

June 9, 2010

Jessica Keller  
Chief, Transportation Planning  
Baltimore City Department of Transportation

Dear Ms. Keller,

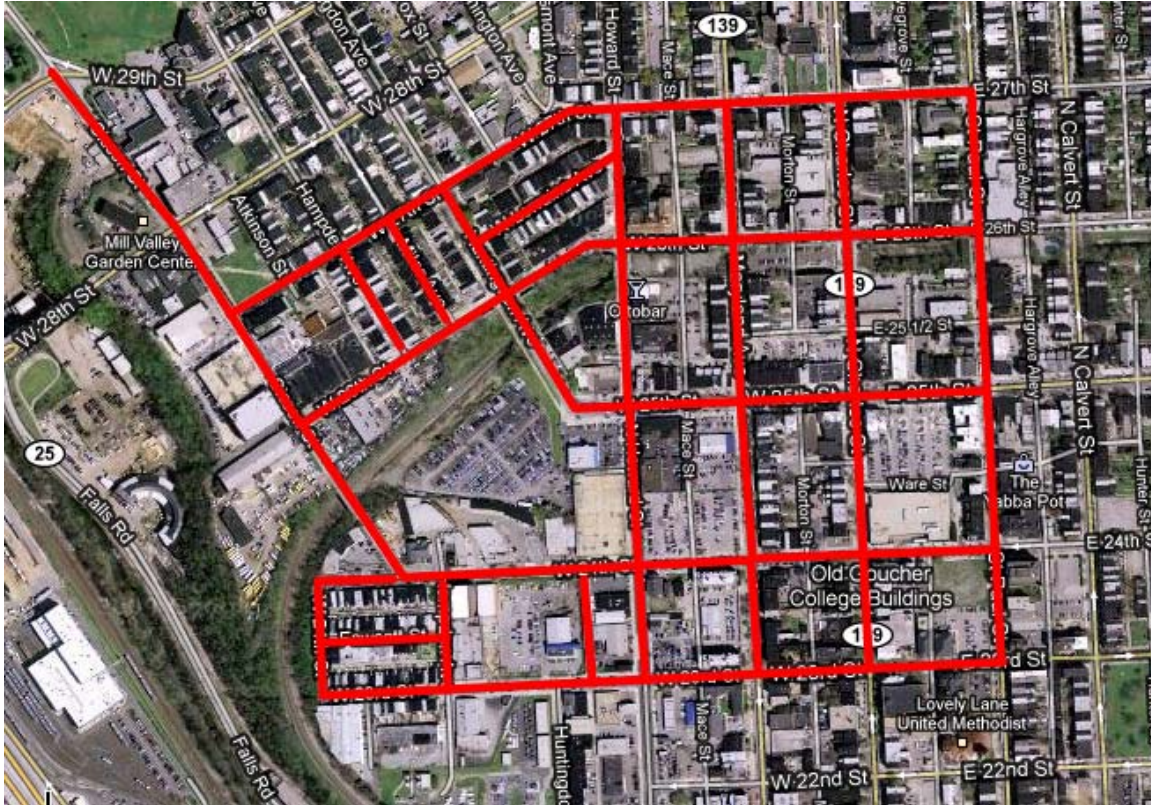
This letter is sent on behalf of representatives of the Greater Remington Improvement Association (GRIA), Charles Village Civic Association (CVCA), and Old Goucher Community Association (OGCA).

It details a list of traffic improvements that we would like to see implemented as part of the proposed 25<sup>th</sup> Street Station redevelopment that will include a Lowe's and Wal-Mart. The following items of Agreement are all connected and must be done at the same time in order for the Community Agreement to be maintained.

