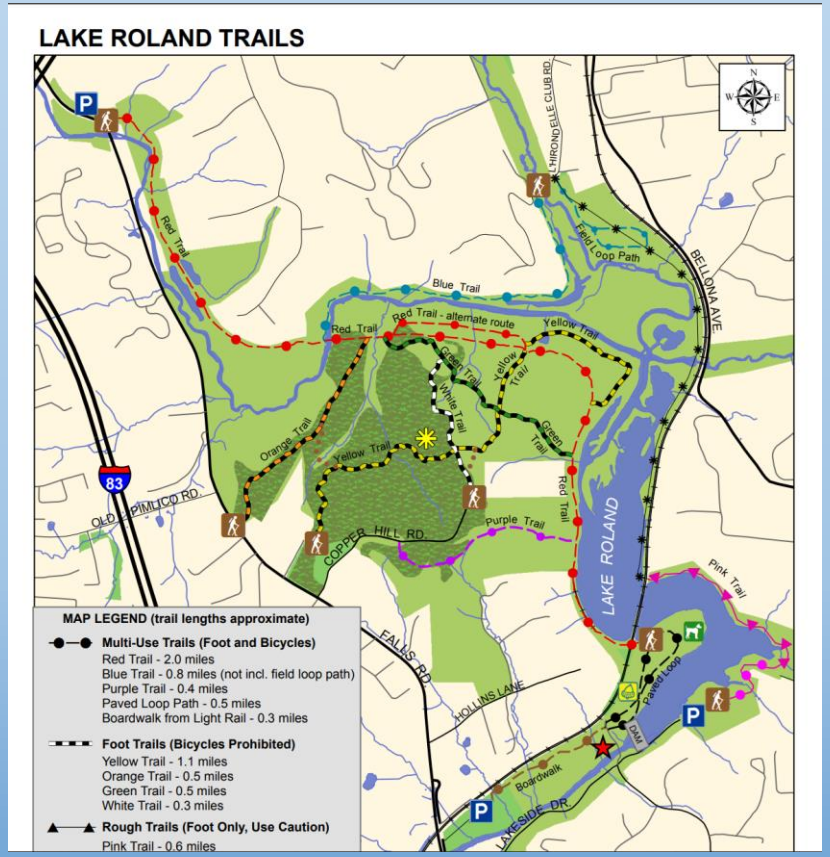
By East Coast Greenway Alliance



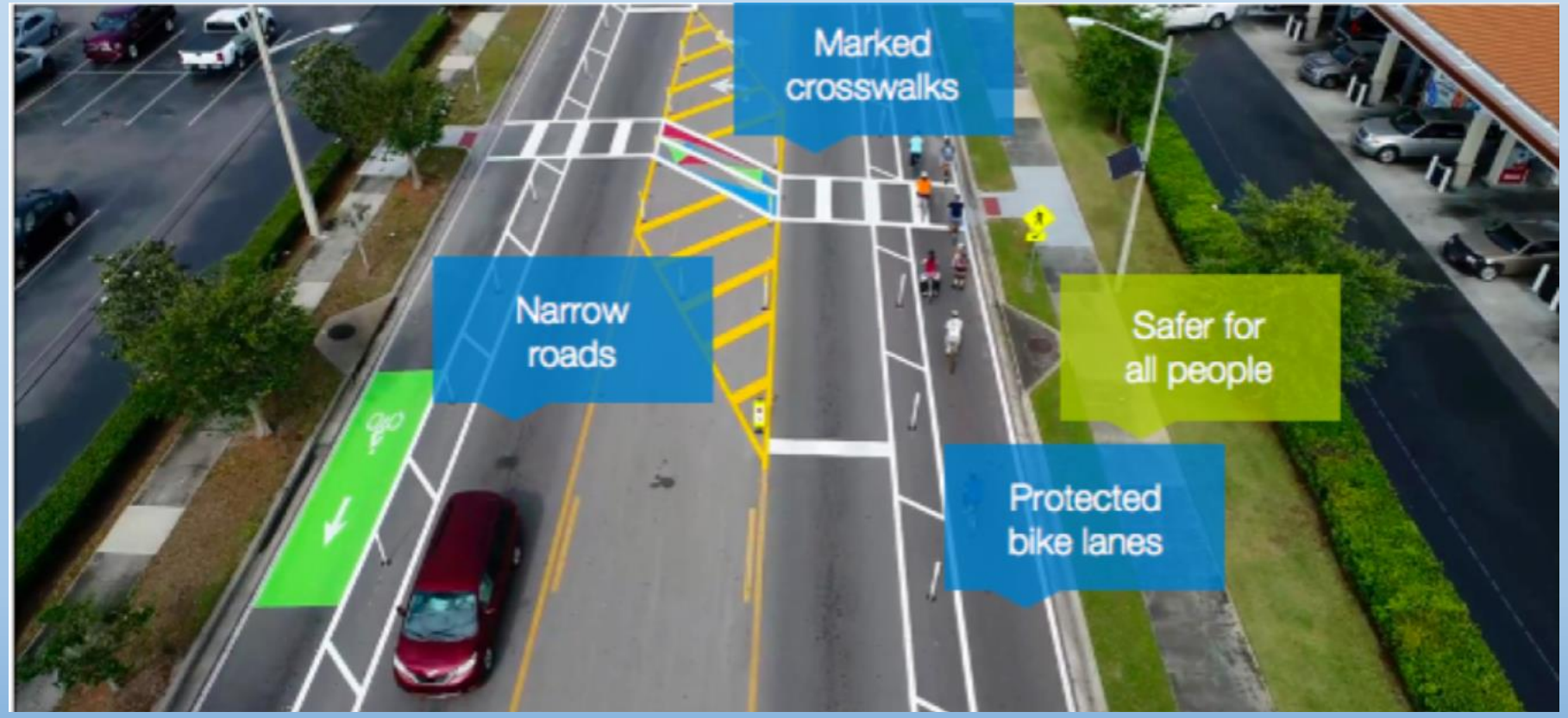
Connecting Quarry Lake to Lake Roland

A path down Old Pimlico would terminate in close proximity to a trailhead at Lake Roland



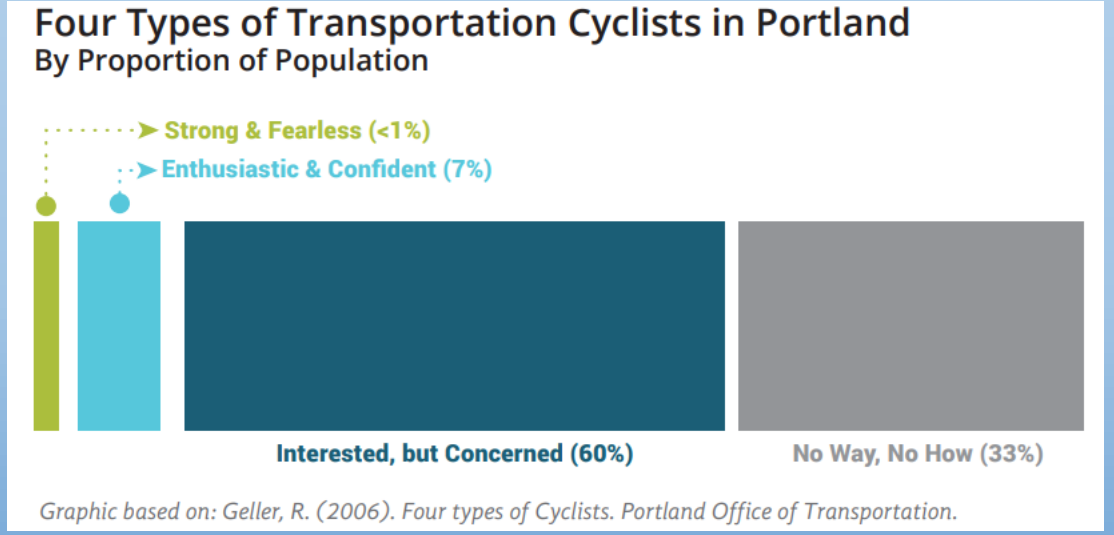


Design Principles of Complete Streets



Our Proposed Changes

- What we don’t propose to change
  - Paving width
  - Basic concept of 3 lanes and 2 bike lanes
- What we change
  - How the roadway width is divided up for a stronger version of Complete Streets
  - Tuning the design to the various contexts/paving widths of the road



