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Appendix A

Existing Plans and Studies

Existing Plans and Studies Summary

This Existing Plans and Studies Summary contains a working list of plans and studies related to Druid Park Lake Drive, the surrounding neighborhoods and Druid Hill Park. This list will be continuously updated in the Existing Conditions phase of the Druid Park Lake Drive Complete Streets Study as new plans and studies are shared with the project team. These existing plans and studies were compiled from several sources:

- Provided by BCDOT via Google Drive;
- Downloaded from the Baltimore City Department of Planning website;
- Downloaded from agency or organizations' websites.

Key themes include infrastructure improvements, transportation networks, intersections, community engagement, neighborhood master plan, data, design.

Druid Park Lake Drive Studies

I. Druid Hill Park Neighborhood Access Project

Created by: Baltimore City Recreation and Parks; AMT Engineering, 2017

Themes: Design; Infrastructure improvements

Description: AMT Engineering provided transportation planning and streetscape design services to Baltimore City Recreation and Parks in 2017 to improve safety, pedestrian access and neighborhood connectivity to Druid Hill Park. The study included intersection analysis and improvement design for Druid Park Lake Drive intersections.

Summary: This analysis identifies current conditions, problem areas and recommendations for four study intersections.

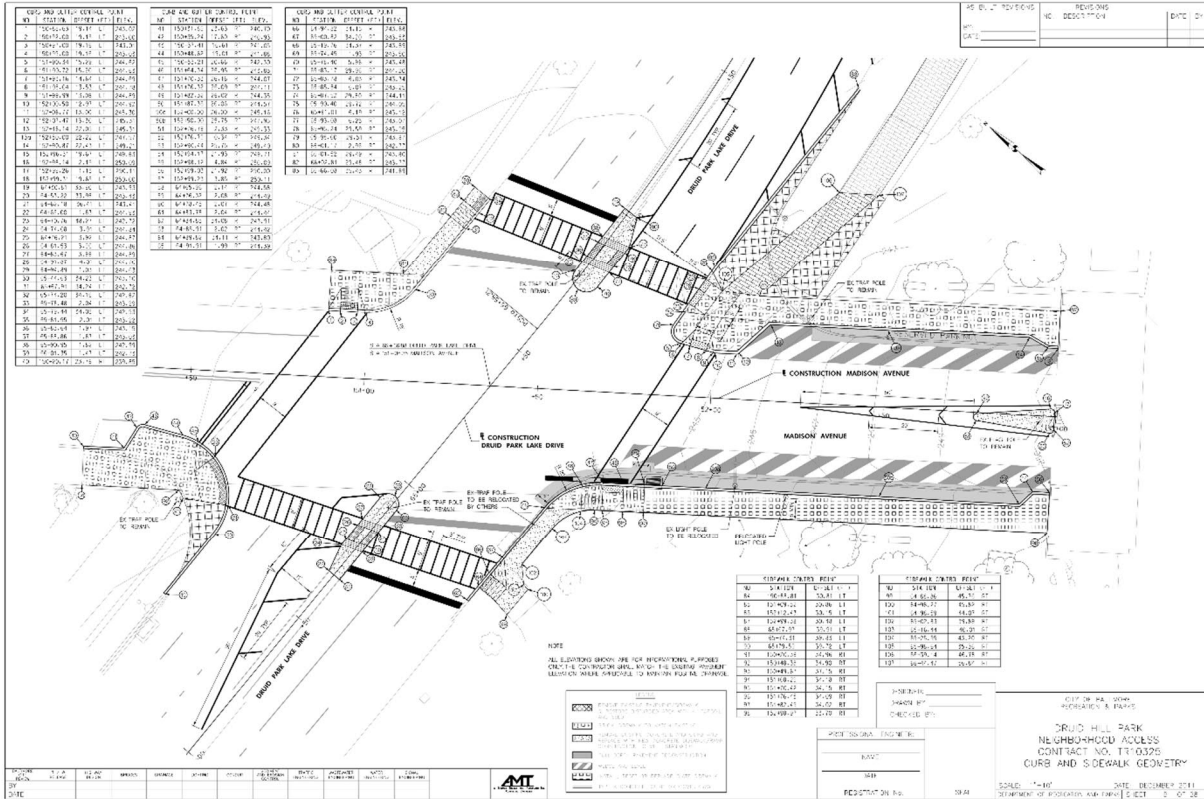
Relevant topics to Druid Park Lake Drive:

Includes intersection design plans for the following intersections:

- Druid Park Lake Dr. & Madison Ave.
- Auchentoroly Terrace & Gwynns Falls Pkwy
- Auchentoroly Terrace & Liberty Heights Ave.
- Druid Park Lake Dr. & Linden Ave.

Recommendations include restriping, reducing turning radii, considering pedestrian refuge islands, using alternative materials for intersections, performing a road diet, installing pedestrian level lights, bolstering landscaping, and adding ped crossing signage.

Includes SketchUp models, photos and plan sheets for intersection improvements on Druid Park Lake Drive. See list of recommendations by intersection in .kmz file.



II. Neighborhood Design Center Plan to Connect Reservoir Hill to Druid Hill Park

Created by: Neighborhood Design Center (NDC), 2015

Themes: Design; Infrastructure improvements

Description: Neighborhood Design Center prepared a master plan proposal for the community of Reservoir Hill to connect Reservoir Hill to Druid Hill Park in 2015.

Summary: Comprehensive streetscape plan for Druid Park Lake Drive to better serve the neighborhood and connect residents to Druid Hill Park.

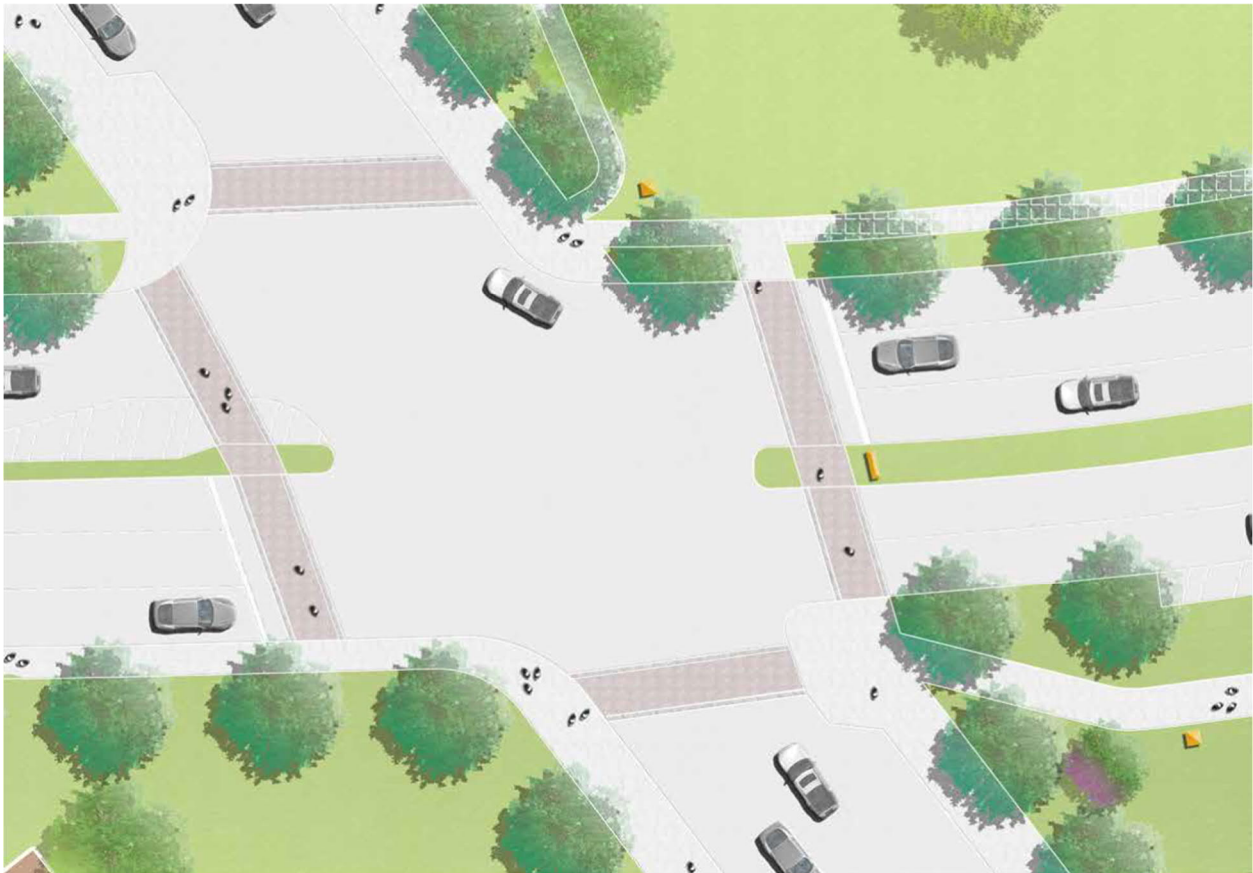
Identifies crossing locations between Reservoir Hill and Druid Hill Park, existing conditions of these intersections, identifies intersection improvements to improve safety for pedestrians.