Items of Agreement between GRIA, CVCA, and OGCA:

1. Streetscape improvements shall be made on BOTH SIDES of all street sections outlined in Image 1 in red.
  - a. For the purposes of this letter, "streetscaping improvements" include, but are not limited to:
    - i. Pedestrian-scaled lighting;
    - ii. Street trees;
    - iii. Countdown crosswalk signals
    - iv. Crosswalks made of a material other than asphalt (e.g. brick, or a reasonable substitute);
    - v. Crosswalk repainting (where replacement is infeasible);
    - vi. Street resurfacing;
    - vii. Reconstructed sidewalks.
  - b. The street sections in need of streetscaping are:
    - i. Sisson Street between 29<sup>th</sup> Street and 24<sup>th</sup> Street;
    - ii. Sisson "Alley" between 24<sup>th</sup> Street and 23<sup>rd</sup> Street;
    - iii. Fawcett Street between Sisson "Alley" and Hampden Avenue;
    - iv. Hampden Avenue between 23<sup>rd</sup> Street and 24<sup>th</sup> Street;
    - v. Hampden Avenue between 26<sup>th</sup> Street and 27<sup>th</sup> Street;
    - vi. Miles Avenue between 26<sup>th</sup> Street and 27<sup>th</sup> Street;
    - vii. Huntingdon Avenue between 23<sup>rd</sup> Street and 24<sup>th</sup> Street;
    - viii. Howard Street between 23<sup>rd</sup> Street and 27<sup>th</sup> Street;
    - ix. Maryland Avenue between 23<sup>rd</sup> Street and 27<sup>th</sup> Street;
    - x. Charles Street between 23<sup>rd</sup> Street and 27<sup>th</sup> Street;
    - xi. Saint Paul Street between 23<sup>rd</sup> Street and 27<sup>th</sup> Street;
    - xii. 27<sup>th</sup> Street between Sisson Street and Saint Paul Street;
    - xiii. 26<sup>th</sup> Street between Sisson Street and Saint Paul Street;

- xiv. Huntingdon Avenue / 25<sup>th</sup> Street between 26<sup>th</sup> Street and Saint Paul Street;
- xv. 24<sup>th</sup> Street between Sisson “Alley” and Saint Paul Street;
- xvi. 23<sup>rd</sup> Street between Sisson “Alley” and Saint Paul Street;
- xvii. Lorraine Avenue between Huntingdon Avenue and Howard Street.



*Image 1: Streets in need of improvements*

2. At the proposed 25<sup>th</sup> Street Station entrance at the 25<sup>th</sup> and Huntingdon “bend,” the following pedestrian safety measures must be implemented:
  - a. Crosswalks, of a surface different than asphalt, must be installed
  - b. Eight (8) countdown crosswalk signals (facing in every direction) must be installed.
3. Remove all rush hour parking restrictions on both sides of Howard Street between 26<sup>th</sup> and 29<sup>th</sup> Streets.
4. Remove all rush hour parking restrictions on 28<sup>th</sup> and 29<sup>th</sup> Streets between Sisson Street and Greenmount Avenue.
5. Install Angled Parking on Huntingdon between 30<sup>th</sup> Street and proposed shopping center entrance at the 25<sup>th</sup> and Huntingdon “bend.”
  - a. See attachment.
6. At 24<sup>th</sup> and Sisson Streets, install physical traffic calming device (e.g. speed hump at 15 M.P.H.) to calm traffic moving from Sisson to 24<sup>th</sup> Street, and vice versa.
7. Install left turn signals from northbound Howard Street onto 24<sup>th</sup> and 25<sup>th</sup> Streets
  - a. Give northbound and west-turning traffic at each intersection a 10-second signal priority;