Baltimore County's Complete Streets Policy, 2013

"In a Complete Street approach, a spectrum of project needs and objectives are considered such as the land use context, volume of existing and planned motorized and non-motorized traffic, community character, desired motorized vehicular speed, safety, economic development, convenience of access to destinations, and on-street parking."

- Baltimore County Complete Streets Design Guidelines, D-1, 2013

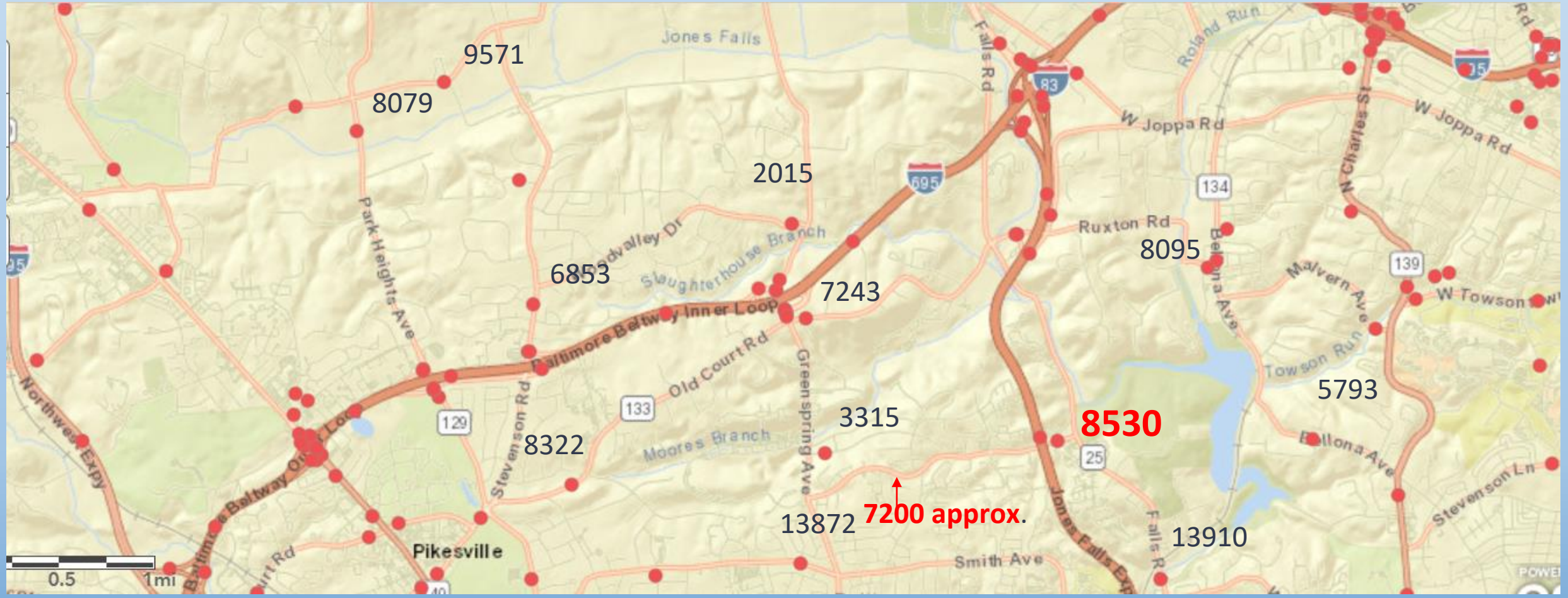
Use medians to provide pedestrian refuges, making crossing busy roads safer.

c. **Medians and enhanced pedestrian refuges:** Use these on wide and/or heavily trafficked roads to make them safer and easier for pedestrians to cross. Medians are also useful for traffic calming.

