

FOLLOW-UP LISTENING TOUR WITH STAKEHOLDERS
City of Baltimore, Office of Transportation
Wednesday December 4, 2002 @ 3:10 PM to 4:15 PM
@ Baltimore City – 417 E. Fayette Street, Baltimore, MD 21202 (Room 625)

.. **Attendees:** Frank Murphy (Chief of Traffic Engineering, Office of Transportation)
David Wallace, RK&K Engineers

DISCLAIMER

The following summarizes the notes taken by David Wallace on December 4, 2002 during his second listening tour with representatives of the City of Baltimore Office of Transportation. These notes do not represent the official position of the City of Baltimore Office of Transportation, 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

- Briefly reviewed approach; Frank has the meeting on his calendar and plans to be present.
- On behalf of Baltimore City Office of Transportation, Frank reserved the right to make a policy decision regarding the number of northbound lanes along Charles Street, south of 33rd Street.

2. New/Updated Inserts for Project Notebooks

- Materials were reviewed, no comments.

3. Work-in-Progress Concept Plan Booklet

- **Page 6 P Stakeholders Points of Concern P** Several revisions to the City Traffic's column tabulating their points of concern on the 7 listed topics were requested, including clarifying the 3 northbound travel lanes and emphasizing importance of traffic calming.
- **Page 7 P Traffic data P** A draft copy of the completed page 7 showing AM and PM period traffic volumes for both the 1999 and 2000 counts were reviewed.
- **Page 8 P Pedestrian data P** Expressed appreciation for detailed pedestrian counts.

- **Page 10 P Concept Plans at Wyman Park/29th Street P**

- While the City Traffic Department is not opposed to the modifications for the southbound Charles Street “sweep” to westbound 29th Street, Frank continues to believe that the previous plan better accommodated pedestrians. Specifically, retaining the sweep permits a full red phase for all westbound traffic on 29th Street/southbound Charles “sweep”, thus permitting pedestrians to cross 29th Street on the west side of Maryland Avenue. A similar intersection analyses is required with the 105-foot sweep.

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

- While able to accept the northbound left turn into westbound Art Museum Drive, Frank remains concerned about intersection operations and affect on pedestrians.

- **Page 12 P Concept Plans at 33rd Street P**

- The No-Median option will surely result in illegal southbound left turns from Charles Street into eastbound 33rd Street, similar to those that now regularly occur at the Coldspring Lane/Charles Street intersection. The design for the Median option could further discourage this prohibited movement.
- Also concerned about continuity of bicycles through intersection if on service drive; i.e., today, all autos on the service drive must turn right, whereas with the bicycles in the service drive, they would be desiring to continue to travel north, across the intersection. Further work required.

- **Page 13 P Concept Plans at 34th Street P**

- City is willing to consider Johns Hopkins University’s suggestion to close 34th Street, acknowledging the need to address emergency access to Union Memorial Hospital. City supports Johns Hopkins University’s suggestions for parking “loops” in lieu of continuous service drives. Care must be taken, however, at the connection from these parking loops to Charles Street, so as not to result in unsafe conditions for the crosswalk.
- A disadvantage of the non-Median option is that it would not prevent southbound Greenway traffic from illegally continuing south on Charles Street.

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

- Strongly disagreed with the “K-Street” solution for right turns on University Parkway under the No-Median option.
- Given the very high northbound left turns from Charles Street to University Parkway (approximately 250 vehicles in the peak PM hour), care must be taken for defining the length of this northbound turn lane.