Intersections include:

- Madison Ave.
- Brookfield Ave.
- Eutaw Pl.
- Linden Ave.

Relevant topics to Druid Park Lake Drive:

Proposes continuous shared-use path inset from southern edge of Druid Park Lake Drive, curb bump-outs, continuous sidewalks along both sides of Druid Park Lake Drive. Provides ideas for streetscape design, including continuous tree/planting zone for soft buffer between pedestrian zone and roadway, landscaped median, range of paving materials, furniture, signage, pedestrian-scale lighting, opportunities for public art.

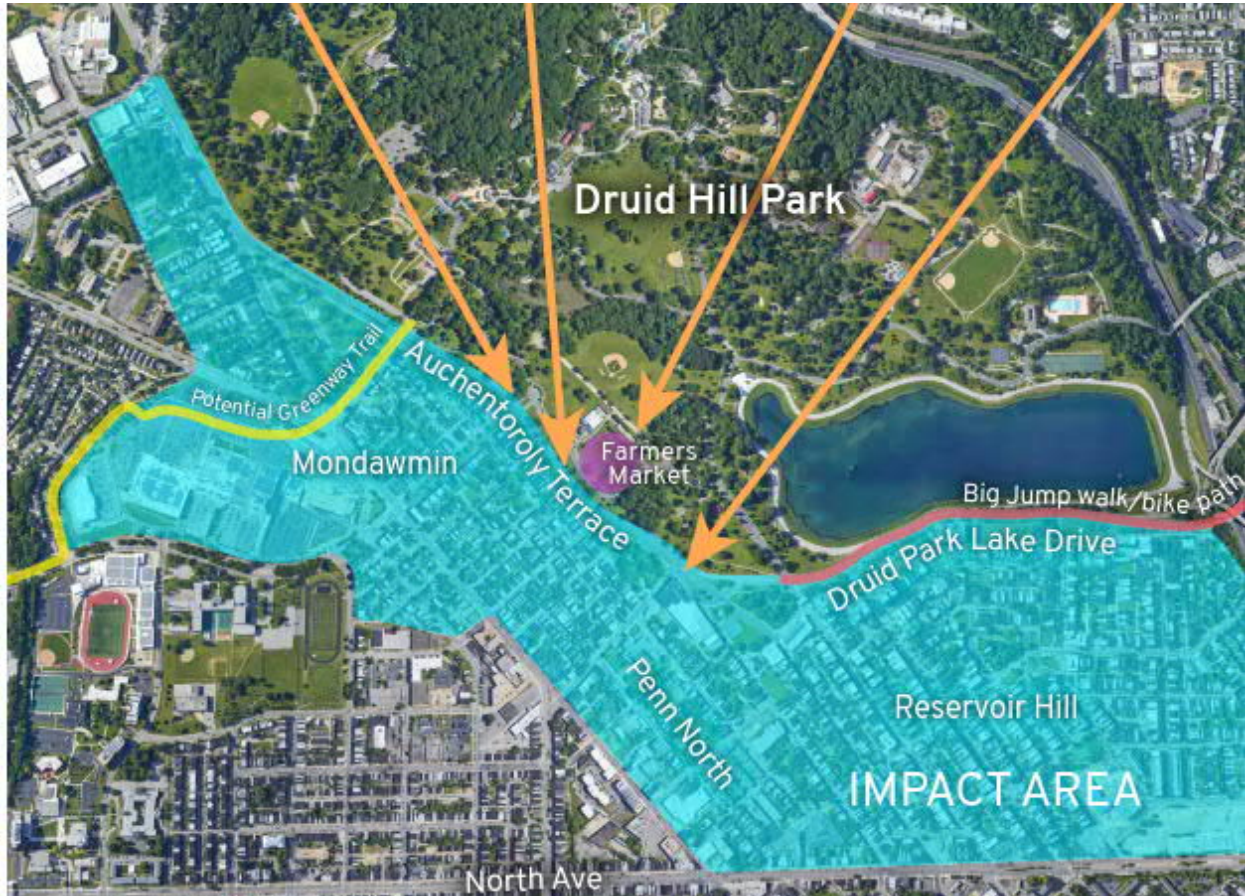


III. OSI-Baltimore Community Fellowship Proposal for Druid Park Lake Drive

Created by: Graham Coriel-Allen, 2018

Themes: Community engagement

Description: Graham Coreil-Allen submitted an OSI-Baltimore Community Fellowship proposal for Druid Park Lake Drive Complete Streets project in 2018.



He proposed to create a Fellowship group with community members to develop plan to improve pedestrian movements across Auchentoroly Terrace and Druid Park Lake Drive along Druid Hill Park.

Summary: Proposal to work with community members to shape a vision for implementing Complete Streets methods and public art on Druid Park Lake Drive. The plan would call for rebuilding/redesigning Druid Park Lake Drive and Auchentoroly Terrace as boulevards to provide safe connections between the neighborhood & the park (Page 1, Project Goals)

Relevant topics to Druid Park Lake Drive: Expressed need for more crosswalks, narrower roadways, less vehicular traffic, and slower speeds (Page 1, Needs addressed). Crosswalks are needed along Auchentoroly Terrace and Druid Park Lake Drive. Collaborate with local youth and adult leaders to initiate community-based walking tours (Page 1, Project Goals). Indirectly: develop Complete Streets requirements for implementation in future neighborhood plans (Page 1, Project Goals). Create traffic calming and public art.

IV. TAP Druid Hill Auchentoroly Mondawmin

Created by: TAP Druid Hill, 2020

Themes: Community engagement

Description: TAP Druid Hill distributed a flier announcing Auchentoroly/ Mondawmin Pedestrian Safety Walks in 2020 as part of the TAP Druid Hill planning and public art process.

Summary: Flier announcing the community pedestrian walks on Druid Park Lake Drive to identify safety concerns and locations where crosswalks and other interventions are needed to improve safety for all users.

Relevant topics to Druid Park Lake Drive: Past public engagement announcement



V. TAP Druid Hill Auchentoroly Mondawmin Report

Created by: TAP Druid Hill

Themes: Community engagement; Infrastructure improvements, 2020

Description: TAP Druid Hill developed a report with the results of the public outreach and planning process surrounding Druid Park Lake Drive in 2020.

Summary: Based on the community outreach process, this report presents recommendations to:

1. Increase access to the park through transportation planning, a public health survey, and creating public art for pedestrian safety.
2. Convert the dangerous, five-to-nine-lane-wide barrier highways around Druid Hill Park into calm, liveable streets safe and accessible for all.

Relevant topics to Druid Park Lake Drive: Recommendations include:

- Convert Auchentoroly Terrace and Reisterstown Road into neighborhood boulevards safely accommodating all users (p. 3)
- Install protected “micro-mobility lanes” connecting residents who rely on wheelchairs, bicycles, and e-scooters for transportation from Mondawmin to Druid Hill Park and the Big Jump shared-use pathway (p. 3)
- “Short-term Solutions” column: Construct High-Intensity Activated CrossWalk (HAWK) beacons for park access at every side street (p. 23)
- Create a protected median in the center of Reisterstown Road. (p. 25)
- Construct shelter for northeast corner bus stop. (p. 25)
- Reisterstown Road @ Gwynns Falls Parkway: narrow wide travel lanes; remove a travel lane in each direction & use extra space for a center-running turning lane and protected, curb-adjacent bicycle/mobility lanes (p. 25)
- Complete the West Baltimore segment of the Baltimore Greenway Trail Network.
- Expand the free Charm City Circulator bus system with a Druid Hill line connecting Mondawmin Mall / Metro Station to Druid Hill Park (p. 3)
- Helped to develop The Big Jump Baltimore, a grant-funded shared-use path connecting pedestrians, wheelchair riders, and people who rely on bicycles living in Reservoir Hill and Remington along Druid Park Lake Drive and the 28th Street Bridge. (p. 15)
- Narrow travel lanes and convert a northbound lane of Auchentoroly Terrace / Swann Drive into on-street parking (Pages 21-24)
- Convert a travel lane along southbound Auchentoroly Terrace into a protected two-way bicycle/mobility lane connecting to the Big Jump Shared-Use Path (p. 21-24)
- Referenced Neighborhood Design Center streetscape reports for the Reservoir Hill and Penn North communities, which proposed curb extensions at key intersections to slow car speeds (p. 7)
- 2017 completion of “Druid Hill Neighborhood Access” project, which upgraded major intersections around the park with decorative traffic signals and ADA-compliant curb ramps and crosswalks (p. 18)
- Install curb extensions at corners to define parking, shorten crosswalk distances, and clearly delineate travel lanes crossing intersections at the following intersections:
 - Auchentoroly Terrace & Liberty Heights Avenue (page 21)
 - Auchentoroly Terrace & Gwynns Falls Parkway (page 22)
 - Druid Hill Avenue / McCulloh Street & Fulton Avenue (p. 24)
 - Reisterstown Road & Gwynns Falls Parkway (page 25)
 - Reisterstown Road & Liberty Heights Avenue (page 26)
- Appendix B identifies Walk Audit Reports conducted in 2019 for the intersections listed above, as well as side streets off of Auchentoroly Terrace.