Street Design Guide

Street Type	Posted Speed Range (mph)	Volume (ADT)	Appropriate Bike Facility	Sidewalk*	Intersection Spacing (ft.)
Principal arterial	40-50	>18,000	Bike lane, cycle track or sidepath	Both sides of road, separated from curb, 6' wide	660-1,320
Minor arterial	35-45	10,000-25,000	Bike lane or sidepath	Both sides of road, separated from curb, 5' wide	300-1,320
Major collector	30-35	5,000-15,000	Bike lane or sidepath	Both sides of road, separated from curb, 5' wide	300-660
Minor or neighborhood collector	30-35	<6,000	Bike lane or shared bike/parking lane if few parked vehicles	Both sides of road, separated from curb, 5' wide	300-660
Local street, mid to high density	25	<3,000	None needed unless part of a network route	Both sides of road, separated from curb, 5' wide	200-660
Local street, low density	25	<3,000	None needed unless part of a network route	Both sides of road, separated from curb, 5' wide	200-660

Average Daily Traffic Volumes (2017)



National Standards and Guidance – When to Protect the Bike Lanes?

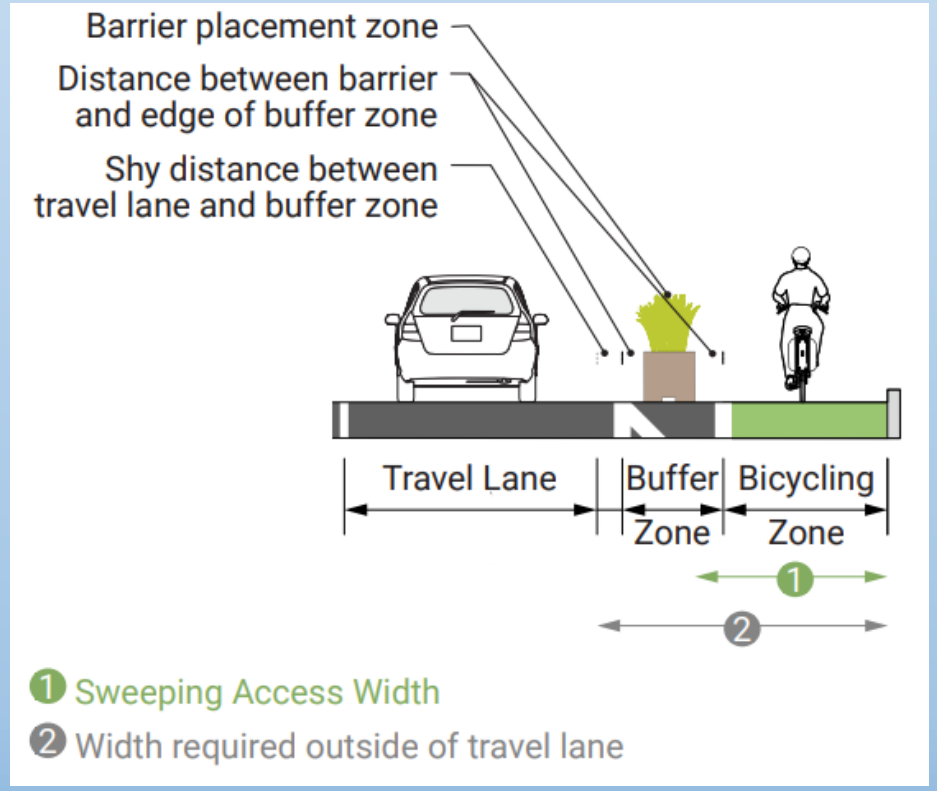
Sources consulted:

