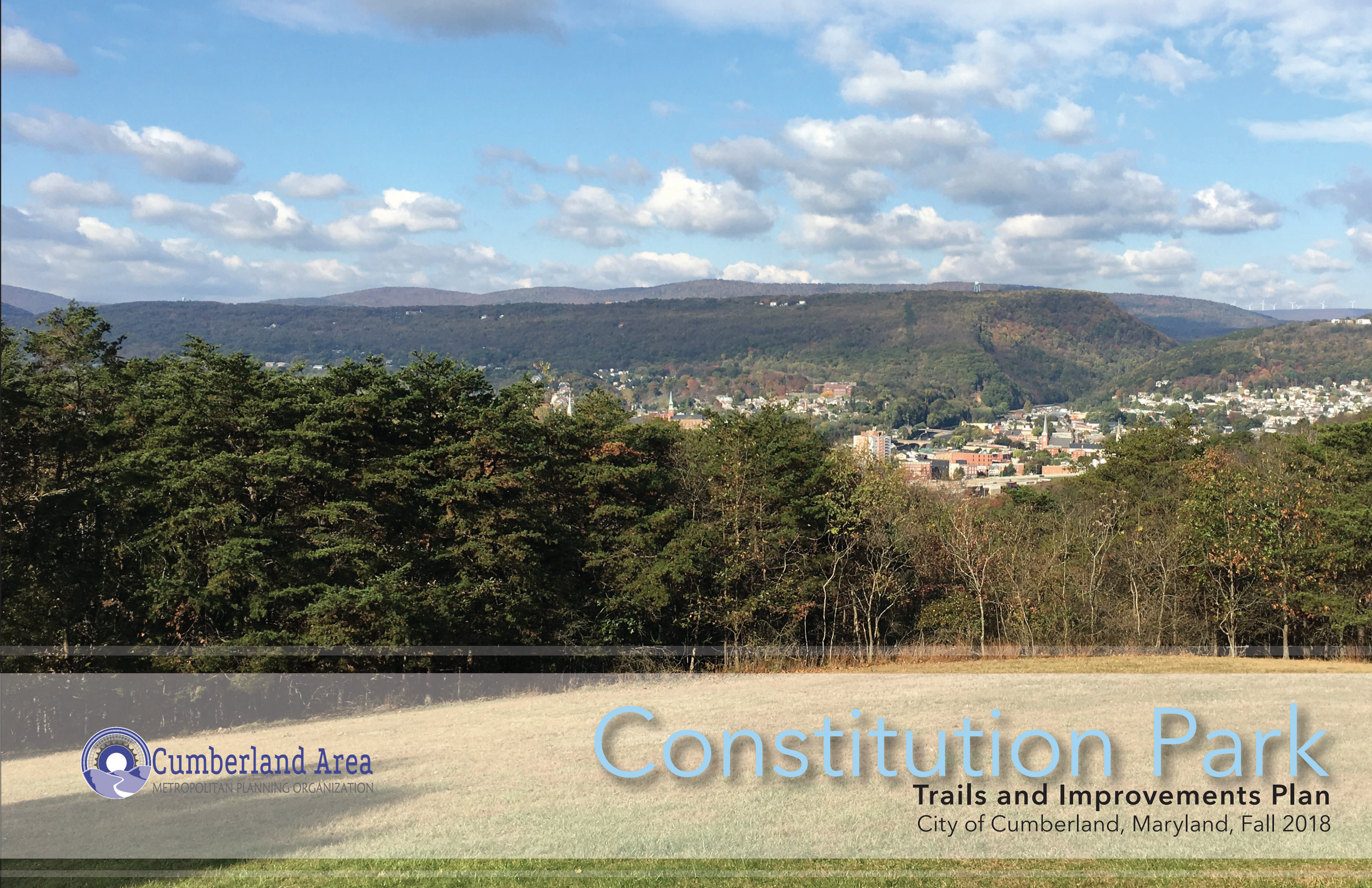

Cumberland Area
METROPOLITAN PLANNING ORGANIZATION

Constitution Park

Trails and Improvements Plan

City of Cumberland, Maryland, Fall 2018

Acknowledgments

Special thanks to the following citizens of Cumberland for their input and guidance during the planning process.

City Of Cumberland Staff:

John DiFonzo, City Engineer (Retired)
Robert Smith, Director of Engineering
Julie Thornton, Engineering Technician
Kim Root, Contract Labor Compliance Specialist
Diane Johnson, Parks & Recreation Director
Kathy McKenny, Community Development Programs Manager
Bill Patch, Park Maintenance
Carol Brown, Day Camp Director
Jason Deal, Street & Public Properties Coordinator
Rich Mellotte, Superintendent of Street & Public Properties
Brooke Cassell, Public Works Operations Manager

City Of Cumberland Parks & Recreation Board:

Hayden Ort-Ulm
Ruth Branter
Don Enterline
Debrah Mullen
Greg Powell
Brett Showalter
Brady Barnhart
Troy Thomas
Seth Bernard
Jeffrey Hedrick
Glenn Hall
Brian White

Cumberland Area MPO Staff:

Siera Wigfield, Planner
Roy Cool, Planner

Cumberland Area MPO Board:

Jacob C. Shade
Creade V. Brodie, Jr.
David J. Caporale

City of Cumberland Mayor and City Council:

Mayor Raymond M. Morriss
Councilman Seth D. Bernard
Councilman Richard J. "Rock" Cioni
Councilman Eugene T. Frazier
Councilwoman Laurie P. Marchini

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Citizens of Cumberland & Constitution Park Users

Table of Contents

Plan Overview....3
Planning Process....4
Existing Conditions....6
Circulation....16
Public Input....18
Recommendations....20
Design Guidelines....30

Cumberland Area METROPOLITAN PLANNING ORGANIZATION

CITY OF CUMBERLAND 1787 MARYLAND

alta PLANNING + DESIGN

Plan Prepared by Alta Planning + Design
Adam A. Supplee, RLA, AICP, Principal
Liam Cleary, Senior Designer

Constitution Park

Trails and Improvements Plan
City of Cumberland, Maryland

Plan Overview

The purpose of this plan is to create a Trails and Improvements framework for Constitution Park, located in Cumberland Maryland. This plan focuses on updates to existing park amenities and providing a system of trails to connections that will allow users to navigate and enjoy all the park has to offer. Connectivity will also be explored in the surrounding area in order to provide safe bicycle and pedestrian access to the park. This will include an exploration of facility improvements (bike lanes, sidewalks, etc.) and updates to existing park amenities. As a component of this process, we will explore the potential for hiking and biking trails through the property and connecting to the surrounding areas.

There are currently 40 acres of the park which are programmed and used. The property as a whole offers 150 acres of available land for active and passive recreation including trails and open space. The following pages of this plan take a deeper look into various areas of the park showing current condition photos and field notes.

PROCESS

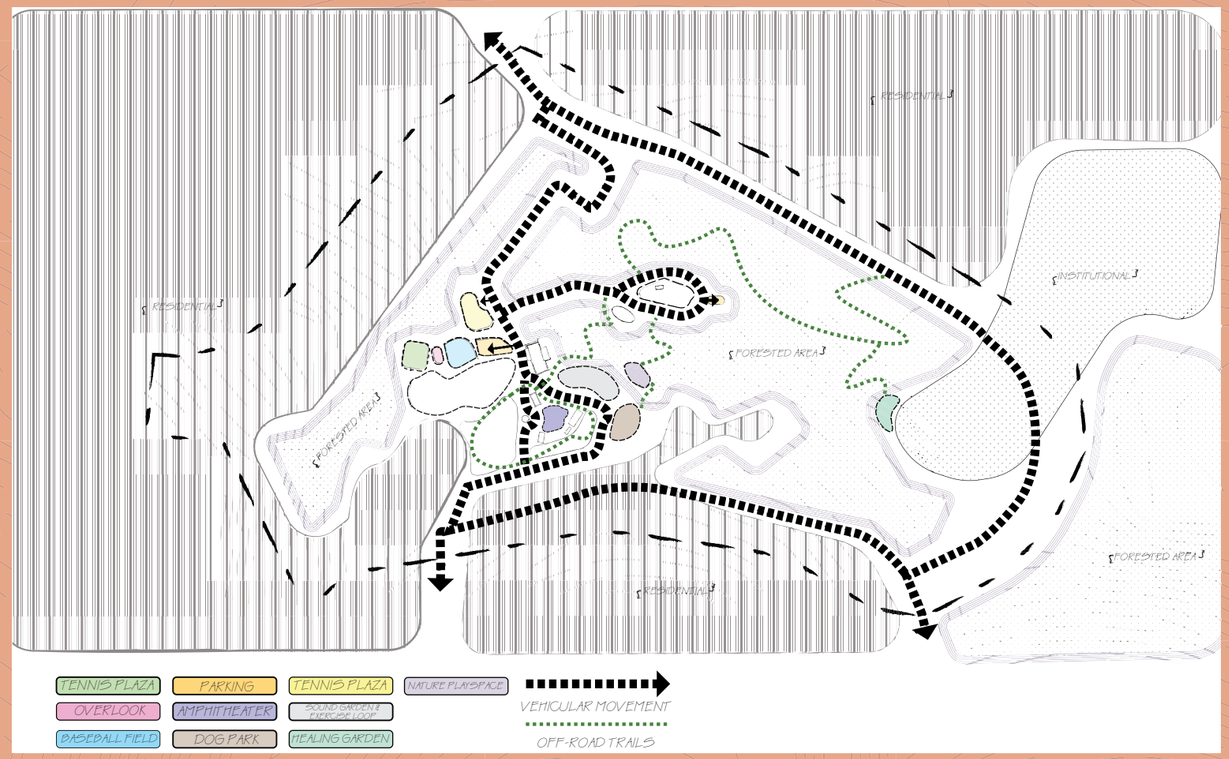
Planning Process

The park planning process was separated out into distinct tasks, developed to focus the plan to best meet the needs and desires of the Cumberland community. Using existing data collected during a previous project, the consultant team developed a base map to be used for site inventory and verification during field discoveries. These maps were used during the project kickoff meeting and during a public input event.

Two members of the Alta team met with members Project Steering Committee in October of 2017 to explore the site and identify challenges and opportunities. These field observations and input collected from the project team were used to craft draft recommendations for planning conceptual land uses for the site and surrounding area.

During this same trip the Alta team set up a table at multiple locations to collect input from the Citizens of Cumberland and hear their ideas for the park. These ideas and desires were collected by interactive boards where visitors could write their ideas about the park and place stickers on desired activities.

The team then went to work on graphic portrayal of the existing park conditions and crafted and concept diagram to communicate their concept for future development in the park. These conceptual diagrams were designed through multiple iterations with the project team and refined to create a plan for capital improvements for the park to best suit the City and its citizens. The team also crafted a set of design guidelines to be used for future park and pedestrian development throughout the site.


RESIDENTIAL
RESIDENTIAL
INSTITUTIONAL
FORESTED AREA
FORESTED AREA
FORESTED AREA
RESIDENTIAL
TENNIS PLAZA
PARKING
TENNIS PLAZA
NATURE PLAYSPACE
OVERLOOK
AMPHITHEATER
SOUND GARDEN & EXERCISE LOOP
BASEBALL FIELD
DOG PARK
HEALING GARDEN
VEHICULAR MOVEMENT
OFF-ROAD TRAILS

NATIONAL HIGHWAY
WILLS
NARROWS
MOUNTAIN

FIELD EXPLORATIONS

Existing Conditions

The project team explored Constitution Park and the surrounding area during multiple field visits. The site was evaluated in multiple ways. The observations focused on accessibility, safety, maintenance and aesthetic quality. Field notes were taken, along with photographs to evaluate existing conditions and begin to craft recommendations for the park.

The map shown on the following page was created to communicate the project team's evaluations of existing conditions throughout the site. The map was shared with the Steering Committee, Park board and the public to support the team's recommendations.

Accessibility

Constitution Park is largely inaccessible by pedestrians and bicyclists, due to extreme topography, and lack of bicycle and pedestrian facilities. Roadways in the surrounding areas are narrow, and most do not have sidewalks. This condition does not allow for traditional multi-modal facilities (bike paths, sidewalks). Within the park there is also limited pedestrian accommodations and infrastructure which inhibits safe pedestrian travel and may lead to conflicts between vehicles and pedestrians. The park is also challenging for users of limited mobility, and many features of the park are virtually inaccessible to some users.

Safety

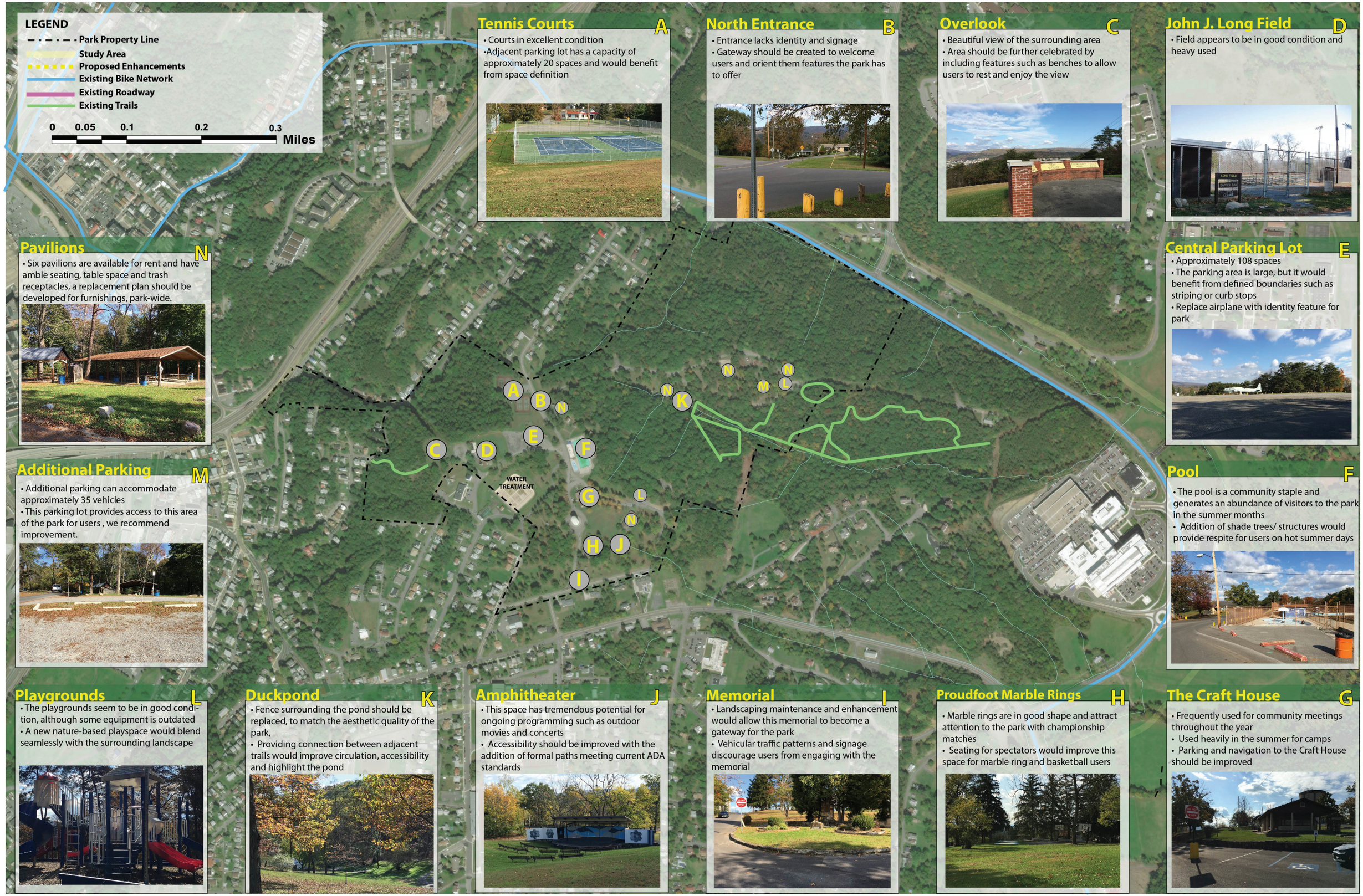
As mentioned previously the current transportation infrastructure in and around the park may need to be improved to improve safety for pedestrians. Due to the age of the facilities and amenities within the park, unsafe conditions of park infrastructure were observed. In particular, the existing play equipment near the amphitheater, although well maintained is aging and should be considered for replacement in the near future.