VI. Big Jump Draft Public Impressions

Created by: BCDOT; Toole Design, 2020

Themes: Infrastructure improvements; community engagement

Description: Toole Design developed a summary of results of a survey on the Big Jump temporary shared-use path in 2020.

Summary: The report provides background, methodology and key results on the survey conducted to measure public perceptions of the Big Jump.

Trips and Modes

Survey respondents cited the types of trips they most often made along the Big Jump SUP corridor to include Social/Recreational (78%), errands (67%), and commuting (51%). The modes they employ in a typical week include driving (77%), biking/scooting (35%) and walking/rolling (32%).

Should the Big Jump be made permanent?

Several trends emerged in the responses of both Big Jump SUP supporters and detractors:

- Excessive motor vehicle speeds along Druid Park Lake Drive deter people from using the Big Jump SUP
- Lack of maintenance deters people from using the Big Jump SUP
- Concern that a new facility—the Big Jump SUP—is being proposed in lieu of maintaining and repairing the existing pathways and hardscape along Druid Park Lake Drive

Conclusions and Recommendations

The Big Jump will only be successful if it is implemented as part of a larger project network that provides connections into the heart of the neighborhoods of Reservoir Hill and Remington.

The project should take into consideration the existing pathways and sidewalks in the corridor along the south side of Druid Park Lake Drive. Look for opportunities to renovate them and include them as part of the larger multimodal transportation system along the corridor.

Relevant topics to Druid Park Lake Drive: Based on the public survey, the evaluation concludes that a facility such as Big Jump SUP is needed to provide a safer, ADA-accessible, multimodal connection between the neighborhoods to the east and west sides of the Jones Falls Valley.

The report states that It is not enough to simply replace the water barriers with concrete barriers. The Big Jump will only be successful if it is implemented as part of a larger project network that provides connections into the heart of the neighborhoods of Reservoir Hill and Remington.

The report notes that the project should take into consideration the existing pathways and sidewalks in the corridor along the south side of Druid Park Lake Drive. Look for opportunities to renovate them and include them as part of the larger multimodal transportation system along the corridor.

Transportation Plans

- I. City of Baltimore Bicycle Master Plan 2015; 2017 Amendment

Created by: BCDOT

Themes: Infrastructure improvements; transportation network

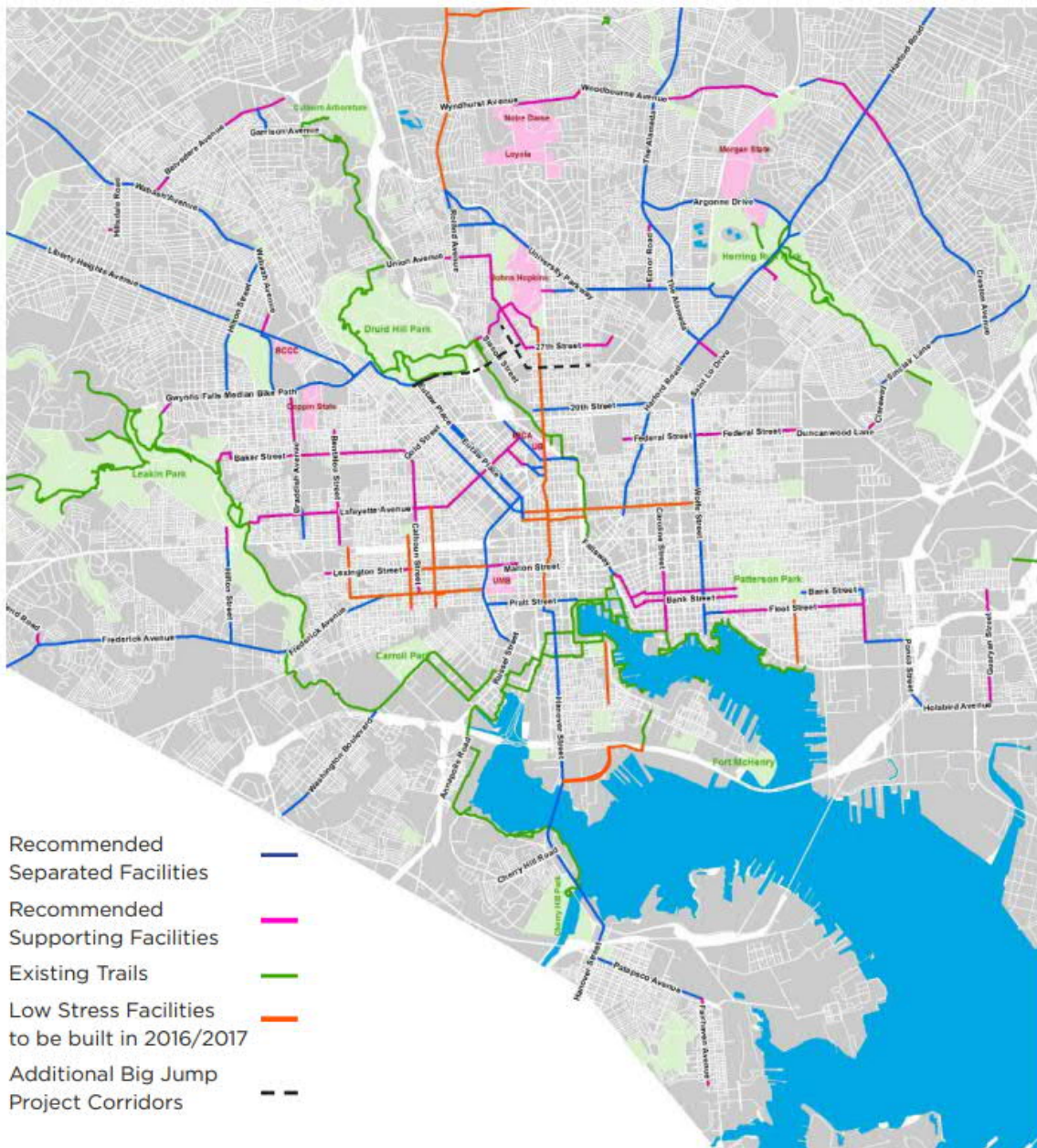
Description: BCDOT developed a bicycle master plan in 2015, which identifies proposed routes, infrastructure type, and timeline for infrastructure development. Note that this plan is currently being updated.

Summary: Plan identifying corridors for bicycle infrastructure.

Relevant topics to Druid Park Lake Drive: The plan proposes a new major route from McCulloh St. to Greenspring Ave along Druid Park Lake Dr.

Small proposed minor route from Madison Ave to Eutaw Pl. along Druid Park Lake Dr.

Existing major route at McCulloh St.



II. MDOT MTA Regional Transit Plan

Created by: MDOT MTA, 2020

Themes: Infrastructure improvements; transportation network

Description: MDOT MTA developed a transit plan for the Central Maryland region in 2020.

