



**MEMO TO FILE**

**Informal Meeting Notes from July 27, 2005 Charles Street Trolley Study**

Date: Wednesday July 27, 2005 7:00 PM to 9:00 PM

Place: Fellowship Hall, St. Phillips and St. James Church  
2800 block North Charles Street

Subject: **Presentation of Charles Street Circulator Feasibility Study**  
To Charles Village Community-Wide Meeting

From: Joe Romanowski/David Wallace

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◆ **PRESENTATION**

Following opening remarks by representatives of the Charles Street Development Corporation, Ed Myers of Kittleson & Associates, Inc. presented their results of a feasibility study of a circulator system to connect the Inner Harbor with various destinations on Charles Street. Information concerning system and mode choices, alignments, potential development and potential costs were offered. In addition to a PowerPoint presentation (with a great animation component) and other display materials, a final Draft report dated June 2005 (Executive Summary only) was distributed. Copies of this final Draft report, along with a Charles Street Development Corporation brochure, have been added onto the Charles Street website ([www.CharlesStreet.mdprojects.com](http://www.CharlesStreet.mdprojects.com)).

On behalf of Johns Hopkins University, Larry Kilduff offered his strong support for the trolley study. He stated that JHU has retained Kittleson to work on JHU's behalf to address specific feasibility issues in the vicinity of their campus. Other parties are also assisting in this effort. He emphasized, however, that JHU does not want the trolley project to impose on the principles established as a part of the Charles Street Reconstruction Project and Stakeholder's efforts. The following activities were identified for this effort:

- Conduct community meetings
- Develop alignment and stop location alternatives
- Perform traffic operations analysis of alternatives
- Identify a preferred community support alternative
- Summarize findings for future planning and project integration

◆ **Q/A**

- Is signal pre-emption assumed in the analysis?
- Who will own/operate the trolley?
- How does this trolley system affect the City's previous proposal for 2-way traffic on Charles Street?
- Affect on Charles Street bus operations?
- Can an underground third rail option be provided for power supply?
- Are stops moveable and how does handicapped access work?
- What is the anticipated time line?
- How would overhead wires be handled?

◆ **PREFERENCES**

At the request of a Charles Street Development Corporation representative, those present were asked to express their preferences, which were as follows:

- In response to a question concerning support, all present raised their hands in support of the trolley concept, although additional details were strongly requested.
- In response to a question concerning rail versus rubber tired, all present supported the rail option.

◆ **POST-MEETING DISCUSSION**

Following the community meeting, David Wallace and Joe Romanowski met with representatives of Charles Street Development Corporation and Kittleson and shared the following comments/questions:

- The proposed alignment along Sharp Street under the Convention Center and then on to Conway in front of the Otterbein Church would place the track on top of the truck access tunnel for the Convention Center ... has this been checked?
- Traffic operations along Conway are especially challenging ... has consideration been given to shortening the alignment so that it would turn left on Pratt Street and utilize the landscaped buffer on the north side of Pratt Street before turning north on to Calvert Street? Although this shift would reduce the "front door service" to both the Convention Center and Inner Harbor Visitors Center, it would significantly save money and reduce impacts.
- Where will the storage yard and maintenance facility be located?

◆ **FOLLOW-UP ACTION ITEMS FOR CHARLES STREET WEBSITE**

- RK&K agreed to place the materials distributed during this meeting on the Charles Street website and confirm the date of the Charles Street conceptual plan now on the website.

DWW/sms

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