

**INITIAL LISTENING TOUR WITH STAKEHOLDERS**  
**Johns Hopkins University**  
**Monday, November 18, 2002 @ 9:00 AM to 9:45 AM**

**Attendees:** Steve Campbell, Director of Planning and Project Development  
David Wallace, RK&K Engineers

**DISCLAIMER**

The following summarizes the notes taken by David Wallace on November 18, 2002 during his listening tour with representatives of the Johns Hopkins University. These notes do not represent the official position of Johns Hopkins University, nor have they been reviewed or approved by them.

**A. Johns Hopkins University's Priorities:**

1. The key issue for Johns Hopkins University is pedestrian safety. In the fall of 1999, a JHU affiliate was killed crossing Charles Street. Safety is clearly priority #1. Steve Campbell expressed some surprise at the high number of pedestrians crossing Charles Street between 31<sup>st</sup> Street and University Parkway (counted on Thursday November 14, 2002). This high volume further dramatizes the importance of pedestrian safety.
2. Associated with pedestrian safety, Hopkins is also very interested in a reduction in the speed (and volume) of vehicular traffic along Charles Street.
3. Acknowledging that the focus of this current effort is on refining a concept, special emphasis will need to be placed in the future on aesthetic improvements, including signing, landscaping, street lamps, and paving.

**B. Johns Hopkins University perspective:**

1. **Hopkins Master Plan** ⇒ fully supports the reconstruction of Charles Street and providing stronger links between the east and west sides of Charles Street.
2. **Decision Making Process** P expressed concern about the City's lack of a defined decision making process; surprised when the City announced in June of 2002 that the plan discussed in May of 2001 was the "selected plan". Consequently, Hopkins became more forceful expressing their concerns with particular emphasis on pedestrian safety, streetway design/gateway, and the need for traffic control/traffic calming.
3. **Center Median** P strongly supports the center median as a pedestrian refuge. It was noted that this median was a part of the Charles Village Master Plan prepared for the special benefit district.

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**C. Assessment of potential measures:**

1. **Bicycle lanes** ⇒ noted that consideration of bicycle lanes was added by the City late in the process during the development of the City's current plan. Neither the need for, or location of, bicycle lanes had been previously discussed. While Hopkins strongly supports the concept of bicycle lanes, they have serious concerns about placing them adjacent to the median. A preferred location would seem to be adjacent to the sidewalks.
2. **Service drives** ⇒ Hopkins strongly supports "non-continuous" service drives between 29<sup>th</sup> and University Parkway. These "parking loops" would be primarily focused on vehicular parking. In addition, the east side service drive at 14-foot wide is probably too narrow, and should be considered for minor widening.
3. **Northbound Charles Street left turn at Art Museum Drive** ⇒ supported by Johns Hopkins University, probably works best with a concept involving a center median.
4. **Lane widths** ⇒ with emphasis on traffic calming, Hopkins prefers keeping the travel lanes as narrow as possible; Hopkins prefers 10-foot wide lanes, but could live with 11-foot wide lanes (i.e., 44-foot curb to curb for 4 lanes).
5. **Pedestrian bridges** ⇒ Steve Campbell referenced earlier statements by Jim McGill (Johns Hopkins University) wherein pedestrian bridges similar to those recently constructed at Loyola College might merit investigation as a part of the overall solution. No further details were available.

**D. Johns Hopkins University cross-section:**

1. Steve Campbell reviewed a JHU proposed alternate design typical section for Charles Street, as follows:

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<b>FEATURE</b>	<b>EXISTING CONDITION</b>	<b>JHU PROPOSED</b>
West sidewalk (@ JHU)	6-foot wide	Widen to 8½ feet, refurbish and provide new amenities
West service drive	15-foot southbound lane, full-time, no parking	Keep width at 15-feet, convert to “parking loop” (i.e., non-continuous) for full-time parking and access lane. Consider for bicycles.
West-side landscape separator	24-foot wide, planted	Narrow to 12-feet to accommodate landscaped median between northbound and southbound traffic.
Center carriage way	40-foot wide roadway accommodating 3 northbound lanes (with curb parking permitted except during PM peak) and single southbound (“death” lane) only operated during AM peak.	<ul style="list-style-type: none"> <li>• Provide 23-foot wide landscaped median (width adjustable if lane widths must be revised) for pedestrian refuge.</li> <li>• Provide two southbound lanes at 10-feet each.</li> <li>• Provide two northbound lanes at 10-feet each.</li> </ul>
East-side landscape separator	23-foot wide, planted	Narrow to 12-feet to accommodate landscaped median between northbound and southbound traffic.
East service drive	14-foot wide with parking and narrow travel lane.	Retain as is for a parking loop (full time parking and single lane access, not a through lane). Also accommodate bicycles.
East sidewalk	7-foot wide	7-foot wide refurbished sidewalk, new amenities

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Relative Rank of Concern	Description of Issue/Concern	DEGREE OF CONCERN				
		LOW			HIGH	
		1	2	3	4	5
1	The key issue for Johns Hopkins University is pedestrian safety. Safety is clearly priority #1.					.
2	Strong preference for a median to separate northbound and southbound Charles Street.					.
3	Associated with pedestrian safety, Hopkins is also very interested in a reduction in the speed (and volume) of vehicular traffic along Charles Street.				.	
4	Acknowledging that the focus of this current effort is on refining a concept, special emphasis will need to be placed in the future on aesthetic improvements, including signing, landscaping, street lamps, and paving.			.		