



Lawrence Street Study

Final Report

September 2016

Prepared By:



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I. Introduction

The Baltimore City Department of Transportation (BCDOT) is studying multi-modal improvements to Lawrence Street, which is part of the designated Baltimore City local truck route and is used by trucks traveling from East Fort Avenue to Key Highway and I-95. The purpose of this study is to improve safety and accessibility for pedestrians, bicyclists, trucks, transit, and motor vehicles throughout Lawrence Street to better meet the existing and future multimodal needs and to set a standard streetscape for developments to follow and implement.

II. Study Area

Lawrence Street is located in Baltimore City between the neighborhoods of Riverside and Locust Point and adjacent to the Baltimore Inner Harbor. Lawrence Street runs north to south, spanning two blocks between Key Highway and the Southside Marketplace on East Fort Avenue. Both Key Highway and East Fort Avenue within two blocks of Lawrence Street are also included in the study area. Other side streets included in the study area are Boyle Street between Key Highway and East Fort Avenue and Harvey Street between Boyle Street and Lawrence Street. **Figure 1** shows a map of the Study Area.

Figure 1: Study Area Map



III. Existing Conditions

A. Lawrence Street

The northern block of Lawrence Street between Key Highway and Harvey Street includes two 11-foot wide northbound left turn lanes, one 12-foot wide northbound right turn lane, one 10-foot wide striped median, and one 31-foot wide southbound lane. The existing typical section for the northern block of Lawrence Street is shown in **Figure 2**.

The southern block of Lawrence Street between Harvey Street and East Fort Avenue includes one 20-foot wide northbound lane, two 12-foot wide southbound left turn lanes, one 13-foot wide southbound through and right turn lane, and an 18-foot wide angled parking lane containing 10 angled parking spaces. The existing typical section for the southern block of Lawrence Street is shown in **Figure 3**.

Figure 2: Lawrence Street Existing Typical Section (Northern Block of Lawrence Street at Key Highway)

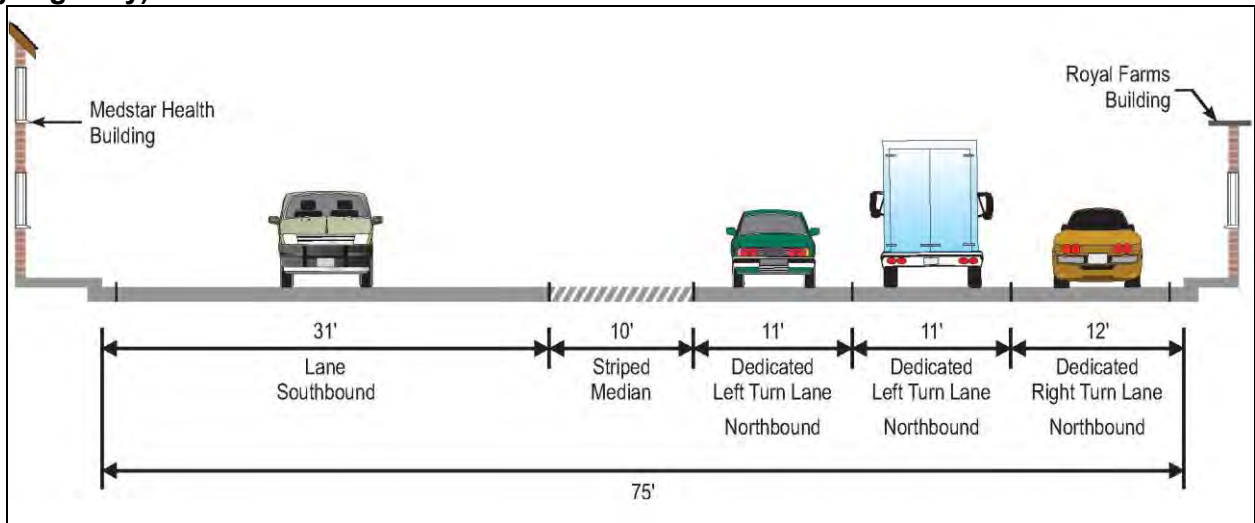
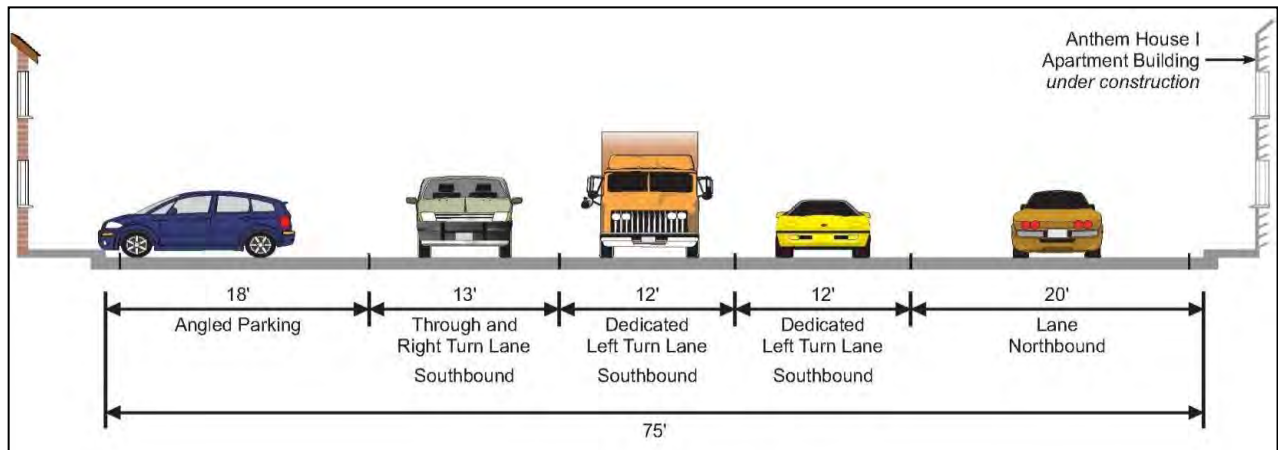


Figure 3: Lawrence Street Existing Typical Section (Southern Block of Lawrence Street at Fort Avenue)



B. Harvey Street

Harvey Street between Lawrence Street and Boyle Street is approximately 28-feet wide and includes one 16-foot wide eastbound travel lane with parallel parking on both sides of the travel lane. There are approximately 19 parking spaces in this block.

C. Boyle Street

Boyle Street is a 26-foot wide two-way street between Key Highway and Harvey Street and a 26-foot wide one-way northbound street between Harvey Street and East Fort Avenue. The northern block of Boyle Street between Key Highway and Harvey Street includes street parking in both directions, with approximately 15 parking spaces on this block. The southern block of Boyle Street between Harvey Street and East Fort Avenue is currently one-way Northbound and includes parallel parking on both sides of the travel lane with approximately 18 parking spaces in this block. There are currently approximately a total of 33 parking spaces on this street.

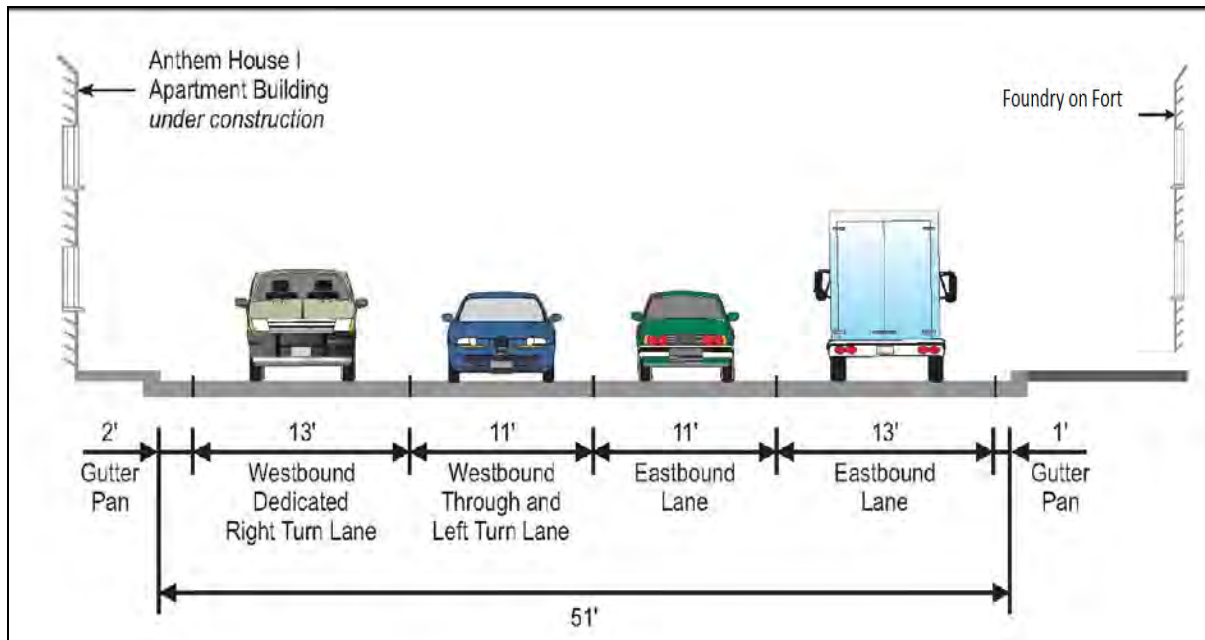
D. Key Highway

West of Lawrence street, Key Highway includes one eight-foot wide westbound parking lane, one 14-foot wide westbound through lane, one 11-foot wide westbound through lane, one 12-foot wide left turn lane, two 11-foot wide eastbound through lanes, and one 13-foot wide eastbound right turn lane. East of Lawrence Street, the typical section includes one eight-foot wide westbound parking lane, one 14-foot wide westbound through lane, one 11-foot wide westbound through lane, one 11-foot wide westbound left turn lane, one 11-foot wide eastbound through lane, and one 13-foot wide eastbound through lane. The intersection of Key Highway and Lawrence Street includes a crosswalk on the west and south quadrants.