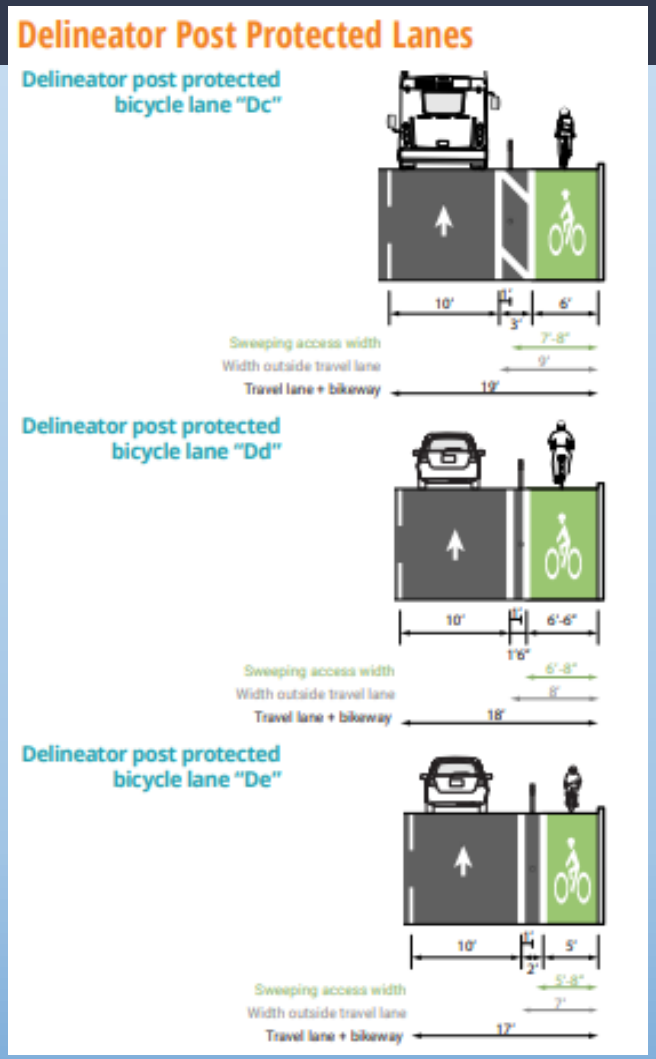
- Baltimore County, Complete Streets Policy, 2013
- Federal Highway Administration, Separated Bike Lane Planning and Design Guide, 2014
- Urban Bikeway Design Guide, Second Edition, National Association of City Transportation Officials, (NACTO), 2014
- MassDOT Separated Bike Lane Planning and Design Guide, 2015
- Portland, Protected Bicycle Lane Planning and Design Guide, Portland Bureau of Transportation, 2021

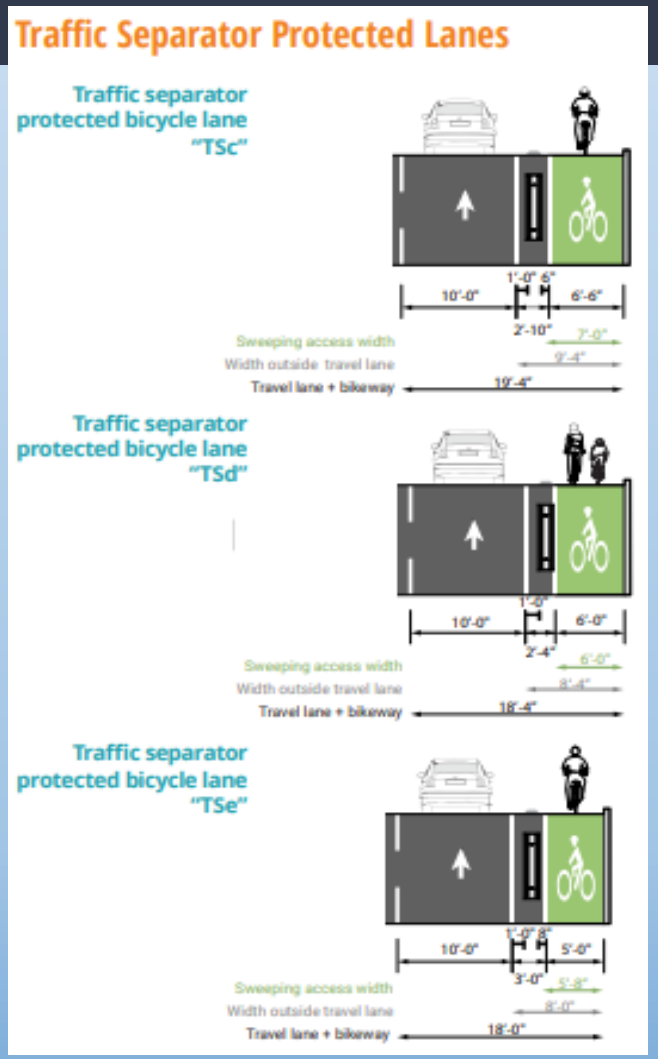
NACTO's Contextual Guidance for Selecting All Ages & Abilities Bikeways