- b. Install a bumpout at the northeast corner of Howard at 26<sup>th</sup> (in front of Miller's Court);
  - c. Re-time traffic lights on 25<sup>th</sup> Street to enable some northbound traffic to turn right from Howard Street onto 25th Street and then left at Charles Street;
    - i. This recommendation is based upon an informal count done by Chris Merriam at 29th and Howard, which demonstrated to him that few cars are making a left onto 29th from northbound Howard and that most are traveling north to Wyman Park Drive or Charles Street via Art Museum Drive. Those cars which are using Howard to get to Charles should instead make a right onto 25th at Howard and make a left onto Charles from 25th Street.
8. Install a left hand turn only lane for traffic to turn left from northbound Howard Street onto westbound North Avenue.
    - a. Give a 15-second signal priority to all northbound traffic at Howard and North.
    - b. Install a "To I-83" sign at Howard Street and North Avenue
    - c. Remove the "To I-83 North" sign from the pole at 25th and Howard Streets.
  9. Sisson Street between 29<sup>th</sup> and 24<sup>th</sup> Streets should be improved by rehabilitating sidewalks and planting trees on both sides of the street, and replacing the bridge over CSX railroad.
  10. Install a bumpout on 28<sup>th</sup> Street at Sisson Street (at the gas station) to create a right hand turn only lane which will prevent drivers from using that lane to "cut in line" at that intersection.
  11. Install sign at 28<sup>th</sup> and Sisson directing traffic bound for 25<sup>th</sup> Street Station to use Sisson Street; install a second sign at 26<sup>th</sup> and Sisson directing traffic bound for 25<sup>th</sup> Street Station to use 26<sup>th</sup> Street.
  12. Turn 26<sup>th</sup> Street from one-way into two-way, and rehabilitate sidewalks and plant trees on both sides of 26<sup>th</sup> Street.
  13. Install sign on Southbound I-83 (north of the 28<sup>th</sup> Street exit) and Northbound I-83 (south of the North Avenue exit) directing 25<sup>th</sup> Street Station-bound traffic to use the North Avenue exit.
  14. Implement all other traffic calming and pedestrian improvements at 28th and Sisson and at 29th and Sisson as shown on the drawings made by DOT Engineer John Thumbi in connection with GRIA and the CVCA Traffic Calming Committee.
    - a. Community does not have copy of letter; John Thumbi has it.
  15. Re-time the traffic lights on 28<sup>th</sup> and 29<sup>th</sup> Streets, pursuant to the December, 2009 letter written by Patrick McMahon.
    - a. See attachment
  16. Construction Traffic Issues:
    - a. Construction workers are forbidden from using neighboring streets for parking. Developer shall provide off-street parking for construction workers on-site, so that they do not park on the streets. If parking is not

- provided onsite, the developer shall provide off-street parking for construction workers offsite, and transportation to the construction site.
- b. Construction Traffic, such as dump trucks, cranes, and other construction related vehicles, shall use the designated truck route, as outlined in the PUD.
  - c. Use of heavy construction traffic such as dump trucks, roll off trucks and movement of heavy equipment shall be restricted to 7 a.m. to 9 p.m.
17. Prohibit all truck traffic on 28th and 29th Streets between Sisson and Greenmount, and also on Howard between 25<sup>th</sup> and 29<sup>th</sup>. Instead, all trucks bound for Remington, Charles Village, and Waverly should use North Avenue, Howard Street (between North Avenue and 25<sup>th</sup> Street), and 25<sup>th</sup> Street to reach their destinations.
  18. At 27<sup>th</sup> Street and Remington Avenue, install a full stop sign for traffic turning from westbound 27<sup>th</sup> Street onto Remington Avenue or Cresmont Avenue.
  19. At 25<sup>th</sup> Street and Saint Paul Street, install a left-turn light for cars turning from westbound 25<sup>th</sup> Street onto southbound Saint Paul Street.
  20. Investigate amended signal timing on 25<sup>th</sup> Street between Howard & Guilford – North & South traffic currently gets priority, and 25<sup>th</sup> Street traffic takes a long time to make it through.
  21. Install a traffic light at 21<sup>st</sup> Street and Maryland Avenue. Traffic on 21<sup>st</sup> currently has difficulty crossing Maryland due to poor sightlines.
  22. Improve bus service to the site.

