



**CHARLES STREET RECONSTRUCTION PROJECT**  
**25<sup>th</sup> Street to University Parkway**  
**Baltimore City Department of Transportation**

**RK&K/WRT TEAM**

## **ATTACHMENT D**

**NEWSPAPER CLIPPINGS, POST MAY 5<sup>TH</sup> MEETING**

**May 19, 2004**



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**Baltimore Messenger, week of May 13, 2004**  
**"All aboard a future Charles Street trolley?"**  
**by Larry Perl**



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## All aboard a future Charles Street trolley?

BY LARRY PERL

Big changes could be ahead for Charles Street — from a city streamlining and beautification of the thoroughfare to plans by a private group to start trolley service between Charles Village and downtown.

The city project would make the venerable street nicer-looking but with only one lane northbound and southbound between 25th Street and University Parkway except during rush hours.

That could leave frustrated motorists stuck behind a bus — or a trolley.

The Charles Street Development Corp., a nonprofit group formed in 2000 to encourage more retail and housing on the corridor, is pitching the idea of trolley service — possibly rubber tire — between the Inner Harbor and Johns Hopkins University's Homewood campus, either on Charles or parallel streets.

"We're attempting to find a transportation solution that helps everybody," said Rebecca Galalis, executive director of the corporation, which is funded partially by the state Department of Business and Economic Development.

She said the trolley idea is modeled after a successful service in Portland, Ore. The corporation has hired a consulting firm, Portland-based Kittelson & Associates, which worked on the project there and has offices on Charles Street.

Galalis said her corporation would work on the trolley project with several other groups in the city, including the Midtown Community Benefits District, the Midtown Development Corp., the Greater Baltimore Committee and the Downtown Partnership.

A kickoff meeting to discuss the idea is planned for May 17 but is not

open to the public, Galalis said.

### New look for Charles?

Preliminary plans by the Baltimore Department of Transportation would make Charles Street one lane northbound and southbound except during morning and afternoon rush hours.

During peak morning hours, there would be two southbound lanes, one northbound lane from 25th Street to Art Museum Drive, two northbound lanes from Art Museum Drive to 33rd Street and one northbound lane from

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## City plans to redesign Charles St.

Private group rolls out plan for trolley service

Traffic, from page 1

33rd Street to University Parkway, project manager Ralph Wheeler said.

During peak afternoon hours, there would be one southbound lane, two northbound lanes from 25th Street to Art Museum Drive, three northbound lanes from Art Museum Drive to 33rd Street and two northbound lanes north of 33rd Street, Wheeler said.

The Charles Street Reconstruction Project is supported by several area community groups and institutions, including Johns Hopkins, Condominiums Along Greenway, the Charles Village Community Association, Friends of Wyman Park Dell and the Baltimore Museum of Art.

The BMA and other groups are "stakeholders" in the plan, and have told transportation planners that they want more green space and less traffic on Charles Street, Wheeler said.

Museum Director Doreen Bolger made her position clear during a public presentation in the BMA auditor-

ium May 5.

Bolger thanked transportation officials for recognizing Charles Street as a designated scenic byway. "It's very important to us that this be an attractive and safe environment," she said.

A redesign would accomplish that by making Charles one lane both ways most of the day, Wheeler said.

### Pedal power

Another issue is how to accommodate bicyclists — many of them commuters who pedal to Penn Station and take the train to work. At the meeting, bicycle enthusiasts lobbied hard for a bike path on Charles Street.

"I know a lot of people who would bicycle to work in the city if they thought it was safer," said Christopher Field of Roland Park, who commutes to Prince George's County.

Redesign plans call for bike routes on Charles between University Parkway and 25th Street, but officials said they might recommend an alternate street such as Maryland Avenue for bicyclists south of 25th Street.

Charles Street's current design and lane configuration are outdated due to modern traffic volume, vehicle speeds and the number of pedestrians crossing the road, officials say.

The city started studying a redesign in 1999, but earlier plans were criticized by community leaders, who said the plans didn't address speeding and pedestrian safety.

Officials said they will present final plans at a June meeting.

For more information about the redesign project, visit the Web site [www.charlesstreet.mdprojects.com](http://www.charlesstreet.mdprojects.com).

