



STAKEHOLDER'S MEETING NOTES

MONDAY DECEMBER 12, 2005

1:00 PM to 4:00 PM

Baltimore Museum of Art – Hess Board Room

- ◆ **ATTENDANCE** ⇒ See Attachment 1 (3 City representatives, 1 Messenger News, 12 Stakeholders, 1 citizen, 7 RK&K/WRT representatives, 2 Kittelson representatives)
- ◆ **Purposes** ⇒ Discuss Stakeholders Comments on 30% Design Review Plans
- ◆ **Goals** ⇒ • Achieve consensus on the 30% Design Plans for the Selected Alternative • Initiate preparation of Intermediate Design 65% plans, for presentation to Stakeholders in Spring, 2006.
- ◆ **Critical Next Steps** ⇒
 - By Thursday December 15, 2005 For review and comment by the Stakeholders, RK&K to post on the project's website WRT's PowerPoint presentation to the Stakeholders during the 12-12-2005 meeting. **COMPLETED**
 - By Monday December 19, 2005 For review and comment by the Stakeholders, RK&K to post on project's website the Arborist Report. **COMPLETED**
 - Early January, 2006 RK&K/WRT team to meet with City to finalize design schedule.
 - Early, 2006 City and RK&K/WRT Team will schedule next Stakeholder's meeting.

Discussion @ 34th Street and Greenway

- Fernando Zuniga-Pflucker questioned the closure of 34th Street. Mr. Zuniga-Pflucker also stated he objected to closure of 34th Street because the closure will increase the amount of JHU students parking on Greenway and will require residents along Greenway to drive around the block in order to travel south.
- Design should include access for emergency access on 34th Street.
- The Greenway Association will discuss 2-way traffic on Greenway.
- Al Barry, Larry Kilduff, and several Stakeholders advised Mr. Zuniga-Pflucker that JHU scheduled a meeting with the Greenway Community about the closure of 34th Street and two way traffic on Greenway. Greenway Community Association did not object to the closing of 34th Street and requested that they wanted Greenway to remain one way (please see RK&K notes of meeting dated August 16, 2005).
- City indicated that closing 34th Street will improve pedestrian safety for those crossing Charles Street at 34th Street.

- Larry Kilduff stated that the Johns Hopkins statue will be "lost" in the oval and recommended that the statue not be relocated. All present agreed that the 34th Street area needs a large sculpture or a fountain that can be viewed from all sides.

Crosswalk and Sidewalk

- Several Stakeholders requested that the City add pedestrian crossings in the median at 30th and 31st Streets. City will evaluate need for signal and/or painted crosswalks.
- Crosswalks should be made more substantial.
- Many pedestrians currently walk diagonally across Charles Street. The design should provide for a defined crosswalk with planted edge through the median across 30th Street, 32nd Street and anywhere there is a cross street.
- Informal crossings / or crossings at each block or at every intersection would create opportunity or a rhythm to break up the linear expansion of the street.
- Beth Bullamore requested that glassphalt should not be used for sidewalks; Stakeholders preferred scored concrete with brick edging / boundary.
- Beth and Joe Rexing also suggested further coordination with the St. Paul Street project and coordination with the types of materials that are proposed for the St. Paul Street project (brick/concrete/ granite).
- Charles Village PUD indicated that the new sidewalk proposed for 33rd Street, which correlates with the connectivity to all other parts of the streetscape, should be considered for Charles Street.

Landscaping / Urban Design

- Al Barry asked if 1% of the project's cost will be set aside for art and if so, suggested the money be used for the design and installation of the statue/fountain/etc. Perfect space for BMA and Stakeholders to use this space for a public project. Ralph Wheeler agreed to investigate.
- Provide "Gateways" at 29th Street and University Parkway.
- Reinforced turf path. How are people getting out of their cars and going along the turf path?
- Curb cuts and paving should be designed to inform pedestrians of where they should go to get back on Charles Street.
- Joe Rexing and several Stakeholders requested that the design include measures to keep cars and trucks off of the median (use bollards).
- Tree grates are difficult to maintain (PUD). Prefer cobbles instead of tree grates.
- Design should consider relationship to adjacent uses and character, not just in a linear fashion.
- Al Barry suggested, and several Stakeholders agreed, that the landscaping should be designed on a block by block basis. That way the design will fit in with the overall character of Charles Street.
- The design should include a diversity of street trees to highlight entrances and specific gateways. Trees at thresholds should define/set rhythms along the corridor. Several Stakeholders recommended that Silver Maples not be planted along Charles Street.
- Tree canopies should be consistent along corridor.
- City D.O.T. will coordinate with City arborist regarding linking up the trees with adjacent areas, especially cherry trees along existing service drive.
- Ralph Wheeler advised that if JHU decides to take over the maintenance of Charles Street along the west side and in the median from 29th to University Parkway, a Memo of Understanding (MOU) with City must be prepared. City arborist is to be consulted regarding maintenance of trees.
- Pedestrian lighting was discussed. Lighting should complement the character of Charles Street.
- Low ground cover along the reinforced turf paths will be studied.

Roadway and Traffic

- Several Stakeholders requested that the curb radius at Art Museum Drive be reduced in order to slow the traffic.
- Al Barry requested the City to consider eliminating one eastbound lane on Art Museum Drive.
- Marcia Holden requested that parking be eliminated along Wyman Park south of Art Museum Drive. Marcia also questioned why 3 lanes are required on northbound Charles Street between Art Museum Drive and 33rd Street. A follow-up discussion recommended that the City allow two lanes to turn right at 33rd Street. Providing two lanes turning right on 33rd at peak rush hour will keep traffic from backing up. A few disagreed with two lanes turning to 33rd - two turning lanes were perceived as dangerous.
- The proposed improvements for Charles Street will allow for a vehicle from 31st to cross Charles Street and turn left on Art Museum Drive (dangerous situation). Please assess traffic safety issues.
- The location and type of bus shelters should be included in the next submittal.
- Friends of Wyman Park Dell - opposes reversing the direction of traffic on 31st Street.
- Does the median at Art Museum Drive need to be tapered with a radius (prefer to keep median wide). Narrow medians take away the grid pattern from design (boulevard).
- Al Barry requested that turning radius and/or templates for vehicular use be shown on the plans and/or provided to the Stakeholders.
- If the trolley goes through, how will it impact the trees along Charles Street?

South of 29th Street

- Medians may vary from painted to raised granite cobbles. Rounded cobbled raised/flush cobble are being studied.
- A desire for trees in the medians was expressed.
- (Two way) Charles Street south of 29th - how long is it on hold?
- Types of families of furniture. How they correlate.
- Pedestrian scale has a common language but the layer scale elements are neutral (signage types of mounts and hardware).
- Street/Pedestrian lighting needs to be detailed or a strategy needs to be developed to show a rhythm of where pedestrians are walking through crosswalks and in certain areas.
- Estimated construction costs \$28 to \$30 M (2005 dollars) \$12 M available for the project.
- Schedule
 - 27 months - design - September '07 to be finished with design
 - 4 months bidding
 - 24 months construction
- January 2008 - January 2010 - project start/finish

Baltimore City Trolley

Following the Charles Street Stakeholders' meeting, Kittelson and Associates presented the Stakeholders with an update of the Baltimore City Trolley Project.

JAR/pds

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cc: All present

Attachments: Attendees List

Handouts: 2 copies of the 30% Design Plans were furnished to each Stakeholder group prior to the meeting.