

2008 Cumberland Trails & Bikeway Master Plan

City of Cumberland, Maryland

Adopted by Mayor and City Council of Cumberland as a
supplement to the 2004 City of Cumberland Comprehensive Plan
2nd of September 2008

ACKNOWLEDGMENTS

The preparation of this document was financed in part by a grant from the Appalachian Regional Commission as administered by the Maryland Department of Planning. The contents and opinions expressed in this plan do not necessarily reflect the views and policies of the Appalachian Regional Commission.

A special acknowledgement goes to Terry Rephan, former City Councilman, who prepared the grant application and served as the inspiration for this bicycle Master Plan project.

City of Cumberland

Mayor and Council

Lee N. Fiedler, Mayor
Mary Beth Pirolozzi, Councilwoman
Ed Hedrick Jr., Councilman
Floyd "Pete" Elliott, Councilman
Harold "Butch" Hendershot, Councilman

Jeff Repp, City Administrator
Jeff Rhodes, Director of Administrative Services
John Di Fonzo, City Engineer
David Umling, City Planner

Planning Commission

John B. Gilmore, Chairman
Robert D. Baldwin
Tom Farrell
Shawn Grove
Donald Hedrick
Floyd "Pete" Elliott, ex-officio

Public Participants

Thank you to the Allegheny Highlands Trail Board of Directors and to the Western Maryland Wheelmen for their help throughout the process of the preparation of this plan.

Thank you to those who submitted comments on the Draft Master Plan, and to those who attended the Public Workshop and Public Hearing.

Master Plan prepared by:



Whitney, Bailey, Cox, & Magnani, LLC
849 Fairmount Ave, Suite 100
Baltimore, Maryland 21286

Disclaimer: *The figures and maps contained in this plan were created using the City of Cumberland Geographic Information System digital data, but this is a secondary product and has not been verified and is not authorized by the City of Cumberland.*

TABLE OF CONTENTS

<u>Executive Summary</u>	1
<u>Section I: Introduction</u>	3
<u>Section II: Inventory and Analysis</u>	6
Previous Studies	6
Peer Review	8
Physical Conditions	13
<u>Section III: Goals, Objectives, and Guidelines</u>	27
Recommendations	27
Design Guidelines	61
<u>Section IV: Implementation</u>	71
Probable Costs	71
Phasing	74
Kickoff Projects	77
Funding	78
<u>Master Plan Adoption Resolution</u>	83
<u>Attachment A: Master Plan</u>	

EXECUTIVE SUMMARY

The City of Cumberland enjoys a unique position in cycling as the meeting point for the C&O Canal Towpath Trail and the Great Allegheny Passage – Cumberland to Pittsburgh Trail at the Canal Place National Park. Both are successful regional and national trails that draw cyclists to and through the City. This document, the *Cumberland Trails and Bikeway Master Plan* here after referred to as the Plan, is to serve as a companion to the 2004 Comprehensive Plan by focusing on bicycle facility goals. The Plan expands upon the 2004 plans stated bicycle and recreation goals, objectives, and action items, and provides recommendations that further the overall goals and vision of the City of Cumberland as *A City that is an excellent place to live, an enjoyable place to visit, and a supportive place to build a profitable business*, while also helping Cumberland to become a welcoming and inviting city for bicycle users. The Plan is a guide for the creation of a bicycle network that will expand upon the already successful regional trail networks in the city and provide recreation and transportation bicycle facilities for use by local residents and tourists.

The Plan is divided into four main sections:

- Introduction

This Section provides an overview of the goals and objectives of the Plan, summarizes the Master Plan process, and explains how to use this document.

- Inventory and Analysis

This Section collects and analyzes information relevant to the goals, objectives, and recommendations of this Plan. This validates that the recommendations of this Plan are consistent with the overall goals for the future vision of the City of Cumberland, recreation and open space objectives, and transportation goals at the city, county, and state level. This helps the Plan to be consistent with other advocate and government organizations enabling bicycle goals to move forward.

- Goals, Objectives, and Guidelines

This Section provides recommendations and goals for bicycle objectives for the City using the information gathered and analyzed during the previous section. The objectives are; route recommendations of bicycle facilities, bicycle amenities, and measures for promotion and encouragement of safe and responsible bicycle travel for recreation and transportation goals. Standard design guidelines are discussed to facilitate ease of future projects and the implementation process.

- Implementation

This Section provides probable cost estimates and phasing recommendations that will help to turn goals and objectives into achievement and finished projects. Potential funding mechanisms are outlined to guide the process of short to long term project implementation.

The recommendations of the Plan are categorized into four overall goals for achieving successful bicycle facilities in the City.

- Bicycle Routes

Establish a bicycle transportation network through the City of Cumberland that links neighborhoods, local and tourist destinations, and provides recreational and transportation opportunities for residents and tourists.

- Bicycle Amenities

Provide bicycle amenities throughout the City of Cumberland so local residents and tourists are able to easily navigate the City, comfortably and conveniently explore Cumberland businesses and attractions, and recognize Cumberland as a City that welcomes bicycle users.

- Encouragement

Establish the City of Cumberland as a welcoming and inviting place that; provides safe recreation and alternative transportation bicycling routes, encourages bicycle use, provides incentives for bicycle related events for local residents and tourists, and considers bicycle needs in related City projects.

- Education and Safety

Create a safe environment for bicycle travel in the City of Cumberland through increased enforcement of traffic laws and continued education and training of cyclists and motorists on safely sharing the road.

INTRODUCTION

Overview

The Plan was developed with the understanding and desire to achieve three overall project objectives.