Maintenance

With any park operations and maintenance are a prime consideration in the planning process. The size and age of the park infrastructure may be challenging for maintenance. Some of the aging infrastructure such as pathways, play equipment and furnishings may need more frequent maintenance and repair. The US Navy aircraft is an important part of the nation's history, but the maintenance required to keep the display serviceable and safe may be prohibitive. Other elements throughout the park have seen declined use through the years, and costs of repair and labor need to be considered.

Aesthetic Quality

Constitution Park is a rustic patchwork that has great value to the community of Cumberland. This lends charm to the park. The Rolling topography and classic WPA era infrastructure lend to the unique fabric of the park. These vernacular materials and styles compliment the existing quality of the park.



Tennis Courts (A)

- Courts in excellent condition
- Adjacent parking lot has a capacity of approximately 20 spaces and would benefit from space definition

North Entrance (B)

- Entrance lacks identity and signage
- Gateway should be created to welcome users and orient them features the park has to offer

Overlook (C)

- Beautiful view of the surrounding area
- Area should be further celebrated by including features such as benches to allow users to rest and enjoy the view

John J. Long Field (D)

- Field appears to be in good condition and heavy used

Pavilions (N)

- Six pavilions are available for rent and have amble seating, table space and trash receptacles, a replacement plan should be developed for furnishings, park-wide.

Central Parking Lot (E)

- Approximately 108 spaces
- The parking area is large, but it would benefit from defined boundaries such as striping or curb stops
- Replace airplane with identity feature for park

Additional Parking (M)

- Additional parking can accommodate approximately 35 vehicles
- This parking lot provides access to this area of the park for users , we recommend improvement.

Pool (F)

- The pool is a community staple and generates an abundance of visitors to the park in the summer months
- Addition of shade trees/ structures would provide respite for users on hot summer days

Playgrounds (L)

- The playgrounds seem to be in good condition, although some equipment is outdated
- A new nature-based playspace would blend seamlessly with the surrounding landscape

Duckpond (K)

- Fence surrounding the pond should be replaced, to match the aesthetic quality of the park,
- Providing connection between adjacent trails would improve circulation, accessibility and highlight the pond

Amphitheater (J)

- This space has tremendous potential for ongoing programming such as outdoor movies and concerts
- Accessibility should be improved with the addition of formal paths meeting current ADA standards

Memorial (I)

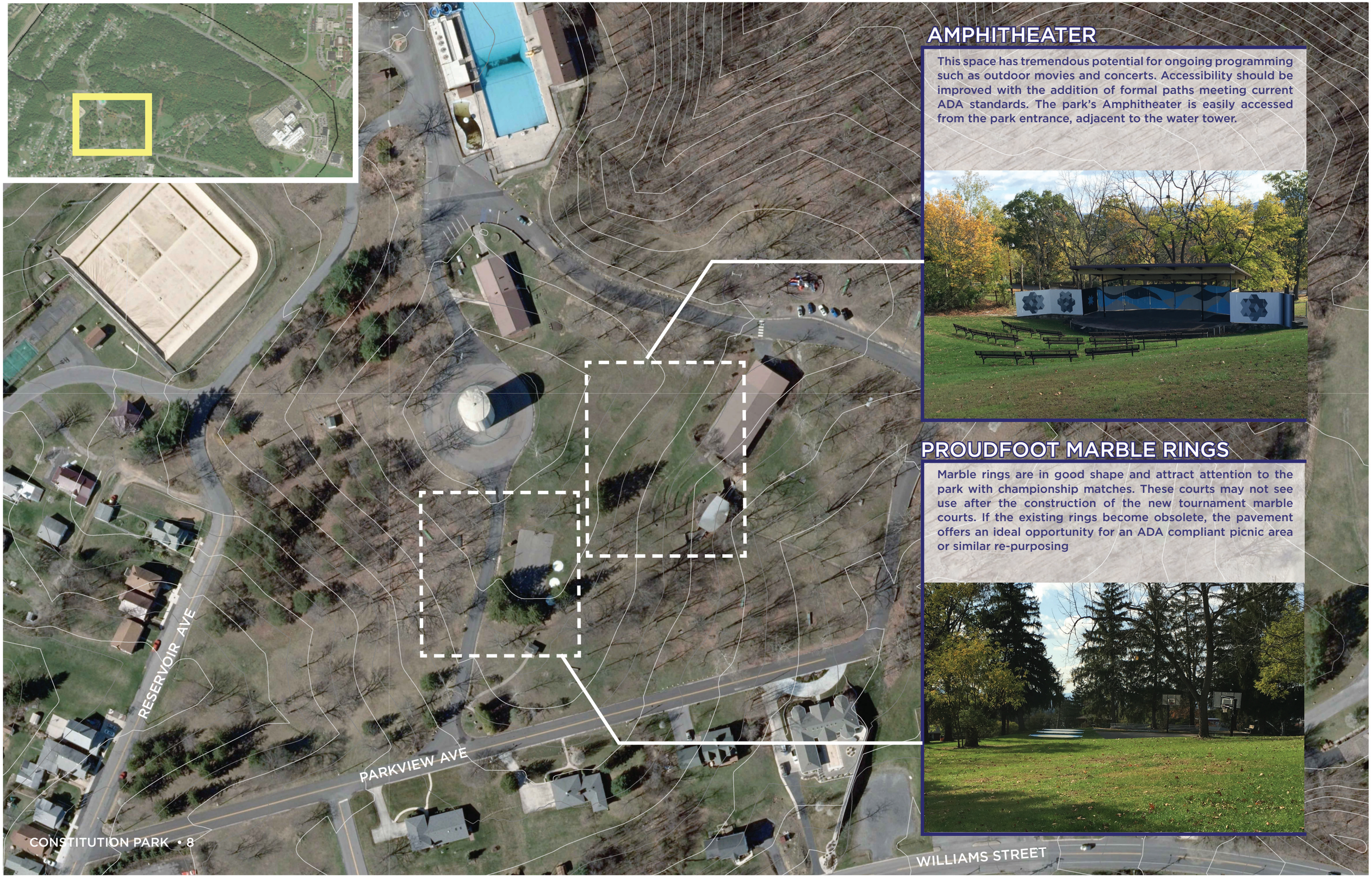
- Landscaping maintenance and enhancement would allow this memorial to become a gateway for the park
- Vehicular traffic patterns and signage discourage users from engaging with the memorial

Proudfoot Marble Rings (H)

- Marble rings are in good shape and attract attention to the park with championship matches
- Seating for spectators would improve this space for marble ring and basketball users

The Craft House (G)

- Frequently used for community meetings throughout the year
- Used heavily in the summer for camps
- Parking and navigation to the Craft House should be improved

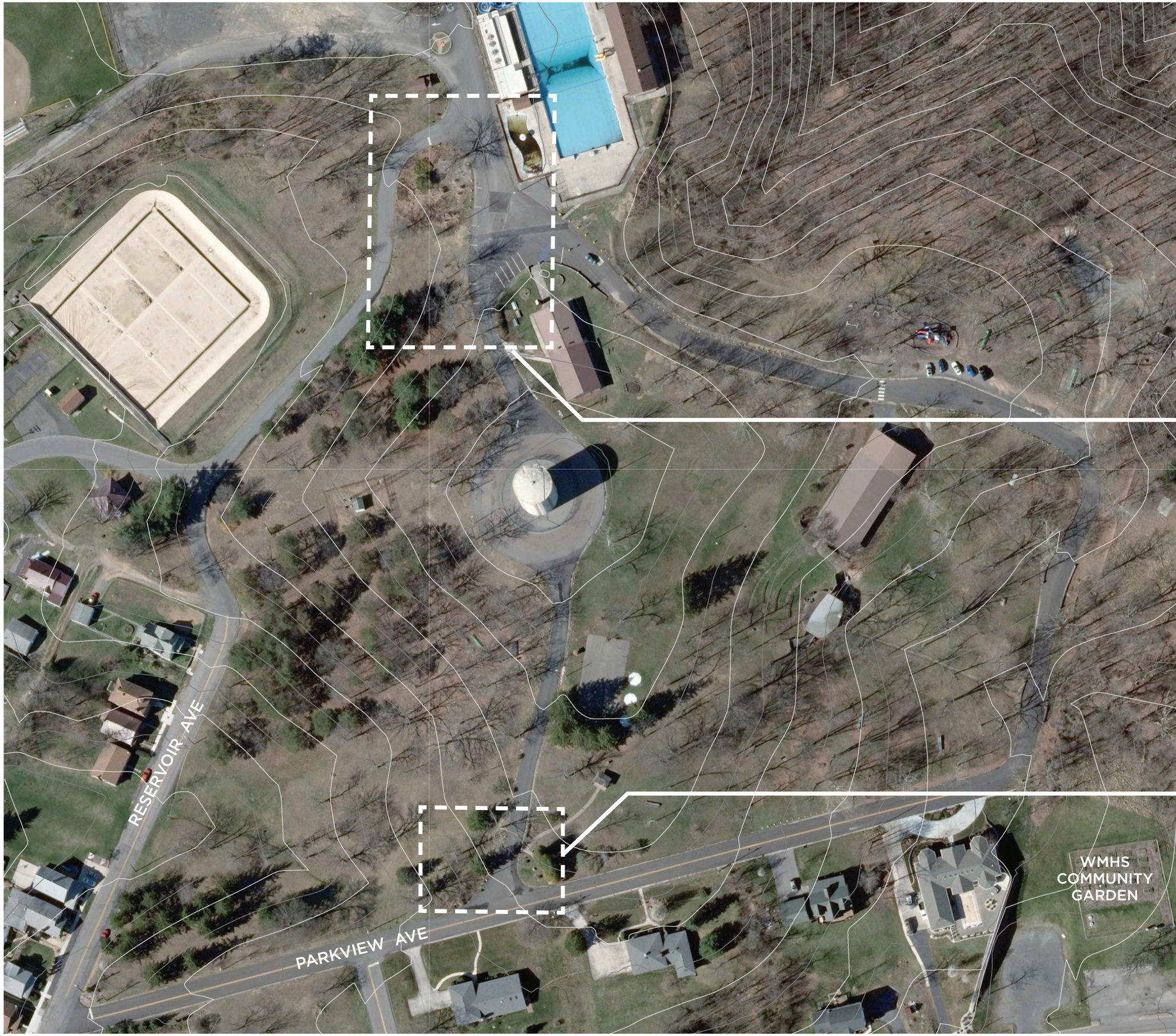


AMPHITHEATER

This space has tremendous potential for ongoing programming such as outdoor movies and concerts. Accessibility should be improved with the addition of formal paths meeting current ADA standards. The park's Amphitheater is easily accessed from the park entrance, adjacent to the water tower.

PROUDFOOT MARBLE RINGS

Marble rings are in good shape and attract attention to the park with championship matches. These courts may not see use after the construction of the new tournament marble courts. If the existing rings become obsolete, the pavement offers an ideal opportunity for an ADA compliant picnic area or similar re-purposing

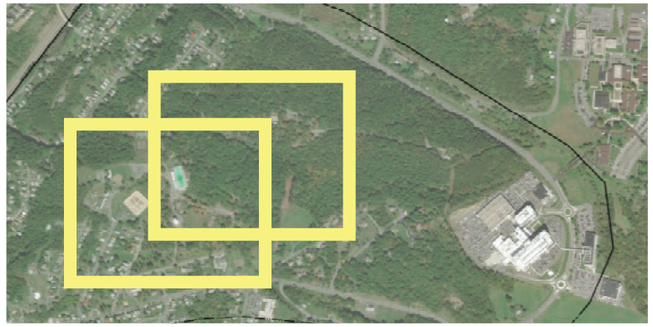


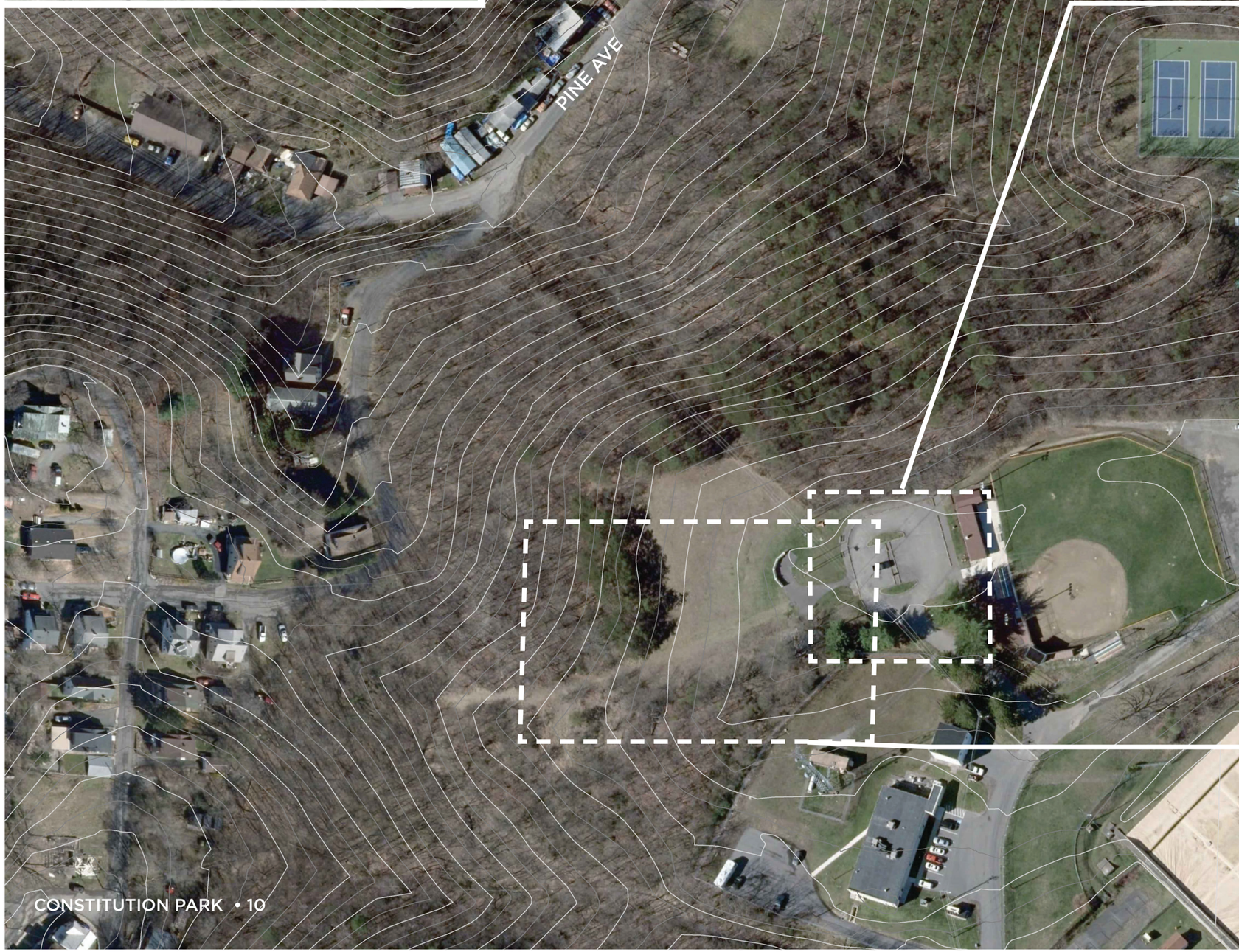
MAIN ROADWAY

While the road is the major connection through the park, it lacks pedestrian and bicycle facilities. While traditional sidewalks and trails may prove to be cost prohibitive, pavement markings, signage and landscape treatments may be an option to improve multi-modal safety.

ENTRANCE & MEMORIAL

The memorial is overtaken by surrounding trees and landscaping. A redesigned landscape and addition of sidewalk could draw visitors to the memorial and create a gateway into the park.