E. East Fort Avenue

The typical section of East Fort Avenue west of Lawrence Street includes one eight-foot wide westbound parking lane, one five-foot wide westbound bike lane, one 11-foot wide westbound through lane, one 11-foot wide eastbound through and left turn lane, one five-foot wide bike lane and one eight-foot wide parking lane. Approaching the intersection with Lawrence Street, the parking lane and bike lane become a shared right turn lane and bike lane. The typical section of East Fort Avenue east of Lawrence street includes one 13-foot wide westbound dedicated right turn lane, one 11-foot wide westbound shared through, left turn, and bike lane, one 11-foot wide eastbound travel lane, and one 13-foot wide eastbound shared travel and bike lane. The intersection of East Fort Avenue and Lawrence Street contains crosswalks across all four legs. The existing typical section of East Fort Avenue is shown in **Figure 4**.

Figure 4: East Fort Avenue Existing Typical Section (East Bound on Fort Avenue)



F. Proposed Developments

There are two developments proposed and under construction along Lawrence Street. Anthem House I is a nine-story mixed-use building under construction in the northeast quadrant of Lawrence Street and East Fort Avenue (900 E. Fort Avenue). It will include ground-level retail, 292 apartments, and a 433-car parking garage. Access to parking for Anthem House I will be provided from East Fort Avenue. Loading dock will be located on Lawrence Street between Harvey Street and East Fort Avenue. As part of the construction of Anthem House I BCDOT has approved shifting the curb line of Lawrence Street six feet into the existing northbound travel lane between Harvey Street and East Fort Avenue. Consequently, this block of Lawrence Street will be reduced in width to 69 feet (Existing is 75 feet) when construction of Anthem House I is complete.

Anthem House II will be a smaller apartment building located on the west side of Lawrence Street between Harvey Street and Hyson Alley. It will include 52 units and a 21-car parking garage. Access to parking for Anthem House II will be provided on Harvey Street. Additional parking for Anthem House II is to be provided at Anthem House I. When Anthem House II is completed, one parallel parking space will be removed on Harvey Street for the parking entrance leaving 18 total parallel parking spaces in the last block of Harvey Street. The public comments received are included in the appendix.

IV. Public Outreach

BCDOT held two Community Meetings for this study. The first community meeting took place on May 5, 2016 to introduce the study, discuss the scope and schedule, and obtain initial public comments and input. On July 20, 2016 a second public meeting was held to review three concept options developed for this study and to obtain public comments regarding the concepts.

In addition to the Community Meetings a Community Advisor Panel (CAP) was also formed that comprised of local business owners, community association member, and other stakeholders. Two CAP meetings were held on May 16, 2016 and July 26, 2016. At each CAP meeting the same information presented at the Community Meeting was shared for the study and CAP comments were obtained.

V. Lawrence Street Options

Three improvement options were developed along Lawrence Street to address the study purpose and need. These improvements work within the existing footprint of the street and would not propose any roadway widening. Additionally, improvements are proposed along Harvey Street, Boyle Street, Key Highway, and East Fort Avenue to improve traffic operations and pedestrian and bicycle accessibility in the study area. These improvements would be included as a part of all three concept options; therefore, they are described separately in **Sections VI, VII, and VIII**. The three Lawrence Street concept options are described in detail below.

A. Option 1

The typical section of Lawrence Street between Key Highway and Harvey Street includes a cycle track, two 11-foot southbound lanes, a landscaped median of varying width, two 11-foot wide northbound left turn lanes, and one 12-foot wide northbound right turn lane.

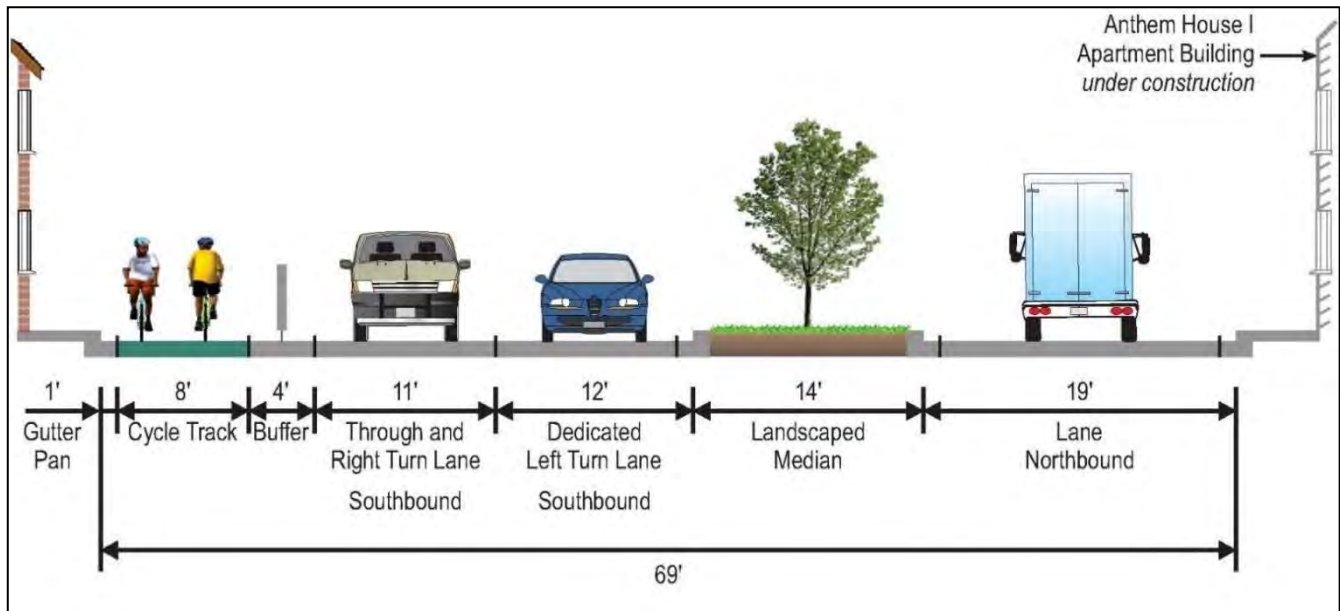
The typical section of Lawrence Street between Harvey Street and East Fort Avenue would include one 12-foot wide bi-directional cycle track (Refer to Appendix for Example image), one 11-foot wide southbound through and right turn lane, one 12-foot wide southbound left turn lane, a 14-foot wide planted median, and one northbound lane at a minimum of 19-feet wide. This concept would result in a reduction of 10 parking spaces on Lawrence Street (Currently 10 existing angled parking spaces).

The cycle track would include two four-foot bike lanes, a one-foot gutter pan, and a four-foot striped buffer. The cycle track would be painted green to increase the visibility of the facility.

Approaching the East Fort Avenue intersection, the cycle track would widen to include a bike box between the stop bar and the cross walk. A bike box is a designated area at the head of a traffic lane at a signalized intersection that provides bicyclists with a safe and visible way to get ahead of queuing traffic during the red signal phase (NACTO, 2014). See **Appendix Image 5** for an example of a bike box recently implemented in Washington, DC.

Figure 5 shows the typical section for Option 1 and **Figure 6** is a plan view of Concept 1 improvements.

Figure 5: Option 1 Typical Section (Cycle Track, Median, No Parking)