1. Provide citizens with improved bicycle access to all neighborhoods and major public facilities and services.
2. Provide citizens with direct bicycle access to the regional trail network.
3. Provide access to major destinations for tourists riding the regional trails.

The Vision for bicycling goals in the City is for Cumberland to be recognized as:

“Cumberland, Maryland, the most bicycle friendly Victorian Era City in the country.”

The vision statement draws upon the City’s historic and cultural attractions capturing the goals and objectives of the Plan to see Cumberland as a bicycle friendly city providing recreational and alternative transportation options that are safe and convenient for local residents and tourists. The vision statement also solidifies the City’s vision for 2020 as stated in the 2004 Comprehensive Plan of Cumberland as “A City that is an excellent place to live, an enjoyable place to visit, and a supportive place to build a profitable business.”

Master Plan Process

The Master Plan process involved public involvement and coordination with local citizens, cycling advocates and groups, and downtown business interests. There is overwhelming support for the Plan. The Plan was developed through the following stages:

- Project initiation, inventory and analysis
- Public participation workshop
- Draft version of the Master Plan preparation
- Public review and comment period on Draft version of the Plan
- Mayor and City Council of Cumberland conducted a public hearing to seek comments on the Draft version of the Plan
- Continual evolvment and refinement of the Plan recommendations, assessment of Draft review comments, and incorporation of revisions into Final Plan.
- Final Master Plan submission and adoption of the Plan by the Mayor and City Council of Cumberland

Public Workshop

A public participation workshop was held on April 26, 2008 at the Braddock Middle School with 20 attendees. Workshop participants viewed a presentation on the master plan with initial thoughts from the inventory and analysis before breaking into working groups to voice their concerns and ideas with the Plan consultant and City officials. The following is the consensus of concerns discussed during the workshop.

- Most bicycle riders were recreational users, though with increasing gas prices more commuters are anticipated.
- The plan should provide new bike parking at: YMCA, local schools (if bike riding is allowed at the school), commercial / retail areas (grocery store, post office, etc.). Provide bike lockers downtown.
- The plan should provide supporting facilities: welcome signage, public showers / restrooms (downtown), cleaning / minor maintenance stations, and more public parking.
- The plan should provide new camping & hiking with access from the regional trails.
- Cross promotion with mountain bike and ATV recreation users.
- Increase the effort on bike education programs.
- Problem intersection at Baltimore St. regional trail crossing should be addressed.
- The plan should propose Centre and Mechanic St as north-south downtown bike routes.
- The plan should have a potential City Bike Loop, Cumberland Beltway. Downtown to Industrial Blvd to Messick Rd to Williams Rd to Willowbrook Rd to Shades Ln to Naves Cross Rd to Bedford St to Downtown.
- Problem areas identified: Virginia Ave CSX rail bridge crossing, Steep slopes, CSX rail yard, Wineow St, railroad crossings
- Destinations for residents & tourists: Allegany College, Downtown, historic area of Washington St, Post Office, Grocery (retail), Riverside Park, Lover's Leap (Wills Mountain State Park), Mason Sports Complex, Constitution Park
- The plan should eliminate the Valley St crossing of the Great Allegheny Passage.

Public Comment Period and Public Hearing

The Mayor and City Council of Cumberland conducted a public hearing to seek public comments on the Draft version of the Plan on August 12, 2008. The Draft version of the Plan was made available for a 30 day public review and comment period prior to the public hearing. Advertisements were placed in the local newspaper, and copies of the Plan were made available at the Washington Street and South Cumberland libraries and in City Hall for public inspection. Project stakeholders were also contacted by the City Planner by email with a link to an electronic copy of the Plan. All comments received were reviewed by the Plan consultant and the City Planner to determine potential revisions to the Draft Plan.

How to Use this Plan

This Plan contains recommendations for implementation of bicycle improvements throughout the city. The Plan serves as a guide for proposed bicycle improvements and establishing priority levels for those improvements. By prioritizing recommendations, and identifying potential costs and funding sources the Plan guides future coordination, design, and construction of individual projects throughout implementation. Since there are short to long term recommendations, the Plan should be revisited in 8-10 years to determine if an update is needed and to re-assess the status of recommendations.

INVENTORY AND ANALYSIS

Previous Studies

Previous planning studies were reviewed to identify and assess previous bicycle facility recommendations and validates that the goals and objectives of this Plan are working in conjunction with goals at the county, regional, and state levels.

2004 City of Cumberland Comprehensive Plan Update

The *2004 City of Cumberland Comprehensive Plan Update* contains recommendations for bike access as well as other improvements which may improve bicycle awareness if those aspects are taken into account. Notable Objectives and Action items are listed following this paragraph. The recommendations section of this Plan will address many of these items as well.

“Action 3.5.3

Develop distinctive signage and landscaping features at gateway entrances to Cumberland, coordinated with the signage treatment in place in the downtown.

Objective 4.5

Promote pedestrian and bicycle travel as alternatives to the automobile and as a recreational activity for visitors and residents.

Action 4.5.1

Develop a strategy to target sidewalk improvements based upon condition and role in neighborhood revitalization (see also Action 7.4.2).

Action 4.5.2

Evaluate progress made in implementing the pedestrian circulation and linkages recommendations of the Downtown Design and Development Plan. Update the recommendations by identifying and programming pedestrian improvement priorities for the next five years, including improved connections from the downtown to Washington Street and to Cumberland Street as part of the Arts and Cultural District.

Action 4.5.3

Support the completion of the Great Allegheny Passage and efforts to develop other regional multi-use trails (e.g., a greenway trail along the Potomac River west of Cumberland as proposed by the Maryland Atlas of Greenways, Water Trails and Green Infrastructure.