Sincerely,

Chris Merriam, GRIA  
Judith Kunst, GRIA  
Craig Bettenhausen, GRIA  
Eric Imhof, GRIA  
Sharon Guida, CVCA  
Julie Galbo-Moyes, CVCA  
Eric Dymond, CVCA  
Peter Duvall, OGCA  
Derek Demaree, OGCA

CC:

Alfred Foxx, Jamie Kendrick, Valerie LaCour  
City Councilwoman Belinda Conaway  
City Councilwoman Mary Pat Clarke  
City Councilman Carl Stokes  
City Council President Bernard Young  
Mayor Stephanie Rawlings-Blake  
Jon Laria  
Rick Walker  
Salem Reiner  
JHU President Ronald Daniels

December 9, 2009

Mr. Alfred H. Foxx, Director  
Baltimore City Department of Transportation  
417 E. Fayette Street, 5<sup>th</sup> Floor  
Baltimore, MD 21202

Dear Director Foxx,

It has come to our attention that the Baltimore City Department of Transportation is beginning a process to retime the traffic signals in the area generally between North Avenue, University Parkway, Greenmount Avenue, and the Jones Falls Expressway. We are excited that you are starting this important work and want to be active participants to ensure the project meets community objectives.

Many of these major arterial routes run through our communities and the way they operate have a significant impact on the livability, safety, and health of our neighborhoods and business districts. We recognize that these roads serve a broader City purpose, but we also believe strongly that the communities through which they pass should have a say in how they are managed. The community's goals for these facilities are to improve safety for pedestrians, cyclists, and drivers and increase the vitality of the business districts and the livability of the community by managing the speed of automobile traffic.

As such, we believe strongly that the retiming plans should aim for management of the traffic through this area at speeds that are conducive to an improved pedestrian environment. This suggests a relatively slow, but steady pace. The default speed limit for Baltimore City streets is 25 miles per hour and, seeing no signage to indicate otherwise, we hope and expect that these streets should operate at, and not above, this speed.

The area in question has had two pedestrian fatalities and one bicycle fatality over the past six months. Regardless of whether the signal timing was a factor in the vehicle speeds in these crashes, these recent fatal crashes should be an indication that we need to do more to improve pedestrian and bicycle safety in Baltimore, and the retiming of signals in this area provides an opportunity to do so. The fatality rate for a pedestrian hit by a car at 20 mph is 5 percent, while the fatality rate rises to 80 percent when vehicle speed is increased to 40 mph. It would be valuable to know what travel times and speeds have been found during the data collection process and we hope that the City will time the signals not to the 85<sup>th</sup> percentile of current travel speeds, but to a speed appropriate for all modes and the context of these streets.

The large number of one-way streets in north central Baltimore makes it possible to time signals for good progression, but also gives the flexibility to manage those speeds by combining short cycle lengths with the signal timing. Many of those streets are predominantly residential and have large numbers of pedestrians crossing and bicyclists riding on those streets.

As such, we would like to recommend the following:

- Cycle lengths for this area, and all of Baltimore City, should be as short as possible given the pedestrian crossing time needed. Ideally, this will result in cycle lengths in the range of 60 seconds, which will minimize delay to pedestrians, bicyclists, and automobile drivers and discourage red light running, but the cycle lengths will need to be determined based on crossing distances and other factors.
- The one-way streets should be timed to provide progression at 25 miles per hour. Combined with the short cycle length, this should allow vehicles to pass through the neighborhoods with minimal delay but also do so at a speed that is safe for more vulnerable road users and respects the residential character of the communities. Timing the lights for higher speeds would be especially inappropriate given the City's new use of speed cameras near schools (several of which are located in this area).
- Progression should be planned for on major east-west cross streets, such as 28<sup>th</sup> and 29<sup>th</sup> Streets, as well as the north-south streets in order to create a more efficient street network. For the lower volume cross streets (both north/south and east/west), the quarter cycle offset concept used in the area north of Monument Street downtown could be applied here to provide progression in all directions where possible.
- As a part of this project, it would be helpful to know the balance of local and through traffic on the north-south and east-west arterials and that might help guide whether it is appropriate to redirect some of that volume to I-83 rather than on surface streets.
- The City should also evaluate changes to the signal timing at the corner of 33<sup>rd</sup> & Charles Streets, where the current phasing does not allow for safe passages of pedestrians on two of the three crosswalks. Significant changes will likely need to wait until the reconstruction of Charles Street, but a few seconds of time allowing pedestrians to start across the street could be very helpful. This same issue is a challenge at some intersections along University Parkway.
- In the long run, countdown signals should be installed at intersections with high pedestrian volumes to improve the information available to pedestrians and minimize risky behavior. These may not be feasible within the budget for this project but should be part of the plan for this area.
- Also any longer-range planning should look at the elimination of peak-hour parking restrictions unless they are clearly justified by the traffic volumes and there is evidence