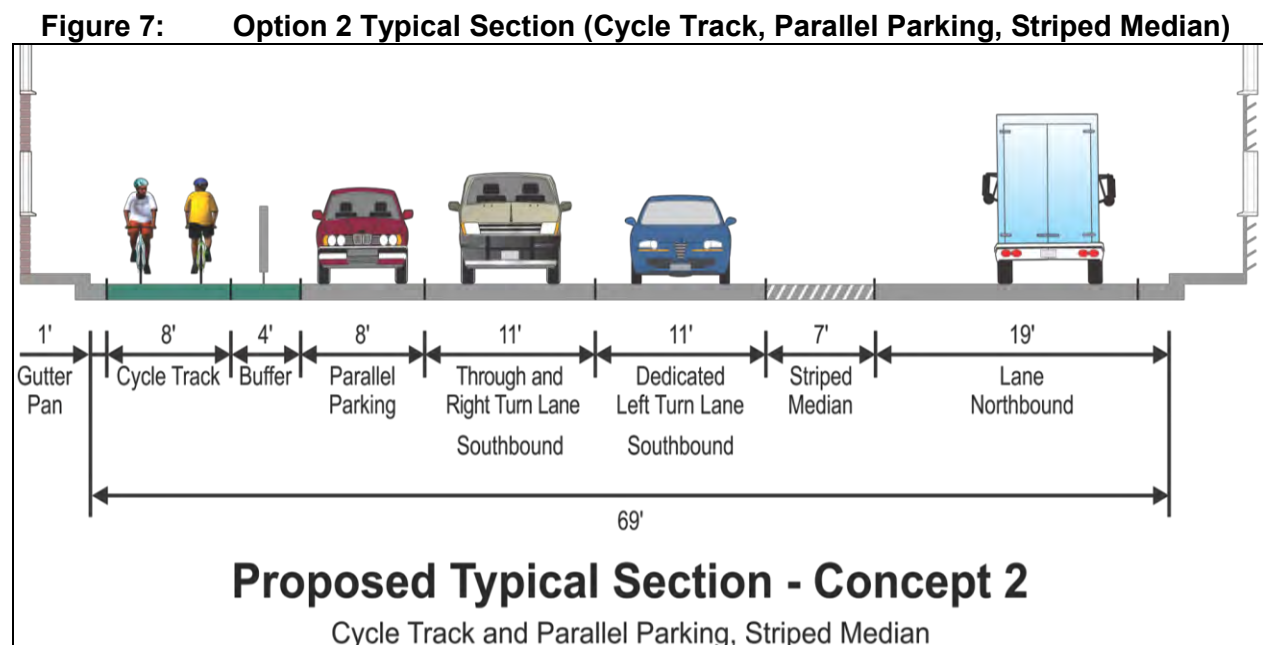
B. Option 2

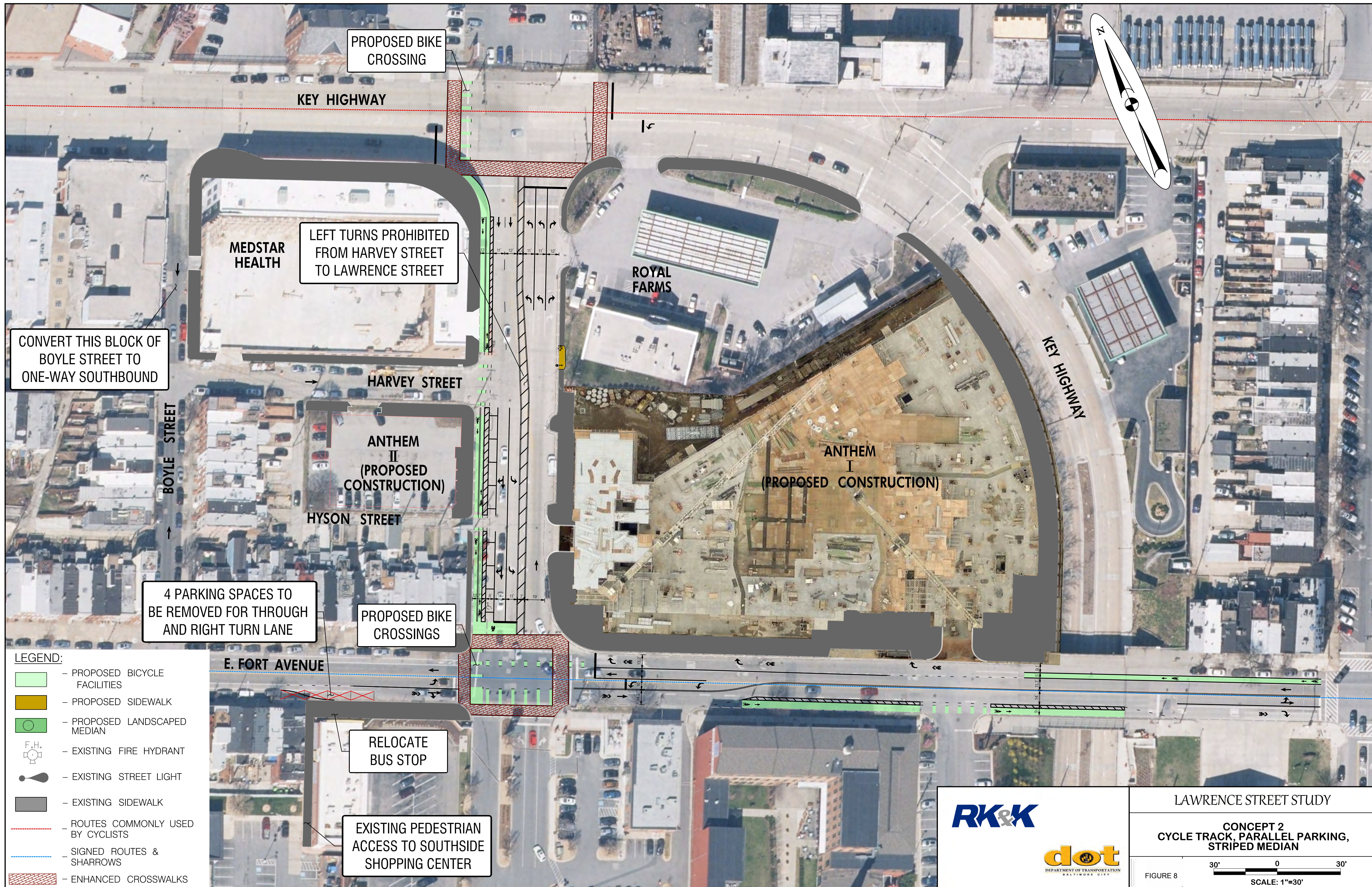
The typical section for option 2 on Lawrence Street between Key Highway and Harvey Street would include one 12-foot wide bi-directional cycle track, one 11-foot southbound lane, one 12-foot southbound lane a striped median, two 11-foot wide northbound left turn lanes, and one 12-foot wide northbound right turn lane.

The typical section of Lawrence Street between Harvey Street and East Fort Avenue would include one 12-foot wide bi-directional cycle track, one eight-foot wide parallel parking lane, two 11-foot wide southbound left turn lane, a seven-foot wide striped median, and one northbound lane at a minimum of 19-feet-wide. This option provides 7 parking spaces (net loss of 3 parking spaces).

The cycle track would include two four-foot bike lanes, a one-foot gutter pan, and a four-foot painted striped buffer. The cycle track would be painted green to increase the visibility of the facility. Approaching the East Fort Avenue intersection, the cycle track would widen to include a bike box between the stop bar and the cross walk.

Figure 7 shows the typical section for Option 2 and **Figure 8** is a plan view of Option 2.





C. Option 3

Option 3 would include sidewalk widening, striped median, elimination of angled parking, and cycle track. The 10-foot sidewalk widening improvement would occur along the west side of Lawrence Street. This would narrow the roadway by shifting the curb approximately six feet from the existing location.

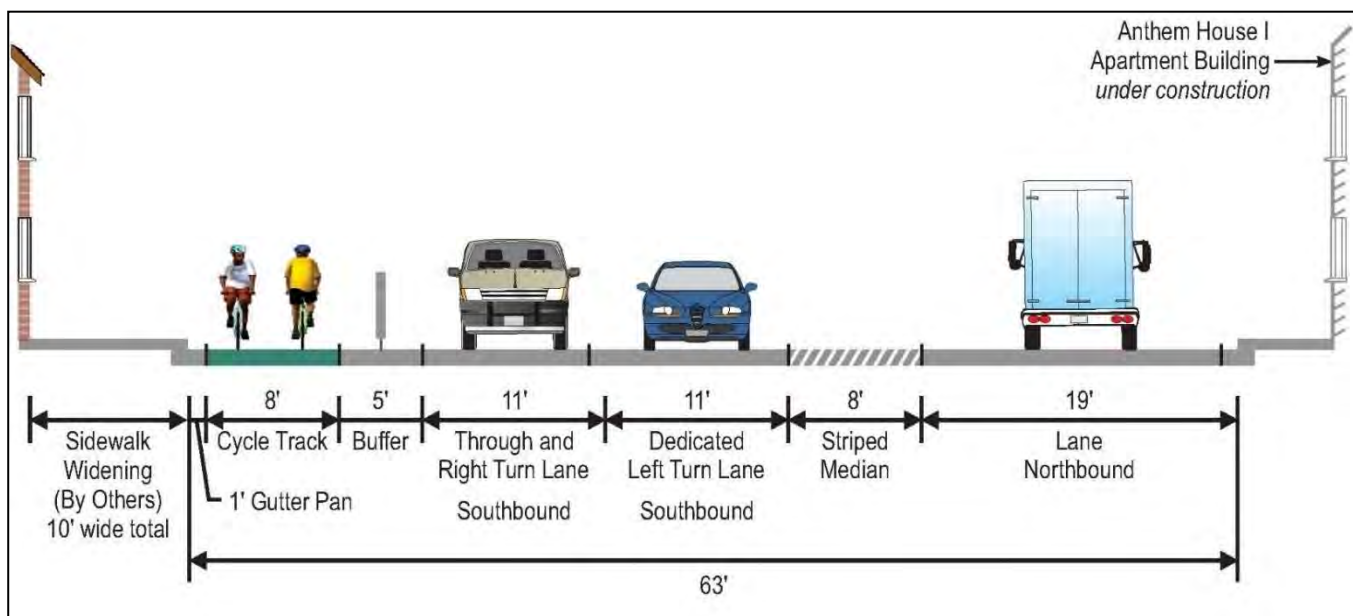
The typical section of Lawrence Street between Key Highway and Harvey Street would include a 13-foot wide bi-directional cycle track, one 12-foot southbound lanes, one 11 foot southbound lane, a striped median, two 11-foot wide northbound left turn lanes, and one 12-foot wide northbound right turn lane. This concept would result in a reduction of 10 parking spaces on Lawrence Street (Currently 10 existing angled parking spaces).

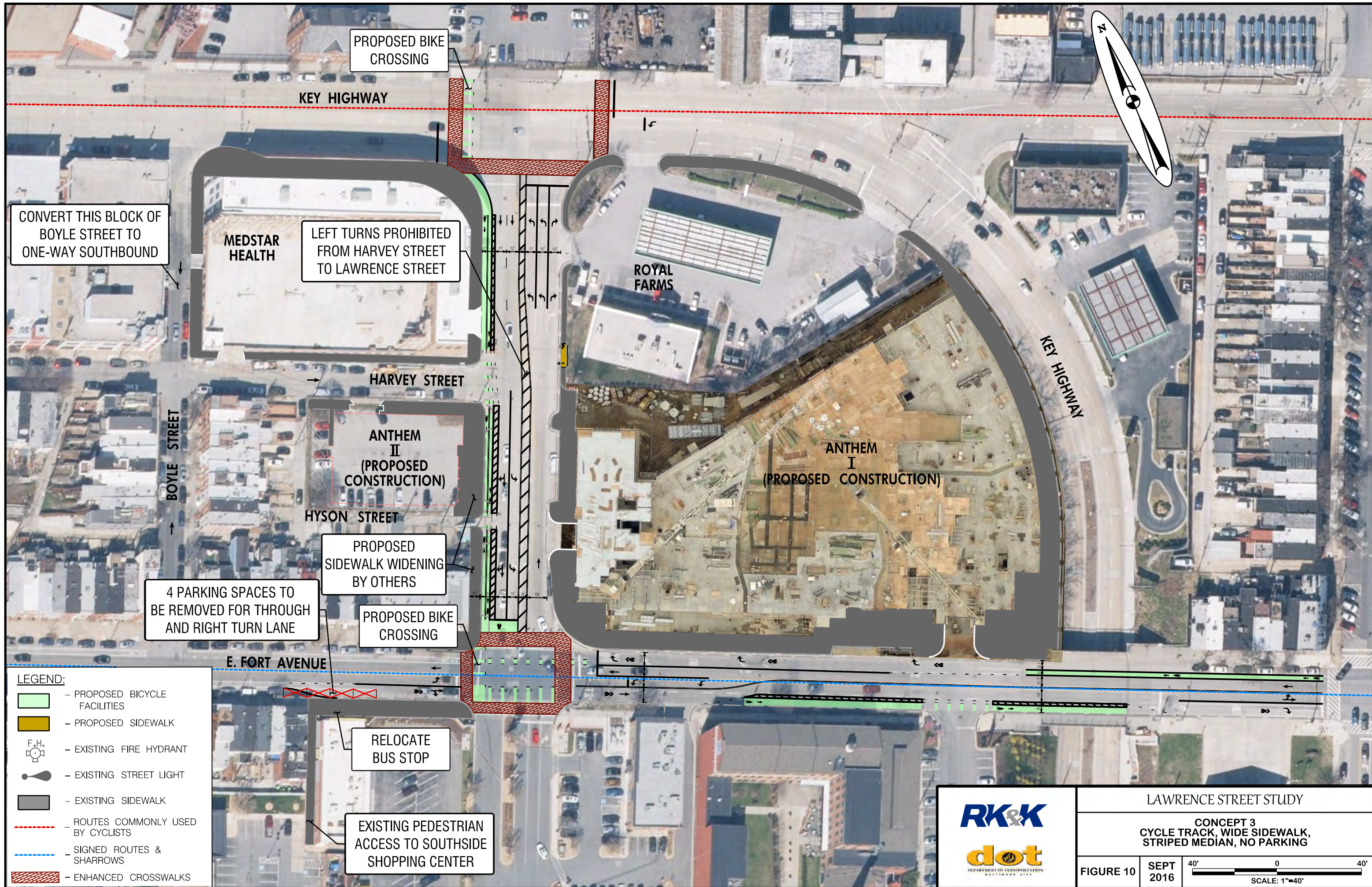
The typical section of Lawrence Street between Harvey Street and East Fort Avenue would include one 13-foot wide bi-directional cycle track, one 11-foot wide southbound through and right turn lane, one 11-foot wide southbound left turn lane, an eight-foot wide striped median, and a northbound lane at a minimum of 19-feet wide.