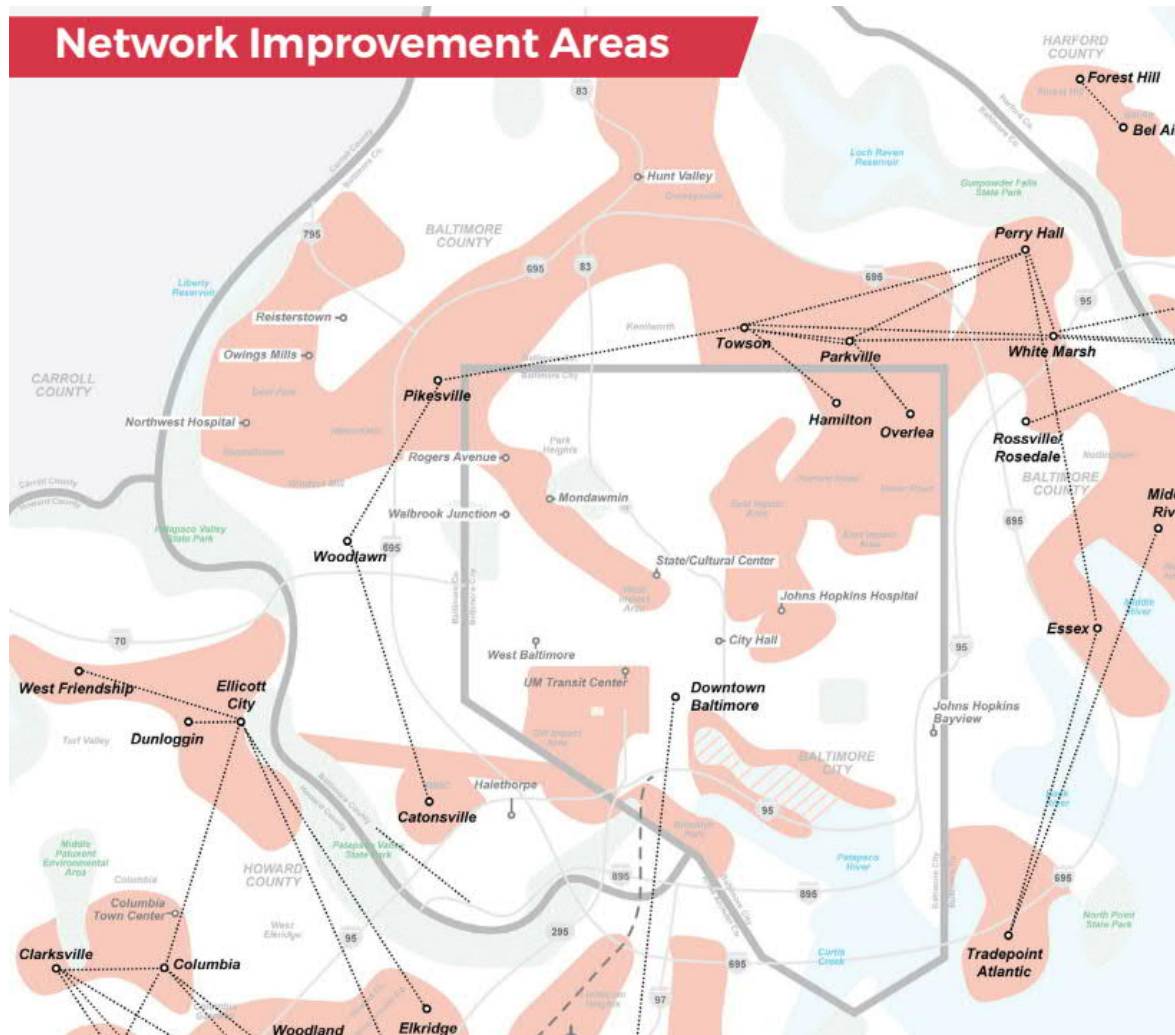
Summary: is a plan for improving public transportation in the region over the next 25 years. The plan presents goals, objectives, and initiatives to enhance transit service, support the economy, and reduce impacts to the environment. The Plan was developed by the Maryland Department of Transportation Maryland Transit Administration (MDOT MTA) in coordination with the Central Maryland Regional Transit Plan Commission, the five jurisdictions that compose the Central Maryland region, local transit agencies, the Baltimore Metropolitan Council, and members of the public.

The Plan includes over 130 strategies relating to the objectives, Transit Network Improvements for each jurisdiction, and 30 Regional Transit Corridors that work together to achieve the Plan's goals and objectives.

While the RTP is a high-level planning document meant to conceptualize and recommend transit-related improvements in the greater Central Maryland area, there are a few recommendations made for the general area of Baltimore that the project area is located in.

Relevant topics to Druid Park Lake Drive: Mondawmin to South Baltimore is identified as an Early Opportunity transit corridor. Mondawmin to Northwest Hospital and Mondawmin to Hopkins Bayview are identified as Mid-Term Opportunities. Alignments could potentially include Druid Park Lake Drive.

According to the document, "Transit Network Improvements . . . were developed based on analyses of the existing conditions and future needs, public and stakeholder input, and suggestions from the Commission. Transit Network Improvements such as hubs were developed based upon current and projected jobs, residential growth, and access to services and amenities." The project area is located in/adjacent to a region designated as a Transit Network Improvement area. In the "Transit Network Improvements and Regional Transit Corridors Technical Report", The Park Heights Impact Area was identified by market analysis as a "high need area".



III. Transit Network Improvements and Regional Transit Corridors Technical Report

Created by: MDOT MTA, 2020

Themes: Transportation network

Description: MDOT MTA developed a supplemental technical report to the Regional Transportation Plan (RTP) that identifies the transportation gaps, needs, and opportunities in the Central Maryland area. 2020

Summary: The report describes the identification of Transit Network Improvements, and the selection and prioritization of Regional Transit Corridors.

Relevant topics to Druid Park Lake Drive:

- MTA's Mondawmin Metro station is a regional transit hub within proximity of the project area. Network and corridor improvements associated with this transit hub will certainly have secondary effects/impacts on the project area. (p. 20)
- The RTP identifies 2 Early Opportunity Regional Transit Corridors (12- Mondawmin to South Baltimore & 20-Walbrook Junction to Berea) close to the project area. These corridors have been selected for their potential to benefit the highest number of people, jobs, and households in the region in the short term. (p. 28)
- The RTP identifies 1 Mid-Term Opportunity Regional Transit Corridor (22-Mondawmin to Hopkins Bayview) immediately North of the project area. These corridors have been selected for their potential to benefit a large number of people, jobs, and households in the region, however these tend to score lower in certain evaluation measures than Early Opportunity Corridors. (p. 29)

IV. Baltimore Complete Streets Manual

Created by: BCDOT, 2020

Themes: Complete Streets; transportation network

Description: BCDOT developed a manual with Complete Streets design standards for transportation infrastructure projects in 2020. This manual is still in draft form.

Summary: The Complete Streets Ordinance of 2018 requires that Baltimore's transportation system be designed and operated in ways that ensure the safety, security, comfort, access and convenience of all users of the streets, including pedestrians, bicyclists, public transit users, emergency responders, transporters of commercial goods, motor vehicles and freight providers. The transportation system must include integrated networks of connected facilities accommodating all modes of travel.

Relevant topics to Druid Park Lake Drive: The Complete Streets modal hierarchy established in the legislation and manual will apply to Druid Park Lake Drive.

Modal hierarchy:

1. Walking
2. Cycling / Public Transit/ micromobility
3. Taxi / Commercial Transit / Shared vehicles
4. Single Occupant Automobiles

The "Boulevard" street type would be a good model for Druid Park Lake Drive. Boulevards are defined by a grand scale and specific urban design characteristics such as wide sidewalks lined with street trees and furnishings. They often have wide planted medians or curbside landscaping. Boulevards connect important civic and natural places and often feature longer block lengths. They have higher-density buildings and more active land uses along both sides of the street than parkways. Medians may accommodate light rail or BRT. These streets support frequent transit in many cases and therefore, on-street parking and loading may be limited to off-peak hours. (28)

The “Parkway” street type is another typology option. Parkways extend through or along natural areas or large parks where there is a desire to maintain or create a park-like feel to the street. Elements often include wide planted medians and shared-use paths along the road instead of sidewalks. Parkway design should focus on minimizing impacts to the adjacent natural areas and maintaining the park-like character. This may be accomplished by using more natural construction materials such as wood or stone and by installing shared use paths rather than sidewalks. Transit is occasionally present on parkways.



V. Baltimore Greenway Trails Network

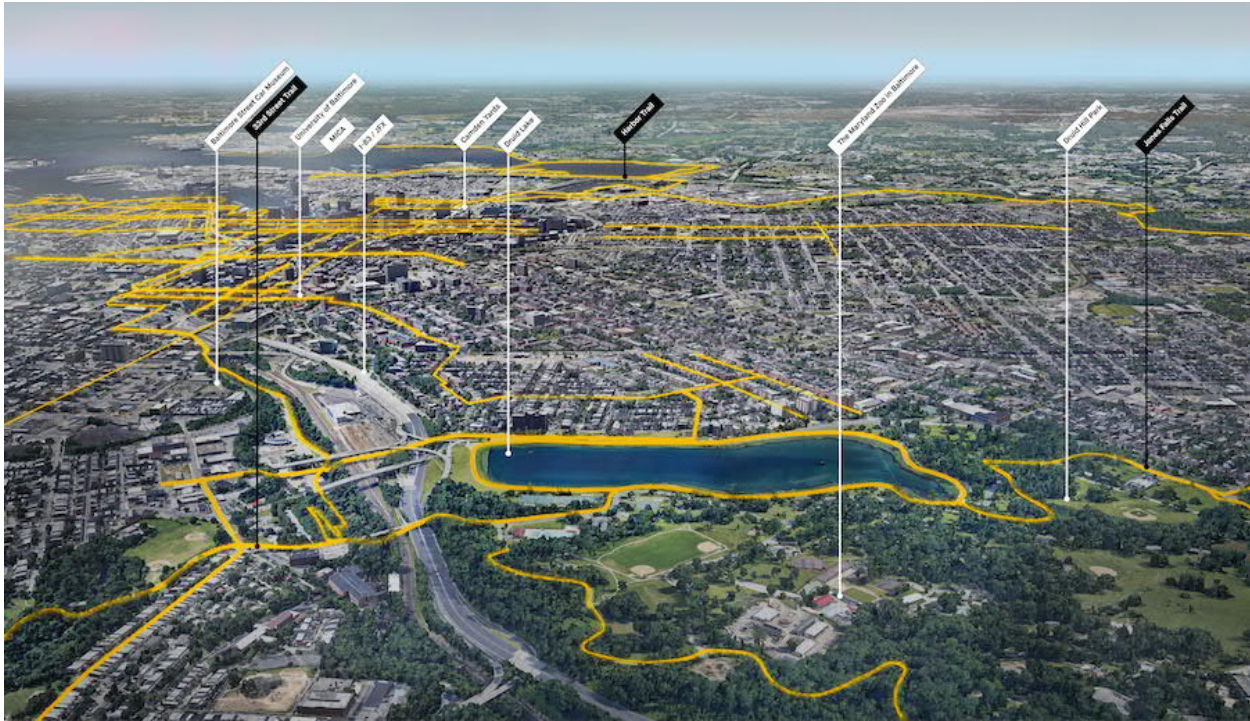
Created by: Baltimore City Department of Planning, 2018

Themes: Infrastructure improvements; transportation network

Description: This plan from 2018 envisions a holistic, city-wide system of nodes and corridors to connect parks and natural resources with safe, accessible routes for people and wildlife.

