

FOLLOW-UP LISTENING TOUR WITH STAKEHOLDERS
Johns Hopkins University (JHU)
Tuesday, December 3, 2002 @ 11:15 AM to Noon
@ JHU – 3001 Remington Avenue

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 December 3, 2002 during his second 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.

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

- Because Steve Campbell will be out of the country for several weeks beginning this weekend, another representative (or two) from Johns Hopkins University will be present. Steve will brief them prior to his departure.

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 Johns Hopkins University's column tabulating their points of concern on the 7 listed topics were requested, including clarifying the 2 NB vs. 3 NB lanes.
- **Page 8 P Pedestrian data P** Steve Campbell noted that the most recent Johns Hopkins University dorm brought on-line located east of Charles Street was the Homewood Apartments complex, completed in 1997. Therefore, the pedestrian counts tabulated on November 14, 2002 probably reflect the actual experience over the last several years.

With reference to pedestrian accidents, he noted that a JHU affiliate was killed crossing Charles Street in 1996.

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

- Will the reduced sweep at Wyman Park/29th Street shown for both the Median and No-Median options encourage more southbound traffic to make the southbound right turn onto Art Museum Drive?
- Agreed that provision of a bus lay-by lane along the north side of 29th Street would be desirable for both options.

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

- Concern was expressed about the speed of southbound traffic making the right turn onto Art Museum Drive.
- Concern was expressed about the No-Median option, noting that it could be worse for pedestrians crossing Art Museum Drive north-south through reduced sight distance and possibly higher speeds.

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

- Supports a narrow median in 33rd Street east of Charles Street, which would provide continuity for the balance of 33rd Street.
- Looking for refinements in the parking “loops” (i.e., service drives), especially critical at 33rd Street.
- Strongly supported dropping the third northbound lane at 33rd Street, and continuing only two northbound lanes north of 33rd Street.

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

- Noted that the JHU Master Plan shows closing 34th Street (this position is strongly supported by the very high pedestrian volumes tabulated for the 34th Street crossing). Also noted that JHU owns both sides of 34th Street, and could help facilitate this street closure ... but acknowledged that access to Union Memorial Hospital would have to be fully addressed.
- Encourage consideration of an aggressive “traffic calming/pedestrian zone” at 34th Street. Further study required.

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

- Concerned about the turns proposed from eastbound University Parkway to southbound Charles Street with the No Median option ... this “K-Street” solution seems too complex.
- Also need to address pedestrian crossings at the “tennis courts” especially in view of JHU’s new Inter-faith Center building located on the east side of Charles Street (building is used for much more than simply “Sunday services”).

Attachment: JHU Fact Sheet dated 30 October 2002

Fact Sheet
Charles Street Redevelopment
Johns Hopkins University

03-Oct-02

Project Timeline

13-Oct-99 JHU Office of the President sends 'call-to-action' letter #1 to Mayor Schmoke

02-Nov-99 Design consultants interviewed by the DPW

24-Nov-99 Rummel, Klepper, Kahl selected, but not engaged, as consultant
DPW utilizes JMT to produce concept designs

27-Jun-00 DPW public forum #1; three schemes reviewed

18-Dec-00 DPW public forum #2; two schemes reviewed

05-Feb-01 DPW public forum #3; three schemes reviewed, a fourth proposed

01-Mar-01 RKK submits proposal for City review / negotiation

19-Mar-01 DPW public forum #4; City states their preference for Alternative 1, JHU and others state their preference for the proposed 'fourth' scheme

24-Jun-02 DPW public forum #5; City presents Alternative 1 scheme as the 'Final Design Concept'

16-Aug-02 JHU Office of the President sends 'call-to-action' letter #2 to Mayor O'Malley

25-Sep-02 JHU Office of the President receives letter from DPW Office of Transportation defending the City's design and process

Projected

Nov-02 RKK to receive design contract for production of construction documents

Baltimore City Principals

Mayor
Director, DPW
Director, Office of Transportation, DPW
Engineering Supervisor, Bureau of Transportation, DPW
Project Manager, Bureau of Transportation, DPW

Martin O'Malley
George Winfield
Alfred Foux
Frank Murphy
John Burke

JHU Design Priorities

1. Pedestrian safety
2. Reduction in the volume and speed of vehicular traffic
3. Aesthetic improvement (incl. signage, landscaping, streetlamps, paving)
4. Integration of public transportation (incl. drop-off shoulders)
5. Additional street parking

Current Status

- The City (DPW and Planning offices) favor Alternative 1 (now labeled 'Final Design Concept') which maintains the current traffic capacity of the Charles Street corridor
- Alternative 1 features 3 lanes northbound (1 non-peak parking), 2 lanes southbound, separated by a narrow center median, retaining the east and west carriage lanes
- JHU and others favor a fourth Alternative (not rendered by City)
- The fourth alternative features 2 lanes northbound, 2 lanes southbound, separated by a broad center median. Both east and west carriage lanes are retained solely for parking and bike lanes (no through vehicular traffic)