Roadway Context				All Ages & Abilities Bicycle Facility
Target Motor Vehicle Speed*	Target Max. Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations	
Any		*Any*	*Any of the following:* high curbside activity, frequent buses, motor vehicle congestion, or turning conflicts ‡	Protected Bicycle Lane
< 10 mph	Less relevant	No centerline or single lane one-way	Pedestrians share the roadway	Shared Street
≤ 20 mph	≤ 1,000 – 2,000		< 50 motor vehicles per hour in the peak direction at peak hour	Bicycle Boulevard
	≤ 500 – 1,500			
≤ 25 mph	≤ 1,500 – 3,000	Single lane each direction, or single lane one-way	Low curbside activity, or low congestion pressure	Conventional or Buffered Bicycle Lane, or Protected Bicycle Lane
	≤ 3,000-6,000			Buffered or Protected Bicycle Lane
	Greater than 6,000			Protected Bicycle Lane
	Any	Multiple lanes per direction		
Greater than 26 mph †	≤ 6,000	Single lane each direction	Low curbside activity, or low congestion pressure	Protected Bicycle Lane, or Reduce Speed
		Multiple lanes per direction		Protected Bicycle Lane, or Reduce to Single Lane & Reduce Speed
	Greater than 6,000	Any	Any	Protected Bicycle Lane, or Bicycle Path
High-speed limited access roadways, natural corridors, or geographic edge conditions with limited conflicts		Any	High pedestrian volume	Bike Path with Separate Walkway or Protected Bicycle Lane
			Low pedestrian volume	Shared-Use Path or Protected Bicycle Lane

Elements of the Design



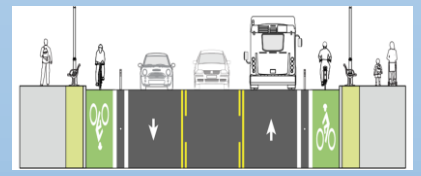
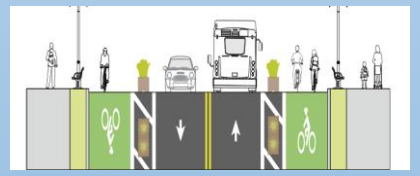




Source: Portland Protected Bicycle Lane Planning and Design Guide
Portland Bureau of Transportation, 2021

