



CHARLES STREET RECONSTRUCTION PROJECT
25th Street to University Parkway
Baltimore City Department of Transportation

RK&K/WRT TEAM

ATTACHMENT A

PUBLIC COMMENTS RECEIVED MAY 5, 2004 – 6:00 PM TO 7:00 PM

May 19, 2004



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Shown within the lobby on the 2nd floor of the BMA, the RK&K/WRT Team presented displays boards of the concepts, landscaping, lighting treatment, crossing of 34th Street options, traffic data, and pedestrian counts. In addition, roll maps of the existing conditions, Median with East Service Drive option, and Median Only option were available for public review/mark-up on tables near these displays. Comments received from the public were as follows:

- Provide traffic signal at 26th Street. Difficult to cross/enter Charles Street today. Two-way traffic will make it more difficult.
- Open the median between 26th and 27th streets to provide access to the parking garage on the west side of Charles Street.
- Median Only option ⇒ Provide a connection between Greenway and 34th Street to allow Greenway traffic to go south.
- Median Only option ⇒ Keep 34th Street open! Note on the plans state "Access Potential Closure of 34th Street" ... why?
- From 25th to 29th, what type of treatment will be applied to the pedestrian crossings in this area? Will they be treated the same as the pedestrian crossings to the north? There is also need for traffic calming in this area.
- There is need to provide median openings to allow ingress and egress to parking garages from both north and southbound Charles from 26th to 29th.
- One of WRT's existing sections shows existing parking on SB Charles Street where there is none.
- Lights on Greenway need to be improved.
- Please add left turn lane from SB Charles to 33rd.
- Why are two left turn lanes needed from eastbound Art Museum Drive to Charles Street?
- Where are the bike paths?
- Can you make southbound traffic on Charles Street stop before turning onto Art Museum Drive? It is very dangerous for pedestrians to cross Art Museum Drive.

- Will the bike paths be painted on the street?
- Two people felt that it will be safer for pedestrians to cross the Median only option (two roads instead of three).
- When will Charles Street become a two-way street?
- Five people indicated they "liked" the Median with the East Service Drive option.
- Several Stakeholder's, as well as the public, commented that the median separating northbound and southbound Charles Street should be considerably wider (increased from 20-feet to 30-feet) and the separator between northbound Charles Street and the East Service Drive should be narrowed by the corresponding 10-feet (reduced from 26-feet to 16-feet).