

**FOLLOW-UP LISTENING TOUR WITH STAKEHOLDERS**  
**Friends of Wyman Park Dell**  
**Friday, December 6, 2002 @ 2:10 PM to 3:40 PM**  
**(Telephone Conference Call)**

**Attendees:** Suzanne Rexing, President, Friends of Wyman Park Dell  
David Wallace, RK&K Engineers

**DISCLAIMER**

The following summarizes the notes taken by David Wallace on December 6, 2002 during his second listening tour with representatives of Friends of Wyman Park Dell. These notes do not represent the official position of Friends of Wyman Park Dell 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**

- Representatives of the Friends of Wyman Park will be present during this community meeting.
- The previously distributed notebook and concept plan will be presented to the full Board during their regularly scheduled December 10, 2002 Board Meeting.

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

- Materials were reviewed, no comments.

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

**• Global Comments P**

1. Why is the focus of the current Concept Book only the portion of Charles Street between 29<sup>th</sup> and University Parkway; when the title and correspondence refers to 25<sup>th</sup> Street to University Parkway? There are significant Stakeholders south of 29<sup>th</sup> Street that should be consulted, including Maryland General Hospital, Sheppard Pratt at Seton Institute, and St. Philips/St. James Church. At a minimum, the project limits should be clarified in future correspondence.
2. What is the basis of the dimensions shown on the typical sections? In response to a discussion of updated surveys provided by Baltimore City, it was noted that title/property research should be conducted prior to initiation of final plans.

3. The Friends of Wyman Park remain adamantly opposed to 3 northbound lanes, even if it only extends between 29<sup>th</sup> and 33<sup>rd</sup> streets. If the Baltimore City Office of Transportation is inclined to make a policy decision for 3 lanes, then just state that.
  4. The community's strong preference for the No-Median option is entirely dependent on providing only 4 active travel lanes for Charles Street.
- **Page 6 ¶ Stakeholders Points of Concern ¶** Several revisions to the Friends of Wyman Park Dell's column tabulating their points of concern on the 7 listed topics were requested, including the addition of several clarifying notes.
  - **Page 7 ¶ Traffic Volumes ¶** In the parking discussion, please address the difference between metered and non-metered parking.
  - **Page 8 ¶ Pedestrian data ¶** Thanks for the detailed count information, these high pedestrian volumes strongly support the need for aggressive traffic calming and pedestrian safety measures. Also supported supplemental counts at 29<sup>th</sup> Street.
  - **Page 10 ¶ Concept Plans at Wyman Park/29<sup>th</sup> Street ¶**
    - Emphatically, the Friends of Wyman Park Dell is opposed to 3 northbound lanes on Charles Street.
    - Concerned about any traffic sweeps, including the 375-foot radius shown under the Existing Conditions and the 105-foot radius shown under both the Median and No-Median options.
    - Recommend addition of a bus lay-by along westbound 29<sup>th</sup> Street with Median option.
    - Also with the Median option, strongly prefer widening the west side sidewalk; 6-feet is too narrow.
    - Under the No-Median option, the east side median at 10-feet is too narrow.
    - While the Friends of Wyman Dell have traditionally supported the flanking service drive (i.e., west side) adjacent to the Dell, they do not have a formal position on the 41-foot widened buffer shown under the No-Median option. Consequently, pending the Board's formal action on this new buffer shown under the No-Median option, clear direction can not be provided. Acknowledging that the west service drive could be instituted in lieu of the wide west-side buffer in the future, this concept will be shown to the public at the December 12, 2002 community meeting. Should the Board of the Friends of Wyman Park Dell prefer the west side service drive, it was pointed out that the service drive would have to end with a turnout to Charles Street well north of the 105-foot radius at 29<sup>th</sup> Street.
  - **Page 11 ¶ Concept Plans at Art Museum Drive**
    - Emphatically, the Friends of Wyman Park Dell is opposed to 3 northbound lanes on Charles Street.
    - Strongly questioned the need for the separate turn lane for the northbound left turn at Art Museum Drive ... prefers keeping the full median width green and not showing a separate lane.

- Concerned about green area in island at Art Museum Drive; members of the Friends of Wyman Park Dell plant bulbs and maintain this island.
  - **Page 12 P Concept Plans at 33<sup>rd</sup> Street**
    - Emphatically, the Friends of Wyman Park Dell is opposed to 3 northbound lanes on Charles Street.
  - **Page 13 P Concept Plans at 34<sup>th</sup> Street**
  - **Page 14 P Concept Plans at University Parkway**
- } - Strongly supports 4 lane Charles Street cross section (although prefers 10-foot wide lanes).
- } - Does not support “K-Street” solution for right turns into and out of service drive under No-Median option.