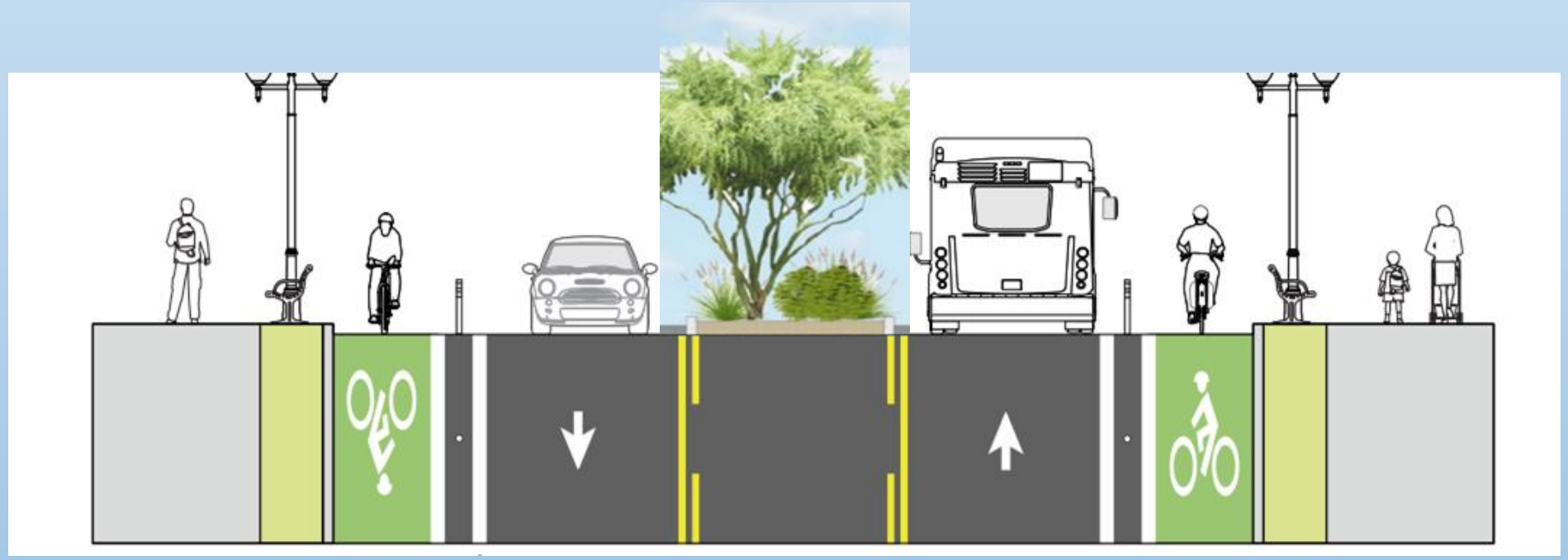
Green Summit-Pimlico Road Design Options

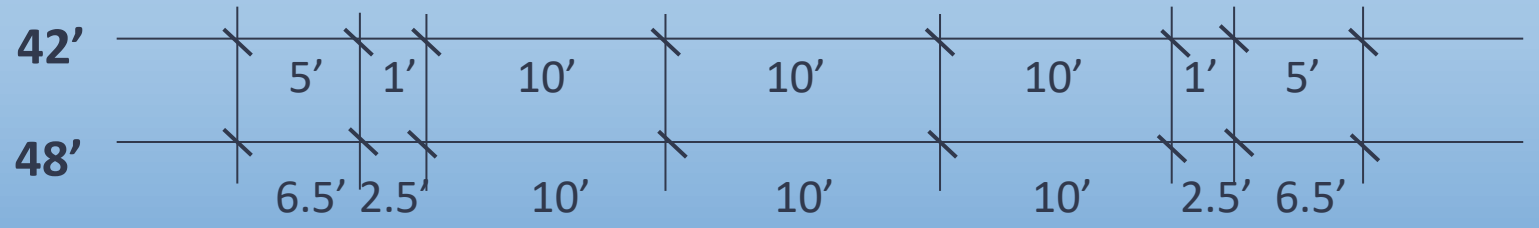
	Today	County Proposal	Community Alt. A 42' - 3 lanes	Community Alt. B 48'- 3 lanes	Community Alt. C 42'- 48' - 2 lanes
Travel lanes	42-48 (4@10 - 12)	21-26 (2@10.5 – 12.5)	20 (2@10)	20 (2@10)	20 (2@ 10)
Median	0 – 6-8	10 - 11 turn lane	10 turn/landscaped lane	10 turn/landscaped lane	0
Bike lanes	0	11 (2 @ 5.5)	10 (2@5)	13 (2@6.5)	15 (2@7.5)
Bike buffer	0	0	2 (2@1)	5 (2@2.5)	7 - 15 (2 @ 3.5 - 7)
Total width	**42-48 feet**	**42-48**	**42**	**48**	**42-48**