Action 4.5.4

As part of Action 4.5.3, establish clearly demarcated access from the terminus of the Great Allegheny Passage across Baltimore Street to Canal Place and along Baltimore Street to the downtown mall. Provide bicycle parking facilities and signage to orient bikers to the City.

Action 4.5.5

Establish designated bikeways or bicycle compatible roadways where feasible as part of street reconstruction projects.

Action 4.5.6

Where feasible, improve the compatibility of streets for bicycles by replacing older drainage grates, providing wide curb lanes and/or smooth shoulders, and eliminating roadside hazards.”

Cumberland Area Long-Range Transportation Plan (September 28, 2005)

The *Cumberland Area Long-Range Transportation Plan (September 28, 2005)* documents long range transportation objectives and projects through the year 2030 for the Cumberland area. A few noteworthy recommendations involve bicycle and trail access or the potential to improve bike access. In addition capital improvement projects noted in the Constrained Long-Range Plan (CLRP) should take into account provisions for on-road bicycle facilities because these noted improvement locations are generally areas with traffic problems that also impede bicycle use under the current conditions.

Chapter 3, Trail System Plan, highlights the desire to further enhance recreational trail opportunities in greenway areas as highlighted in the Allegheny County Open Space Plan.

City of Cumberland Streets Department

“Of the \$14.1 million programmed between 2005 and 2007, approximately 52 percent is dedicated to system preservation and maintenance projects and 48 percent is dedicated to capital expansion and improvements, most of which is related to the Rolling Mill Access Improvements. During this period, there was no annual growth in the expenditures for roads in the City, and no annual change in the revenue dedicated to the street system. Based on these observations of the current program and the static nature of expenditures and funding, the City of Cumberland is forecast to expend an additional \$103.5 million between 2009 and 2030 on its street program, with approximately \$53.9 million (52 percent) dedicated to system preservation and maintenance and \$49.6 million (48 percent) dedicated to capital expansion and improvement.

For this CLRP, the City of Cumberland submitted four priority long-term capital improvement projects with costs totaling approximately \$3.1 million. These constrained projects include:

*Baltimore Street and Mechanic Street Roundabout \$1,000,000
Bishop Walsh Road, Seton Drive Intersection Improvements \$100,000
Baltimore Street Bridge \$1,000,000
Baltimore Street/Baltimore Avenue/Front/Park Intersection \$1,000,000
Total \$3,100,000”*

1998 Downtown Design and Development Plan

This plan has many specific recommendations within the “pedestrian circulation and linkages” section. Many of the plan’s recommendations have been implemented. The plan does have specific improvement recommendations at the Mechanic St and Baltimore St intersection / Baltimore St Bridge area; including roundabout and increase left turn lane scenarios. The City is currently contemplating an update of the Downtown Design and Development Plan within the next year. Any update and traffic improvement recommendations should take into consideration the important pedestrian and bicycle connections that need to occur in this key location. A safe linkage between the Great Allegheny Passage crossing, Baltimore St Pedestrian Mall, Washington St, and to Riverside Park needs to be considered within any plan update. See the *Recommendations* area in Section III of this Plan for further discussion.

Community Legacy Five Year Plan of Action (FY08-FY13) – Updated 2007

This plan links together diverse planning documents to provide an “overall comprehensive vision and approach to community revitalization” and promote the 2004 Comprehensive Plan’s vision of Cumberland as *A City that is an excellent place to live, an enjoyable place to visit, and a supportive place to build a profitable business*. There are a number of stated visions for the City which addresses bicycle related improvements. The Access Strategy Vision includes;

10. Pedestrian/Biking Enhancements - Provide improvements to the pedestrian and biking facilities throughout the city, including ADA accessible routes, bike trails and amenities, and other recommended actions

The Economic Development Vision includes;

21. Tourism - Continue to build Cumberland as a center for visitation to and within the region based upon cultural/heritage tourism, outdoor recreation, and special attractions and events

Alleghany County – Local Land Preservation, Parks and Recreation Plan – March 2006

This plan highlights the parks and recreation components of the Alleghany County Open Space Plan. There are two specific recommendations in the plan that are trail type facilities occurring within the City limits.

Chapter III.A.1.c.

“The County will work with the City of Cumberland to acquire and develop a tourist-oriented park in the Narrows that would be tied directly to the Canal Place development project and would also serve to protect the scenic overlook and the floor of the gap. Although this project has remained dormant since the late 1990’s, it remains a goal of the County’s Comprehensive Plan and is listed as Objectives 3.3 and 3.4 of the City of Cumberland’s Comprehensive Plan.”

Chapter III.A.1.f.

“The County and the City of Cumberland have been urged by local archaeological groups to acquire a surviving portion of Braddock’s Trail, dating from the French and Indian War. While mostly located within the City, a convenient access point atop Haystack Mountain is within County jurisdiction.”

Maryland Department of Transportation – Twenty Year Bicycle & Pedestrian Access Master Plan - October 2002: Technical Appendix: Bicycle and Pedestrian Needs Inventory

District 6: Needed Locations for Bicycle and Pedestrian Improvements.

As part of the state Bicycle & Pedestrian Master Plan a technical appendix with an inventory and analysis of state roads for pedestrian and bicycle needs was prepared. A review of this section indicates bicycle facility improvement needs for numerous state roads in the City of Cumberland area. Facilities were evaluated using the Bicycle Level of Comfort (BLOC) model which provides a grading system (A-F, with A being best and F worst) for rating bicycle riding conditions on each roadway segment. The report classified roadways as Tier 1 or 2 Maryland State Highway Bicycle Improvement Needs, with Tier 1 having the greatest need.

