



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

**RK&K/WRT TEAM**

## **ATTACHMENT F**

**COMMENTS RECEIVED FROM MARYLAND TRANSIT ADMINISTRATION**

**May 19, 2004**



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At the request of Baltimore City DOT, representatives of the Maryland Transit Administration (MTA) participated in a project review meeting on Wednesday May 12, 2004 at City Planning. During this discussion, the following 6 questions were posed to MTA representatives; they will develop responses to these questions and participate in the May 19, 2004 Stakeholders Meeting, providing updates as appropriate.

1. Between 25<sup>th</sup> and 29<sup>th</sup> , the city will be providing 2 NB lanes ⇒ OK??  
  
*City recommended moving NB bus stop from south side of 26<sup>th</sup> Street to north side.*
2. Under the city's two-way proposal between "Penn Station" and 29<sup>th</sup>, would MTA operate buses along the single SB lane?
- 3A. Between 29<sup>th</sup> & 31<sup>st</sup>, and between 33<sup>rd</sup> & University Parkway, what is the effect on bus operations of only one NB lane in the off-peak parking ... with parked cars & bicycles present along the curb lane??
- 3B. Between 29<sup>th</sup> & 31<sup>st</sup>, and between 33<sup>rd</sup> & University Parkway, what is the effect on bus operations of two NB lanes in the peak period, with bicycles along the curb lane??
4. What benefits to bus operations result from widening the SB service drive from 14' (existing) to 26' (same operational issues as NB).
5. What affect, if any, does MTA's long-range rail plan for the YELLOW LINE LRT have on the current options under consideration by the City?
6. What is MTA's reaction to the Charles Street trolley proposal made by the Charles Street Development Corporation?