Summary: The Baltimore Greenway Trails Network is a plan for a continuous 35-mile trail throughout Baltimore allowing safe hiking and biking and providing access to major institutions, parks, schools and employment centers.

Relevant topics to Druid Park Lake Drive: The Greenway Trails Network includes several locations on or connecting to Druid Park Lake Drive. 1) Across I-83 along the Big Jump; 2) Druid Hill Park; 3) North of Druid Hill Park on the Jones Falls Trails; 4) Gwynns Falls Parkway. Community nodes are identified in Reservoir Hill, Parkview/Woodbrook and Park Heights.



Maps and Data

I. Base Map Druid Park Lake Drive

Created by: BCDOT, 2020

Themes: Map

Description: Map with DPLD Complete Streets study limits

Summary: Base map provided with the RFP for the Druid Park Lake Drive Complete Streets project.

II. Draft Peak Hour DPLD Figures

Created by: BCDOT, 2019

Themes: Data

Description: Pre- and post-construction peak hour average speed and travel time NB and WB on Druid Park Lake Drive.

Summary: Speeds and travel times for average weekdays. Limits of study: Druid Park Lake Drive at Park Circle to Sisson St.

Relevant topics to Druid Park Lake Drive: Limited traffic data.

III. Sample Massive Downloader Export

Created by: BCDOT, 2018

Themes: Data

Description: 2018 data on speed, average speed and travel time.

Relevant topics to Druid Park Lake Drive: Data showing key traffic characteristics on Druid Park Lake Drive. Data is limited.

IV. Analysis Segments

Created by: BCDOT

Themes: Data

Description: Map with Druid Park Lake Drive roadway segments for analysis.

Summary: Segments for analysis include

- Druid Park Lake Drive
- Parallels to DPLD: 41st and Whitelock
- Paths to North Ave
- Gwynns Falls Pkwy
- North Ave

Relevant topics to Druid Park Lake Drive: This document includes a map highlighting segments of the roadway, but does not include analysis of the intersections identified.

Neighborhood and Park Master Plans

I. Renewing Druid Hill Park

Created by: Baltimore City Recreation and Parks, Parks & People, Druid Hill Advisory Committee, 1995

Themes: Master plan

Description: "A Vision for the Future of Baltimore's Great Park". This is a master plan for Druid Hill Park created in 1995, which provides a comprehensive study of Druid Hill Park that studies and analyzes the physical and non-physical elements of the park.

Summary: Master plan includes discussion of:

- History
- Geology, topography, hydrology
- Vegetation
- Wildlife and habitats
- Circulation systems
- Structures
- Recreational facilities and programs
- Park users
- Park management
- Recommendations

Relevant topics to Druid Park Lake Drive: No specific information about Druid Park Lake Drive is included in this plan.

II. Penn North Area Master Plan 2006

Created by: Baltimore City Department of Planning, 2006

Themes: Master plan

Description: Master plan for the Penn North neighborhood developed in 2006

Summary: Provides an overview of the Penn North community (in 2006), focusing on land use and circulation, disinvestment and crime.

Relevant topics to Druid Park Lake Drive: The plan discusses lack of safe connections to Druid Hill Park and the need for improved pedestrian crossings at Fulton and Druid Park Lake Drive. One recommendation is to “reconfigure Druid Park Lake Drive to provide a gateway and transition between Druid Hill Park and the Penn North neighborhood”. Another recommendation is to “reconfigure Druid Park Lake Drive and Druid Hill Ave. to increase pedestrian safety with traffic calming measures and improved pedestrian signals”.

“Special traffic calming and pedestrian safety features...are already in the City pipeline and should result in significant improvements already in the next couple of years.” “The lack of a gateway or signage pointing to the park does not invite residents and visitors to it, nor provide a visual integration of the park and neighborhood. The Department of Recreation and Parks has secured funding to improve pedestrian access to the Park in the Funding Year 2007. This project will address a variety of pedestrian safety issues on Druid Park Lake Drive not only at the intersection with Fulton Avenue but at other main intersections to the north.” (Fig 19).



Figure 17: Currently the northern edge of the neighborhood is separated from Druid Hill Park by 10-lane Druid Park Lake Drive



Figure 18: Above: Existing conditions



Figure 19: Above: Potential improvement

III. Park Heights Master Plan 2008

Created by: Baltimore City Department of Planning, 2008

Themes: Master Plan

Description: A master plan document that outlines the goals needed to spur re-investment in and enact improvements to the Park Heights neighborhood. This is the 2008 amendment of the neighborhood's 2006 master plan; there have been no updates since that time.

Summary: Provides an overview of the Park Heights neighborhood, outcomes of the master planning process, and recommendations.

Relevant topics to Druid Park Lake Drive: The goal is to create maximum functionality among transportation resources so that they serve Park Heights users better while strengthening the neighborhood's character as it undergoes physical revitalization.

- Traffic data indicate that adjusting on-street parking and redistributing traffic from Reisterstown Road would create a stronger southern residential neighborhood and a better defined northern commercial corridor. Shifting additional volume to Park Heights Avenue would fortify its role as the primary main street of the neighborhood.
- Park Heights Avenue should act as an official, signature street and be an attractive, thriving, pedestrian-friendly boulevard. Improvements, such as street trees and curbside parking, should be implemented in a coordinated fashion to convey a sense of cohesiveness, but should accommodate variations in character that support different uses and activities—from residential to commercial to institutional uses—that occur along the Avenue's length.
- Reisterstown Road should be treated as a working Main Street in its middle and northern sections, with improvements that respect and enhance its commercial and industrial uses while making them more visually and functionally attractive to a wide range of users. The southern section should be treated to strengthen the residential feel and character.
- Bicycle Network: (As of 2006) Park Heights lacks a designated comprehensive bicycle-path network. In a neighborhood where approximately 40% of residents do not own cars, a highly functioning network takes on added importance. (p. 30)
- While a number of streets have volumes that support cyclist activity, they tend to be one-way and are occasionally too narrow to allow cyclists and motor vehicles to travel side-by-side.
- An on-road bicycle network will attract users for short neighborhood trips, access to parks, and trips to schools.
- Public Transit: Targeted enhancements could include physical and safety improvements at transit stations and bus shelters that are coordinated with streetscape and transportation improvements. Minor scheduling adjustments could improve service quality.
- TOD: The development of new commercial neighborhood centers along Park Heights at Cold Spring Lane and Belvedere, within walking distance of these TOD sites will significantly enhance their appeal. (p. 31)
- High-quality housing on one or more of Park Heights' TOD sites would help spur interest in other nearby residential development opportunities and bring badly needed disposable income into the community.

- The Park Circle intersection: the priority that Park Heights Avenue's southbound traffic has for entering the roundabout over Reisterstown Road's southbound traffic should encourage motorists to choose Park Heights Avenue over Reisterstown Road during congested periods. (p. 30)
- Park Heights Community Development Corporation: Serve as a positive and effective bridge and communication link between and among community residents, elected officials, other stakeholders, investors, and the City. (p. 45)
- Community Leadership and Mobilization: Create a representative Residents' Council. Council should have broad geographic, age, gender, etc representation.
- Establish a user-friendly community-wide communication mechanism to notify residents about meetings, future events, crisis alerts, public safety notices, existing services, etc.
- Plan and implement a series of neighborhood-level and community-wide actions to mobilize the community that rely on a coordinated and collaborative effort on the part of residents and leaders from all sub-neighborhoods.

IV. Liberty Heights Corridor Comprehensive Real Estate and Economic Development Assessment

Created by: Baltimore Development Corporation, 2015

Themes: Economic development assessment

Description: A real estate and economic development assessment examining trends in the Liberty Heights Corridor.

Relevant topics to Druid Park Lake Drive: The southeastern portion of the study area borders Druid Park Lake Drive/ Auchentoroly Terr/Reisterstown Rd. The plan does not specifically mention Druid Park Lake Dr. but does allude to development potential in the area.