The cycle track would include two four-foot bike lanes, a one-foot gutter pan, and a five-foot painted striped buffer. The cycle track would be painted green to increase the visibility of the facility. Approaching the East Fort Avenue intersection, the cycle track would widen to include a bike box between the stop bar and the cross walk.

Figure 9 shows the proposed typical section for Option 3 and **Figure 10** is a plan view of Option 3 improvements.

Figure 9: Option 3 Typical Section (Cycle Track, Sidewalk Widening, No Parking, Striped Median)





VI. Adjacent Street Improvements

A. Boyle Street

Boyle Street between Key Highway and Harvey Street is 26 feet wide and is being used today for, two directions of travel and parallel parking on both sides of the street. During the community meeting concerns were shared regarding the difficulty of two way travel on Boyle Street. Two options were developed to improve traffic operations for Boyle Street.

Option 1 would convert the traffic operations from two-way to one-way northbound on Boyle Street (northern end) between Key Highway and Harvey Street, and would reverse the direction of travel on Boyle Street (Southern end) between Harvey Street and East Fort Avenue to one-way southbound. See **Figure 11 Boyle Street Option 1**.

Option 2 & 3 would convert the traffic operations from two-way to one-way southbound on Boyle Street (northern end) between Key Highway and Harvey Street. Between Harvey Street and East Fort Avenue, traffic operations would remain one-way northbound as they are today. See **Figure 12 Boyle Street Option 2 & 3**.

All concepts would maintain existing on-street parking along Boyle Street.

Figure 11: Boyle St. Option 1



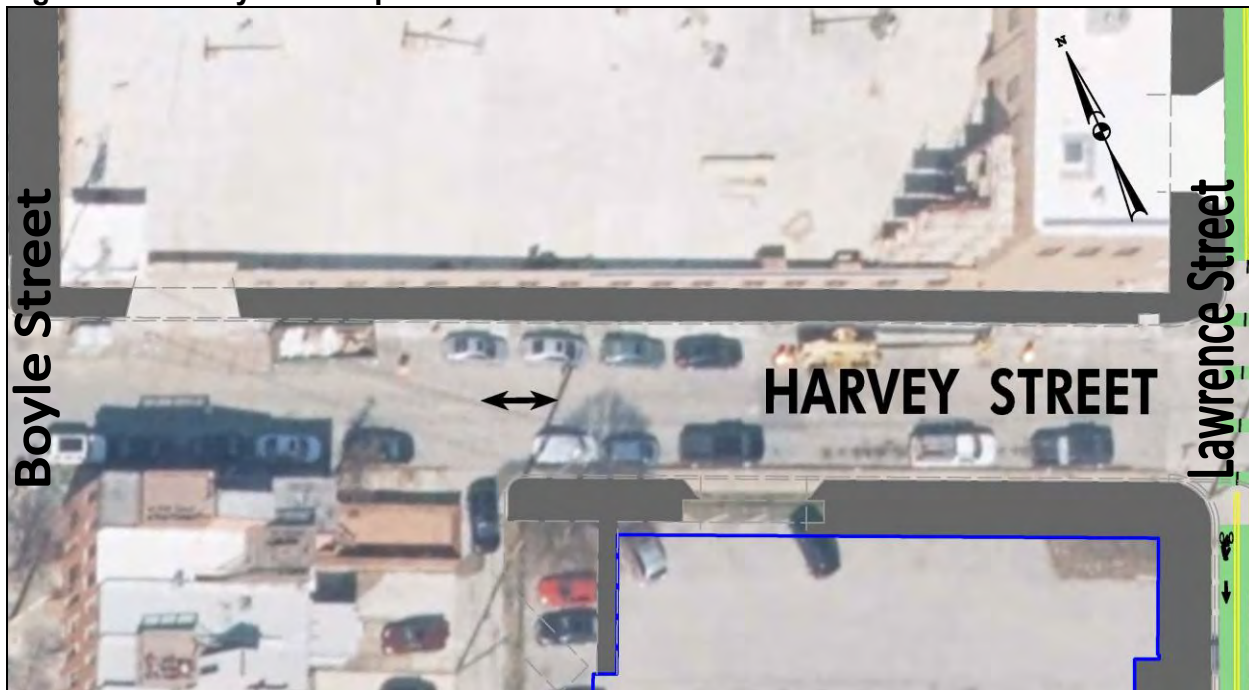
Figure 12: Boyle St. Option 2 & 3



B. Harvey Street

Harvey Street currently operates as a one-way eastbound street towards Lawrence Street. Option 1 would convert Harvey Street between Boyle Street and Lawrence Street to a two-way yield street and maintain the existing parking. The raised median on Lawrence Street in Option 1 would prohibit left turns from Harvey Street onto Lawrence Street and from Lawrence Street onto Harvey Street, **See Figure 13** Harvey Street Option 1.

Figure 13: Harvey Street Option 1



Options 2 and 3 there would be no changes to Harvey Street between Boyle Street and Lawrence Street.

VII. Key Highway Improvements

Pedestrians and bicyclists utilize the intersection of Key Highway and Lawrence Street, which currently includes crosswalks on the west and south quadrants of the intersection. Options 1-3 include enhanced crosswalks at the Intersection of Lawrence Street and Key Highway and an additional crosswalk on the east side of the intersection. Pedestrian safety improvements at this intersection will also include adjusting the crossing time for pedestrians.

Space for a green dashed bike crossing is included adjacent to the proposed crosswalk on the east leg of the Key Highway and Lawrence Street intersection. This green dashed bike crossing designates a crossing from the Lawrence street cycle track to the future Key Highway shared use path which follows the promenade and connects through the Museum of Industry. **See Figure 14** Key Highway at Lawrence Street option 1-3.

In addition, the stop bars on the left turn lane from westbound Key Highway to southbound Lawrence Street would be back to accommodate space for trucks turning left onto Lawrence Street. There would also be internally illuminated LED Streetscape signs and a solar powered digital “Your Speed” sign (See Appendix **Image 2 and 3**).

Figure 14: Key Highway at Lawrence Street Option 1-3



VIII. East Fort Avenue Improvements

East Fort Avenue (Eastbound):

An issue on E. Fort Avenue includes a backup of vehicles turning left onto Lawrence Street and safety issues with cars turning right into the shopping center.

All Lawrence Street options include a solution to have the eastbound travel lanes on E. Fort Avenue modified to include one 11-foot wide signalized left turn lane and one 12-foot wide through and right turn lane. The left turn lane would be 100 feet long. In order to accommodate the addition of the left turn lane at the intersection, the existing bus stop would be shifted west approximately 80 feet and there would be a net loss of 4 on street parking spaces on East Fort Avenue. The proposed new bus stop location would be located adjacent to the pedestrian walkway for the Southside Shopping Center.

On E. Fort Avenue eastbound (east of Lawrence Street) includes one 14.5 foot wide eastbound shared through and bike lane. A nine-foot wide bike lane would be constructed along eastbound East Fort Avenue from approximately 200 feet east of the intersection of East Fort Avenue and Lawrence Street to the bridge crossing over Key Highway, **See Figure 16** E. Fort Avenue Plan View Option 1-3.

East Fort Avenue (Westbound):

Another issue on E. Fort Avenue westbound (east of Lawrence Street) includes safety concerns with vehicles using the dedicated right turn lane to maneuver around the vehicles in the through-left turn lane to continue westbound.

Options 1-3 include a solution to modify E. Fort Avenue westbound East of the intersection of Lawrence Street to include one 13.5 foot wide westbound shared right turn lane and bike lane, one 10-foot wide westbound through lane, one 10-foot wide westbound signalized left turn lane into Southside Shopping Center, **See Figure 15** East Fort Avenue Option 1-3 Typical Section.

All concept options include a green dashed bike crossing would be included adjacent to the crosswalks along eastbound and westbound East Fort Avenue and southbound Lawrence Street. A bike crossing indicates the intended path of bicyclists. All concept options include a green two stage turn queue box would be included to offer bicyclists a safe way to make left turns at multi-lane signalized intersections. All concepts options include enhanced Decorative crosswalks at the Intersection of Lawrence Street and Fort Avenue (Refer to Appendix for image example) There would also be Internally illuminated LED Streetscape signs and a solar powered digital "Your Speed" sign (Refer to Appendix for image samples)

All options include no change to the westbound travel lane on E. Fort Avenue west of Lawrence Street.

Figure 15 shows the typical section for the proposed improvements on East Fort Avenue. **Figure 16** is a plan view of Option 1-3 improvements on E. Fort Ave.