Tier 1

Alt. US 40 from N. Mechanic St to I-68
(Henderson Ave to Baltimore Ave to Exit 44 (Willow Brook Rd)
1.86 Miles BLOC = E Area in a Priority Funding Area

Tier 2

MD 51 from downtown (exit 43) to W. Old Town Rd
(Industrial Blvd to W. Old Town Road)
0.47 Miles BLOC = F Area in a Priority Funding Area

Peer Review

A peer review of comparable cities was conducted as part of the inventory and analysis portion of the Plan. The peer review was a suggestion from multiple participants at the public workshop. The Cumberland City Planner determined a list of six suggested peer review cities. To insure that cities selected had already achieved a level of success with bicycle facilities, only cities which are designated as bicycle friendly communities were considered. The remaining criterion for peer city selection was the presence of key characteristics similar to Cumberland. The selection criteria are as follows:

1. Bicycle Friendly Community designation from the League of American Bicyclists.
2. Similar in size and population.
3. Similar steep topographic constraints within the city.
4. Similar economic constraints.

The bicycle network planning documents and city websites were reviewed for each of the peer review cities. The level of implementation varied throughout the cities. Due to the nature of the peer review many of the noted key items are recommendations which may not be constructed. Throughout the peer review it became clear that there is a great deal of overlap in successful bicycle facilities throughout cities due to industry standards, and cities, like Cumberland, looking at proven measures for success to guide in their process. The summary contains items which have the highest degree of relevance as potential recommendations for the City of Cumberland. The summary items are grouped within categories similar to the recommendation categories of this Plan. The sources for the peer review summary items are city municipal websites and the cited city planning document listed under the *Plan* heading.

Auburn, Alabama

Plan

- Auburn 2020. Imaging a Better Community. Auburn Bicycle Plan – 5/5/1998
- Prepared by City Bicycle Task Force.

Bicycle Facilities, Design Standards & Recommendations

- Recommended routes according to AASHTO Standards. Street by Street recommendations not part of their plan, encouraged to occur during design work
- Route maintenance, inspection, and cleaning of bicycle routes
- Provide bike racks throughout the city
- Sponsor bicycle events; bicycle rodeos, bike races
- CSX rail tracks through town with crossings
- Several Major Highways through town
- Joint bike lane, and bike path projects between the City of Auburn and Auburn University
- Provide provisions for bicycle facilities as part of ongoing and future transportation work programs and capital improvement projects
- Include bicycle facilities within City Parks and Recreation projects and as part of the Parks and Recreation capital improvement program
- Published Auburn Bicycle Tours Guide which highlights numerous themed trips with maps, a narrative description of the route highlights, appropriate rider skill level, length, parking locations and destinations along the trip. Guide has advertisements for local business in the back. Routes are on street and on street with bicycle facilities.
- Auburn University has campus bike network

Continued Management, Public Involvement, and Encouragement

- Bicycle Coordinator in place to implement and oversee goals and objectives
- Bicycle Advisory Board with rotating volunteers to work with Coordinator
- Bicycle support staff within the City
- Provides for annual open public meetings allowing continued public comments
- City initiatives to encourage bicycle use as alternative mode of transportation
- 2008 Bike Challenge to encourage bike riding and physical fitness and health improvements.

Education and Enforcement

- Wide distribution of bicycle safety information to the public
- Coordination of bicycle safety public outreach with local bicycle events
- Bicycle safety information as part of high school and college driver education programs
- Work with Local Police Department for education to officers
- Use of accident data for continual improvement of bike facilities
- City Parks and Recreation hold open bicycle traffic safety courses open to all ages as part of the regular program
- WaCaDa campaign with Auburn University to promote safety between pedestrian, bicycle, and vehicular modes of transportation.

Bloomington, Indiana

Plan

- Bicycle and Pedestrian Transportation & Greenways System Plan, March 2008

Bicycle Facilities, Design Standards & Recommendations

- Bike routes have themes which relate to interesting facts about the route to make the route easy to remember for users.
- City has established major cycling events which draw visitors and generates income
- General Design guidelines for bicycle facilities for typical conditions which references Indiana DOT and AASHTO bicycle stand guidelines as well. Guidelines do not provide recommendations for specific suggested routes or situations
- Recommends the use of physically separated multi-use paths where feasible.
- Recommend use of public art to enhance facilities
- Link major destinations
- Establish a bike route / pathway hierarchy
- Greenways along environmental features; streams, rivers, etc.

Continued Management, Public Involvement, and Encouragement

- Incentives for the bicycle commuters
- Develop land acquisition program to identify and purchase property to link key destinations where on-road facilities are not feasible. Develop trails.
- Provide incentives for employers to promote bicycle commuting and provide facilities such as bike parking, showers, changing facilities, lockers, bike to work day etc.
- Sponsorship of routes as a potential funding source
- Promote bicycle related business
- Bicycle & Pedestrian Transportation and Greenways System Coordinator (City Staff)

Education and Enforcement

- Regular educational and awareness programs are conducted
- Collect and analyze accident and crime data, to help in redesign if necessary of high accident areas
- Police patrol on bikes in downtown area
- Regular maintenance sweeping routes
- Encouragement of adopt-a-trail type programs for portions of routes

Brunswick, Maine

Plan

- Brunswick Bicycle & Pedestrian Improvement Plan, Oct. 1998; updated Sept. 2004

Bicycle Facilities, Design Standards & Recommendations

- Brunswick Bicycle and Pedestrian Advisory Committee formed from Town Council appointed citizens with support from City Planning department
- Plan focuses on engineering and planning recommendations while acknowledging importance of education and encouragement actions
- Recommended locations of physical improvements
- Recommendations of standard bike facilities including; shared lane, wide outside lane, paved shoulder, bicycle lane, multi-use path, & traffic calming devices (although no specific traffic recommendations were made just that they should be considered in certain locations)
- Specific Critical areas are outlined requiring additional improvements

