

INITIAL LISTENING TOUR WITH STAKEHOLDERS
City of Baltimore, Department of Planning
Thursday November 14, 2002 @ 2:00 PM to 3:20 PM
@ Baltimore City – 417 E. Fayette Street, Baltimore, MD 21202 (8th Floor)

Attendees: Kristin Smith (Community Planner, Department of Planning)
Beth Strommen (Bicycle/Pedestrian Coordinator, Department of Planning)
David Wallace, RK&K Engineers.

DISCLAIMER

The following summarizes the notes taken by David Wallace on November 14, 2002 during his listening tour with representatives of Baltimore City Department of Planning. These notes do not represent the official position of Baltimore City Department of Planning, nor have they been reviewed or approved by them.

A. Pedestrian crossings:

1. Need to balance community concerns for green space with need for safe pedestrian conveyance. Pleased when informed that comprehensive pedestrian counts were being conducted this date ... requested data as soon as possible.
2. General strategy for pedestrian “control” ⇒ pushing pedestrians to a specific location tends to backfire. Opposed to a pedestrian fence in the median. Must focus on making pedestrian crossings safe.

Follow-up ⇒ David Wallace to request pedestrian accident data from Frank Murphy P requested via e-mail 11.15.2002.

Very much in favor of providing the median island between northbound and southbound Charles Street ... will work as a superb pedestrian refuge.

3. Mid-block pedestrian crossings must be discouraged.
4. Strongly endorsed softening of southbound Charles Street right turn at Art Museum Drive, to further protect pedestrian crossings.
5. Strongly supported shortening the pedestrian walk through the use of intersection bulb outs.
6. Pedestrian bridge ⇒ typically not a solution to the need for surface treatments for safe pedestrian conveyance and traffic calming. While they may have a place, design details must be carefully developed to safely implement. Furthermore, the pedestrian issue is much more than just Hopkins students. Must comprehensively address community/pedestrian issues.

B. Bicycle lanes:

1. **Need for** ⇒ a strong and compelling case can be made for the need for bicycle lanes through this section of Charles Street. In addition to bicycle traffic associated with Johns Hopkins University, this is an important link in a north/south system.

Follow-up ⇒ Beth Strommen to share a very preliminary graphic showing the regional bicycle network and the importance of providing bicycle lanes on this section of Charles Street.

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2. **Location of bicycle lanes** ⇒ unacceptable conflicts would exist if the bicycle lanes were located along the service drive; reduced conflicts with buses would exist if bicycle lanes were located adjacent to median, but acknowledged that there are no examples of median-side bicycle lanes. Perhaps Philadelphia?

Follow-up ⇒ **Beth Strommen to research examples of median side bicycle lanes.**

C. Community planning issues:

1. Can Hopkins realign their internal path system to better focus pedestrians on street crossings? Especially critical is the link along 33rd Street to the new Eastern High School Campus for both pedestrians and bicycles.
2. Traffic operations at Greenway/34th Street ⇒ tough to dramatically improve, especially provision of southbound Greenway to southbound Charles Street connection without “opening-up” the entire St. Paul to Greenway to Charles Street links.
3. Northbound Charles Street left turn at Art Museum Drive ⇒ while not really in favor of this left turn and believes that better signing would help (removing Art Museum Drive sign at current intersection, and directing traffic west along 29th Street), not adamantly opposed to a new northbound left turn.
4. Northbound Charles Street left turn at University Parkway ⇒ in concept, okay.
5. “Hopkins and the community both look to Charles Street to bring the two of them together”.
6. **Charles Street Scenic Byway** ⇒ Baltimore City recently received State Scenic Byway designation for Charles Street from Federal Hill to Lutherville/Beltway. Baltimore City will begin preparing a Corridor Management Plan to identify landmarks, important resources, etc. for tourism. Once plan has been completed, application for designation as a National Scenic Byway will be sought. If approved, additional Federal funds, including 80-20 money, could be made available.

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Relative Rank of Concern	Description of Issue/Concern	DEGREE OF CONCERN				
		LOW		HIGH		
		1	2	3	4	5
1	A strong and compelling case can be made for the need for bicycle lanes through this section of Charles Street. In addition to bicycle traffic associated with Johns Hopkins University, this is an important link in a north/south system.					.
2	Very much in favor of providing the median island between northbound and southbound Charles Street ... will work as a superb pedestrian refuge. Must comprehensively address community/pedestrian issues.					.
3	Bicycle lanes along median would reduce vehicle-bicycle and bus-bicycle conflicts.			.		