V. Greater Rosemont and Mondawmin (GRAMA)

Created by: Baltimore City Department of Planning, 2014

Themes: Master Plan

Description: Master plan for the Greater Rosemont and Mondawmin communities in 2014

Summary: The northeast side of the Greater Rosemont and Mondawmin boundaries borders Druid Park Lake Dr. and Reisterstown Rd. Several of the strategies identified in this plan relate to Druid Park Lake Drive and Druid Hill Park connections.

Relevant topics to Druid Park Lake Drive: Strategy (p.74): Develop new shuttle system or enhance current neighborhood shuttle service to connect nearby colleges (BCCC, CSU and MICA) with Mondawmin.

Strategy (p. 78): Connect major anchors in the community through trails, pedestrian paths and bike routes. Druid Hill Park is cited as an anchor that should be connected. Develop a trail connecting the Gwynns Falls Trail, Druid Hill Park and Jones Falls Trail.

Strategy (p. 87): Protect and support tree canopies on Druid Park Lake Drive.

The plan calls for “developing a trail connecting nearby Gwynn Falls, DHP, and Jones Falls trails.” – This supports pedestrian and bicycle safety improvements at the Gwynn Falls Pkwy/Auchentoroly intersection and the Liberty Heights Ave/Auchentoroly intersection.

VI. John Eager Howard INSPIRE Plan

Created by: Baltimore City Department of Planning, 2017

Themes: Safety, infrastructure improvement

Description: Planning document from 2017 for the area surrounding John Eager Howard (now Dorothy I. Height) Elementary School, focusing on housing, environmental sustainability, safety, sanitation, transportation and health.

Summary: This plan was developed in parallel with the redevelopment of John Eager Howard (now Dorothy I. Height) Elementary School in Reservoir Hill, focusing on actions to improve infrastructure within a quarter-mile radius of the school to strengthen connections between the school and community. The plan provides recommendations to invest in the housing market, improve safety, improve sanitation, create an environmentally sustainable neighborhood, create opportunities for health and wellness, and create connections and access.

Relevant topics to Druid Park Lake Drive:

- The plan includes recommendations for creating connections and access.
- Strategic Development Opportunities - The plan notes that there are three parcels of City-owned land on Druid Park Lake Drive at the northern border of Reservoir Hill, adjacent to the Druid Hill Reservoir.
- Recreation and Open Space – “Druid Hill Park is adjacent to the Reservoir Hill and Penn North neighborhoods and offers walking trails, the Howard Peters Rawlings Conservatory, playgrounds, ball fields and Safety City, a Department of Transportation-run program teaching children how to safely cross the street and bicycle. These neighborhoods, however, lack safe, comfortable pedestrian connections directly to Druid Hill Park.”
- Druid Hill Park is undergoing a “Druid Lake Finished Water Tanks” project, which will add 14 acres of usable park space over two covered water tanks on the western end of Druid Lake.
- Transportation – Reservoir Hill and Penn North experience a large amount of cut-through traffic and speeding issues on small neighborhood streets.
- Improve Walking and Biking Access and Safety in Neighborhoods – Strategy 30 – Continue to improve safe walking and biking connections to Druid Hill Park. At the time of writing, BCDOT and Rec and Parks were improving pedestrian access at Madison and Fulton Avenues. The plan recommends that DOT evaluate traffic patterns and study the area to improve connections to the park and make Druid Park Lake Drive pedestrian friendly.
- Input generated through a workshop – Druid Park Lake Drive is a barrier in the neighborhood. Sidewalks along Druid Park Lake Drive between Brookfield and Lakeview are a challenge.
- “Reservoir Hill has many large, historic homes, most of which are well maintained. The neighborhood has seen public and private re-investment over the last two decades, resulting in

an increase in homeownership and a decrease in vacant buildings. The few remaining vacant buildings are either actively being renovated or are being addressed by the Reservoir Hill Improvement Council and the Baltimore Housing's Code Enforcement Division. In contrast, Penn North continues to struggle with the impact of decades of disinvestment in its housing stock and infrastructure, despite excellent transit access and proximity to Druid Hill Park."

VII. Living Design Lab Mixed-Use Concept

Created by: Living Design Lab, 2017

Themes: Site design

Description: A "pre-development study" from 2017 meant to conceptualize potential mixed-use development opportunities along Druid Park Lake Drive.

Summary: The concept identifies opportunities for residential development (identified as The Linden and The Lakeview facilities between Linden and Lakeview Avenues) and recreational uses in Druid Hill Park (identified by a proposed amphitheater and the possibility of cultural, passive, and recreational activities). This is also a landing page for future iterations of the study as it progresses.

Relevant topics to Druid Park Lake Drive: Shows rendering of a mixed-use development concept on Druid Park Lake Drive and pedestrian access between the development and Druid Hill Park.

VIII. Clipper Mill Development Traffic Mitigation Agreement

Created by: BCDOT, 2020

Themes: Pedestrian safety, signage and pavement markings

Description: Traffic Mitigation Agreement (TMA) for Clipper Mill Developments on 2001 Druid Park Dr.

Summary: Study conducted to identify strategies to mitigate and improve multimodal transportation access to the Clipper Mill development.

- Location map showing crosswalk and pavement markings to be developed on Druid Park Dr. at the expense of the developer for Clipper Mill Developments.
- Traffic Mitigation Agreement – BCDOT and Clipper Mill LLC

Relevant topics to Druid Park Lake Drive: Pedestrian Improvements on Druid Park Drive.

The intersections are located outside of the Druid Park Lake Drive Complete Streets project area.

IX. CAC Meeting Slides Westside Elementary 2021-01-11

Created by: Baltimore City Recreation and Parks, 2021

Themes: Upcoming development

Description: City Advisory Committee for West Side Elementary replacement with recreation center.

Summary: BCRP is planning to demo West Side Elementary school this August and replace it with a new recreation center. Construction would begin in April 2022 and run through 2024. The attached presentation was shown to me today, I'm going to be a part of the interagency advisory council. They're planning to make some sidewalk and landscaping improvements along the surrounding streets. Slide 6 gives you a pretty good visual as to how close this is the DPLD.

Relevant topics to Druid Park Lake Drive: There are three concept designs for the site and feedback was sought on which one was preferred by the City agencies. The renovation of this site will add additional recreational opportunities within ¼ mile of Druid Park Lake Drive, underscoring the need for safe connections on Druid Park Lake Drive.

Appendix B

Stakeholder Engagement

- Engagement Summary
- Stakeholder Interviews
- Visioning Summaries
- Public Meeting Summaries
- Fact Sheet
- Comment Card Response Summary

Stakeholder Engagement Summary

Outreach for the Druid Park Lake Drive Complete Streets Design Effort began in February 2021. The outreach list includes community and stakeholder groups for 80 organizations, associations and representatives not including interagency stakeholders. 926 individuals, recorded throughout the duration of the project, provided contact information for future updates.

- February 25, 2021 – Community Stakeholder Visioning Session hosted by WSP
 - March 4, 2021 – Interagency Visioning Session hosted by WSP
 - March through April – information gathering interviews
 - Leon Pinkett
 - New Auchentoroly Terrace – Graham Coreil-Allen
 - Park Heights Renaissance – Yolanda Jiggetts
 - Woodberry community Association – Patricia Adams
 - Penn North Community Association – Angela Hall
 - Reservoir Hill Improvement Council – Suzanne Rackl
 - April 28, 2021 – Community meeting one
 - Flyer distribution and social media to community stakeholders
 - BCDOT social media
 - Advertised in the Baltimore Times and the Afro-American newspapers
 - Presentation and materials posted to BCDOT website
 - Comment Card (333 responses). This card was for general input. Hardcopies were provided to community organizations who volunteered to distribute in their neighborhoods.
 - Reservoir Hill Improvement Council
 - New Auchentoroly Terrace Association
 - Woodberry Community Association
 - Bolton Park Neighbors
 - Whittier Monroe Community Neighborhood Association
 - Upper Eutaw Madison Neighborhood Association
 - Park Heights Renaissance
- Additional comments were collected through in-person engagement
- Juneteenth event hosted by Park Heights Renaissance
 - Farmers Market
 - Emails to community groups
 - Social media post BCDOT
- July 29, 2021 – Meeting with Go Northwest and their network
 - August 10, 2021 – Meeting with BPD and BCFD to discuss emergency response concerns
 - October 7, 2021 – community meeting two
 - Flyer distribution and social media to community groups
 - Flyer distribution at
 - Druid Hill Park farmers market
 - Cloverdale Basketball Court
 - Druid Hill Park
 - German Park
 - Whitelock Farm
 - Advertised in the Baltimore Times and the Afro-American newspapers

- Presentation, materials and transcript posted to BCDOT website
- October 18, 2021 – Meeting with Garwyn Oaks United Neighbors (as requested)
- November 23, 2021 – Meeting with Reservoir Hill Improvement Council (as requested)
- December 9, 2021 – Meeting with New Auchentoroly Terrace Association (as requested)
- December 14, 2021 – Meeting with Reservoir Hill Association (as requested)
- January 27, 2022 – Meeting with the Mayor’s Bicycle Advisory Commission (MBAC)

The comment period for concept designs opened on October 7, 2021 and remained open until January 17, 2022. Extension announcements and reminders went out November 2, November 12, and December 17, 2021.