Continued Management, Public Involvement, and Encouragement

- Recommendation of a city bicycle & pedestrian coordinator for continued management and coordination

Education and Enforcement

- Production of pamphlets for education events
- Volunteer opportunities
- Continued school zone improvements

Burlington, Vermont

Plan

- Included with the 'Transportation System Plan' section of the Burlington Municipal Development Plan – 2006

Bicycle Facilities, Design Standards & Recommendations

- Revise city wide street classifications
- Access, neighborhood, and design objectives
- Bicycle facilities incorporated with planned major roadway construction projects

Continued Management, Public Involvement, and Encouragement

- Encourages development of an overall transportation system where bicycling (along with other alternative modes) competes with automobile as the prevalent mode of transportation
- Bicycle improvements are integrated with / as a part of overall transportation improvements
- Develop policy and improvements to “focus on the user”
- “Cycle the City theme-loop”
- A community bicycle hazards reporting mechanism

Education and Enforcement

- Further establishment and enforcement of truck routes
- Police officers on bicycle for community patrol

Charlottesville, Virginia

Plan

- Charlottesville Bicycle and Pedestrian Facilities Master Plan – 2003

Bicycle Facilities, Design Standards & Recommendations

- General design guidelines for off-street greenway trails and how to make them accessible
- Land acquisition recommendations for greenway open space at environmentally sensitive areas, floodplains etc.
- General description of design standards and components of various trail types and amenities. A how-to guide.
- Equal emphasis to on-road and off-road trails and routes.

- Bike racks throughout downtown pedestrian mall. Bike lockers as part of parking lots / parking garage downtown.
- Recommendations per street for on-road facility; signage, striping etc.

Continued Management, Public Involvement, and Encouragement

- Recommended immediate installation of a “demonstration project” as public relations to show the possibilities and principles of bicycle facilities in action.
- Recommendations to “maintain the momentum” of the master plan
- Master plan celebration
- Encourage incentives for business to provide bike to work days
- Bicycle events for economic development
- Recommend coordination or management group or individual to continue advocacy of master plan recommendations

Education and Enforcement

- Interpretive historic signage for education and trail enhancement

Chattanooga, Tennessee

Plan

- Chattanooga Urban Area Bicycle Facilities Master Plan – 2002

Bicycle Facilities, Design Standards & Recommendations

- Conducted a peer review
- Existing conditions analysis of potential routes, suitability designation
- A mixed distribution of bicycle facilities to provide opportunities for all skill levels of riders

Continued Management, Public Involvement, and Encouragement

- Encouragement of end facilities bike racks, lockers, and showers.
- Coordinate improvements and recommendations with other City departments
- Training sessions for City staff
- Adult rider advocacy
- Maintain facilities
- Bicycle Advisory Committee at each neighborhood

Education and Enforcement

- Bike police patrol in urban areas
- Youth safety education
- Adult driver education through mailings, pamphlets, etc.

Louisville, Kentucky

Plan

- Bicycle Friendly Louisville Plan - 2005

Bicycle Facilities, Design Standards & Recommendations

- Recommendations and goals grouped into the 5 E's with priority routes

Continued Management, Public Involvement, and Encouragement

- “Bike Louisville” website portion of city website
- Continue to update the in-progress and finished recommendations of the bike plan
- Community cycling events and festivals
- Cycling events and bike to work promotion
- Assessment of achievements

Education and Enforcement

- Ad campaigns and public services announcements to promote education
- Youth bicycle program
- Bicycle handling and new rider programs
- Coordination with law enforcement

Peer Review Summary

The Peer Review identified numerous similarities in cities with successful plans, their plan recommendations, and continued involvement, encouragement and implementation of bicycle facility improvements. The following is a list of key relevant aspects which all, or the majority of, the seven peer review cities share:

- All. On-street improvements are in accordance with standard design guidelines; AASHTO or state transportation guidelines.
- All. Encourage cycling through a variety of methods targeting recreation, tourism, and alternative transportation users.
- All. Emphasize rider education programs to promote safe bike use for all age groups.
- All. None of the cities with pedestrian malls provide a designated bikeway in the mall. Further discussion of this topic is included in *Section III. Recommendations, objective A.20 Baltimore Street Pedestrian Mall*.
- Majority. Have an advisory committee / group or individual (city staff) to continue to promote and oversee bicycle improvements, issues / concerns and plan recommendations.
- Some. Incorporate themes or educational signage with bike routes and amenities to add interest for users.
- Some. Have website or pages associated with the City or Parks and Recreation to promote bike use, bike events, and distribute information.
- Some. Specifically indicate to provide additional routine maintenance, and cleaning of bike routes for increased safety.

Physical Conditions

An assessment of physical conditions of streets, potential routes, and destinations was conducted as part of the Plan. The *Physical Conditions* heading is a summary of noted conditions which may impact bicycle improvements. The summaries and descriptions of this heading are divided into three sections; key destinations, city-wide physical conditions, and neighborhood based physical conditions. The assessment was focused upon investigation of potential key routes which may serve to link neighborhoods and key destinations. Noted road classifications and problem intersections are from the 2004 Comprehensive Plan, figure 9 Transportation Plan.

Key Destinations

Below is a list of significant local and tourist destinations throughout Cumberland. There are other local destinations not listed below which may be addressed later in the Plan. The grouping of destinations below is by general location and is used to identify; potential bicycle facilities improvements that may be able to serve the largest number of riders possible and potential constraints or shared destination opportunities. Figures 1, 2, and 3 show destination locations.