that the restrictions are providing additional capacity that is well-utilized. The restrictions are frustrating for corridor residents and do not seem to provide much benefit. Likewise, adding curb extensions at locations where parking is permanent would help reduce speeds, shorten crossing distances, improve pedestrian safety, and assist transit passengers. Those types of improvements are beyond the scope of the current project but would be valuable to incorporate in future projects.

We believe that these steps would improve the safety and quality of life for the drivers, pedestrians, bicyclists, residents, and other road users in north central Baltimore and we hope that you will incorporate these into the retiming of signals in this area.

We look forward to hearing from you as this study progresses and working with the Department of Transportation to better manage our roadways in the future.

Sincerely,

Paul Burk, President  
Abell Improvement Association

W. Brad Schlegel  
Barclay Leadership Council

Sharon L. Guida, Chair  
Charles Village Civic Association Traffic  
Calming Committee

Laura Wexler  
Charles Village Parents Group

Sandra Coles, President  
Greater Greenmount Community Association

Eric Imhof, President & Chris Merriam, VP  
Greater Remington Improvement Association

Lynda Riley, President  
The Guilford Association

Sandy Sparks, Chair  
North Charles Village PUD Design Review  
Committee

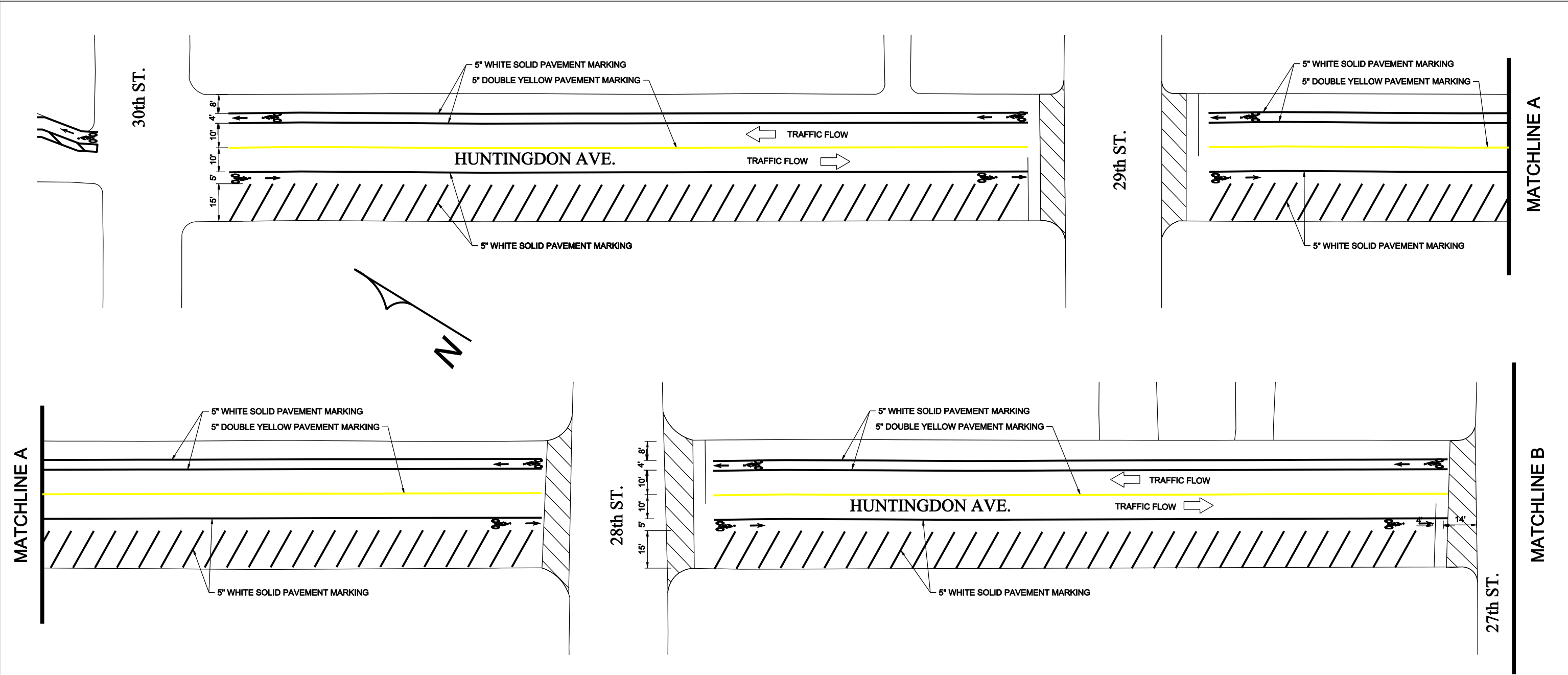
Mark & Susie Counselman, Co-Presidents  
Oakenshawe Improvement Association