OVERLOOK PARKING

This parking area could be eliminated to accommodate a pedestrian plaza, leaving the existing roadway connection for maintenance vehicles and pedestrian use.

SCENIC OVERLOOK

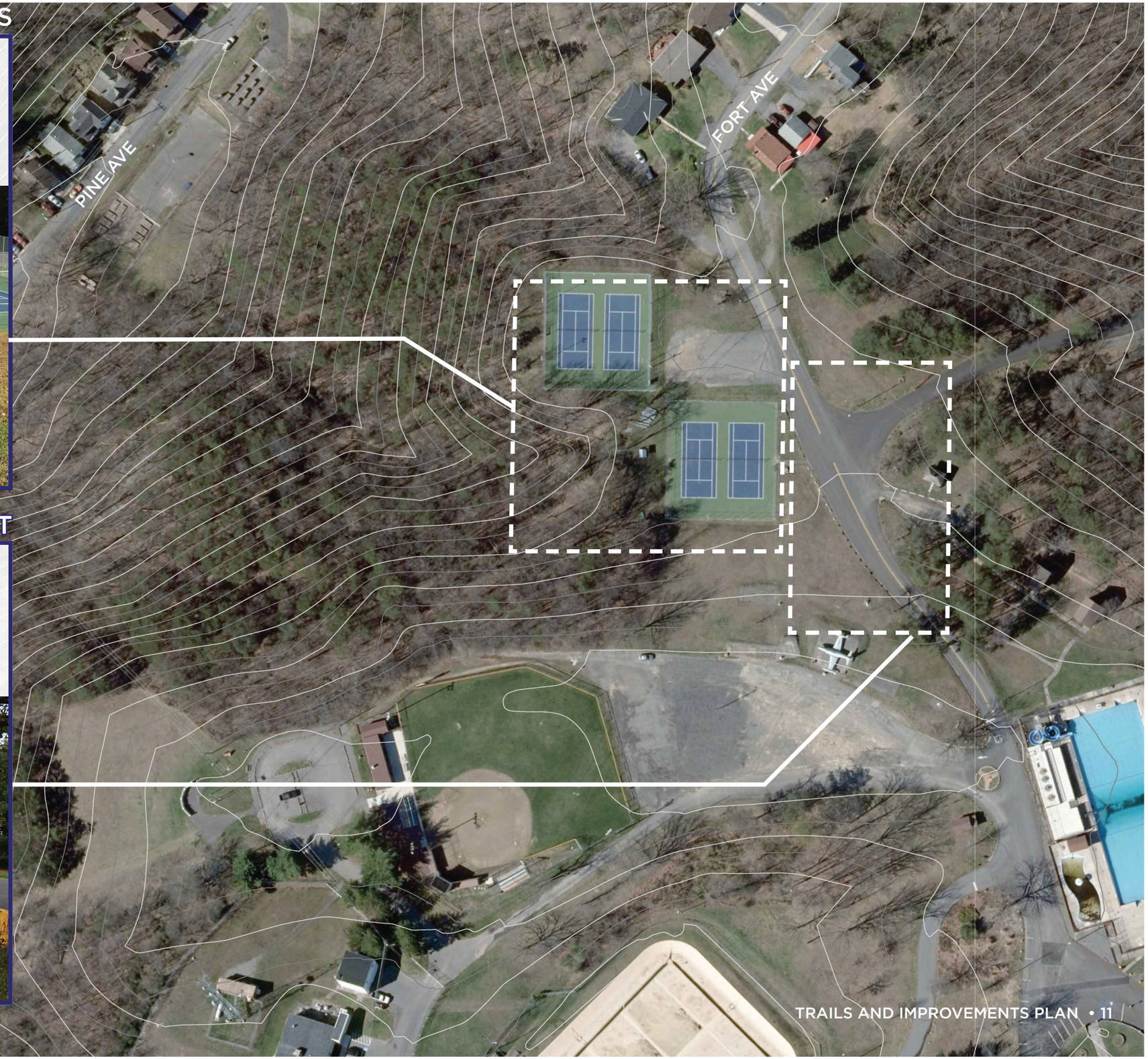
The park has a breathtaking view of the surrounding landscape with a nice open space for various recreation activities. Area should be further celebrated by including features such as benches or pavilion to allow users to rest and enjoy the view. The tall wall tends to obstruct the highlighted views below. Elevating the pavement surface at the observer's side of the wall could improve visual access.

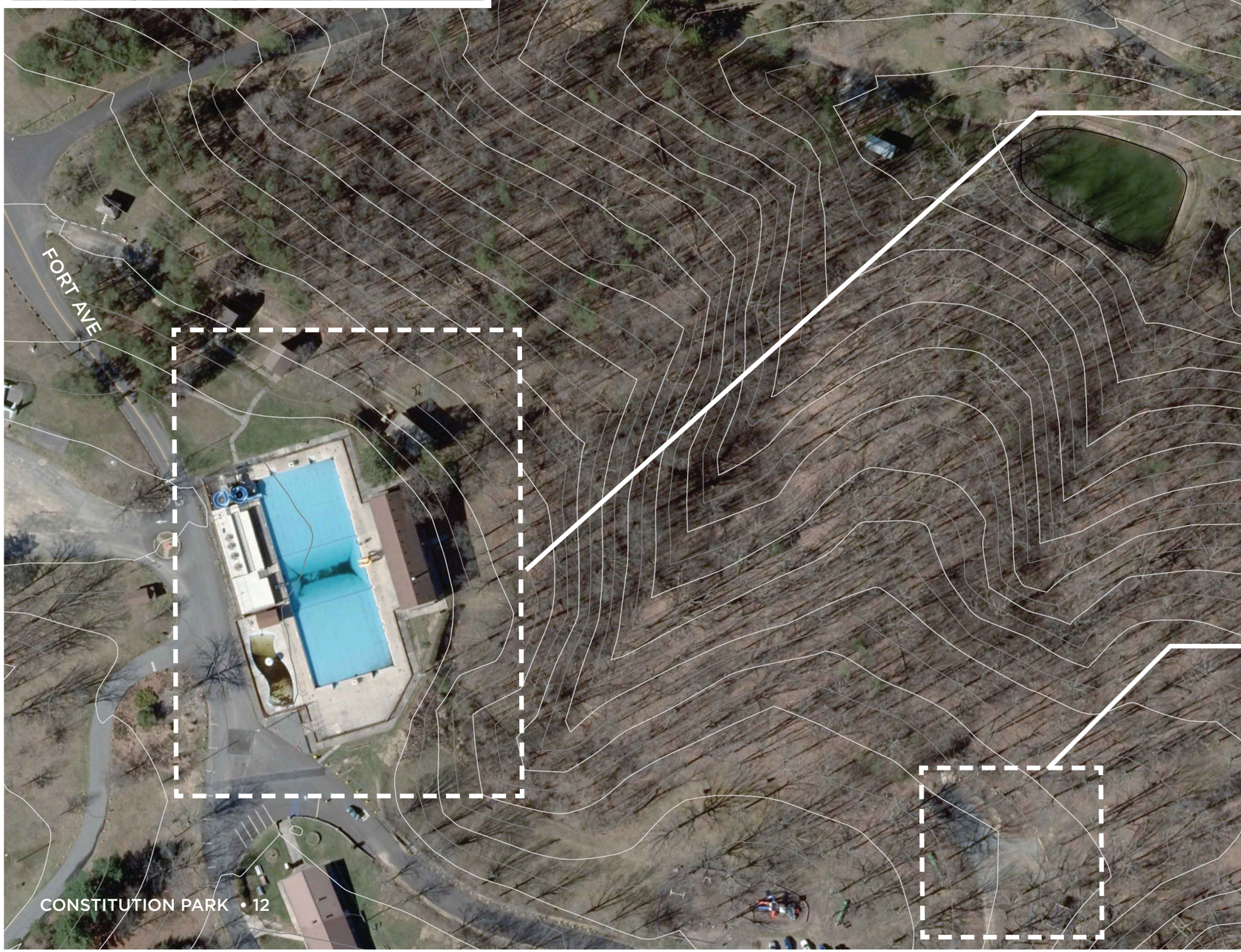
TENNIS COURTS

The tennis courts are in great shape and are accompanied by adjacent parking. Amenities should be developed around the Tennis courts to promote further use.

NORTH ENTRANCE/ EXIT

This entrance welcomes visitors climbing the steep approach from Reynolds Avenue. Although functional, the utility pole bollards are aging an may require replacement in the near future. Boulders or native stone blocks may be an appropriate replacement and aesthetic upgrade.





POOL

A favorite amenity since the 1930's, the pool is a community staple and generates an abundance of visitors to the park in the summer months. Addition of shade trees/ structures would provide respite for users on hot summer days. Continued upgrades for ADA compliant facilities are crucial for this important community asset.

MATERIAL STAGING/ DUMPSTER

There are numerous under-programmed areas that could be developed into recreational space, or additional parking. Every park needs and "ugly area" to support the maintenance and function of facilities. These necessary facilities should be relocated to a less visited area of the park. This location is slated for a nature-based sound garden.

DOG ENCLOSURE

This tall chain link enclosure currently serves as a “dog park”. The structure is unsightly and is not suitable for its current use. The structure is recommended for removal. An additional dog park is proposed at another location on the site.

NORTH LOOP PAVILION

The pavilion located along the lower North Loop can be reserved, accommodating large gatherings. Additional programming in this pavilion could be a revenue generator for the park. Modernization improvements such as wi-fi and improved A/V equipment may attract a wider variety of patrons.

PLAYGROUND

This playground appears to be in good structural condition with features for younger and older children. The facility is aging and replacement should be planned to avoid closure of such a valuable feature. The equipment has been well-maintained, but will soon reach its serviceable life expectancy. Replacement and upgrade should be planned in capital improvement budgets.

VIEW TO DUCK POND

This duck pond is an attraction for visitors in the summer months who are hoping to see some wildfowl. Additional pathways to the pond can offer access to those with special needs.

NORTH LOOP PARKING

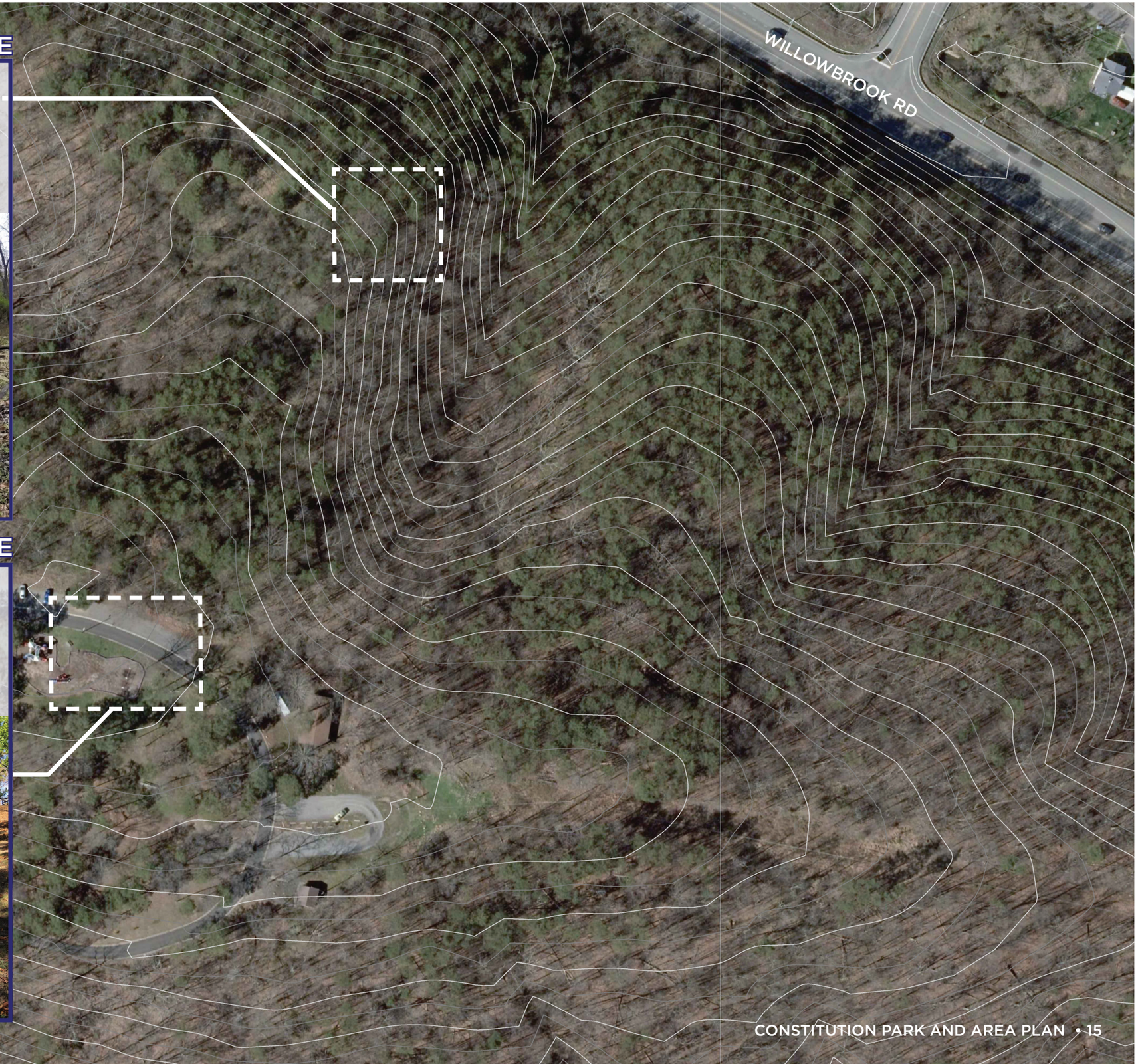
This is the largest dedicated parking area in this section of the park. Parking should be improved to offer ADA compliant parking to serve the new accessible marble courts.

DUMP SITE

Supposedly an old city dump site, this area is a unique glimpse back in time. All that remains within the dump are glass and ceramic containers. The area may prove costly to restore, but may be used as an interpretive area to tell visitors about historic waste removal practices. Visitors should be warned of the dangers of the historic waste.

NORTH LOOP LANE

This roadway connects the playground, pavilions, and duck pond area to Fort Avenue and the rest of the park. Naming and signing all roads and pathways throughout the park will offer new patrons better wayfinding.



CIRCULATION

Existing Circulation Pattern

VEHICULAR CIRCULATION

The unique vehicular circulation in and around the park, particularly around the water tower was an item of concern for the design team. Great effort and time was spent studying the different possible methods to circulate around the site. Upon exhaustive discussions with Cumberland Staff and the Steering Committee, the decision was made to not make recommendations on vehicular circulation at this time. The patterns shown are potential options should the need ever arise to change vehicular flow throughout the park.

Circulation Option A

Circulation Option B

Existing Circulation Pattern

The existing circulation pattern is not well identified and should be improved to guide users safely and confidently into and out of the park. The entrance and sign on Parkview Avenue welcome visitors, but they must travel another 0.2 miles up the road until they reach the actual park. Although it is marked, the one-way direction of vehicular traffic on the water tower access road should be reassessed, redesigned, or re-signed. There are various options for addressing these issues, three of most promising options are outlined below.

Circulation Option A

The first alternative for vehicular circulation uses similar strategies to redesign the entrances into the park and improve circulation. This option provides park visitors the choice to enter through the water tower entrance or the Reservoir Avenue entrance. Both entrances will lead guests to the traffic circle located adjacent to the pool. The circle again provides added safety by improving the intersection and for vehicular movement and slowing down the cars as they approach the active park. In this option, the first section of the water tower road is made into a two-way road. This will allow vehicles to circulate around the water tower if they don't wish to enter the main park. For instance, a family member may be dropping someone off at the amphitheater for a summer concert and use the circle easily turn around and exit the park. The Parkview Avenue entrance is turned into a one-way exit until the water tower entrance.