Key	Destination	Address	Users
1	Allegany County Museum (Current Location)	81 Baltimore St	Tourist
2	Saville Gallery (Allegany Arts Council Office)	9 Centre St	Tourist
3	New Embassy Theater	49 Baltimore St	Tourist
4	Windsor Hall	39 Baltimore St	Tourist
5	Downtown Cumberland Information Center	64 Baltimore St	Tourist

- All are located within Baltimore St mall area and could be served by improved and additional bike parking areas throughout the mall. The existing bike racks at Mechanic St, Liberty St, Centre St, and George St could be improved to make them more visible to riders.
- Potential Access from Mechanic St, Centre St, and Queen City Dr / Baltimore Ave

Key	Destination	Address	Users
6	Allegany County Chamber of Commerce	24 Frederick St	Tourist
7	City Hall	57 N. Liberty St	Local
8	Cumberland Public Safety Building	20 Bedford St	Local
9	Cumberland Neighborhood Housing Services	400 N. Mechanic St	Local
10	North Centre Street Playground	510 N. Centre St	Local

- Located within the downtown area.
- Potential for bike parking located within existing parking lots to encourage bike to work opportunities.
- Potential access from Mechanic St, Centre St, and Frederick St, Bedford St.

Key	Destination	Address	Users
11	Allegany County Administrative Building	701 Kelly Rd	Local
12	Riverside YMCA	601 Kelly Rd	Both

- Access limited to along Kelly Rd due to isolation from remainder of neighborhood due to steep topography.

Key	Destination	Address	Users
13	Canal Place	Downtown	Tourist
14	Western MD Scenic Railroad Terminal (Canal Place)	13 Canal St	Tourist
15	Riverside Park (George Washington Headquarters)	40 Greene St	Tourist
16	Zero mile marker National Highway	Greene St	Tourist
17	U.S. District Courthouse (Future Allegany Co. Museum site)	3 Pershing St	Tourist

- These are all destinations where Canal Place serves as the connection hub and provides a current good level of accessibility for pedestrians, and less so for bicycles. Though the bicycle connection could be improved upon and strengthened.
- Bike parking is available at Canal Place
- Bicycle connections from Canal Place to downtown, and the neighborhoods should be strengthened.

Key	Destination	Address	Users
18	Thrasher Carriage Museum	210 S. Centre St	Tourist
19	Amtrak Station	2 Queen City Pavement	Tourist
20	Old YMCA Recreation Center	205 Baltimore Ave	Local

- These are located near the downtown area with potential connection to the Baltimore St mall area is limited to the Baltimore St and Queen City Dr intersection due to existing railroad tracks.

Key	Destination	Address	Users
21	C. William Gilchrist Museum of the Arts	104 Washington St	Tourist
22	Gordon-Roberts House	218 Washington St	Tourist
23	Whiting House Museum	632 Washington St	Tourist
24	Cumberland Theater	103 N. Johnson St	Tourist
25	Washington Street Library	31 Washington St	Local
26	Allegany County Courthouse	30 Washington St	Local
27	Allegany County Board of Education	108 Washington St	Local
28	West Side Elementary School	425 Paca St	Local
29	Allegany High School	616 Sedgewick St	Local

- Steep topography exists in the area, mainly to the north, which makes travel to Whiting House Museum more difficult.

Key	Destination	Address	Users
30	Allegany College Campus	12401 Willowbrook Rd	Local
31	Western MD Health System Hospital (Future campus)	12500 Willowbrook Rd	Local
32	Allegany County Health Department	12501 Willowbrook Rd	Local
33	Tri-State Zoo (at Christie Rd)	10105 Cottage Inn Ln	Both
34	Constitution Park	450 Reservoir Ave	Both

- Road improvements currently under construction along Willowbrook Rd at the entrance to the Western MD Health System Hospital are scheduled to include bicycle facilities.
- Willowbrook Rd is part of a potential Cumberland Bike Loop route.
- There is a potential for a new off road trail at Constitution Park which would provide a connection and link from the park to Willowbrook Rd and neighborhood.
- Tri-State Zoo is isolated from the remainder of the City. There could be a potential for an off road trail route to connect the zoo to the Willowbrook Rd. This would require coordinating with Allegany College and the Cumberland County Club. An on-road route along Country Club Rd could be provided. The property abuts current City limits, but is not within the City boundaries.

Key	Destination	Address	Users
35	Fort Hill High School (Greenway Ave Stadium)	500 Greenway St	Local
36	Washington Middle School	200 N. Massachusetts Ave	Local
37	Constitution Park	450 Reservoir Ave	Both

- North – south routes Greenway Ave and Kentucky Ave are local roads with lower traffic and could provide access to schools through bike route and directional signage.
- It is our understanding that, at this time, each school administration decides whether or not bike riding is allowed at their particular school. At the time of preparation this Plan it is not allowed. If this changes, the potential for additional bike routes linking surrounding neighborhoods to schools should be considered as part of future safe routes to school program.
- Constraints are limited to traffic and on street parking on Williams Rd and Oldtown Rd.

Key	Destination	Address	Users
38	Wills Mountain State Park (Lover's Leap Overlook)	Off Piedmont Ave	Tourist
39	Braddock Middle School	909 Holland St	Local
40	Northeast Elementary School	11001 Forest Ave	Local
41	Carver Community Center	340 Frederick St	Local
42	Jaycee Recreation Area	545 Furnace St	Local

- Valley St provides a connection into the neighborhood as well as connecting to the downtown and to the regional trails at the Valley St bridge.
- Columbia Ave and Fairview Ave provide connections between the destinations and Valley St, and Piedmont Ave and Holland Ave.