Bowen Nelson, President  
Old Goucher Community Association

Patrick J. McMahon, Transportation Chair  
Sierra Club, Greater Baltimore Group

Susan Talbot, President  
Tuscany-Canterbury Neighborhood Assoc.

cc: Jamie Kendrick, Deputy Director  
Randall Scott, Chief of Traffic  
Councilwoman Mary Pat Clarke, District 14  
Councilman Bernard "Jack" Young, District 12



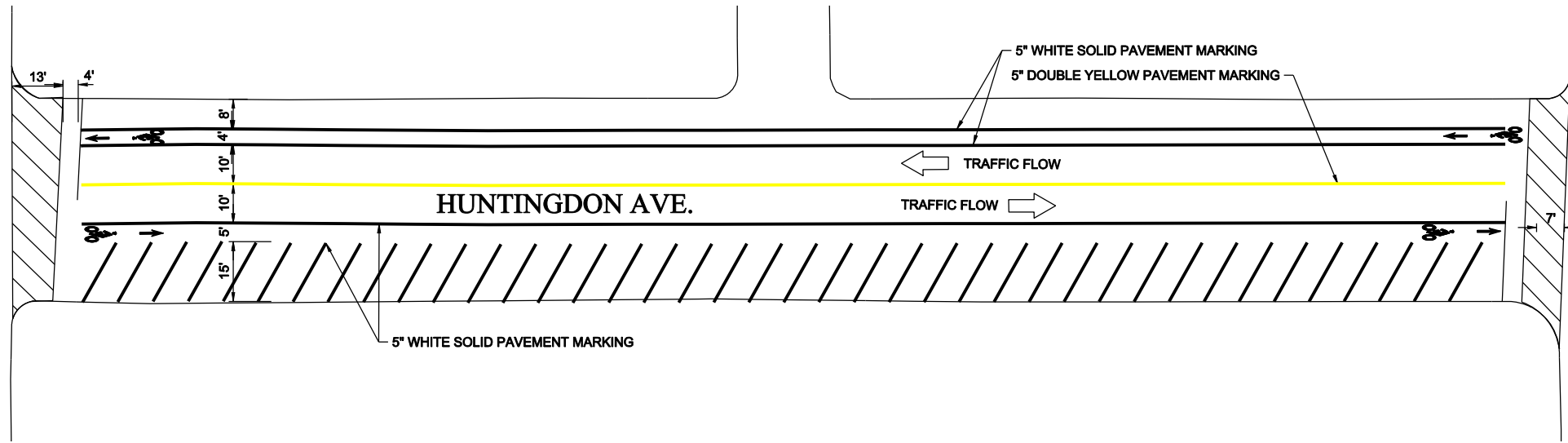
REVISIONS			

BIKE LANE LAYOUT  
**HUNTINGDON AVENUE**  
 from 29th St. to 25th St.