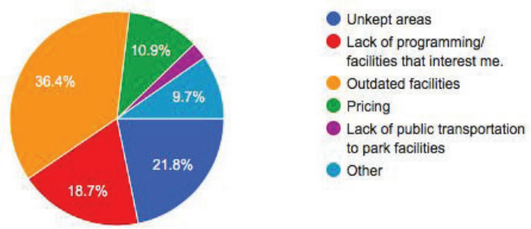
Circulation Option B

The second alternative takes away the access off of Reservoir Avenue and uses Parkview as the main entrance and exit. The water tower road remains a one-way park entrance. Traffic is directed around the eastern side of the water tower, near the amphitheater and provides additional vehicular parking on the west side of the tower. The one-way road continues until it meets the new traffic circle adjacent to the pool. The visitor has the option to proceed onto the two-way road that continues through the park, or the exit road, which will take visitors to Parkview Ave.

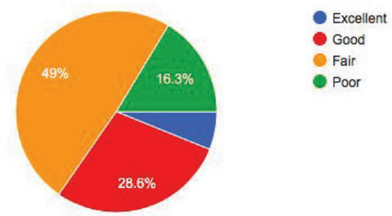
PUBLIC INPUT

Public input was a large part of the planning process for Constitution Park. Public Survey data provided by the City of Cumberland help to inform initial design ideas for the public input events and surveys related to the project. The main public concerns with Cumberland Parks were the "age" of facilities. Two of the survey questions directly related to Constitution Park. Results are shown below.

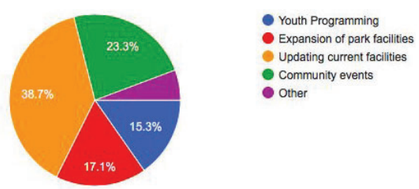
What is your main concern with park facilities? (678 responses)



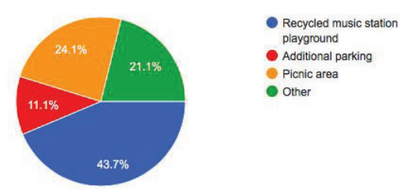
How would you rate the current state of park facilities?
(704 responses)



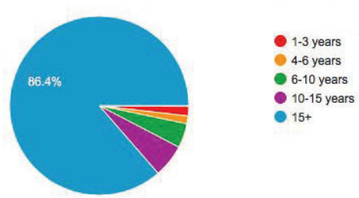
How would you like the Parks and Recreation Department to steer its plans?
(701 responses)



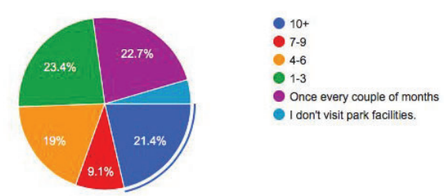
How should the City utilize the former caboose/firetruck area in Constitution Park?
(639 responses)



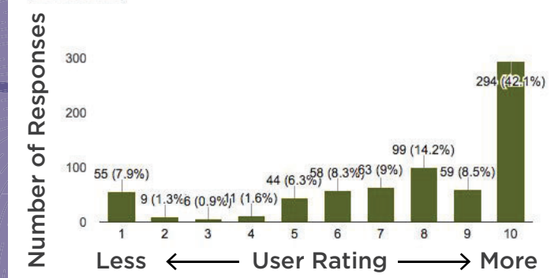
How long have you lived in the area? (706 responses)



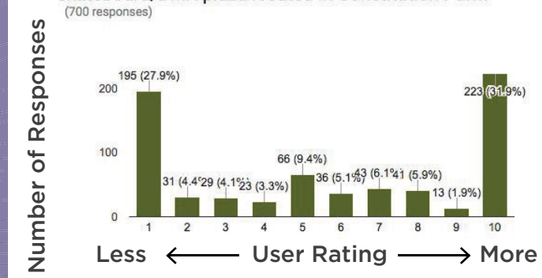
How many days out of a given month do you visit park facilities?
(706 responses)



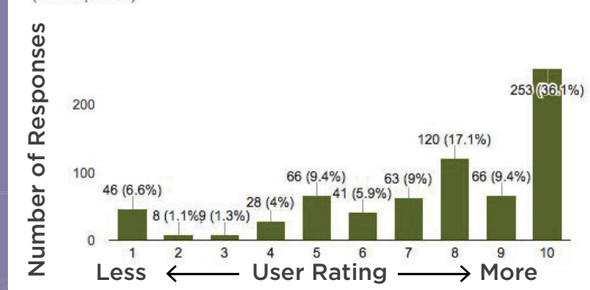
How much interest would you have in a music festival hosted by Parks and Recreation?
(698 responses)



How much interest would you have in a potential skateboard/BMX plaza located in Constitution Park?
(700 responses)



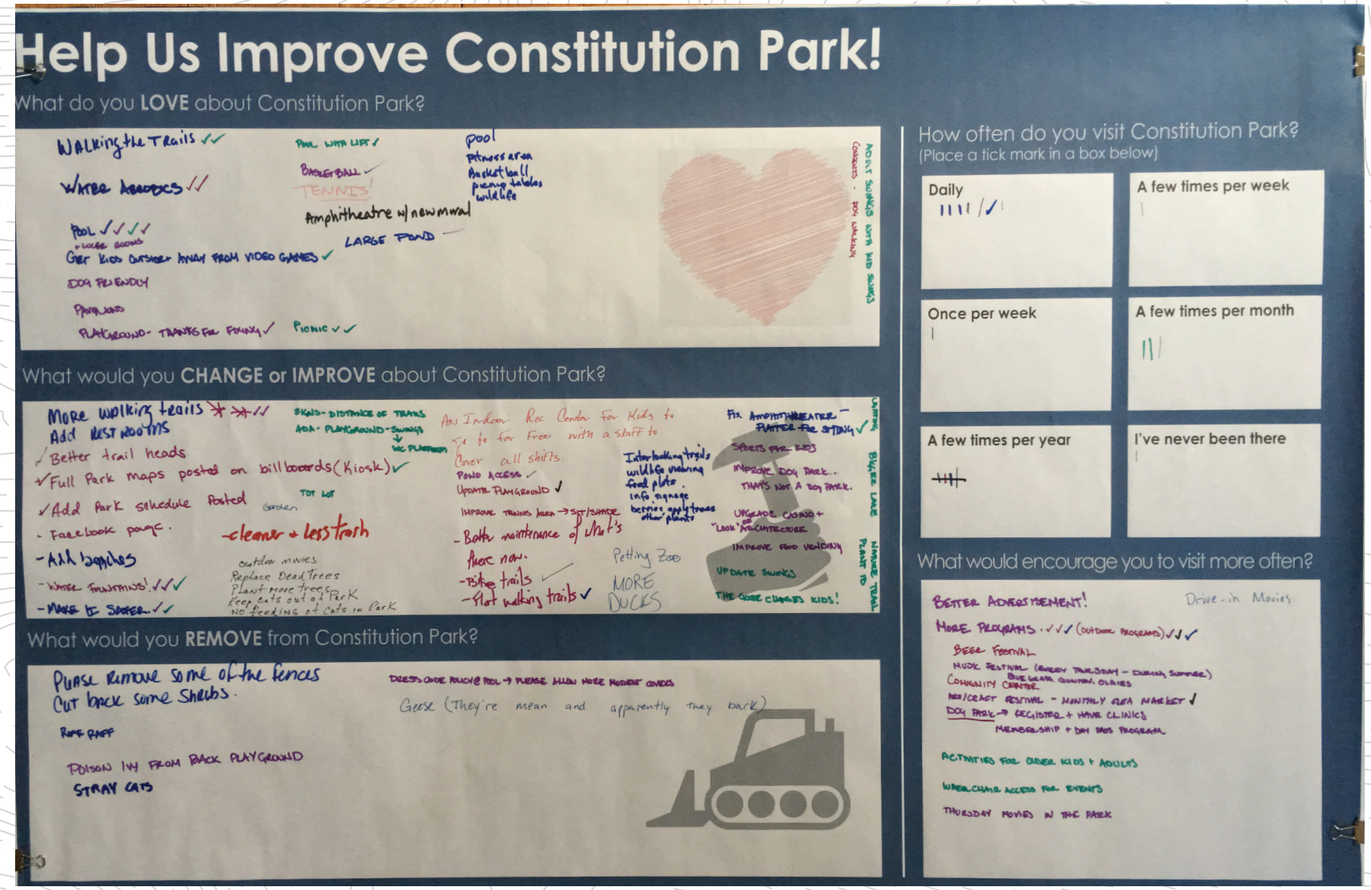
How much interest would you have in an all purpose trail system located throughout Constitution Park?
(700 responses)

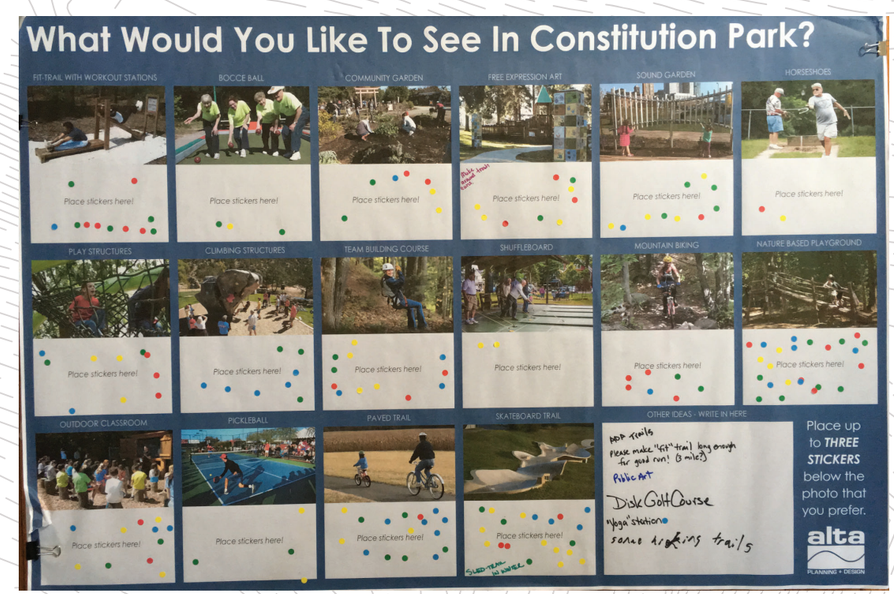


The Alta team conducted Public Outreach based on a visual preference survey that suggested a number of ideas that were gathered from the Cumberland Park facilities Survey. The boards were presented to the public at multiple outreach events that took place on October 25-46 2017. These events were held at the Western Maryland Regional Medical Center, on the sidewalk prior to the Halloween Parade and at the Downtown Cumberland Farmers Market.

The events were held over a two day period, at multiple venues in attempt to solicit public input from a diverse cross-section of the Cumberland Community. All of these input elements collectively informed the future use plans for the park.

In the summer of 2018 a web based survey was created to finalize recommendations for the plan.





RECOMMENDATIONS

The design recommendations process for Constitution Park was iterative in nature. Design ideas and recommendations were formed based upon multiple iterations of public input and conversations with stakeholders and the Steering Committee.

What began as a connectivity study changed slightly through public and stakeholder feedback, and is a series of recommendations and design guidelines to provide the framework for park facility upgrades and planned improvements.

The Deign Guideline on the following focuses on design of multi-modal facilities and follows best practices and guidance from federal agencies.

Upon Review of the Park and facilities a number of general recommendations were formed that Require immediate attention.

All future park improvements should be compliant with ADA.

In order to increase universal accessibility, any improvements should be compliant with the most recent guidelines put forth by the United States Access Board. The only exceptions to this recommendation would be certain play structures and natural surface trails. An accessibility study of the park and existing facilities is recommended. Addition of ADA parking in the vicinity of ADA compliant facilities is recommended.

Replacement of Play Structures should be Planned

Playgrounds are a major attraction to the park. The current play equipment is well maintained, but aging. All existing play areas should be inspected by a Certified Playground Safety Inspector (CPSI) regularly to ensure safety. A playground safety audit is also recommended for all existing play structures for compliance with current safety standards set by the U.S. Consumer Product Safety Commission. The current play equipment near the Amphitheater appears to be nearing 20 years in age, and replacement is imminent. They City should explore funding opportunities immediately.

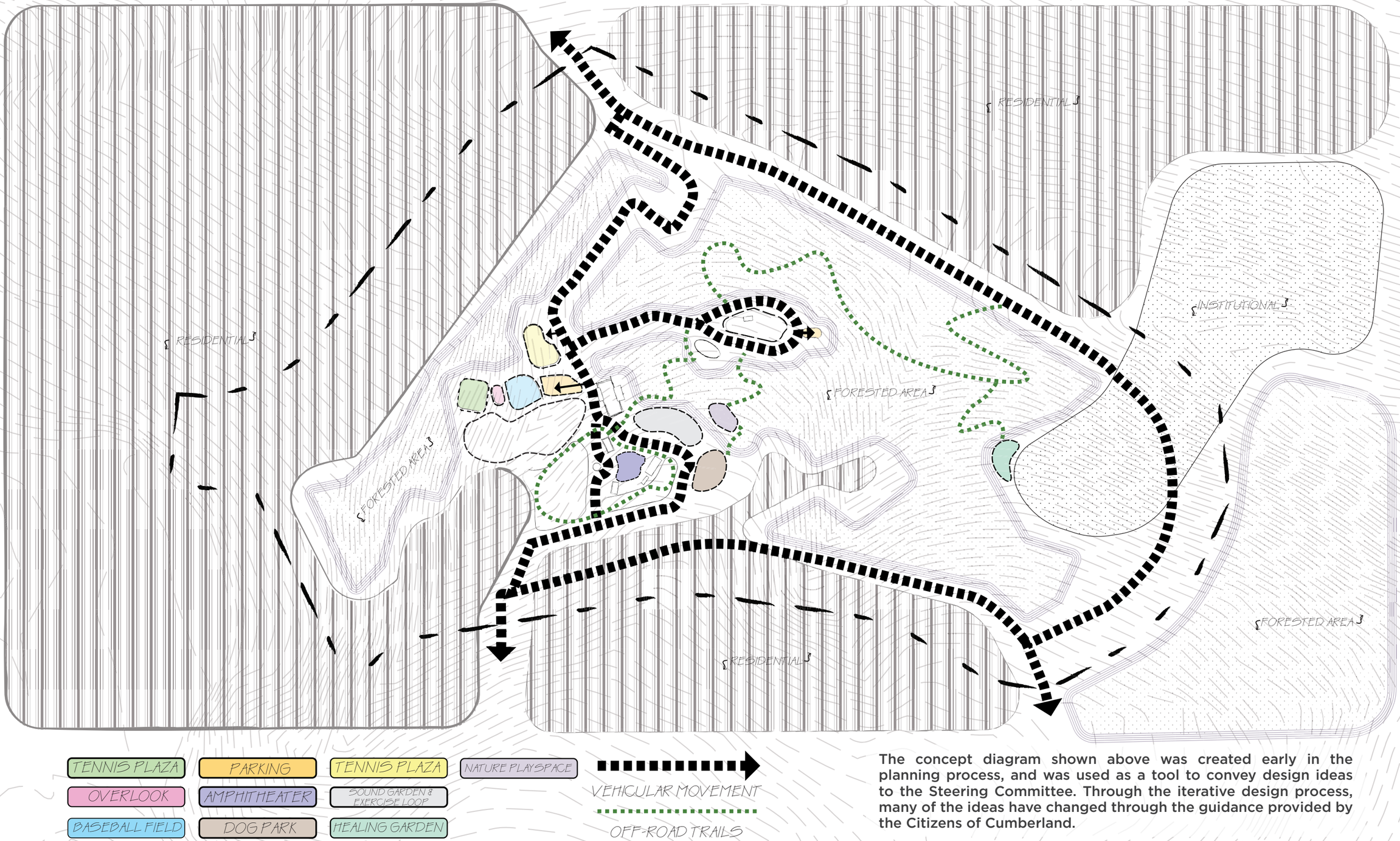
Replacement plan for furnishings should be developed

Currently there is a variety of benches and picnic tables located throughout the park. They vary in age and material. This is problematic in a number of ways. Having furnishing of various materials makes maintenance and repair difficult, resulting in a variety of materials and fasteners to perform routine maintenance. Standardization of these structures, while initially costly will reduce time required for repairs. We recommend selecting a product that will complement the existing environment, with a classic design. The Park and Recreation department should work with a vendor to identify a product that has been in production of a number of years and is a popular product with a vendor. This will facilitate a multi-year replacement plan, to make replacement more feasible. A 5-year timeline for replacement is recommended.

