

Friends of Wyman Park Dell

BALTIMORE, MARYLAND

November 21, 2000

Frank J. Murphy
Engineering Supervisor
Department of Public Works
Bureau of Transportation
417 E. Fayette Street
Baltimore, Maryland 21202

Dear Mr. Murphy:

I understand from my colleagues, Jen McCool, Vice President FWPD and Martin Kramer, Treasurer FWPD, that the November 14th planning meeting re: Charles Street Redesign was a success. I am sorry I was unable to make your meeting, but am pleased to hear that you had a good turn-out and healthy discussion. It sounds like the community was able to provide you and JMT with constructive input and suggestions.

I understand from my colleagues that the following points were agreed upon:

- Design Option #2 (Divided Roadway/Relocated West Median and Service Road Closed) has been eliminated from further development.
- Design Option #1 (Divided Roadway/Modified West Median) is being further developed, although problems with the design concept were expressed. These concerns included:
 - a) the use of 3 northbound lanes, b) the lack of pedestrian use of the median when placed between traffic lanes, and c) the placement of high speed, two south bound lanes along the eastern edge of Wyman Park Dell.
- Design Option #3 (Combined Four Lane Roadway with Separated Bicycle Facility) is also being further developed and was considered the most favored alternative. The additional design details included:
 1. The bicycle facility lane is to be changed to a local service road with parking, similar to the east service road. Road width may need to be widened slightly. There was discussion of having parking meters along a selected portion of this service drive, with agreement that this matter would be further studied as part of parking management.
 2. Similarly, the existing east service lane may have to be widened from 14 feet to 15 feet.
 3. For the triple purposes of protecting the east and west medians from salt spray in the winter, discouraging pedestrians from illegal crossing, and strongly defining

the central four lane roadway to enhance public safety, it was recommended that a berm with paving blocks be designed along the borders of this central roadway.

4. To maximize the traffic handling capacity and safety of the central four lane roadway, it was recommended that it be completely reconstructed with a strong sub-base.
5. Again, to maximize traffic flow, bus turnoff lanes might be provided. Electronic devices to allow buses to re-enter traffic lanes would be investigated. A suggestion was made that perhaps Baltimore/Charles Village could serve as a national demonstration project for safety and environmentally favored plans. Such a plan could facilitate additional grant and federal dollars. This issue is to be carefully studied.
6. For pedestrian safety at selected major intersections, traffic control signals that stop ALL traffic to allow for pedestrian crossing in all directions were strongly recommended.

In further developing Option #1 and Option #3, consideration should be given to the section of North Charles Street between 29th Street and 26th Street. Substantial community interest was expressed in continuing the combined four lane roadway of Alternative #3 south to 26th Street, where the two southbound lanes would turn west on 26th Street to Maryland Avenue and from there continue southbound. This change would remove the current heavy traffic flow from a residential section of Maryland Avenue (between 29th Street and 26th Street).

I understand that the next meeting will be held on **December 18, 2000 at 7pm** at the BMA West Wing Conference Room. In preparation for the 12/18/00 meeting, I, Ms. McCool and Mr. Kramer will be presenting the above notes to the FWPD Board and asking them for a position and/or recommendation. Should additional suggestions develop we will pass them along. In addition, should your contractors, JMT, like to have any additional informal reviews or input, FWPD will be glad to help.

On behalf of the FWPD, we are looking forward to further advancement of these designs and working with the City to find the best solution for all parties. Getting this project done, with collaborative input, will be a great success for you and the City.

Thank you for your dedication to this project. The Friends of Wyman Park Dell are ready to help make this a City success.

Sincerely,

Suzanne REXING
President, FWPD

CC: FWPD Record
CC: FWPD Officers
CC: Deputy Mayor David Scott