Figure 15: East Fort Avenue Options 1 through 3 Typical Section

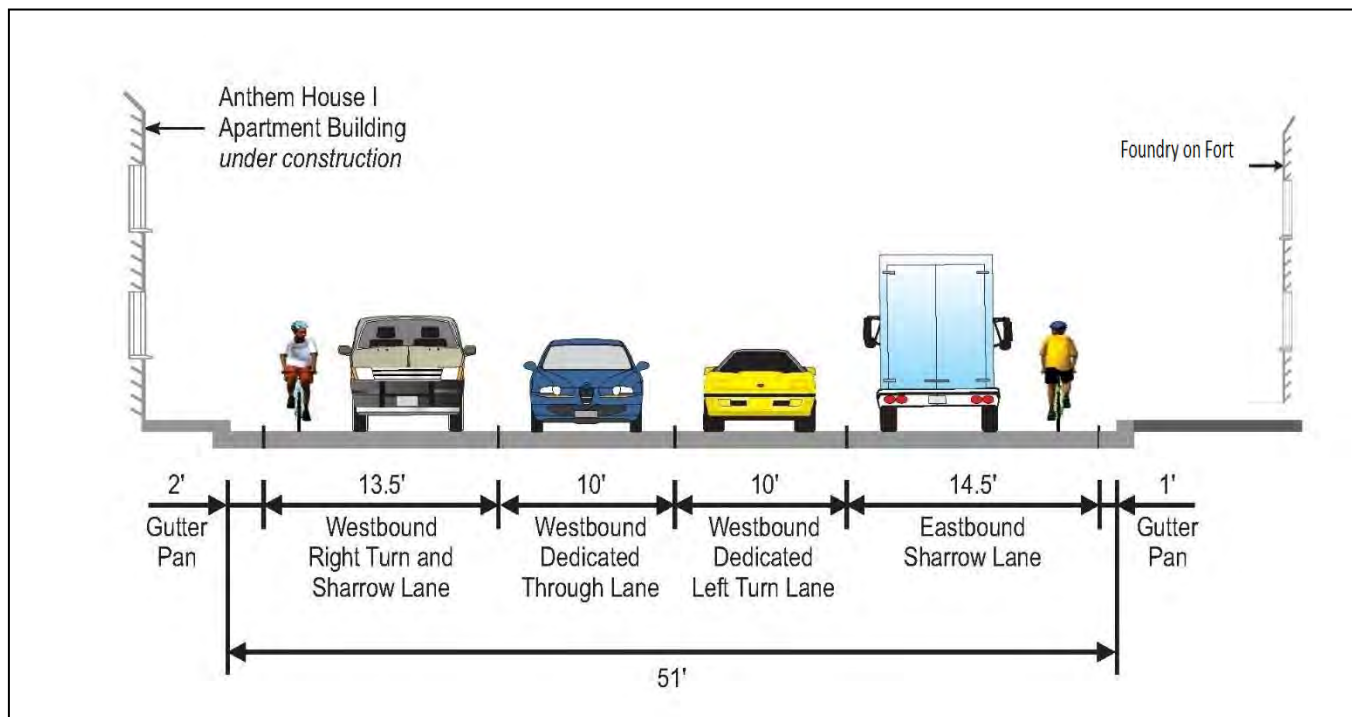
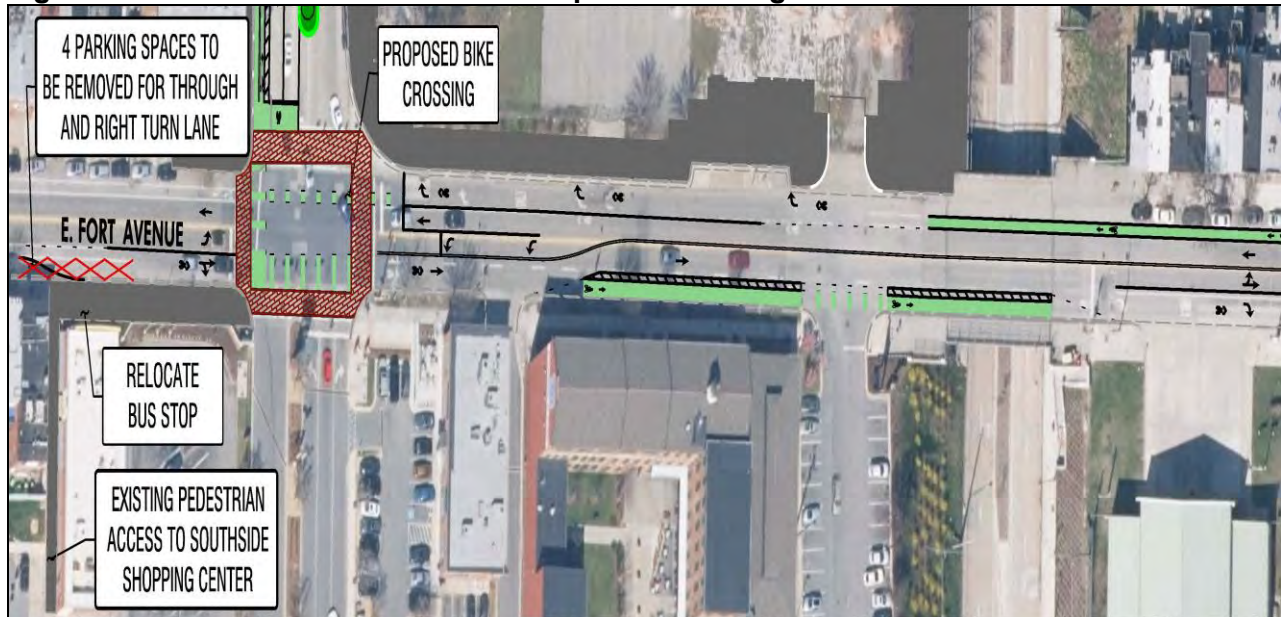


Figure 16: East Fort Avenue Plan View Options 1 through 3



IX. Recommended Concept

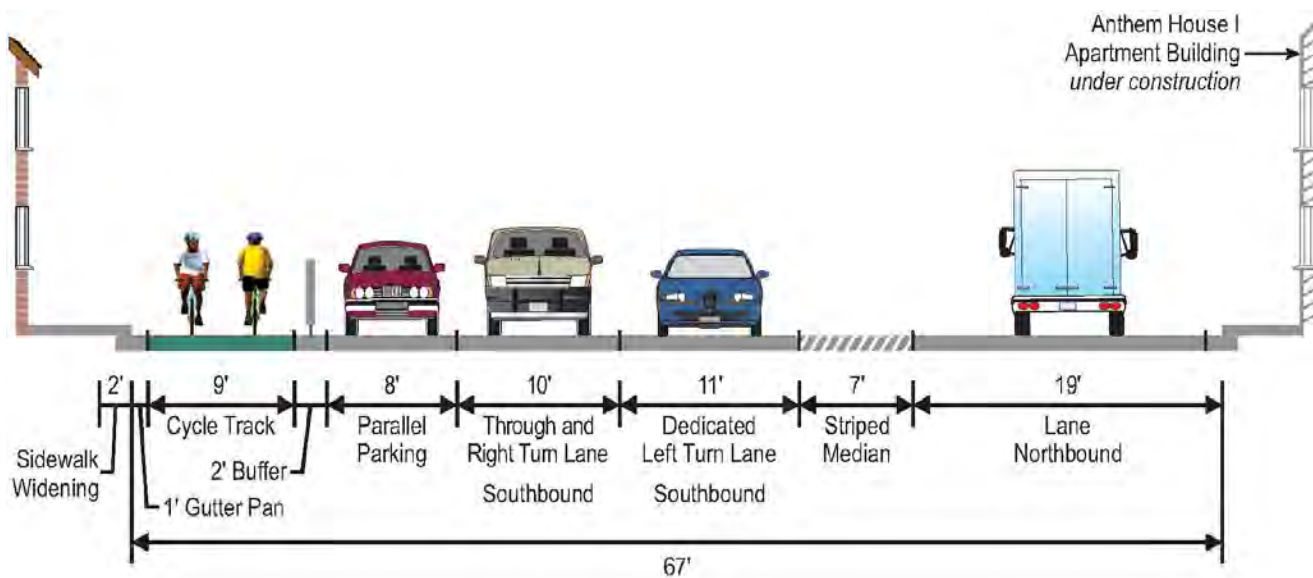
The preferred concept is a modification of Option 2. The modification made to option 2 includes the following:

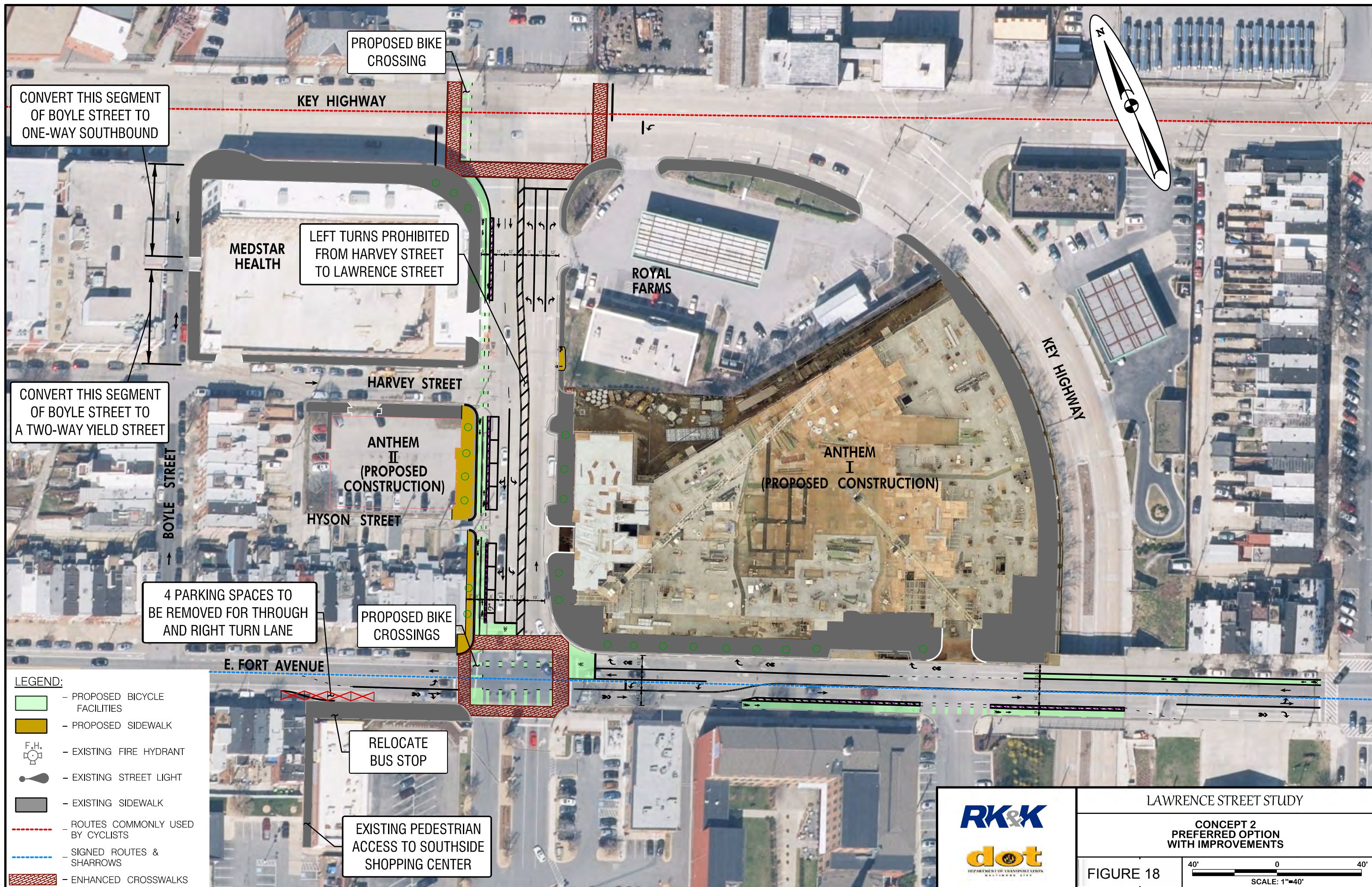
- Lawrence Street
 - Additional 2 feet of sidewalk widening to west side of Lawrence Street south of Harvey Street.
 - 9 foot Cycle Track with 2 foot buffer
 - 10 foot Through and Right turn Lane
 - Addition of flex posts in the cycle track buffer
- E. Fort Avenue
 - Addition of flex posts to bike lane buffer
- Harvey Street- No changes
- Boyle Street
 - South end of Boyle Street between Harvey Street and E. Fort Avenue will remain unchanged
 - Between Key Highway and the entrance to the MedStar Health parking garage Boyle Street would be converted from two-way to one-way southbound. Between the parking garage entrance and Harvey Street, Boyle Street would remain a two-way yield street.

The estimated net loss of parking is 7 parking spaces (4 on Fort Avenue and 3 on Lawrence Street)

Figure 17 shows the typical section for Recommended Option 2 with modification. **Figure 18** is a plan view for option 2 with modifications.

Figure 17: Recommended Option- Option 2 Typical Section with Modifications





X. Next Steps

- Cost Estimate for Final recommended concept will be finalized
- Storm Water Management evaluation
- Identify Funding Sources
- Submitted to Director for decision

Appendix I : Sample Images

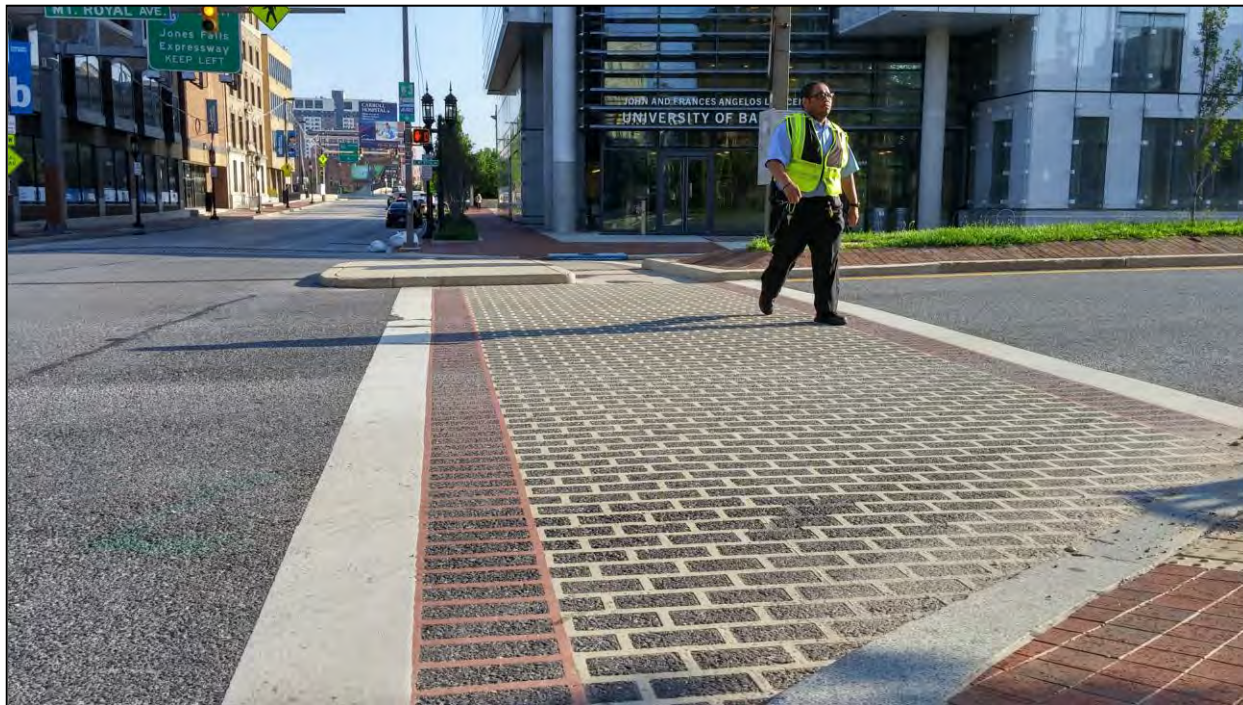


Image 1: Crosswalk Example, Charles Street Baltimore



Image 2: Internally Illuminated LED Streetscape Sign Example

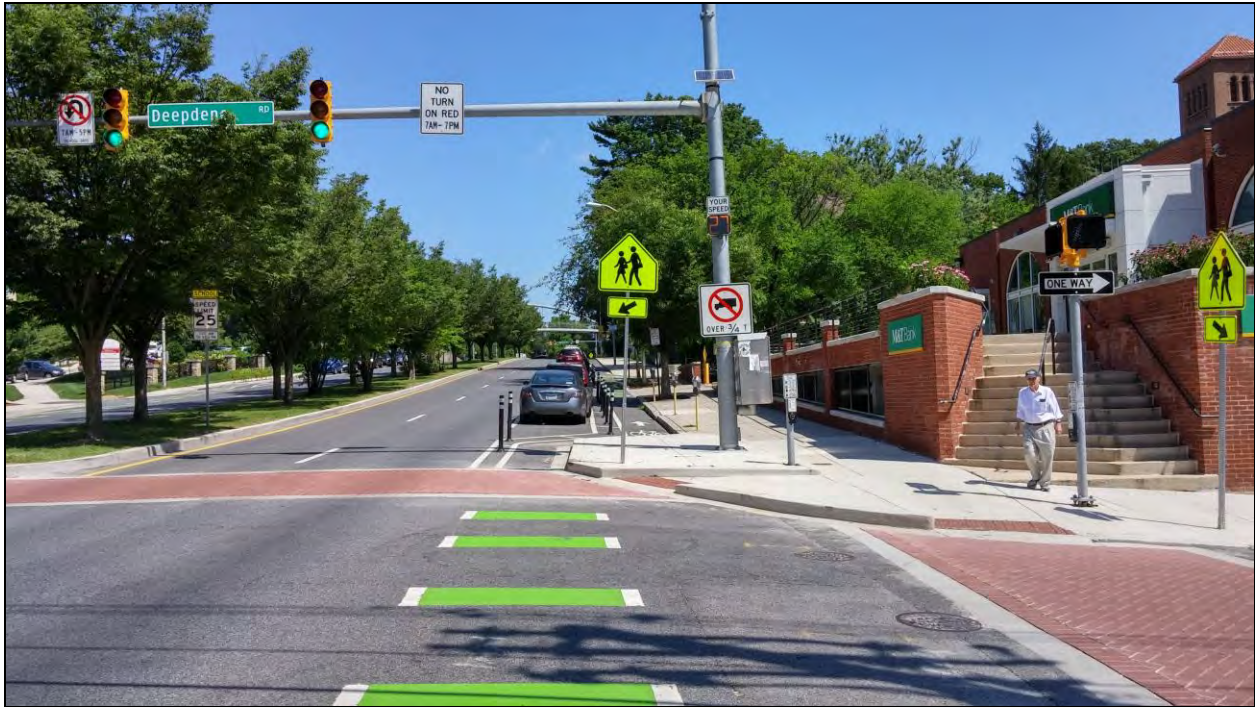


Image 3: Bike Skip Pavement Marking and Solar Powered Digital “Your Speed” Sign Example, Roland Park Baltimore