80 community organizations and stakeholder groups were included in emails that provided an electronic version of the promotional flyer, a link to the comment form, and graphics for sharing with their social media networks.

Updates and comment extension announcements were sent to contacts who signed up for emails.

BCDOT was provided with content for social media posts.

Printed flyers, a copy of the full October 7 presentation, and blank comment cards were provided to Enoch Pratt Library locations Walbrook branch and Pennsylvania Avenue branch.

Printed flyers, a copy of the full October 7 presentation, and blank comment cards are available for walk-ins at the security desk on the first floor of DOT’s offices at 417 E. Fayette St, Baltimore.

Postcards were sent to 4,352 households within ¼ mile of the park (mailed the last week of December 2021) providing a QR code and website address to comment on the concepts.

Druid Park Lake Drive Community-Based and Stakeholder Organizations (79)

2500 Block McCulloh Street Association
Ashburton Area Association
Baltimore Bicycle Works
Baltimore City Commission for Historical and Architectural Preservation
Baltimore City Community College
Baltimore City Council*
Baltimore City Department of Planning*
Baltimore City Department of Public Works*
Baltimore City Department of Recreation and Parks*
Baltimore City Department of Recreation and Parks, Druid Hill Farms*
Baltimore City Department of Recreation and Parks, H.P. Rawlings Conservatory and Botanic Gardens*
Baltimore City Department of Transportation*
Baltimore City Fire Department*
Baltimore City Mayor's Office*
Baltimore City Office of Sustainability*
Beth Am Synagogue*
Bikemore*
Black Arts District
Black People Ride Bikes
Black Running Organization
Bolton Park Neighbors*
Boy Scouts of America
Coppin State University
Druid Heights Community Development Corporation
Druid Hill and McCulloh Street Preservation Board
Druid Hill Farmers Market
Druid Hill Park Partnership
Enoch Pratt Free Library
Eutaw Place/Madison Place Historic District Architectural Review Committee
Friends of Druid Hill Park*
Fulton Heights Community Association
Garwyn Oaks United Neighbors Association*
Gethsemane Baptist Church*
GO Northwest Housing Resource Center
Greater Mondawmin Coordinating Council*
Greater Remington Improvement Association (GRIA)
Hanlon Improvement Association
Harrison Development
Historic Marble Hill Community Association
In For Of, Inc (IFO)
Islamic Community School
John Hopkins Hospital*
John Hopkins University
Jones Falls Watershed Association, Jones Falls Trail

Lakeview Block Watchers
Lakeview Tower Resident Advisory Board
Liberty Square Community Organization*
Madison Avenue Neighborhood Improvement Association
Maryland State Senate District 40*
Maryland Zoo*
Maryland Department of Transportation, Maryland Transit Administration
Meadow Development Group
Mondawmin Neighborhood Improvement Association
Mt Royal Terrace Historic District
Neighborhood Design Center*
New Auchentoroly Terrace Neighborhood Association*
No Boundaries Coalition*
Nsoroma Academy for Holistic Thought
Open Society Institute Baltimore
Panway Neighborhood Improvement Association*
Park Circle Community Association*
Park Heights Renaissance*
Parks and People Foundation*
Penn North Community Association*
Pennsylvania Avenue Main Street
Rails to Trails Conservancy
Reservoir Hill Association*
Reservoir Hill Improvement Council*
Reservoir Hill Mutual Homes, Inc.
St. Francis Neighborhood Center
TAP Druid Hill
The Neighborhood Design Center*
Unknown Studios*
Upper Eutaw Madison Neighborhood Association*
Upton Planning Committee
US Department of Transportation, Federal Highway Administration
Whittier Monroe Community Neighborhood Association*
Woodberry Community Association*

* organizations, agencies and stakeholders who participated in focus groups, interviews, and community meetings.

APPENDIX B: STAKEHOLDER INTERVIEW SUMMARY

Purpose of Interviews:

- Identify community perspectives and concerns specific to both vehicular and non-vehicular travel along the Druid Park Lake Drive corridor and when accessing Druid Hill Park from Druid Park Lake Drive and the surrounding transportation network.
- Identify community goals for the project.
- Engage key stakeholders to raise awareness about the project and encourage involvement when requested.
- Find out if there are other key stakeholders we should engage.

Protocols:

- PRR held interviews through Zoom and phone conversations.
- In three instances the original interviewees were unable to be interviewed or suggested an alternate contact to serve as an interviewee.
- Interviewees were provided with questions in advance and contact information for follow-up questions.

Interviewees:

Community Representatives:

Woodberry – Patricia Adams, of the Woodberry Community Association. She was interviewed as the president of WCA, with the suggestion of Tracey Brown (WCA secretary).

Reservoir Hill - Suzanne Rackl, of the Reservoir Hill Improvement Council.

Penn North - Linda Grey, a representative of Penn North as a block captain. She was interviewed at the suggestion of Annie Hall, of the Penn North Community Association.

Park Heights and Park Circle - Yolanda Jiggetts, of Park Heights Renaissance. Yolanda was interviewed as an alternate to Pam Curtis (of the Park Circle Community Association) who PRR was unable to reach after several rescheduled interviews.

Stakeholders:

Leon Pinkett, the former Baltimore City 7th District Councilman.

Graham Coreil-Allen, of the Access Project- Druid Hill.

Questions and key messages

- 1) First, please tell me about the people and groups in your community that you represent (Prompts: business, neighborhood, community group; their size; and special interests or focus).
 - a. Woodberry – WCA is active in reviewing proposed development projects. The group is concerned about increased traffic from outside the neighborhood with the completion of park improvements.
 - b. Reservoir Hill – RHIC focuses on placemaking, beautification, bringing in resources for both knowledge and capital financial needs, including visual improvements, housing, advising, counseling, and other on-the-ground programming like financial literacy.
 - c. Penn North – They are a small but active group of concerned neighbors focused on removal of drug use, community cleanliness, and keeping the community aware of issues.

- d. Park Heights/Park Circle – Park Heights and Park Circle have more than twenty active community organizations. Park Heights Renaissance acts as the Community Development Corporation and a Community-based Organization focused on redevelopment and neighborhood economic development to support neighborhood revitalization. PHR focuses on supporting the efforts of returning citizens and youth to work towards a positive future.
 - e. Leon Pinkett is the immediate past councilman for District 7, and a long-time resident and pastor in the community.
 - f. TAP –The Access Project Druid for Hill Park is a coalition that envisions a future where residents of all ages and abilities are able to reach the recreational, public health, and cultural benefits of Druid Hill Park using safe and accessible Complete Streets. Graham also represents the New Auchentoroly Terrace Association.
- 2) What should we know about the context or characteristics of the community the project is located in (i.e., cultures and diversity, language, youth, elders, etc.)?
- a. Woodberry – This area is mostly white and not very diverse. There are many long-term residents with a lot of young white people moving into the community. It is working class, and the infill development is repurposing old mills as mixed-use space. Its nickname is TV Hill, as that’s where several of the television broadcast companies are stationed.
 - b. Reservoir Hill – It is recognized as an integrated community with a history of being predominantly Jewish and Black, although it has a smaller Jewish population now than previously. It consists mostly of renters, with mixed housing types (affordable housing and high market rate), which demonstrates the mixed income of neighborhood.
 - c. Penn North – There is a lot of demolition of older homes happening, although new developers are not reliable. The neighborhood includes mostly long-term older residents, as young families tend to move away for better schools. It has a predominantly Black population with few white and Latinx residents.
 - d. Park Heights/Park Circle – This is a diverse community with 30,000+ residents and over sixty businesses and faith-based organizations. Residents are very vocal and generally feel frustrated with the lack of progress in the neighborhood and the continued lack of community engagement on improvement projects. PHR is trying to bridge the gap between developers and the community.
 - e. Leon Pinkett – The park is the front door to the community, but it is easier and safer to drive to it than to cross eight lanes of traffic. Community voices have historically been ignored. However, improvements to DPLD and connections to the park can create unrealized economic benefits that will help legacy homeowners.
 - f. TAP – A highway was blasted through this community decades ago. Now is the chance to undo some of the resulting harm to the community.
- 3) What are the main connector roads and access points your community currently uses to get to Druid Park Lake Drive and the park?
- a. Woodberry – Parkdale and Greenspring avenues, with unofficial paths into the park from the Brick Hill community.
 - b. Reservoir Hill – Eutaw Place and Brookfield Avenue, exiting the neighborhood; Madison and Linden avenues, entering the neighborhood.
 - c. Penn North – Fulton to Druid Hill avenues and McCulloh Street, to get into the park; Reisterstown Road, Gwynns Falls Parkway and Auchentoroly Terrace, to get in and out of the neighborhood.
 - d. Park Heights/Park Circle – Greenspring Avenue and Reisterstown Road. There was recently work at the Reisterstown Road entrance, but the community is unhappy with it.
 - e. Leon Pinkett - DPLD has become a cut-through for commuters.
- 4) Are there additional Druid Park Lake Drive crossing points that you would like to see evaluated as part of this study that are not currently available?
- a. Woodberry – Not specifically for Woodberry, but we would like to see Reisterstown Road redesigned as a greenway for cyclists and pedestrians for safer entrance into the park.

