

INITIAL LISTENING TOUR WITH STAKEHOLDERS
Baltimore Museum of Art (BMA)
Friday November 15, 2002 @ 3:30 PM to 4:30 PM
@ 10 Art Museum Drive, Baltimore, MD 21218

Attendees: Doreen Bolger, BMA
Alan Dirican, BMA
Judy Gibbs, BMA
Becca Seitz, BMA
Alford Barry, AB Associates (on behalf of the BMA)
David Wallace, RK&K Engineers

DISCLAIMER

The following summarizes the notes taken by David Wallace on November 15, 2002 during his listening tour with representatives of The Baltimore Museum of Art. These notes do not represent the official position of The Baltimore Museum of Art, nor have they been reviewed or approved by them.

A. Overall Issues of Concern to Baltimore Museum of Art (BMA):

1. Speed (and volume) of traffic on both Charles Street and Art Museum Drive. Of particular concern is the southbound right turn “sweep” into Art Museum Drive (unsignalized).
2. Strong desire for northbound Charles Street left turn into Art Museum Drive.

B. Overall Vision for Charles Street:

1. **Two-way traffic on Charles Street** ⇒ as an element of the Charles Village Master Plan, provision of two-way traffic on Charles Street was seen as a means to help control traffic speed (parenthetically, also recommended on St. Paul Street and Calvert Street).
2. **Utilize Charles Street to connect the neighborhoods/communities** P specifically, the BMA desires stronger links east to Charles Village, south to Wyman Park Dell, west to Remington, and north to Johns Hopkins University. Over the past 5 years, physical links have been constructed to further strengthen the Hopkins/BMA relationship. Long-term, the BMA desires to see Wyman Park Dell as the “front door” to the museum, with more activities on their front steps and more involvement across Art Museum Drive with the Dell.
3. **Overall aesthetic** P the quality and campus “feel” to Charles Street and Art Museum Drive would enhance the museum’s setting.
4. **Overall traffic operations** ⇒ operation of the 33rd Street intersection with Charles Street seems to be a relic from the earlier high volumes associated with the Orioles and Colts at Memorial Stadium. Although Johns Hopkins University has long-term growth potential at the Eastern High School Campus and the City has new plans for reuse of the Memorial Stadium site, traffic will never approach the levels experienced pre- and post-Stadium events. Therefore, street characteristics and operations should be re-examined.

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5. **Holeistic approach to Charles Street** ⇒ the reconstruction of Charles Street provides an opportunity to harmoniously combine greenspace, Wyman Park Dell, Johns Hopkins University campus, the BMA and street life into a more vibrant environment.

C. Specific comments on previous/current plans:

1. **Traffic sweeps at 29th Street** ⇒ questions regarding the need for these movements from a traffic standpoint, they unfortunately also serve to separate Wyman Park Dell (and thus the BMA) from the community.
2. **Northbound Charles Street left turn to Art Museum Drive** ⇒ in addition to reiterating their strong preference for the provision of this movement, Museum representatives spoke about the benefit this movement would provide for out-of-town visitors to Johns Hopkins University. In response to an issue previously raised by Frank Murphy, Museum representatives stated that should this left turn be provided, they would work with the City to handle traffic operations during events which close Art Museum Drive. Specifically, this left turn, if constructed, might stay open during events which close Art Museum Drive, thus permitting either valet parking or access to their parking lot.
3. **Southbound Charles Street/Art Museum Drive intersection** ⇒ modifying southbound right turn in order to slow traffic is a positive step. But why must two eastbound to northbound left turn lanes be provided? In addition, and with full acknowledgement of concerns raised by Friends of Wyman Park Dell, there may be some merit to reexamining a connection between Art Museum Drive and 31st Street. An assessment of the advantages/disadvantages would be necessary. Clearly, the BMA sees Art Museum Drive as an important and integral part of an overall plan for the reconstruction of Charles Street.
4. **Pedestrian crossings of Art Museum Drive** ⇒ although the City's resurfacing/installation of crosswalks has improved the overall aesthetic of this street, a staff person was hit in the crosswalk. BMA attributed this accident to the high speed and somewhat restricted visibility. One solution might be to provide a "chocker" at the crosswalks to narrow the street and thus slow down traffic.
5. **Three (3) NB vs. 2 NB travel lanes** ⇒ Museum representatives strongly endorsed the two-lane concept.
6. **Potential pedestrian bridge** ⇒ generally not seen as a solution to surface pedestrian problems; furthermore, the provision of a pedestrian bridge should not be used as an excuse to not provide a pedestrian friendly treatment on the street surface.

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Relative Rank of Concern	Description of Issue/Concern	DEGREE OF CONCERN				
		LOW			HIGH	
		1	2	3	4	5
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