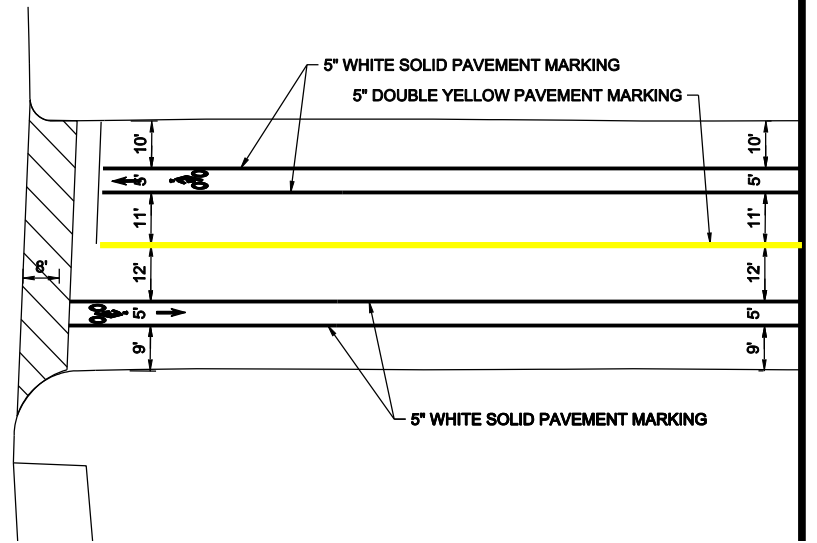
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MATCHLINE B

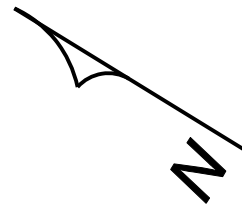
27th ST.



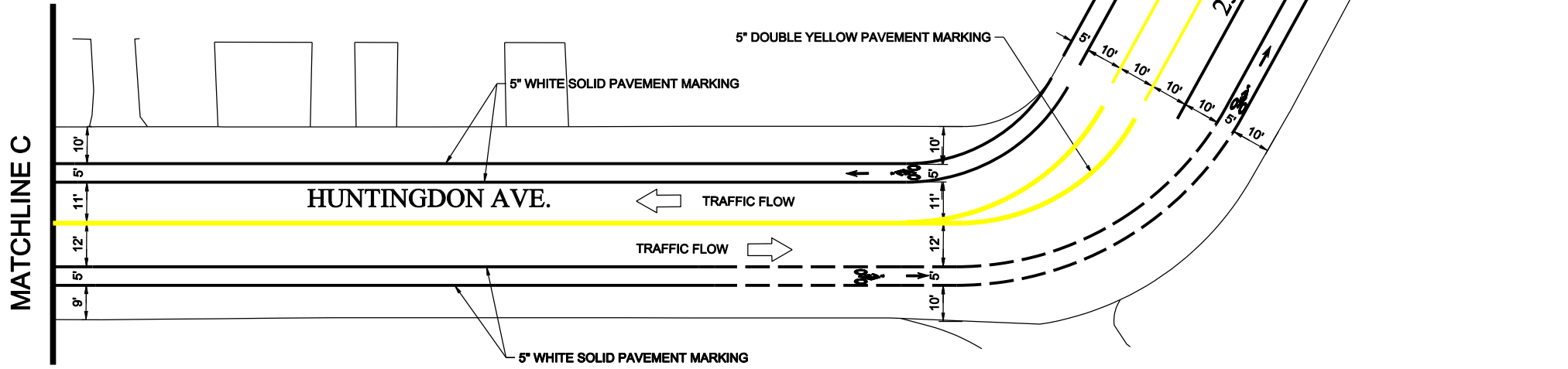
26th ST.



MATCHLINE C



25th ST.



REVISIONS			

**BIKE LANE LAYOUT  
HUNTINGDON AVENUE  
from 29th St. to 25th St.**

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