Priority Recommendations

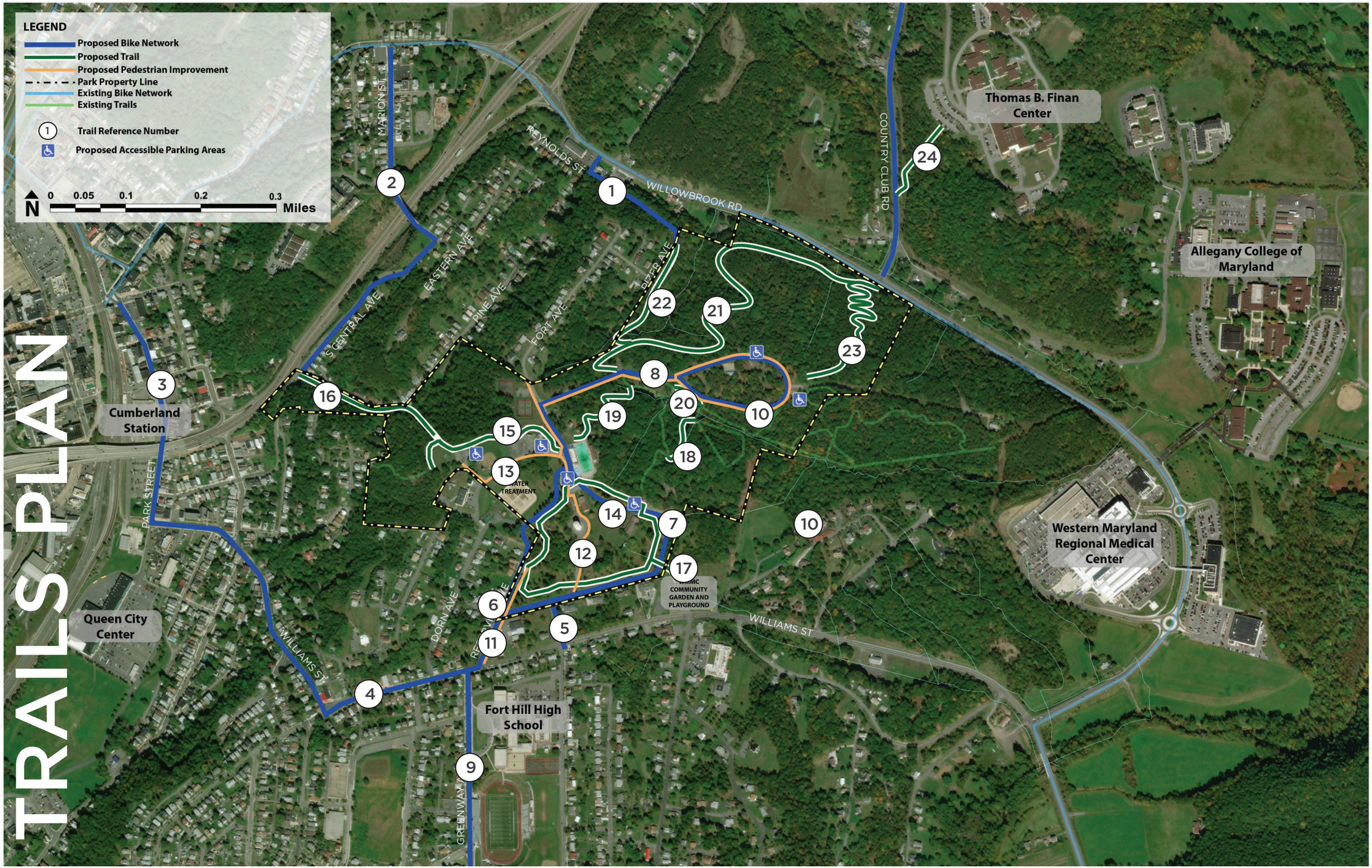
1. **Develop Wayfinding - Development of a wayfinding and sign family will create improved circulation, safety for all modes of transportation and create an overarching brand for the park.**
2. **Use Existing Features to inform Design - New improvements and facilities should be designed taking inspiration from the park, existing architecture and materials should be incorporated into proposed improvements for the park.**
3. **Engage Citizens - Program the park with no-cost or low cost events to inspire residents to become informal stewards of the park.**
4. **Prioritize upgrades to the pool and related infrastructure - According to public comment, the pool is the most important element within Constitution Park. Available funding should be concentrated on continued upgrades and improvement to ensure universal access to this important feature.**
5. **Improve Multi-modal Facilities - Establish connections to the surrounding areas. Proposed connections identified on the following maps will enhance user experience and provide greater access to the park and use areas. Further traffic study is recommended prior to implementation of on-road facilities.**
6. **Phase out underused facilities - Many recreation facilities see reduction in use overtime due to cultural trends. Degraded and underused facilities (e.g. horseshoe pits) should be considered for removal instead of repair and replacement. Safety reviews at of facilities should be conducted at regular intervals**
7. **Add Native Tree Canopy Coverage - This low cost improvement was recommended during public input events. The improvement will provide many ecosystem services for the park including wildlife habitat, carbon sequestration, stormwater control, and improved air quality. Tree species should be selected from the Maryland DNR recommended tree list.**

Initial Concept Diagram for Constitution Park



The concept diagram shown above was created early in the planning process, and was used as a tool to convey design ideas to the Steering Committee. Through the iterative design process, many of the ideas have changed through the guidance provided by the Citizens of Cumberland.

TRAILS PLAN


LEGEND
Proposed Bike Network
Proposed Trail
Proposed Pedestrian Improvement
Park Property Line
Existing Bike Network
Existing Trails
Trail Reference Number
Proposed Accessible Parking Areas
N
0 0.05 0.1 0.2 0.3 Miles
Thomas B. Finan Center
Allegany College of Maryland
Western Maryland Regional Medical Center
Cumberland Station
Queen City Center
Fort Hill High School
WILLOWBROOK RD
COUNTRY CLUB RD
REYNOLDS ST
MARION ST
EASTERN AVE
S CENTRAL AVE
PINE AVE
FORT AVE
PARK STREET
WILLIAMS ST
DORN AVE
GREENWAY
WATER TREATMENT
COMMUNITY GARDEN AND PLAYGROUND
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BICYCLE FACILITIES

The recommended bike facilities depicted in **BLUE** on the plan are recommended on-road routes. Due to the constrained conditions on nearby roadways, the proposed routes will likely have to be improved as on-road facilities, in the form of shared roads (see page 36 for further guidance). Speeds for these shared roadways should not exceed 35 MPH in any situation. Clear sight lines are extremely important when planning the shared road routing. Traffic study is recommended prior to implementation of any on-road multi-modal facilities. The routes shown are intended to increase bike access to Constitution Park, and connect to surrounding neighborhoods and schools.

Number	Bike Facilities	Length (LF)	Type	Comment
1	Reynolds Street	890	On-Road	Shared Road
2	Central-Marion street	2120	On-Road	Shared Road
3	Park Street	1600	On-Road	Shared Road
4	Williams Street	3140	On-Road	Shared Road
5	Avondale Avenue	310	On-Road	Shared Road
6	Reservoir Avenue	1600	On-Road	Shared Road
7	Parkview-Fort Avenue	2820	On-Road	Shared Road
8	Loop Lane	2830	On-Road	Shared Road
9	Greenway-Kentucky Avenue	2880	On-Road	Shared Road
	Total	18190	LF	
		3.5	MI	

PEDESTRIAN FACILITIES

Shown in **BEIGE** on the plan, are shown pedestrian improvements, these may vary in width and surface, but should be designed for universal access. These may take the form of a traditional concrete sidewalk or asphalt sidepath. Survey and detailed design will be required to identify the appropriate width and surface. These facilities will act as primary pedestrian circulation throughout the park.

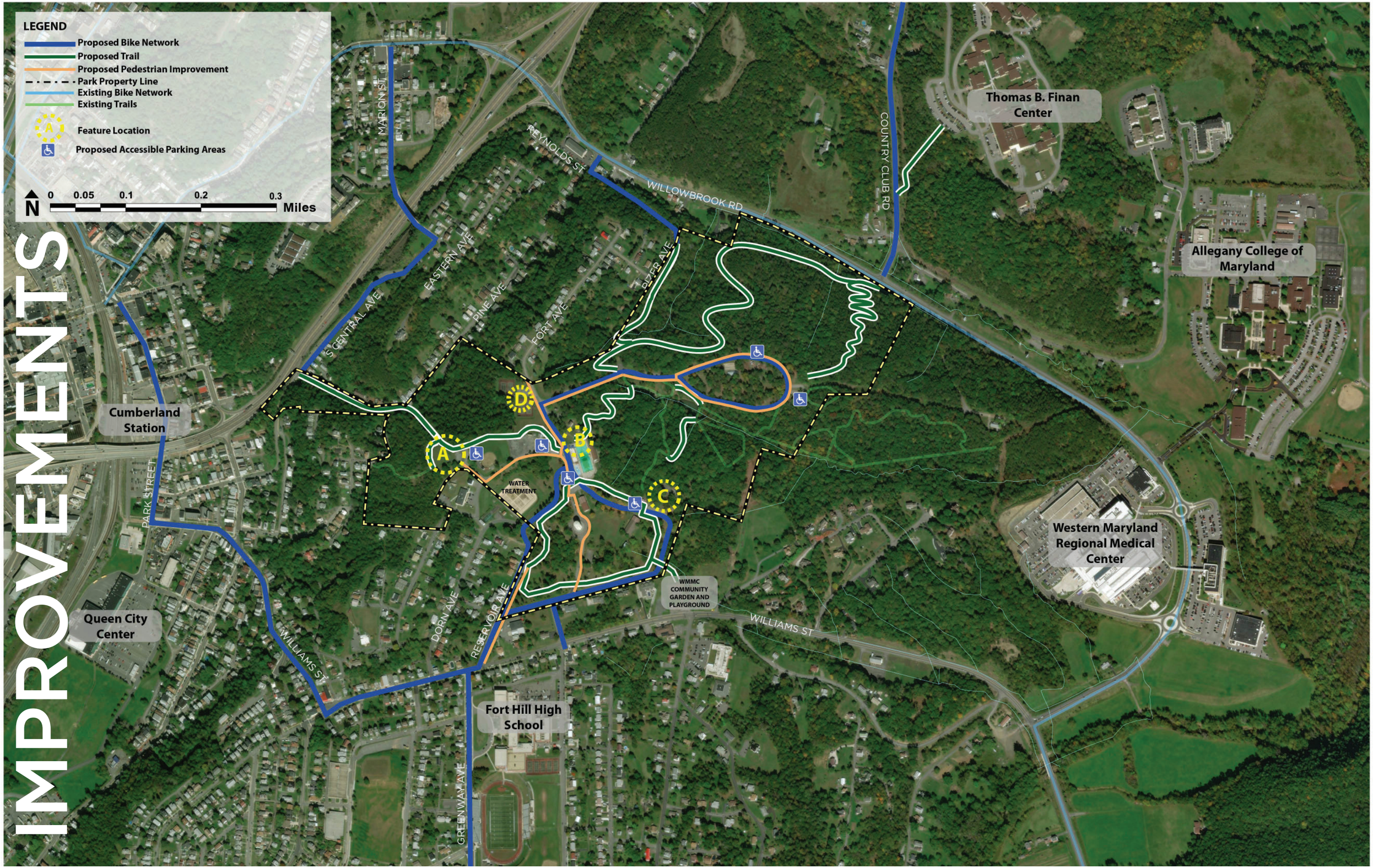
Number	Pedestrian Facilities	Length (LF)	Type	Comment
10	Loop Lane	2950	Sidewalk/side path	Side path is recommended
11	Reservoir Ave.	670	Side path	Connect to Water Tower Loop
12	Water Tower- Fort Ave.	1750	Sidewalk	
13	Overlook Walk	880	Sidewalk/side path	Connect Pool to Overlook
	Total	6250	LF	
		1.2	MI	

TRAILS

Shown in **GREEN**, the proposed trail additions will help to expand the existing trail network throughout Constitution Park and offer a variety of surfaces for varying skill levels. The primary recommended surfaces are asphalt for multi use trails, and natural surface for hiking trails (see design guide page 32). The trails shown will connect park users to the multiple use areas of the park, surrounding neighborhoods, the WMMC community garden and Willowbrook Avenue to the north.

Number	Trails	Length (LF)	Type	Comment
14	Water Tower Loop	3115	Multi-use path	8-12' wide
15	Pool to Overlook	1230	Multi-use path	8-12' wide
16	Powerline Trail	370	hiking trail	extreme topography
17	Community Garden	380	Multi-use path	8' wide
18	Connector	580	hiking trail	18-36" natural surface
19	Pool to pond connector	1200	hiking trail	18-36" natural surface
20	North Pond trail	260	Multi-use path	ensure universal access
21	Woodland trail	3150	Multi-use path	8-12' wide
22	Rizer Connector	700	Multi-use path	8-12' wide
23	Country Club trail	1900	Multi-use path	8-12' wide
	Total	12885	LF	
		2.4	MI	

IMPROVEMENTS



Overlook

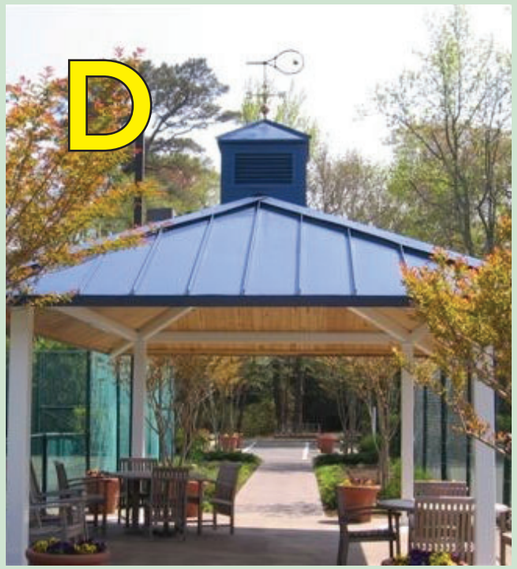
Improvements to the overlook area include seating to allow users to enjoy the view, and improvements to the existing "Mayor's Monument" to increase the views from behind the wall. The views of the city are impressive and an improved overlook will increase use of this area of the park. New seating should be placed at an appropriate elevation to allow viewing of the vistas while seated.

Concession Area

The planned implementation of an accessible concession area adjacent to the pool's snack bar could include new furnishings and shade structures. To best serve the Cumberland community, all improvements should meet ADA Accessibility Guidelines.