Key	Destination	Address	Users
43	Human Resources Development Commission (Future)	125 Virginia Ave	Local
44	South Cumberland Library	100 Seymour St	Local
45	South Penn Elementary School	500 E. Second St	Local

- All are linked by First St (Collector Rd) or Second St (Local Rd)

Key	Destination	Address	Users
46	John Humbird Elementary School	120 E. Mary St	Local
47	C. Eugene Mason Sports Complex	708 Mason Recreation Rd	Local

- Mason Sports complex is connected to the C&O Canal Towpath, easily linking the downtown area as well as the North End and West Side neighborhoods via downtown and the towpath.
- The South End neighborhood, south of Industrial Blvd and the CSX Transportation area, is easily navigable from the local roads.
- The Mason Sports Complex is disconnected via direct bicycle connection from the area north of Industrial Blvd due to the Virginia Ave CSX Bridge and traffic problems there.

Key	Destination	Address	Users
48	Rolling Mills	Park Street	Local

- An approximately ten block section along Park St contains multiple local destinations including; U.S. Post Office, grocery, and other commercial / retail.
- The area is absent of bike racks.
- The area can be accessed from the nearby surrounding residential from by side, local, streets.
- The area is easily accessible from the Baltimore St / downtown area.

Figure 1: Destinations



Figure 2: Destinations



City-Wide Physical Conditions

There are a number of general impediments that are city-wide and not neighborhood specific. In general local roads and roads with low volumes of traffic will provide safe bicycle routes without the addition of on-road bicycle facilities. Bicycle travel and accessibility on these roads can be improved through the education and encouragement improvements. Therefore this assessment directed its focus on collector and arterial roads. It should be noted that the City has indicated that replacement of storm drain grates to bicycle friendly grates is now scheduled as a current project and therefore is not noted in the physical conditions. Grate replacement is recommended throughout the downtown area and along recommended bike routes at a minimum, for any areas that may not have been included in the aforementioned project.

- Steep slopes make numerous areas potentially difficult to navigate by bicycle, although the downtown area, and south end neighborhood (south of the CSX tracks) are flat without major topographic constraints.
- There are many narrow streets having constraints for which street widening would result in unwanted impacts affecting community quality of life, regardless of available public right of way.
 - Many streets have buildings and sidewalks adjacent to the road that would prohibit street widening without adversely impacting sidewalk width and pedestrian access
 - Many streets with adjacent steep slopes that may make widening cost prohibitive due to grading and/or impacts to existing or the need for new retaining walls.
 - Many streets in residential areas have mature street trees that for any widening would need to be removed which would have negative impacts to neighborhood quality and character
 - Some two-way streets have sufficient existing width to provide one bike lane and serve as a one way bike route. They may also function as, two-way shared lane or signed bike routes without designated bike lanes.

Neighborhood Based Physical Conditions

See figure 4 for neighborhood boundaries for the purposes of the descriptions which follow.

Downtown

The downtown area contains the majority of the key destinations. Bicycle navigation through the downtown is currently difficult due to traffic, parking locations, system of one way streets, and truck traffic.

Bicycle Parking

- There is scattered bike parking in the downtown, primarily Baltimore St mall area. There are also a range of styles with no consistent standard.
- Visibility of the racks is an issue in many of the placements creating concern for riders to locate bike racks from a distance and potential frustration for tourists or new riders unfamiliar with the area.
- The majority of locations contain only one rack which may be insufficient.
- Bike racks are located in the Canal Place area as well. There may be a potential for bike lockers here if there is sufficient demand.

Mechanic St. and Centre St. - main north-south, one way routes

- Both streets provide sporadic on street parallel parking throughout their lengths. Parking occurs in random rotations on both sides of the streets. This has the potential to confuse bike or provide an unsafe condition for riders as traffic shifts.
- Some areas may require widening if a bike lane were to be added.
- Sufficient road paving width exists for one parallel parking, one bike lane and one travel lane throughout the majority of the route.
- Designated turning lanes are present at most intersections.
- Centre St from Pershing St to Harrison St has on street angled parking on both sides which would cause unsafe conditions for bike lanes.

Queen City Dr

- The truck traffic route, though designated to Queen City Dr, was noticed to be frequent on Mechanic St. past the Queen City Dr intersection.
- For truck traffic the following should be addressed; turning radii at Queen City Dr intersections, truck route signage, and enforcement of truck route.

East –West Streets

- Since downtown is a long rectangle with impediments on the north (railroad tracks and grade difference) and the south (Wills Creek). East west travel between potential north-south routes should not require signage or lane striping except at key connections to adjacent neighborhoods.

Downtown Bridge Crossings

- Baltimore St.
 - This has strong potential as a bicycle route due to the regional trail crossing, and strong connections to downtown, Canal Place, Washington St. historic district.
 - Traffic improvements listed in Cumberland Area Long-Range Transportation Plan, for the Baltimore Street and Mechanic Street proposed Roundabout, and Baltimore Street Bridge improvements should include bike lanes and consider bike circulation through this key area.
 - A traffic and road assessment, and recommended improvements at the Greene / Washington / and Baltimore Street intersection are included in the 1998 Downtown Design and Development Plan.