Typical cross-section for 42’ and 48’ Sections

Alts. A and B





Alts. A and B

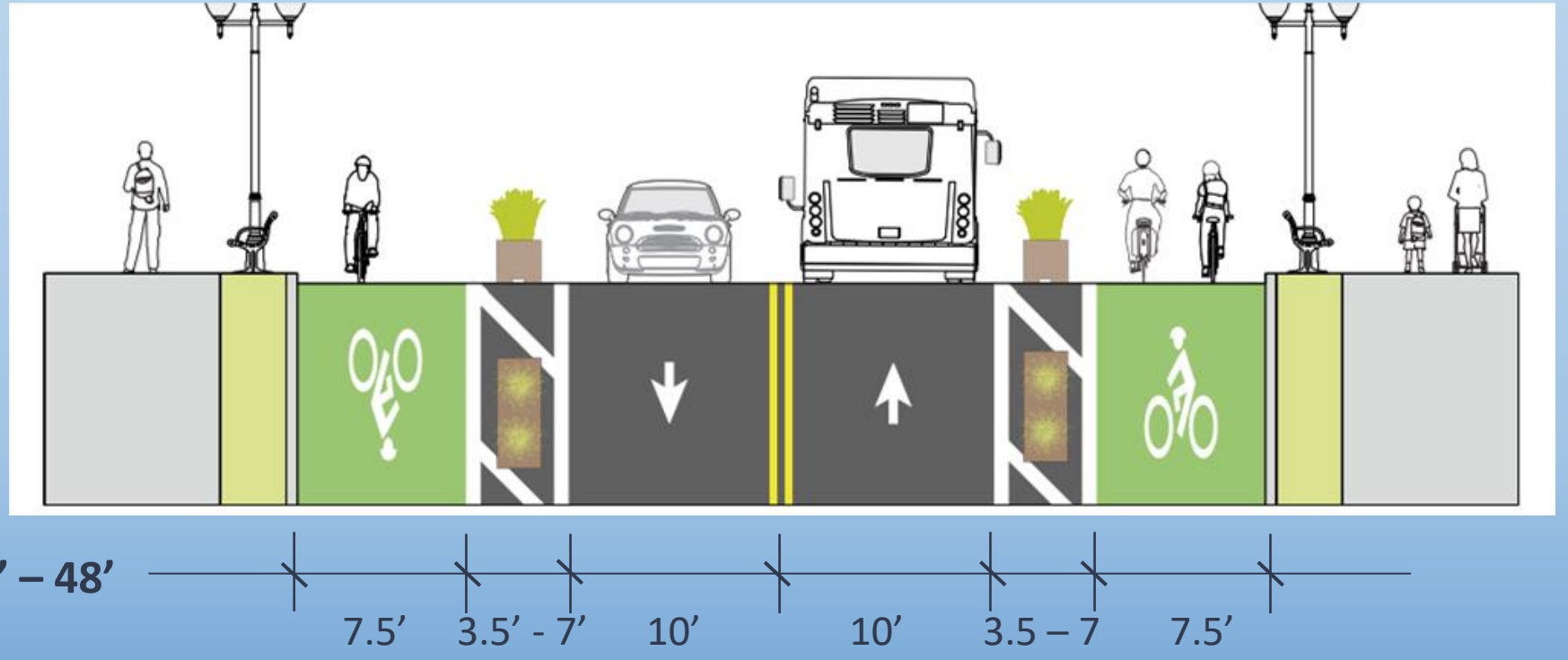
Typical treatment of left turn lane and refuge island crosswalk

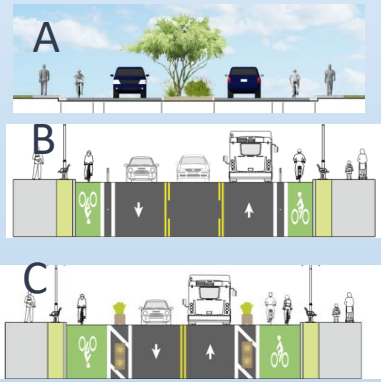
Alternative C

Typical cross-section for 42’-48’ Sections

Greenspring Ave, north of Cold Spring

Harford Road Bridge, Baltimore





Greenspring to Ten Timbers

7 major intersections

1 minor intersection

Ten Timbers to Falls

4 major intersections

3 minor intersections