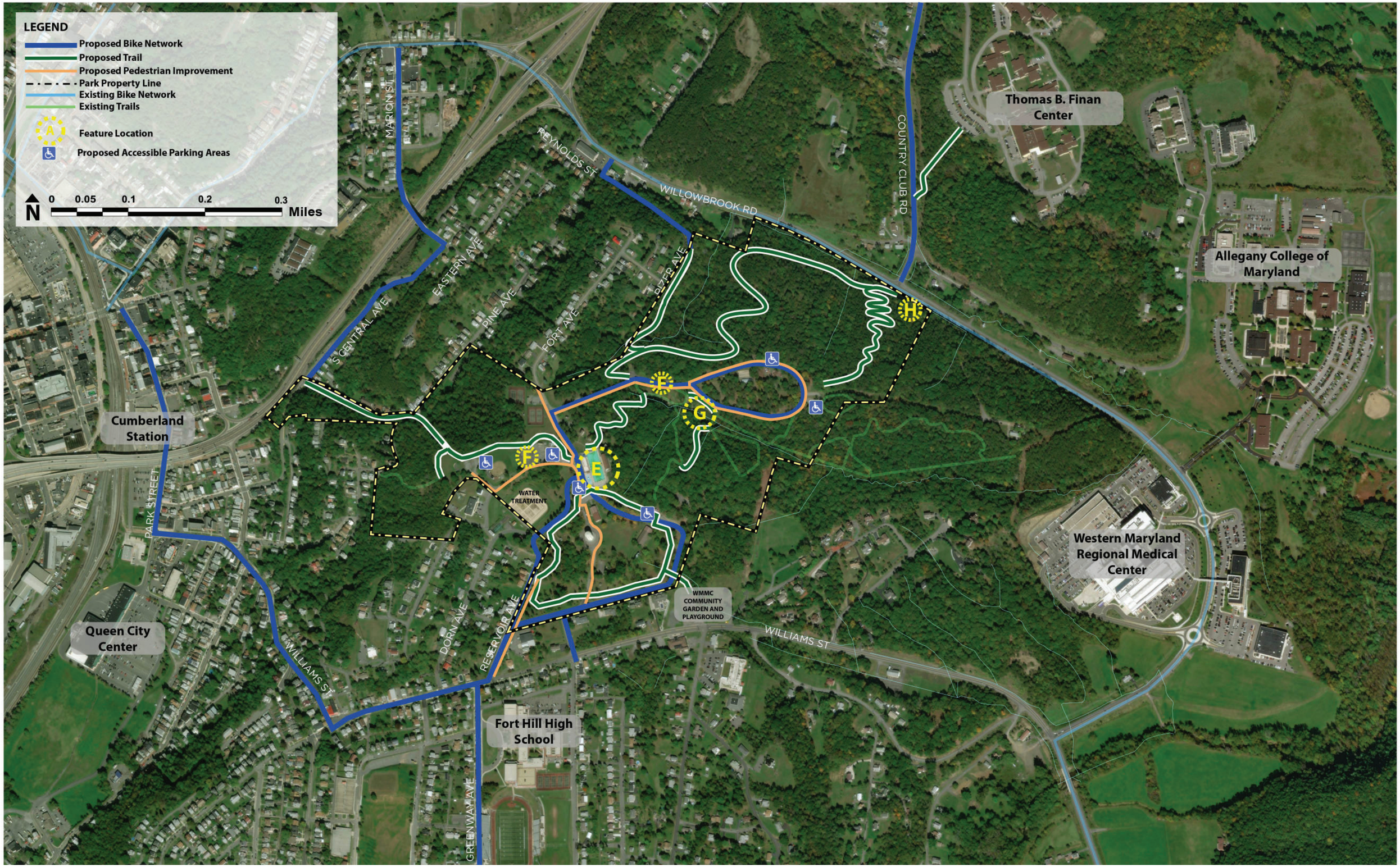
Sound Garden

Through the public input process, a new sound garden was proposed and supported. This sound garden would provide a sensory playspace. By locating the garden adjacent to the existing playground and fitness trail it would create a cluster of active elements. The wooded environment at this location will allow to incorporate nature play in this space.



Tennis Gazebo

A gazebo would allow tennis players to escape the sun and provide a space for spectators. Alternatively, the a gazebo could replace the aging airplane exhibit once relocated.


LEGEND
Proposed Bike Network
Proposed Trail
Proposed Pedestrian Improvement
Park Property Line
Existing Bike Network
Existing Trails
Feature Location
Proposed Accessible Parking Areas
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0.2
0.3
Miles
MARION ST
REYNOLDS ST
WILLOWBROOK RD
COUNTRY CLUB RD
Thomas B. Finan Center
Allegany College of Maryland
EASTERN AVE
PINE AVE
FORT AVE
PITZER AVE
S CENTRAL AVE
Cumberland Station
PARK STREET
WATER TREATMENT
Western Maryland Regional Medical Center
WMMC COMMUNITY GARDEN AND PLAYGROUND
WILLIAMS ST
DORN AVE
RESERVOIR AVE
Queen City Center
Fort Hill High School
GREENWAY AVE
A
E
F
G
H

Pool Improvements

Addition of shade structures around the pool will provide respite from the hot summer sun. These structures will not only offer protection from the sun, but also help modernize the facility. Shade trees installed around the pool fence are a low-cost option to provide relief form the sun.

Parking Area Improvements

Formalizing the parking along the loop road would not only increase safety, but allow the opportunity for stormwater control. Additionally, all parking areas should be improved to improve circulation, parking efficiency and safety for pedestrians. Installation of reserved ADA complaint parking is recommended in all improved parking areas.

The airplane exhibit is recommended for removal due to maintenance and safety issues. This area is prime for a nature themed play space, with embankment slides and native plantings.

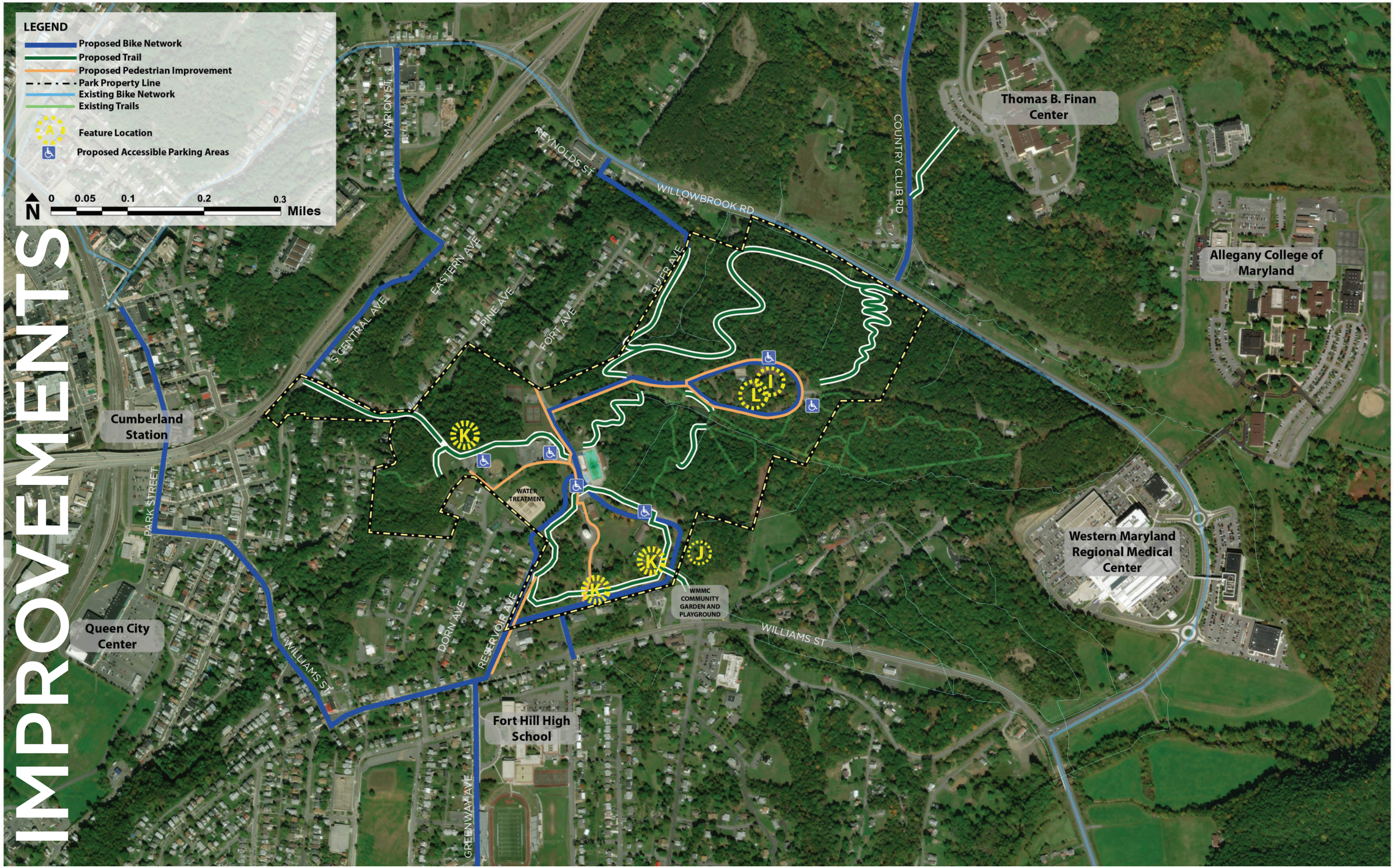
Duck Pond

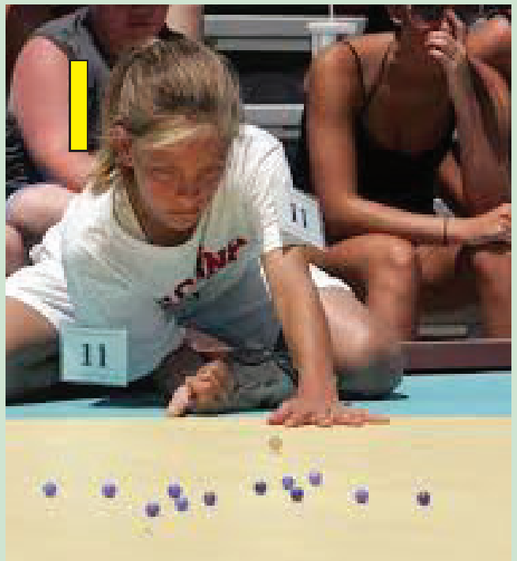
The fence that encloses duck pond should be replaced to match the aesthetic quality of the park. It is recommended that the fence remain in place for user safety. Paths near the pond should be improved to provide universal access for all visitors.

Proposed Access Point

The establishment of a trail access point will aid in the definition of park boundaries and trails. A new access point will allow direct connection to the bike network, public transit and to the Finan Center and Allegany College of MD.

IMPROVEMENTS



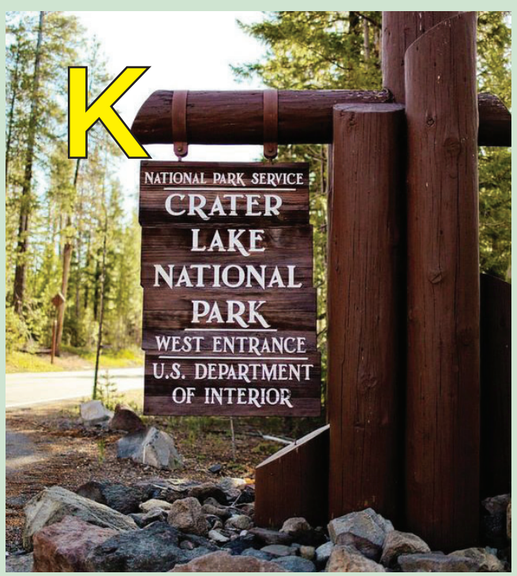


Marble Rings

The new location for the marble courts as shown on the plan, will include six tournament quality rings, one of which will be ADA complaint. Renovation and ADA upgrades of the nearby restrooms is part of the project.

Dog Park

A well defined dog park with clear sight lines and proper safety features will encourage frequent use and may lead to use of other areas of the park.



Improved Gateways

A well defined and designed gateways will draw visitors to the park and formalize the park entrances and create a consistent and predictable sense of arrival.

Inclusive Play Area

The flat area directly adjacent to the proposed marble rings in Grove 4 provides the opportunity to provide a universally accessible play are in close vicinity to the accessible marble facilities and upgraded restroom facilities.

DESIGN GUIDELINES

GUIDANCE BASIS

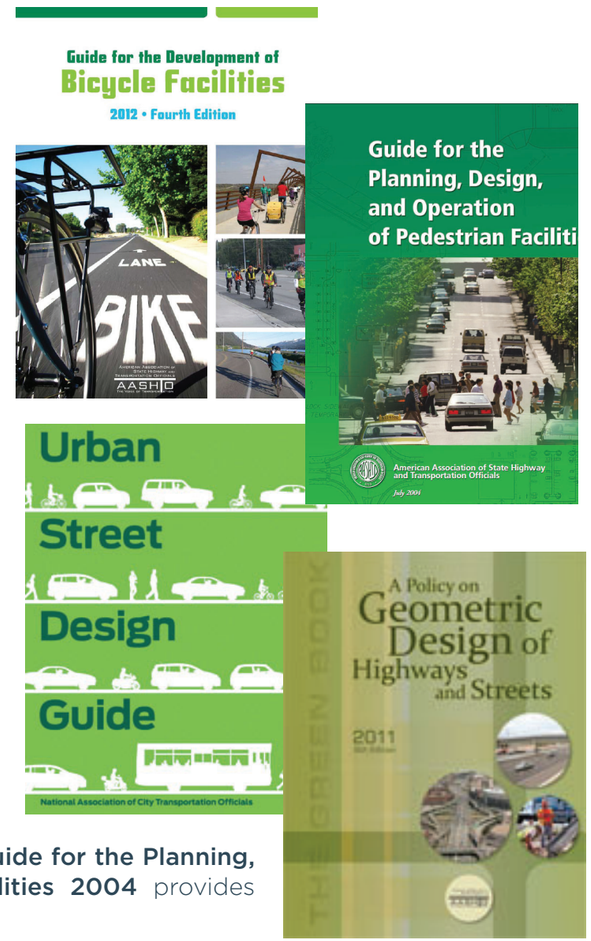
The following guidelines are referred to in this guide.

National Guidelines

The Manual on Uniform Traffic Control Devices, or MUTCD defines the standards used by road managers nationwide to install and maintain traffic control devices on all public streets, highways, bikeways, and private roads open to public travel.

Traffic control devices in Maryland on all streets, highways, bikeways, and private roads open to public travel are currently regulated by two documents: the MUTCD and the Maryland Manual on Uniform Traffic Control Devices for Streets and Highways (MdMUTCD)

Users must follow a two-step process in order to properly understand traffic control standards Maryland. First, the user should refer to the MUTCD for information regarding a particular device. Second, the user should consult the MdMUTCD to determine if alternative or additional guidance is provided for the traffic control device in question.



The American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities 2012 provides guidance on dimensions, use, and layout of specific bicycle facilities. **The Guide for the Planning, Design, and Operation of Pedestrian Facilities 2004** provides guidance for pedestrian facilities.

The National **Association of City Transportation Officials' (NACTO) Urban Bikeway Design Guide 2012** offers guidance on the current state of practice in the design of urban areas.

The **AASHTO A Policy on Geometric Design of Highways and Streets 2011** commonly referred to as the "Green Book," contains the current design research and practices for highway and street geometric design.

FHWA's Separated Bike Lane Planning and Design Guide 2015 offers guidance on separated bike lanes (also known as protected bike lanes, or cycle tracks). The guide includes information on design and implementation of facilities including intersection treatments and interactions with parking, transit, and loading.

FHWA's Small Town and Rural Multimodal Networks 2016 document is a design resource and idea book to help small towns and rural communities support safe, accessible, comfortable, and active travel for people of all ages and abilities.

The **United State's Access Board's Proposed Rights-of-Way Accessibility Guidelines (PROWAG)** provides guidelines for the design, construction, and alteration of pedestrian facilities in the public right-of-way. These guidelines ensure that sidewalks, pedestrian street crossings, pedestrian signals, and other facilities for pedestrian circulation and use, constructed or altered in the public right- of-way by state and local governments, are readily accessible to and usable by pedestrians with disabilities.

USER TYPES

Constitution Park will serve a variety of user types. The specific user types accommodated may change to reflect local community amenities and desires. The most common user types, along with key design characteristics, are identified on the following pages.

Pedestrians

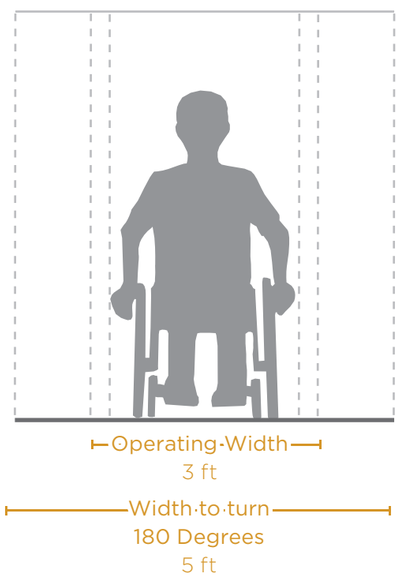
Pedestrians have a variety of characteristics and the transportation network should accommodate a variety of needs, abilities, and possible impairments. Age is one major factor that affects pedestrians' physical characteristics, walking speed, and environmental perception. Children have low eye height and walk at slower speeds than adults. They also perceive the environment differently at various stages of cognitive development. Older adults walk more slowly and may require assistive devices for walking stability, sight, and hearing.