- Many citizens commented that the bike lane crossing for the Great Allegheny Passage on the bridge is dangerous and vehicles do not recognize cyclists.
- Both sides of the bridge are problem intersections.
- Traffic for the Right and Left turn lanes on Baltimore St routinely queues on the bridge past the regional trail crossing block the bike route.
- Removal of parallel parking existing on the bridge on the north-west side could provide additional lane width for potential bike lane striping although replacement of the lost parking spaces should occur if this option were implemented.
- Valley St.
 - Existing at grade trail crossing for the Great Allegheny Passage with pavement striping is a noted safety concern by local citizens. The crossing does provide a potential direct bike connection between downtown and neighborhoods and the regional trails.
 - Bridge has the existing width to support bike lanes.
- Market St.
 - Bridge is steep and narrow and should be avoided as a bike route.
 - Baltimore St and Valley St bridges provide sufficient bike connections to both ends of downtown and the west side neighborhood making a Market St connection redundant.

North End

Downtown connections - Baltimore St and Queen City Dr intersection

- Problem intersection with the convergence of multiple streets on the east side of the railroad tracks.
- This would provide a direct connection to downtown and Baltimore St mall area if a safe bicycle crossing was in place.
- Existing underpass provides a separate safe pedestrian crossing over Queen City Dr and the railroad tracks though not practical for bicyclists due to the stairs.

Shades Ln.

- This was suggested bike route during Public Workshop
- Poor paving conditions, should be re-paved if designated a bike route
- 25 mph posted, open section, collector road
- Narrow with some areas of limited sight distance.

Bedford Rd and Frederick St – one way streets

- Bedford Rd has areas of steep adjacent topography and retaining walls on the west side which would make widening cost prohibitive.
- Provides a direct connection to and from downtown and has the potential for a good commuter route.
- Frederick St has areas of parking on both sides of the streets and rotating between sides of the street.
- Bedford Rd is consistent with one travel lane and parallel parking on east side.
- Intersection confusion at downtown intersection with Centre St

Shriver Ridge and Topographic constraints

- The neighborhood is divided between north and south by Shriver Ridge, the areas between Valley Rd and Bedford St. The area is identified as potential future residential by the 2004 Comprehensive Plan

Alt. US 40 from N. Mechanic St to I-68 Henderson Ave to Baltimore Ave to Exit 44

- Provides a continuous connection throughout the neighborhood, is relatively manageable in terms of topography the steeper areas occurring primarily on Baltimore Ave though topography is not prohibitive to bicycle travel, and the route is listed as a Tier 1 SHA improvement route, which would help in funding of any potential improvements.
- However, numerous impediments other than topography do exist.
 - Storm drain inlet grates are not bicycle friendly
 - Utility poles are located along one or both sides of the road immediately at the back of curb or up to 3' feet from back of curb making road widening for bicycle facilities cost prohibitive
 - On street parallel parking on Baltimore Ave from Henderson Ave to Goethe St
 - Immediately adjacent residential and sidewalks between railroad overpass and past Knox St could adversely impact pedestrian access if widened for bike lanes.
 - Poor paving conditions, especially on Baltimore Ave. Locations that with concrete curb & gutter have areas where bituminous and concrete paving do not meet flush. Area would need re-paving to provide safe bicycle conditions
- Closed section, arterial roadway, state route

West side

- General. The west side neighborhood has some of the steepest topography in the City mostly occurring on local roads, with some exceptions.
- Washington St historic district
 - Wide Street with parallel parking on both sides.
 - Begins to get steeper further from downtown.
 - A key area for bike route primarily geared towards tourists. The frequent traffic and parallel parking on both sides increase the potential for “dooring” accidents if bike lanes were installed, this would probably be compounded by the historic nature of the route and the sightseeing aspect.
 - No bike parking areas are present to encourage further enjoyment of the area on foot.
 - Wide sidewalks provide potential for bike parking areas without limiting pedestrian travel.
- Kelly Rd to Riverside YMCA and Allegany Co Office Complex
 - Storm drain grates should be replaced with bike friendly grates as part of City’s scheduled replacements.
 - Considerable amount of rocks and debris exist, should be cleaned on a more regular basis if established as a bike route.
 - Sufficient width for lanes although the volume of traffic may make signage and route identification sufficient.

South End – South of CSX Tracks

- There are low volumes of traffic in this area making it well suited for on-street parking. The low traffic volume also makes the area easily navigable by bicycle.
- The area has good connectivity to the C&O Canal Towpath.
- Roberts St and Candoc Ln Intersection
 - There is a user worn path from the intersection to the C&O Canal Towpath
- Virginia Ave
 - The Virginia Ave CSX bridge is a traffic, pedestrian, and bike problem area. This is the only connection between the south and north side of the south end neighborhood.
 - Three problem intersections; Offutt St, Elder St, and Mary St / River Ave

South End – North of CSX Tracks

- This area is mostly local roads between Industrial Blvd and Oldtown Rd, with the exception of Virginia Ave.
- First St.
 - Three of the key destinations are located along First St.
 - Wide street with parallel parking allowed, though most residences have driveways on the north-south roads. Some areas on 90 degree parking on the south side of the street.

East Side

- General. Area has some steep topography though most area manageable at 10% or less.
- Key neighborhood destinations are in groups; with the two schools being along Greenway Ave and Kentucky Ave, and Constitution Park, Allegany College, and Western Maryland Health system being around the Willowbrook Rd area.
- Oldtown Rd
 - Collector road with three problem intersections.
 - Potential to be widened to provide bike lanes although sidewalks directly at the curb line would increase cost due to sidewalk replacement.
- Maryland Ave
 - Collector road, with parking and sidewalks and building immediately adjacent
- Louisiana Ave
 - Residential collector road, grass strip between road and sidewalk, could be widened for bike lanes.
 - Potential widening could eliminate some mature street trees with would negatively impact neighborhood character
- Williams Rd
 - Segment between Willowbrook Rd and McKenzie Ln is too steep for a bicycle connection from Constitution Park to the Willowbrook Rd destinations.