



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

June 7, 2004

Ms. Marcia Holden, President  
Friends of Wyman Park Dell  
(mholden@parkschool.net)  
Director of Admission and Financial Assistance  
The Park School  
P.O. Box 8200  
Brooklandville, MD 21022

Dear Ms. Holden:

On behalf of Baltimore City DOT and the RK&K/WRT Joint Venture, I wish to express our appreciation for your June 1, 2004 letter and "FINAL AND REVISED RESPONSE from Friends of Wyman Park Dell (5.14.04; 3:30 PM)". You indicated that your letter was prepared in response to our Charles Street Stakeholders meeting held May 19, 2004 and in preparation for our June 24, 2004 Public Meeting to present the City's Selected Alternative for the Reconstruction of Charles Street. We also understand that your letter incorporates comments from your May 27, 2004 full FWPD Board at its monthly meeting.

First, we wish to express our appreciation to you and the Friends of Wyman Park Dell for your input and support; developing a consensus concept amongst our diverse group of Stakeholders requires a careful balancing of geometric and typical section factors which affect overall pedestrian safety, traffic operations, streetscape, and appearance. As we so clearly heard during our May 5<sup>th</sup> Public Meeting No. 1, this important street must safely accommodate pedestrians, vehicles, bicyclists, and MTA buses. The City's goal is to create a "win-win" scenario amongst all Stakeholders and within these various modes.

Secondly, with specific reference to the items raised in your letter, we offer the following responses. Please note, however, that as the City and our consultant team work over the next two (2) weeks to refine the City's Selected Alternative prior to its presentation on June 24, 2004, adjustments are inevitable. Furthermore, the City's presentation on June 24, 2004 will, I am sure, elicit additional comments from Stakeholders and the public.

- **JHU/MVA Concept** ⇒ While the City agrees that the concept prepared by Michael Vergason and Associates for Johns Hopkins University makes considerable strides in resolving some of the challenging aspects of this project, the City is unable to accept all of the suggestions as shown in the JHU/MVA plan (see items enumerated in my notes from our May 19, 2004 meeting).
- **Provision of 4 to 6-foot wide Landscaped Buffer with Trees along Western Sidewalk** ⇒ Although the City's Preferred Plan as shown on May 5, 2004 depicted a modest widening of the western sidewalk along the Wyman Park Dell, we agree with the need to enhance this buffer to provide a minimum sidewalk width of 10-feet (including trees).

Ms. Marcia Holden, President  
Friends of Wyman Park Dell  
June 7, 2004  
Page 2

- **Street Width** ⇒ For the 2-lane portions of Charles Street, the City's May 5, 2004 Preferred Plan depicted a 26-foot wide roadway; the JHU/MVA plan depicted a 23-foot wide roadway. After considerable in-house consultations, and in support of safely accommodating bicycles during peak period/no parking operations, the City is agreeable to reducing each roadway by 1-foot, for a total width in the 2-lane sections of 25-feet. Further reductions in roadway width would adversely affect bicycle and vehicle operations and are, therefore, not negotiable.
- **Charles Street/29<sup>th</sup> Street Intersection** ⇒ The City is unable to make further reductions in the traffic sweep for southbound Charles Street to westbound 29<sup>th</sup> Street traffic; the reduction from the 375-foot radius sweep as exists today to the 105-foot radius as shown on the City's May 5, 2004 Preferred Plan is the minimum radius which will permit smooth traffic operations for the continuation of southbound Charles Street to Maryland Avenue traffic. A 90-degree turn with no right-turn on red is inadequate from a traffic capacity standpoint. The City is willing, however, to reassess the mid-block traffic signal along 29<sup>th</sup> Street and believes that the 105-foot separately signalized traffic movement can be developed to enhance pedestrian access to the park and west-side sidewalk.
- **Charles Street/Art Museum Drive Intersection** ⇒ While the City fully understands the importance of better controlling the southbound Charles Street to south/westbound Art Museum Drive right turn, and acknowledging that refinements from the layout shown in the City's May 5, 2004 Preferred Plan are underway, the addition of the northbound Charles Street to westbound left turn at this intersection necessitates a short section (approximately 120+-feet) of 2 eastbound lanes on Art Museum Drive. The City is investigating the opportunity for a delayed signal phase for the southbound Charles Street to westbound Art Museum Drive right-turn, in order to better facilitate pedestrians along the western sidewalk.

In closing, thank you again for your letter and continued involvement in this important project; we look forward to your participation during the June 24, 2004 Public Workshop.

Sincerely,

David W. Wallace, P.E.  
Partner  
RK&K/WRT Joint Venture

DWW/sms

cc: Ralph P. Wheeler, Jr., P.E., Department of Transportation Project Manager  
FWPD Board Members  
Stakeholders listed on Attachment No. 1 (May 19, 2004 document)