Users of Mobility Devices

A mobility device is designed to assist walking or otherwise improve the mobility of people with a mobility impairment. Wheelchairs or mobility scooters are used for more severe disability or longer journeys which would otherwise be undertaken on foot.

Key Considerations

Maneuvering around a turn requires additional space for wheelchair devices. Providing adequate space for 180 degree turns at appropriate locations is a required element for accessible design.



USER TYPES

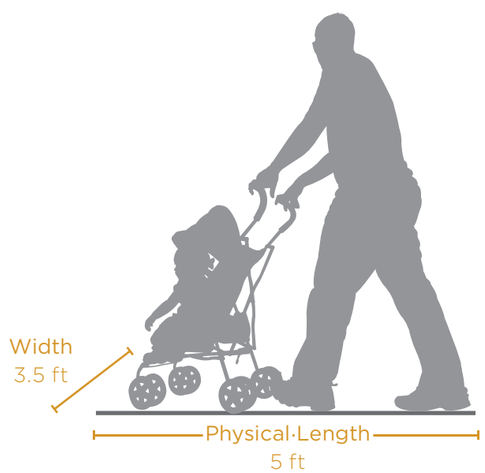
Stroller Users

Strollers are wheeled devices pushed by pedestrians to transport babies or small children. Stroller models vary greatly in their design and capacity. Some strollers are designed to accommodate a single child, others can carry three or more. The design needs of strollers depend on the wheel size, geometry and ability of the adult who is pushing the stroller.

Key Considerations

Strollers commonly have small pivoting front wheels for easy maneuverability, but these wheels may limit their use on unpaved surfaces or rough pavement.

Curb ramps are valuable to these users. Lateral overturning is one main safety concern for stroller users.



Bicyclists

Bicyclists and their bicycles exist in a variety of sizes and configurations. These variations occur in the types of vehicle (such as a conventional bicycle, a recumbent bicycle or a tricycle), and behavioral characteristics (such as the comfort level of the bicyclist). The design of a shared use path should consider expected bicycle types on the facility and utilize the appropriate dimensions.

Key Considerations

The expected speed that different types of bicyclists can maintain under various conditions also influences the design of facilities such as shared use paths.

Four Types of Bicyclists

The expected speed that different types of bicyclists can maintain under various conditions also influences the design of facilities such as shared use paths.

Strong and Fearless

Willing to ride on any roadway. Comfortable taking the lane and riding in a vehicular manner on major streets without designated bike facilities.

Enthusiastic and Confident

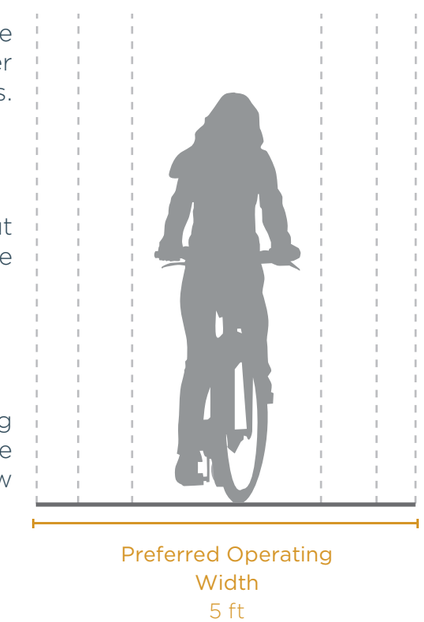
Confident riding in most roadway situations but prefer to have a designated facility. Comfortable riding on major streets with a bike lane.

Interested But Concerned

Cautious and has some inclination towards biking but are held back by concern over sharing the road with cars. Prefer separated pathways or low traffic neighborhood streets.

No Way No How

Residents who simply aren't interested at all in biking, may be physically unable or don't know how to ride a bike, and they are unlikely to adopt biking.

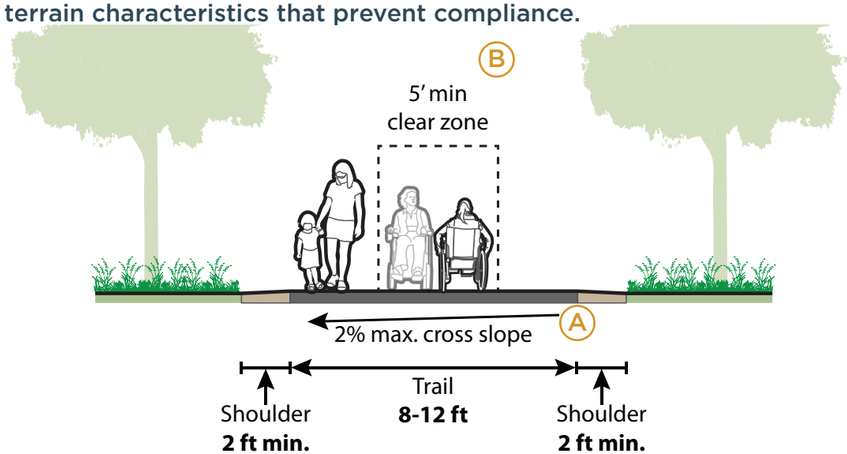


ACCESSIBILITY OF SHARED USE PATHS

New shared use paths must meet accessibility guidelines to ensure that paths, street crossings, signals, and other facilities for pedestrian circulation and use are readily accessible to and usable by pedestrians with disabilities.

Typical Application

Constructing outdoor shared use paths and trails may have limitations that make meeting ADA guidelines difficult and sometimes prohibitive. Prohibitive impacts include harm to significant cultural or natural resources; a significant change in the intended purpose of the trail; requirements of construction methods that are against federal, state, or local regulations; or terrain characteristics that prevent compliance.



Design Features

- Path surfaces must be firm, stable surfaces, and are generally limited to hard surface such as asphalt, concrete, wood, compacted gravel. Some surface materials must be periodically maintained to meet accessibility requirements.
- The path running slope must be less than 5% without use of landings. Design with a 4.5% running slope target is recommended to account for variation in construction tolerances. Where the shared use path is contained within a street or highway border, its grade shall not exceed the general grade established for the adjacent street or highway.
- The path cross slope must not exceed 2%. Design with a 1.5% cross slope target is recommended to account for variation in construction tolerances.
- Paths must provide a 5 ft (1.5 m) minimum clear width to serve as an accessible pedestrian access route. A minimum clear width is 4 ft is acceptable if passing spaces are provided every 200 ft. Most shared used paths designed for bicycle access will meet this requirement (PROWAG 2011).
- On trails designated as accessible, provide rest areas or widened areas on the trail, optimally at every 300 feet.

Further Considerations

- Trailhead signage should provide accessibility information, such as trail gradient/profile, distances, tread conditions, location of drinking fountains, and rest stops.
- At trailheads there should be at least one accessible parking area per every 25 vehicle spaces.
- Trail amenities, drinking fountains and pedestrian-actuated push buttons should be placed no higher than four feet off the ground.

Maintenance

The trail surface should be solid, free of obstacles and tripping hazards. Trail edge vegetation/screening, and signage should be maintained and located so as not to present obstacles for visually impaired trail users.

References

United States Access Board. Public Rights-of- Way Accessibility Guidelines (PROWAG). 2011.

Some gravel and crusher fine trail material types are considered to be ADA compliant (Source: National Trails Training Partnership)

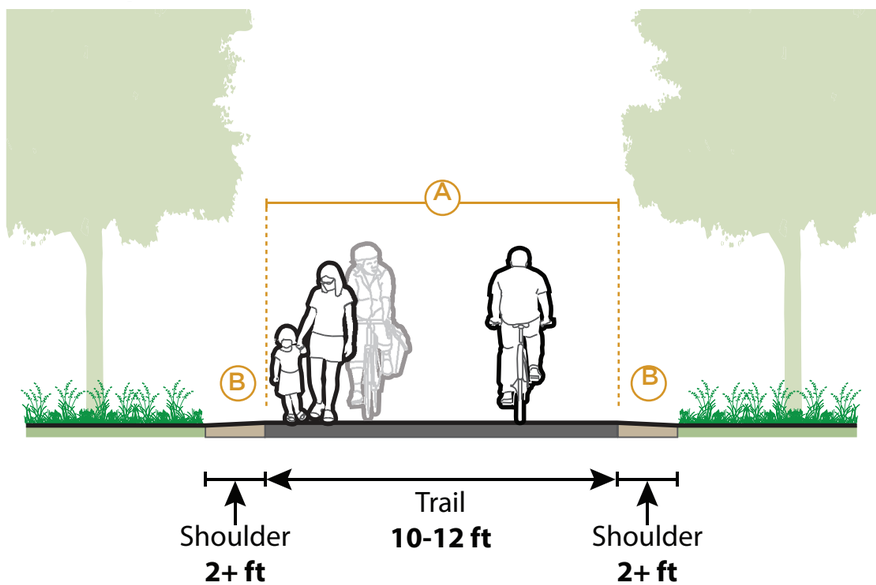
GENERAL DESIGN PRACTICES

A shared use path provides a travel area separate from motorized traffic for bicyclists, pedestrians, skaters, wheelchair users, joggers, and other users. Shared use paths are desirable for bicyclists of all skill levels preferring separation from traffic. These off-road travelways generally provide routes and connections not provided by existing roadways. Most shared use paths are designed for two-way travel of multiple user types.

Typical Application

Shared use paths are typically located in independent rights of way, separate from roadways.

Refer to guidance on sidepaths for information on shared use paths adjacent to roadways.



Design Features

- Standard shared use path width is 12 ft (3.6 m), which is suitable for heavy-use with high concentrations of multiple user types. This width is needed to enable a bicyclist to pass another path user going the same direction, while another path user is approaching from the opposite direction. Where volumes are extremely high, a separate path of 5 ft (1.5 m) can be provided to separate pedestrian circulation.
- The minimum width of a shared use path is 10 ft (3.0 m), which is adequate for moderate use, or a low level of mixing between bicyclists and pedestrians (AASHTO Bike Guide Section 5.2.1).
- In rare circumstances a constrained minimum width of 8 feet may be used. This should only be considered in constrained conditions, for short distances (AASHTO Bike Guide Section 5.2.1).
- A 2 ft (0.6 m) or greater shoulder on both sides of the path should be provided free of obstacles.
- MUTCD requires 2 ft (0.6 m) lateral clearance from the edge of path for post mounted sign faces or other traffic control devices. Standard clearance of overhead signs and traffic control devices should be 8 ft (2.4 m).

Maintenance

Trail width can influence maintenance vehicle access. Asphalt is the most common surface for bicycle paths.

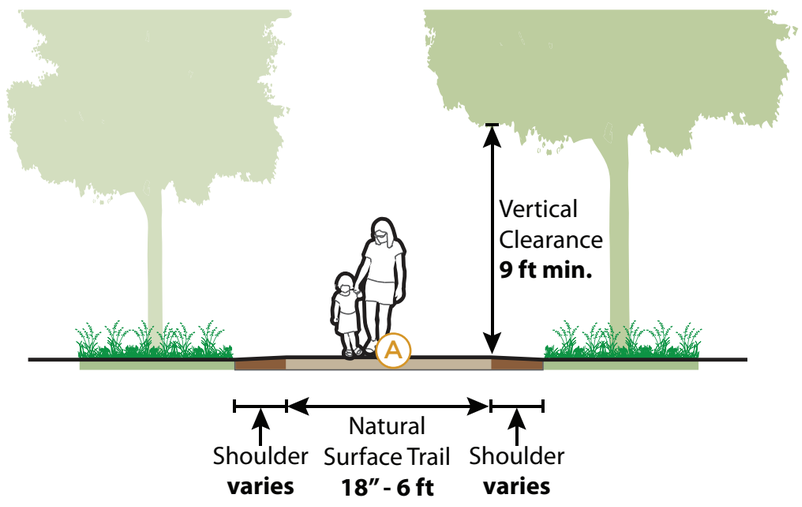
NATURAL SURFACE SPURS AND CONNECTORS

Sometimes referred to as footpaths or hiking trails, the natural surface trail is used along corridors that are environmentally-sensitive but can support bare earth, wood chip, or boardwalk trails.

Typical Application

Natural surface trails are a low-impact solution and found in areas with limited development or where a more primitive experience is desired. These are not intended to be ADA compliant or accommodate all non-motorized uses.

Any access point to the path should be well-defined with appropriate signage designating the pathway as a bicycle facility and prohibiting motor vehicles.



Design Features

- Trails can vary in width from 18 inches to 6 feet or greater; vertical clearance should be maintained at nine-feet above grade.
- (A) Base preparation varies from machine-worked surfaces to those worn only by usage.
- Trail surface can be made of dirt, rock, soil, forest litter, or other native materials. Some trails use crushed stone (crusher run) that contains about 4% fines by weight, and compacts with use.
- Provide positive drainage for trail tread without extensive removal of existing vegetation; maximum slope is five percent (typical).

Further Considerations

- Consider implications for accessibility when weighing options for width and surface treatments. Refer to guidance on Accessible Shared Use Paths for more information on design for accessibility and shared use.
- Trail erosion control measures include edging along the low side of the trail, steps and terraces to contain surface material, and water bars to direct surface water off the trail; use bedrock surface where possible to reduce erosion. Refer to the US Forest Service 2007 Trail Construction and Maintenance Notebook for detailed guidance on erosion control methods.

Trail surface material can be further stabilized with a variety of products (Source: National Trails Training Partnership)

Smooth crusher fines can be a good surface material for natural surface trails for all user types (Source: National Trails Training Partnership)

Maintenance

If trails remain unused during storm events, and are constructed correctly, they can remain virtually maintenance free. Use signs on-site that discourage use in wet weather, or just after wet weather.

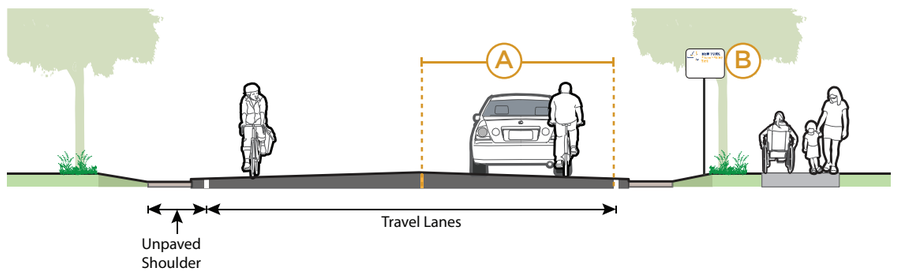
References

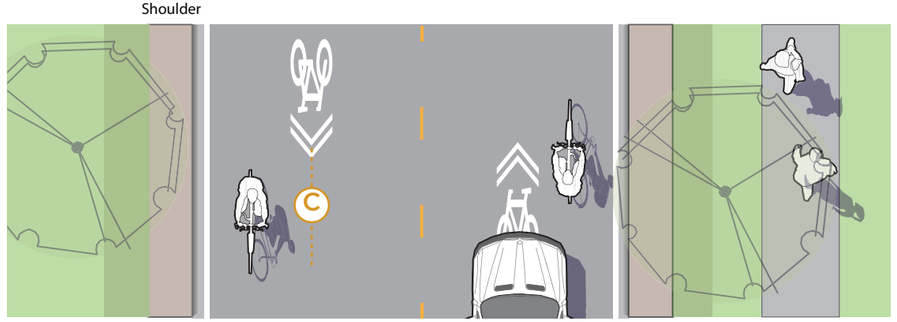
US Forest Service. Trail Construction and Maintenance Notebook. 2007.

SHARED ROADWAYS

Shared roadways are roadways with travel lanes shared by bicyclists and motorists, with no dedicated or separated space for bicyclists. This may be an existing roadway, street with wide curb lanes, or a road with narrow paved shoulders. Due to lack of pedestrian facilities within the Constitution Park area, conversion of surrounding roadways is recommended to promote non-vehicular access to the park. Further traffic study of the area surrounding Constitution Park is required prior to implementing any on-road facilities shown in these guidelines.