Image 4: Two Way Cycle Track with Delineator, Arlington, Virginia

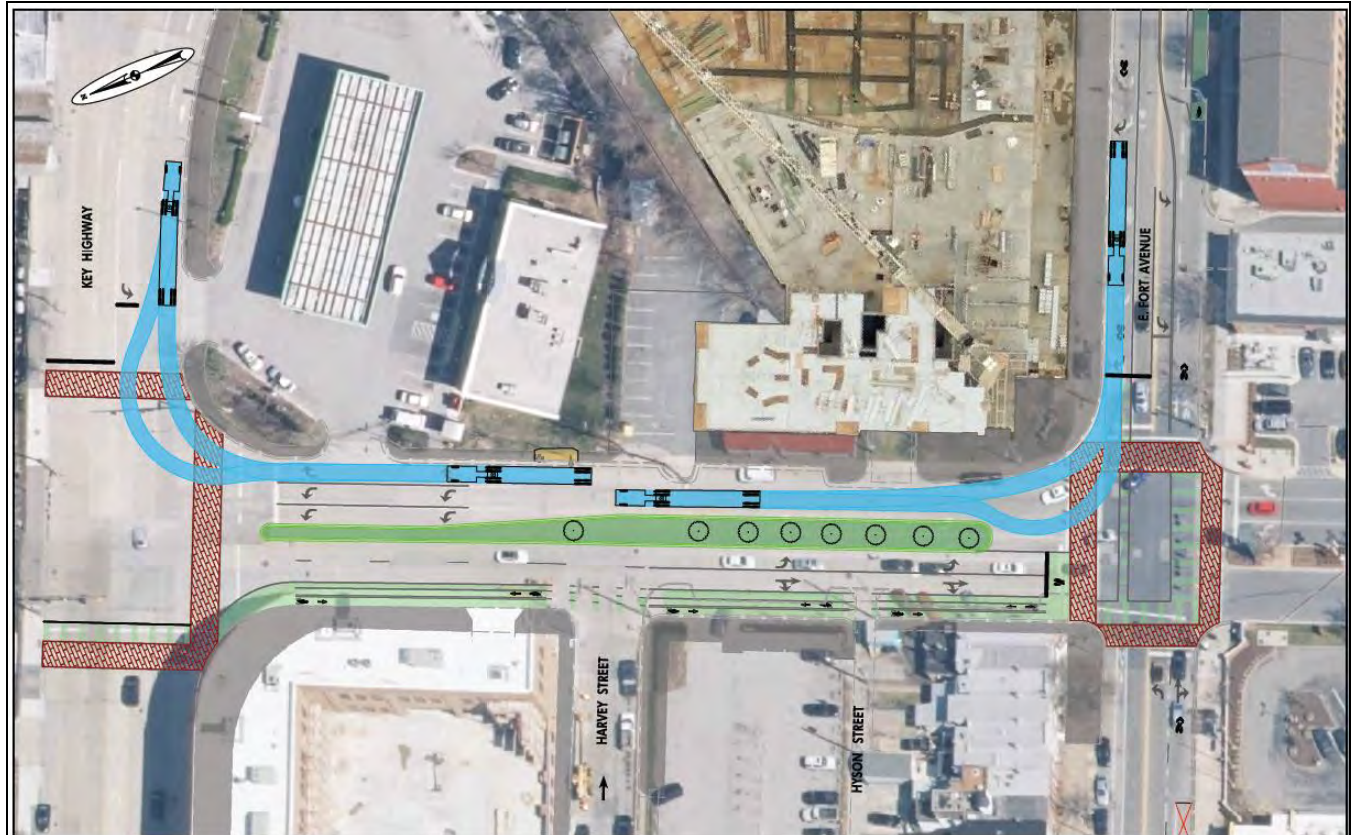


Image 5: Bike Box, Washington DC

Appendix II : Truck Turning Templates

Truck turning templates were assessed for Options 1 through 3. A WB-67 Design Vehicle was used for each truck turning template.

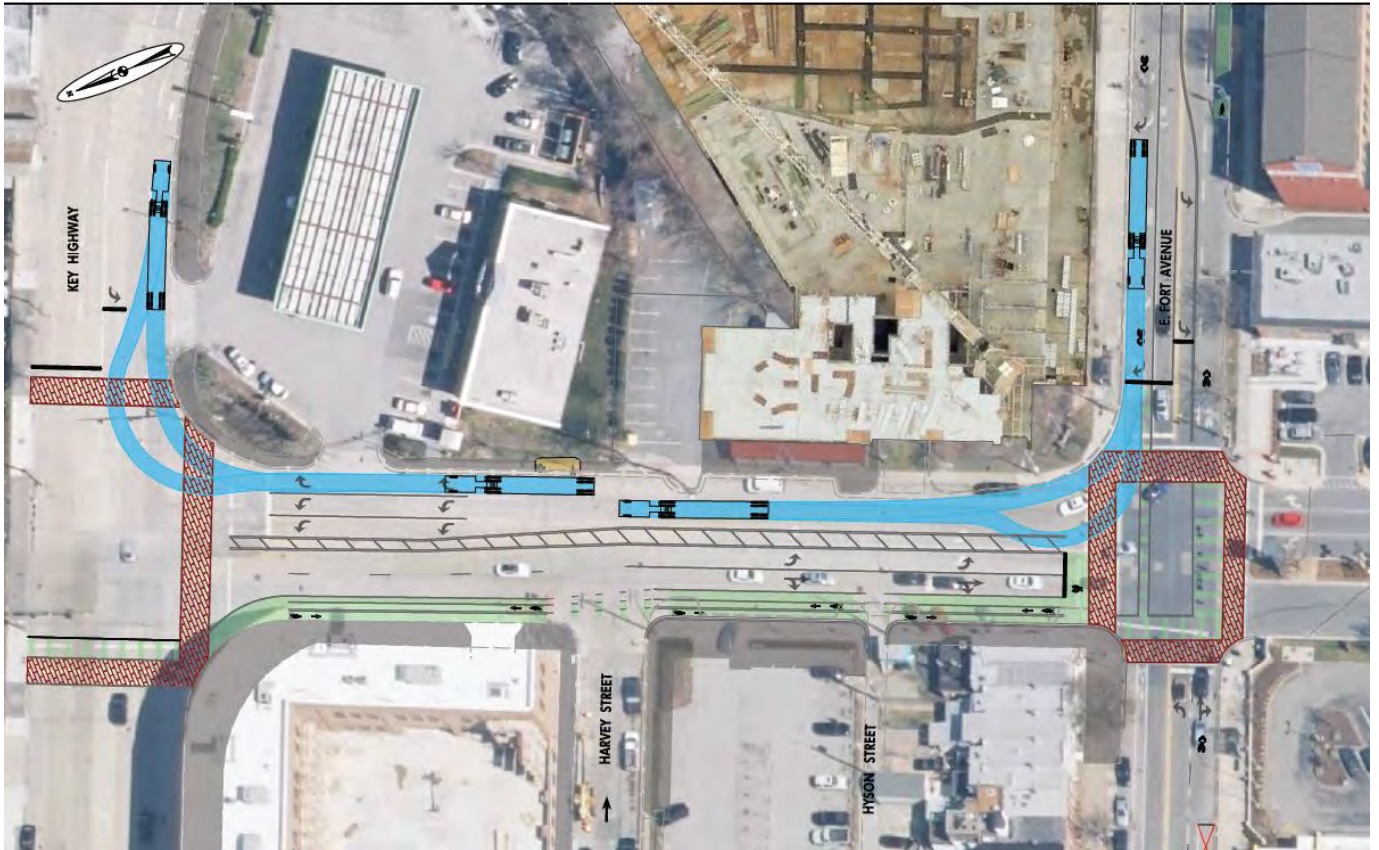
Option 1 Truck Turning Template



Option 2 Truck Turning Template



Option 3 Truck Turning Template



Appendix III : Public Comments

The following section contains all public comments received throughout the study. The sources of these comments vary but include:

- Survey Monkey
- Comment cards, which were available at each community meeting
- Comments made at Community meetings & Community Advisory Panel Meeting
- Emails
- Telephone Calls
- Mail

Date	Method Received	Comment
05/05/2016	Community Meeting	There is a pedestrian safety concern with cars turning right from Fort Avenue onto Lawrence
05/05/2016	Community Meeting	Resident would like to see improved pedestrian safety
05/05/2016	Community Meeting	Speeding is an issue and there is no enforcement of speeds on Lawrence.
05/05/2016	Community Meeting	Adjust crossing timing for pedestrian immediately and improve signage
05/05/2016	Community Meeting	Prioritize safety, bike, and pedestrians
05/05/2016	Community Meeting	Would like to see a “your speed sign” will help with speeding
05/05/2016	Community Meeting	There is a pedestrian safety concern with cars turning right from Fort Avenue onto Lawrence
05/05/2016	Community Meeting	There have been multiple accidents on Fort and Lawrence
05/05/2016	Community Meeting	Look at protected bike lanes.
05/05/2016	Community Meeting	Look at the solution for having more bikes and have less cars on the road
05/05/2016	Community Meeting	Make sure there are appropriate bike lane connections
05/05/2016	Community Meeting	Residents like to ride bike from Locust Point to the West but there are gaps in bike lanes and would like to see more.
05/05/2016	Community Meeting	Resident shared that they live in Locust Point when they get blocked by trains they will re-route through

		Lawrence Street.
05/05/2016	Community Meeting	Resident shared that there needs to be more pedestrian lead time when crossing Key Highway. Especially where cars make a left onto Key Highway from Lawrence. There is not enough time to get ahead of turning cars.
05/05/2016	Community Meeting	Resident from Hull Street uses Lawrence Street to access Southside Marketplace.
05/05/2016	Community Meeting	Resident likes to take Banner Route circulator and uses the stop off of Lawrence going downtown.
05/05/2016	Community Meeting	Resident lives in Port Covington and uses Lawrence Street to go to Shoppers at Southside Marketplace. Often walks to this Shoppers grocery store.
05/05/2016	Community Meeting	Resident shared that they use Lawrence Street mostly as a pedestrian and knows that everyone tries to avoid Lawrence Street for walking and biking etc.
05/05/2016	Community Meeting	Resident uses Lawrence Street Daily to and from work . to Key Highway and I-95 South.
05/05/2016	Community Meeting	People drive through the Royal Farms parking Lot to get on Key Highway.
05/05/2016	Community Meeting	Some people go up to Boyle Street to avoid Lawrence Street
05/05/2016	Community Meeting	People use Boyle Street between to get to Key Highway and it is too narrow especially when cars are parked on both sides to serve as two way.
05/05/2016	Community Meeting	Would like to see angled parking on the West side Boyle Street if possible.
05/05/2016	Community Meeting	Would like to see Harvey one way all the way to Key Highway.
05/05/2016	Community Meeting	Keep existing parts of Eastbound Harvey works well for people accessing Harvey via Webster.
05/05/2016	Community Meeting	Don't get rid of our parking
05/05/2016	Community Meeting	People use Boyle to miss the lights and traffic
05/05/2016	Community Meeting	Median may be helpful to breakup

		flow but could also be problematic for traffic.
05/05/2016	Community Meeting	Be sure to consider new development including truck traffic
05/05/2016	Community Meeting	Make Key Highway the actual Hwy and take heavy traffic off of Fort Ave.
05/05/2016	Community Meeting	Look at Northampton Massachusetts for Barnes Dance
05/05/2016	Community Meeting	On Fort Avenue there are tons of joggers, walkers, and kids.
05/05/2016	Community Meeting	Would like to see something proactive and safe because Lawrence will be a disaster after full build out
05/05/2016	Community Meeting	Safety issue with cars using dedicated right lane to go through Fort Avenue Intersection
05/16/2016	Community Advisory Panel	Hope to see Lawrence Street become a safer, more pedestrian-oriented streetscape, a better community amenity.
05/16/2016	Community Advisory Panel	Need to remember the use of commercial vehicles on Lawrence Street. Foodliner, located on Fort Avenue, sends 75 to 100 trucks per day down Lawrence Street to access Domino Sugar.
05/16/2016	Community Advisory Panel	A raised median is not preferred, as it could make turning movements for trucks more difficult.
05/16/2016	Community Advisory Panel	A local resident noted that Lawrence Street should not be made so unattractive for trucks that they use side streets such as Woodall Street or Hull Street as a spillover.
05/16/2016	Community Advisory Panel	Need to make the street safer for vehicular traffic and pedestrians, but also keep traffic moving.
	Community Advisory Panel	Keep left turn from Lawrence Street to Key Highway a protected movement. Should the Fort McHenry Tunnel be closed for

