

**FOLLOW-UP LISTENING TOUR WITH STAKEHOLDERS**

**Charles Village Community Association/North Charles Village Community Association/PUD  
*Greenway Community Association, Inc.***

**Thursday December 5, 2002 @ 5:30 PM to 7:30 PM**

**@ 2942 Guilford Avenue, Baltimore, MD 21218 (home of Sandy Sparks)**

.. **Charles Village Community Association/North Charles Village Community Association/PUD**

**Attendees:** Sandy Sparks  
Peter Duvall (pwduvall@yahoo.com)  
Joe Rexing

◆ *Greenway Community Association, Inc.*  
**Attendees:** *Jere Hamill*

◆ David Wallace, RK&K Engineers

*Comments specifically attributable to the representative from the Greenway Community Association are noted herein italics; other specific positions taken are attributable to the representatives from Charles Village.*

**DISCLAIMER**

The following summarizes the notes taken by David Wallace on December 5, 2002 during his second listening tour with representatives of Charles Village Community Association/North Charles Village Community Association/PUD and *Greenway Community Association, Inc.* These notes do not represent the official position of Charles Village Community Association/North Charles Village Community Association/PUD and *Greenway Community Association, Inc.*, nor have they been reviewed or approved by them.

The purpose of this the second round of Listening Tours with Stakeholders on the Charles Street Reconstruction project focused on preparations for the Community Meeting being held Thursday December 12, 2002 at University Baptist Church, new/updated inserts for the Project Notebooks, and review of the Work-in-Progress Concept Plan booklet. By distribution memo dated Saturday November 23, 2002, materials on these three subjects were distributed to the Stakeholders.

**1. December 12, 2002 Community Meeting at University Baptist Church**

- Group expressed appreciation for the meeting location at University Baptist Church; access and parking will be much improved.
- Due to an evening conflict, Sandy Sparks will only be present until around 6:30 PM.

## **2. New/Updated Inserts for Project Notebooks**

- Materials were reviewed, with particular interest on the updated traffic volumes. Community representatives continue to believe that the traffic volumes do not warrant 3 northbound lanes, even for the portion south of 33<sup>rd</sup> Street.

## **3. Work-in-Progress Concept Plan Booklet**

- **Page 6 P Stakeholders Points of Concern P** Several revisions to both the Charles Village Community Association's column and Greenway Condominium Association's column tabulating their points of concern on the 7 listed topics were requested. Of special concern was their desire to emphatically state the importance of providing a SAFE PEDESTRIAN ENVIRONMENT FOR THE ENTIRE PROJECT.
- **Page 8 P Pedestrian data P** Appreciation was expressed for the pedestrian counts, although a request for a supplemental count at 29<sup>th</sup> Street was strongly made ... primarily because of the route followed by the Johns Hopkins University shuttle bus (northbound on Charles Street with a left on 29<sup>th</sup> Street and an immediate stop to unload passengers, most of which then walk back east across Charles Street on the north side of 29<sup>th</sup> Street).
- **General Comments on Concepts P** Joe Rexing and Sandy Sparks expressed serious concern that the No-Median concept is not a fair representation of the community's desire for 2 northbound and 2 southbound lanes on Charles Street. Their strong support is for a 40-foot wide roadway (4 lanes at 10-feet) and **not** the 55-foot wide roadway (5 lanes at 11-feet, 2 southbound and 3 northbound) presently shown for the No-Median concept. They strongly believe that this current 60-day reevaluation effort is biased towards 3 northbound lanes.
- **Page 10 P Concept Plans at Wyman Park/29<sup>th</sup> Street**
  - Concern about lack of pedestrian counts along 29<sup>th</sup> Street ... 29<sup>th</sup> Street is heavily used by students from the Hopkins shuttle bus, as well as residents walking their dogs to Wyman Park.
  - What measures can be done to improve Charles Street south of 29<sup>th</sup> Street? Especially critical in the block between 28<sup>th</sup> and 29<sup>th</sup> with the major buildings on east and west sides of Charles Street.
  - For the Non-Median option, the wide west side green space is on the wrong side of the street ... it should be adjacent to the residential community.
  - Modest widening of the west sidewalk along Wyman Park would be of considerable value.
  - A cursory review of the traffic volumes presented on the website do not seem to support 3 northbound lanes.

- **Page 11 P Concept Plans at Art Museum Drive**

- The southbound Charles Street right turn to Art Museum Drive must be significantly tightened up to slow down traffic ... must protect pedestrians along west side of Charles Street.
- Also noted that the intersection with Wyman Park at the western end of Art Museum Drive needs help ... the eastbound left turn is very difficult.

- **Page 12 P Concept Plans at 33<sup>rd</sup> Street**

- In a discussion of the benefits of curb parking along the east side of northbound Charles Street (which would be prohibited in the PM peak period) north of 33<sup>rd</sup> Street versus pocket parking (an additional 3<sup>rd</sup> lane solely for parking cut into the median), both community associations **strongly** supported keeping the median as wide and green as possible and not doing pocket parking. Their specific issue was that the on-street parking which is prohibited during the AM peak is the biggest impediment to residential development. The prohibition on PM parking is not as significant. Therefore, their request was to delete the pocket parking.
- Supported narrow median in 33<sup>rd</sup> Street between St. Paul Street and Charles Street.

- **Page 13 P Concept Plans at 34<sup>th</sup> Street**

- Strongly supported modified intersection and protection of pedestrian crossings.

- **Page 14 P Concept Plans at University Parkway**

- In a review of the traffic volumes, the southbound Charles Street PM traffic volume looks unusual ... how can it be zero?
- Joe Rexing reiterated his previous comment on developing an intersection phasing diagram at University Parkway which would provide separate phases for northbound and southbound Charles Street.