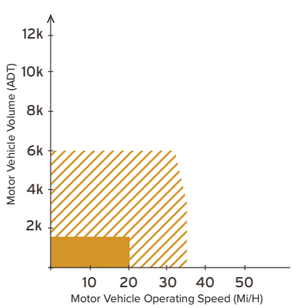
Shared lane markings may be used on shared roadways to remind motorists of the potential presence of bicyclists within a narrow travel lane.





Typical Application

PREFERRED POTENTIAL



W11-1 with IN LANE plaque can inform users to narrow lane shared roadway conditions (TSMI 13-07).

Design Features

- Lane width varies depending on roadway configuration. The AASHTO Bike Guide recommends wide curb lanes with widths between 12 ft (3.6 m) and 13.5 ft (4.2 m). Beyond this width, Bike Lanes or Shoulders may be provided.
- Directional or MUTCD Bike Route Guide Signs should be applied at intervals frequent enough to keep users informed of changes in route direction and to remind motorists of the presence of bicyclists and pedestrians.
- If shared lane markings are used, place them in the center of the effective travel lane to reduce marking wear and encourage bicyclists to occupy the lane outside the potential door zone of parked cars (TSMI 13-07).
- Where used, shared lane markings should be placed at the beginning of the facility and immediately after intersections (MUTCD 2009, 9C.07.06).

Pedestrian Accommodation

- Shared roadways are a bicycle facility, not intended for use by pedestrians. Pedestrians are expected to travel along a separate pedestrian facility such as a sidewalk or path. In the absence of a pedestrian facility, pedestrians may legally walk along the roadway.

Further Considerations

- Designers should consider opportunities to calm the roadway to limit undesirable conditions, or widen the roadway to provide a bike lane or separated facility. Refer to the section on Traffic Calming in this guide for more information on potential traffic calming techniques.
- On shared roadways with speeds at or below 25 mph and volumes below 4,500 ADT, no continuous centerline should be marked. This is intended to encourage motorists to provide ample room when passing bicyclists.

Maintenance

Shared roadways should be cleared of snow through routine snow removal operations. Maintenance needs for bicycle guide signs are similar to other signs, and will need periodic replacement due to wear.

References

AASHTO. A Policy on Geometric Design of Highways and Streets. 2011.
AASHTO. Guide for the Development of Bicycle Facilities. 2012.
FHWA. Public Rights-of-Way Accessibility Guidance. 2011.
FHWA. Manual on Uniform Traffic Control Devices. 2009.
Oregon Department of Transportation (ODOT). Neighborhood Street Design Guidelines. 2000.

WAYFINDING

A wayfinding system consists of comprehensive signage and pavement markings to safely guide users to their destinations along preferred routes. Signs throughout the network should indicate to users the direction of travel, the locations of destinations and the travel time/distance to those destinations.

Components of a successful wayfinding system include standards for logos, color, typography, and symbols. All of these elements provide consistency across a range of sign types, including trailhead identification signs, trail markers, mile markers, pedestrian directionals, regulatory signs, confidence markers, interpretive signs, and information kiosks. All maps should employ the same symbols, fonts, color system, and style as the signs within the system.

Off-road signs differ from on-road signs in that they are not intended specifically for vehicular visibility, but rather are directed towards pedestrians and cyclists, in general. This allows greater flexibility in font size, application and style.

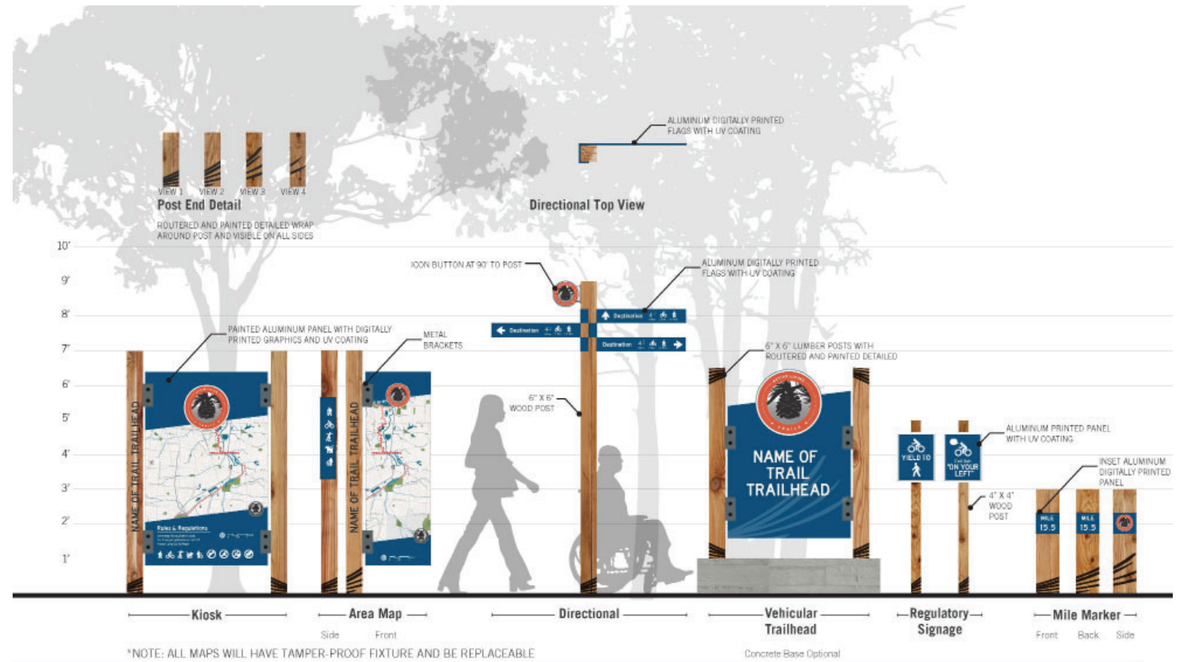
Clear wayfinding signage should be provided at every location where a directional decision needs to be made by a park user.

STANDARD FOR SIGNS

MUTCD defines the standards used by road managers nationwide to install and maintain traffic control devices. This includes sign design specifications related to size, type and placement. It is considered a best practice to use MUTCD standards for the design and placement of off-road signs.

Each local jurisdiction may have additional requirements. During each phase of the project, design professionals should coordinate with the local jurisdiction to determine if there are any additional approval processes and procedures to take into account for the project.

WAYFINDING EXAMPLES



APPLICATION

Throughout Constitution Park trails there are opportunities for mile markers, regulatory signage, trailhead signs, as well as kiosks or area maps at trailhead locations, and important circulation nodes throughout the park and surrounding areas.

Development of a system-wide wayfinding package is recommended to unify the recreation system of Cumberland, for easy identification of Cumberland recreation facilities.

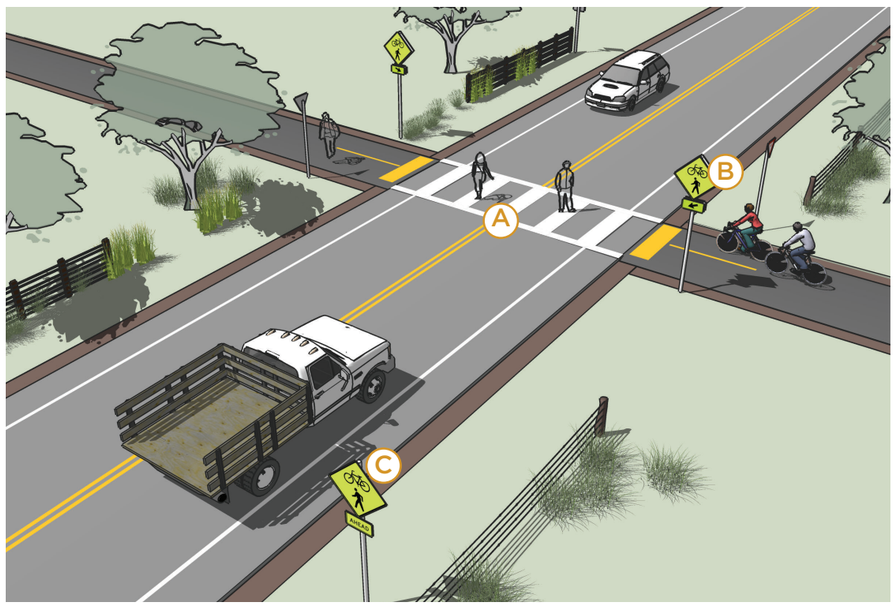
MARKED AND SIGNED CROSSWALK

Where a shared use path crosses a roadway at a midblock location, markings must be used to establish a legal crosswalk. Well designed midblock crossings can provide many benefits for path user safety and comfort.

The most simple marked crossing type uses high visibility crosswalk markings with crossing warning signs.

Typical Application

Where shared use paths intersect with collector or minor arterial streets. Midblock path crossings should not be provided within 250 feet of an existing signalized intersection. When an existing intersection is in close proximity, route the path directly to the signal.



Design Features

- (A) High visibility "ladder" style crosswalk markings
- (B) A Bicycle/Pedestrian warning sign (W11-15) with downward arrow plaque (W16-7P) at the crossing, on both sides. Bicycle and Pedestrian figures on the sign should always face toward the crosswalk.
- (C) A Bicycle/Pedestrian warning sign (W11-15) with "ahead" plaque (W16-9) before the crossing. Refer to MdMUTCD MUTCD for guidance on advance posting distances.

Maintenance

Effectiveness of marked crossings depends entirely on their visibility, maintaining marked crossings should be a high priority. Thermoplastic or epoxy markings offer increased durability over conventional paint.

PARK GATEWAYS AND ACCESS POINTS

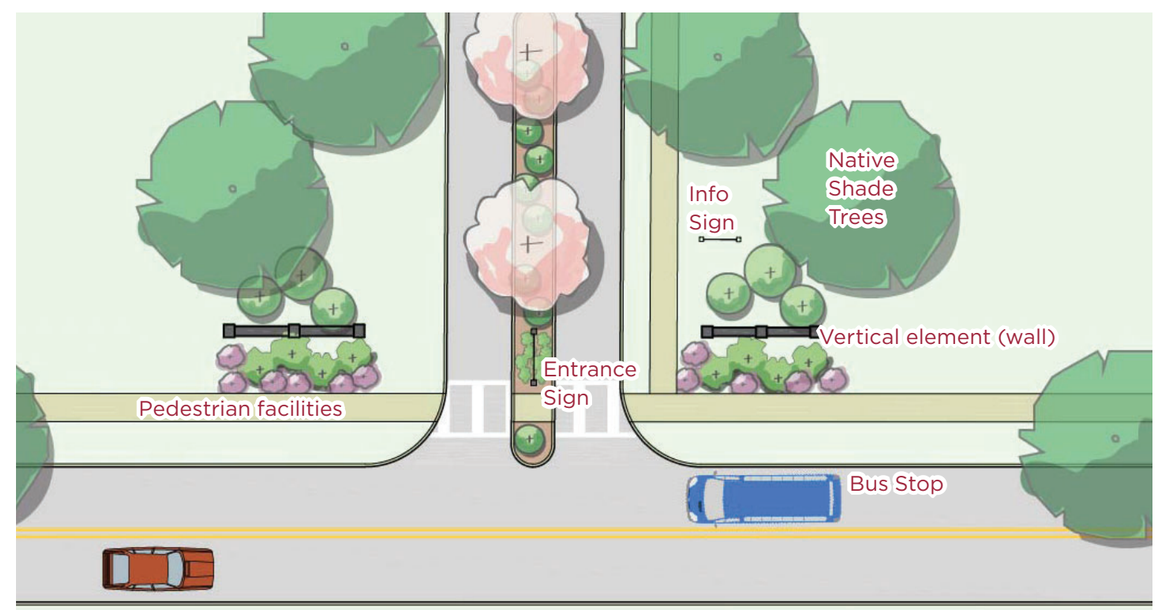
There are a number of considerations for park gateway design. Communication and accessibility are primary considerations. Gateways communicate arrival and "sense of place" and act as identity features for public spaces. The following items should be considered throughout the design process.

Visibility: Gateways should be visible from a distance and create a sense of arrival. Vertical elements such as signs, trees, or other architectural elements (archways, wall, artwork, etc.) should be integrated into the design to act as landmarks.

Signage: Signs that clearly display the rules of the park and information relating to special events and programming should be posted both at the entrance of the park and also within. Each Gateway should have detailed wayfinding and a park map to inform visitors that my be unfamiliar with the park. The signs should be designed in accordance with MUTCD and MdMUTCD guidance for pedestrian scale signage.

Accessibility: The gateways should provide access to multiple modes. Gateways should act as transportation hubs for the park. A robust gateway should offer easy access to pedestrian users, vehicles and public transit. Addition of Allegany County Transit stops should be considered at gateways. Gateways should be designed for universal access and ADA compliance.

Aesthetics: The design of gateways should communicate the overall aesthetic feel for the park. Materials and plants indigenous to the site should be utilized when possible. Native trees, shrubs and perennials should utilized in the landscape design for the gateways.



DOG PARK DESIGN

Dog parks are valuable community assets that help to enhance use of existing parks and public spaces. Prior to implementation, public outreach is a necessary step to ensure use and stewardship of the space. Research has recently been released by Playcore Wisconsin INC. "***Unleashed: Off Leash Dog Parks Design Trends and Planning Tips***" was published in 2018 and outlines best practices in implementation of dog parks. This document served as the primary reference for the following guidelines The following items should be considered early in the planning and design phases.

Size: 1 acre is the minimum size for a comfortable dog park. Overuse can be an issue if the park is smaller.

Double Entry System: At user entrances a primary entrance pen should be provided. This allows for owners to remove leashes prior to entering the park, and provides additional protection from escape of dogs.

Shade: Trees offer the best shade for owners and restful dogs.

Waste Control: An animal waste receptacle should be provided within the park and trash receptacles at the exterior.

Places to Sit: Benches should be provided for rest for owners.

Water: At a minimum a hose bib should be provided within the confines of the park for thirsty pets. This also allows for watering or rinsing the surface as part of regular maintenance.

Accessibility: To offer universal access, an ADA compliant route should be offered to enter fully into the park for users with limited mobility. The dog park should also be in close proximity to parking with ADA complaint parking.

Drainage: The park surface should promote drainage to prevent mud and ponding on the site.

Perimeter: The park should be enclosed by fence at a minimum of 5 feet in height to prevent dogs from jumping over the fence. A landscape buffer should also be considered to maximize enjoyment for the users. Plant material should be carefully selected to avoid any plants that may be harmful to dogs.

Signage: Signs that clearly display the rules of the dog park should be posted both at the entrance of the park and also within. The signs should be designed in accordance with MUTCD and MdMUTCD guidance for pedestrian scale signage.

Maintenance: Natural grass parks often have issues with maintaining a full turf surface. The park should be designed in such a way that areas can be cordoned off from the rest of the park to rest as turf reestablishes. There are other options for surfacing to include; synthetic turf, decomposed granite and woodchips. These surfaces may also be mixed to provide a variety of surface for dog play. Grass is the most cost effective surfacing for initial construction. Fences, surfaces and trash receptacles should be maintained on a weekly basis

Partitioning: Spaces should be provided for both large and small dogs. The use of the areas should not be prescribed by the rules and should be left to the owners discretion. Senior pets or injured pets should be allowed in the smaller play area, regardless of their size.

SAMPLE RULES

Off-leash Dog Park Rules

By entering this park you agree to abide by the posted rules. This park is for dogs and their handlers. All users of this park do so at their own risk and are responsible for any problems caused by their dog.

- Pick up your dog's waste and dispose of it in the receptacles provided. It's the law!
- Dogs must be leashed to and from the off-leash area. Owners must carry a leash and stay in the off-leash area within view of their dog at all times.
- Puppies under the age of four months, dogs that are in heat and/or dogs that are ill are not permitted.
- All dogs must wear collars with visible and current rabies tags.
- Aggressive dogs are not permitted. If your dog is behaving inappropriately such as excessive barking, crying or yelping, please remove your dog.
- Children under the age of 10 must be under constant supervision of an adult. Supervise toddlers and children closely. Strollers are not recommended inside park.

In an emergency, dial 911

These rules and tips will help to ensure that our dog park stays clean and safe.

Cumberland Area
METROPOLITAN PLANNING ORGANIZATION