05/16/2016		some reason, Homeland Security has designated the route from Key Highway to Pratt Street to the Jones Falls Expressway as an alternate northbound truck route out of the City.
05/16/2016	Community Advisory Panel	The future of Southside Marketplace was discussed, and it was noted that tenants are in long-term leases so the site is not likely slated for redevelopment any time soon
05/16/2016	Community Advisory Panel	It was noted that the sidewalk on the west side of Lawrence Street is in poor condition, and improvements would help connect the neighborhood to Key Highway and the ultimate waterfront promenade extension.
05/16/2016	Community Advisory Panel	An attendee commented that they would like to see the one-block gap in the bike lane on Fort Avenue connected between Lawrence Street and Woodall Street in front of the proposed Anthem development.
07/20/16	Community Meeting	Clients using Boyle Street from E. Fort Avenue to access Medstar parking on Harvey Street. Need to be able to have this continued access.
07/20/16	Community Meeting	Boyle Street liked how is currently one way.
07/20/16	Community Meeting	Likes how Harvey Street is one way eastbound.
07/20/16	Community Meeting	Likes Concept 2 because of Parking
07/20/16	Community Meeting	Would like to see the net loss of parking kept to a minimum
7/26/16	Community Advisory Panel	that there is a loading dock on Lawrence would anticipate an SU 30 & EB 50, truck would back up into this area. There preference

		would to not have a median because of this. Also, the proposed does not allow for their sidewalk widening to accommodate for SWM facilities, they do have alternative options to meet their requirement. Thinks that trees would really help improve the pedestrian experience & help cool the pavement.
7/26/16	Community Advisory Panel	like Boyle Direction on options #2 & #3
7/26/16	Community Advisory Panel	Median is a concern for access
7/26/16	Community Advisory Panel	Residents who currently use the alley on Hyson want to make sure that our design makes conditions safe for them on Harvey.
7/26/16	Community Advisory Panel	Option # 2 is favorable because of parking
7/26/16	Survey Monkey	I'm okay with the best option to make the area more walkable, with wider sidewalks and a better streetscape. I also prefer to preserve as many parking spaces as possible, but not at the expense of the pedestrian experience. That must be paramount to all other facets.
7/27/16	Survey Monkey	All options would be an improvement. My preference is Option 1 followed by Option 3, and Option 2 is my least preferred option. I don't agree that Harvey St. needs to be a 2-way street if there's a median installed. It can stay as is. Boyle st change to one-way is

		<p>good. Your speed sign on Key Hwy was left out of details for Key Hwy crossing improvements. Otherwise, the Key Hwy changes are good if they include a dedicated Pedestrian crossing time. Missing issue which I brought up in the first planning meeting is that Truck traffic needs to be routed up Lawrence Street with signage at the intersection of Key and Lawrence directing trucks headed to Fort Ave to turn on Lawrence St. Otherwise, trucks take residential Webster St. to get to Fort Ave. Thank you for considering my concerns and thank you for your hard work!</p>
8/1/16	Letter	<p>East Fort Avenue and Lawrence Street are truck routes that serve the industrial area east of Lawrence Street. Trucks can egress the area in one of two ways-via Andre Street or Lawrence Street. However it is not unusual for freight trains to stop on the Andre Street RR crossing so that leaves Lawrence Street as the only viable (and legal) route.</p> <p>At issue is the ability of large articulated trucks (Semis) to turn north from Fort onto Lawrence to access either I-95 or I-83.</p> <p>It would appear that the sidewalk on the north east corner of Fort/Lawrence has been extended thereby forcing large trucks to take an even wider turn that they do now to get onto Lawrence St.</p> <p>This being the case: Option 1 Proposed- The planted median presents a physical barrier though while it is set back a little from Fort Avenue might present a challenge. Possible effect: the rear wheels of the trailer will mount the sidewalk damaging the structure that may be there and/or harming pedestrians.</p>

		<p>Option 2 Proposed: A striped median is preferred as it will generally segregate the north and southbound traffic, if needed a truck driver can drive 'over' that area so as he/she can be sure that pedestrians on the sidewalks are not at risk.</p> <p>Option 3 Proposed- Our comments are reflected in Option 2 above.</p> <p>Parking on Lawrence Street. We believe that considering the length of street available there should be no parking on Lawrence of any sort.</p> <p>We applaud the idea of having a segregated bike lane with a buffer. This makes a lot of sense as both communities, bicycle riders and truck drivers, have some way to go to ensure each other's safety, so better be safe than sorry. Lastly- we understand that there is a retail component to Anthem House on the corner of Lawrence and Fort. Has anyone considered how retail delivery trucks will be handled- where will they park to unload and load and how will this affect the plan(s) in general? IF they park on E. Fort Ave or Lawrence Street you might expect traffic flow and safety problems</p>
8/4/16	Letter	<p>Option 1- Issues- Landscape Median on Lawrence Street impeded vehicular access to Lawrence Street from Harvey Street.</p> <p>Issue- By converting south end of Boyle Street one-way southbound, this creates a very long travel path for A2 residents coming from the</p>

		<p>southeast, as they would be forced to drive west down Fort Avenue until Webster Street in order to get Harvey Street. This also holds true for the adjacent townhomes owners who park in the rear pads off the Alleys to the west and south of the Anthem II building</p> <p>By converting Harvey Street to two-way what impacts does this create to the parallel parking on both sides of the street? Potential Issues- Anthem II project is relying on the south side of Harvey between the parking garage and Lawrence to be dedicated for truck loading and resident move-in during specific hours.</p> <p>Issue- This option no public parking spaces on the west side of Lawrence Street.</p> <p>Issue- The proposed Two way cycle track would completely wipe out our proposed tree pits including four corner bumpouts, metal grates, micor bioretention facilities, bike racks, and a portion of the pedestrian walkway. This would eliminate all opportunities to create a landscape buffer between pedestrian and traffic, and would adversely pinch the pedestrian sidewalk width, particularly between Fort Avenue and the Alley.</p> <p>Option is not acceptable from our perspective.</p> <p>Option 2 Issues- The proposed Two way cycle track would completely wipe out our proposed tree pits including four corner bumpouts, metal grates, micor bioretention facilities, bike racks, and a portion of the pedestrian walkway. This would eliminate all opportunities to</p>
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		<p>create a landscape buffer between pedestrian and traffic, and would adversely pinch the pedestrian sidewalk width, particularly between Fort Avenue and the Alley.</p> <p>While Option 2 is not acceptable from our perspective in its current iteration, we believe a resolution is achievable through the implementation of the modification listed below:</p> <ul style="list-style-type: none"> - Eliminate 7' wide striped median - Between Key and Harvey, shift two southbound lanes to the east and potentially create 2-3 public parallel parking spaces adjacent to the Cycle Track buffer. - Between Harvey and Fort, shift two southbound lanes, parallel parking lanes, cycle track and buffer to the east 7' in order to gain back the design intent of Anthem II's pedestrian-friendly and aesthetic hardscape, landscape, and stormwater management features along the western side of Lawrence Street. Would also need to coordinate the Cycle Track reouting with the four corner curb bumpouts to help achieve this. <p>Option 3- Issues- Option offer no public parking spaces on the west side of Lawrence Street.</p> <p>The proposed two-way Cycle track would wipe out our proposed tree pits at the four corner bumpouts, bike racks, and a portion of the microbioretenion facilities that extended into the landscaping at the corner bumpouts.</p>
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Appendix IV: Community Advisory Panel

Name	Organization
Alex Mandel	28 Walker Development
Betty Smoot	BCDOT
Bonnie Halaman	Resident
Brian Miller	Under Armour
Caitlin Doolin	BCDOT
Carlos Gonzalez	Resident
Dan Loveless	WRA
Dave Urbanek	Riverside Community
Denny Finnerin	RK&K
Desmond Cole	BCDOT
Erin May	Sagamore Development
Frank Dostillio	Foodliner
Gladys Hurwitz	BCDOT
Graham Young	BCDOT
Greg Sileo	Locust Point Civic Association
Grishae Blackette	BCDOT
Jack Whisted	Royal Farms
Jamie Barnett	Resident
Jennifer McLaughlin	Riverside Representative
Jody Gatuso	Medstar Health
Joseph R. Woolman III	J.R.Woolman LLC
Lara Faulkner	Resident
Lori Kraemer	Hammes Partners
Micajah McGarity	Resident
Mr. Michael Lynch	General Ship Repair
Patti Berkey	Resident
Peter O'Malley	American Sugar Refinery
Raj Sharma	BCDOT
Robert Ferguson	BCDOT
Rupert Denney	Baltimore Industrial Group
Teressa Dion	RK&K
Tess Guinn	Bozzuto Development Company
Thomas Howard	Southside Marketplace
Tony Vittoria	Resident
Tori Joseph	Medstar Health