- b. Reservoir Hill – The crossing at Eutaw Place needs to be more closely evaluated. A connection to Linden Avenue would benefit eastern residents. They should reconfigure the Park Avenue exchange. There should be a connection to the Remington neighborhood grocery store.
 - c. Penn North – There are a lot of accidents at Woodbrook Avenue and Retreat Street. Misdirected drivers come from the 28th Street bridge and from I-83 as a result of construction.
 - d. Park Heights/Park Circle – Evaluate the connection to the 3500 block of Reisterstown Road. The Reisterstown Road/Druid Park Drive/Park Heights Avenue intersection is very vehicle oriented and confusing for drivers, making it dangerous for pedestrians. Is it possible to add a connection to the park between Reisterstown Road and Greenspring Avenue? After the curve, drivers speed because the road straightens.
 - e. Leon Pinkett – They should consider the connection between the Parkview Recreation Center, Cloverdale basketball courts, and Druid Hill Park. The “spaghetti-junction” at Fulton Avenue makes the park inaccessible. Can the area around the intersection of McCulloh Street and Druid Park Lake Drive be reconfigured to close off the inner loop, allowing one way in each direction and providing better pedestrian access.
 - f. TAP - There is an opportunity for additional points-of-entry along Auchentoroly Terrace on the west side of the park. In the past there were twenty-four side street connections to the park, now there are only eight. Auchentoroly Terrace, Orem Avenue, and Ruskin Avenue give access to Druid Hill Avenue, but you have to walk several blocks north or south to get to the park. Bryant and Whittier avenues would make good connections. A crosswalk is needed at Ruskin Avenue, or reduce the number of lanes between Gwynns Falls Parkway and Fulton Avenue. Anything less won't be useful. It's not just about the eight lanes, but also the distance north and south between entrances to the park.
- 5) Which modes of travel would you like to see incorporated into this corridor study (bicycle, pedestrian, scooter, transit, cars)?
- a. Woodberry – Cycle and pedestrian; and safer access to the Light Rail stop at Union Avenue.
 - b. Reservoir Hill – All of the above, especially for bikes. Scooter use is growing. Keep the Big Jump, the path is accessible for pedestrians, cyclists, and those who use mobility devices along DPLD and 28th Street.
 - c. Penn North - Public transportation; the community walks to the Penn North subway and several bus lines that they use for transit to work, school, and access to resources and shopping. There are a lot of pedestrians.
 - d. Park Heights/Park Circle – A lot of people walk to the bus stops on Reisterstown Road and Park Heights (82,83,85,91 routes). Yolanda is unsure about how the community feels about the bike lanes, she has only been with PHR for one year and with the pandemic, it is hard to tell (need community input).
 - e. Leon Pinkett - Accessibility pathways to the park are important for pedestrians, cyclists, people who have limited mobility/use mobility devices, and/or have physical limitations.
 - f. TAP - The MDOT MTA BaltimoreLINK Yellow Line runs through the corridor, but there are no bus stops on Auchentoroly Terrace. A lot of people rely on bikes for commuting and there has been a surge in recreational cycling. We see a lot of scooter usage in this neighborhood.
- 6) What is the main form of transportation your community uses to access Druid Hill Park and other recreational facilities in the area (walking, biking, scooter, car, other?)
- a. Woodberry – Biking and walking. We use vehicles to get to the Druid Hill Farmer's Market.
 - b. Reservoir Hill – Bikes and vehicles. We access the park with vehicles because it is not safe to cross DPLD.
 - c. Penn North – There is walking during the daytime. There is a perception of crime at night, so there is less walking after dark.
 - d. Park Heights/Park Circle – The bus is the main form of transportation for people in this community. People don't feel that it's a walkable community. People drive their cars into

- the park because the access points are far away and getting there on foot does not feel safe.
- e. TAP – Bus riders, scooters, walking.
- 7) What is your biggest concern when crossing Druid Park Lake Drive?
 - a. Woodberry – We don't cross the Drive. We drive to Greenspring Avenue to access the park.
 - b. Reservoir Hill – Dying.
 - c. Penn North – There is less concern here of high speed and more concern about congestion as a result of a combination of the bike lane and construction creating traffic back-ups at traffic lights.
 - d. Park Heights/Park Circle – High speed traffic. Traffic that comes at you from all directions.
 - e. TAP - Coordinated signals should be restored at every sidewalk.
 - 8) What is your community's main destination(s) within the park?
 - a. Woodberry – Zen garden, frisbee golf, Druid Hill Park Farmer's Market, pool, Maryland Zoo, reservoir, walking trails.
 - b. Reservoir Hill – Walking trails, Druid Hill Park Farmer's Market, pool, Maryland Zoo, Rawlings Conservatory.
 - c. Penn North – Relaxation (general) and walking paths, tennis, pool.
 - d. Park Heights/Park Circle – Everything in the park is so far away. The area that we use to access the park (Druid Park Drive and Reisterstown Road) is a “dead zone” that feels secluded and isolated. Nothing happens here, and it feels unsafe. The closest park feature is the disc golf course. If there were a safe way to get there, we could connect that activity to youths in the community. Connect the community to the park with a well-lit pathway that leads to an inviting destination that includes community art, a recreational area for residents, or a community gathering space for events like a movie night.
 - e. Leon Pinkett - Improvements to the interior need to match the accessibility so people can enter the park at appropriate points.
 - f. TAP – Druid Hill Farmer's Market.
 - 9) Are there other historical amenities in the community that this project can highlight?
 - a. Woodberry – TV Hill, old mills, connections to the East Coast Greenway, intersection of Parkdale and Clipper with art and office space.
 - b. Reservoir Hill – Historic buildings, Emmerson Mansion, residential historic houses, highlight the pump station as a point of interest, the arches at Madison Avenue.
 - c. Penn North – Art pieces at the Auchentroloy Terrace and Gwynns Falls Parkway park entrances.
 - d. Park Heights/Park Circle – Park Heights is on the National Register of Historic Places. Plantation Park Heights Urban Farm at 3811 Park Heights Avenue is a growing destination for urban farmers, educators and schools, and the community.
 - e. TAP – Bring in public art, especially in combination with traffic calming elements at cross walks. Highlight the arches at Madison Avenue. Restore the park gateways at Linden, Fulton and Ruskin avenues.
 - 10) Do you feel that traffic calming techniques, such as a boulevard-style design with trees and crosswalk bump-outs, would be supported by the community?
 - a. Woodberry – Yes, we are so often a pass-through for traffic. Greenery will be supported as long as it is the right kind.
 - b. Reservoir Hill – Absolutely. Trees, bump-outs, shifting to one lane in each direction.
 - c. Penn North - Yes, as long as it doesn't cause more congestion. Streetlights, like the new ones on North Avenue. Trees.
 - d. Park Heights/Park Circle - Yes, we are in support of greening and beautification, but it must be connected with slowing the traffic flow and marketed as a gateway into a community.

- 11) Is there anything else you would like the design team to know as they think about conceptual design for a safer Druid Park Lake Drive?
 - a. Woodberry – Not specifically.
 - b. Reservoir Hill – Speed limit enforcement with speeds not to exceed 30 MPH. Keep the Big Jump, especially for those with physical limitations.
 - c. Penn North – Updates to the crosswalks. Make sure the existing equipment works. Accessible and safe for kids on bikes and parents with kids on the back of bikes.
 - d. Park Heights/Park Circle – Make the crosswalks safer and add traffic calming elements. Engage the community. Connect with Recreation & Parks as to how to make the park an asset to the community as a focal point.
 - e. Leon Pinkett – Engage legacy neighbors during organizing efforts, not just the people responding that are the most consistent and vocal voices.
 - f. TAP - The roadway should better benefit transit, specifically bus stops that accommodate both transit and school busses.

- 12) Are there any new development projects planned along Druid Park Lake Drive? What kinds of uses do you anticipate being added to these sites and how might this impact the use of Druid Park Lake Drive?
 - a. Woodberry - There is a lot of construction along the Light Rail line aimed at attracting young professionals and university students and employees from new residential construction.
 - b. Reservoir Hill - The parcel at the 800 block of DPLD facing the lake is to be developed as apartments. There is a plan for mixed use construction at Madison Avenue.
 - c. Penn North – There are improvement projects along Pennsylvania Avenue that will bring more people to the area. Youth Center on Woodbrook Avenue. (interviewers note: Parkview Recreation Center redesign).
 - d. Park Heights/Park Circle – There are development projects underway in Park Heights. Park Circle is a target area with funding set aside to focus on housing and a strategy for redevelopment. The city has acquired a third of the vacant parcels in the 3400 – 3700 blocks of Park Heights Avenue and is creating a block-by-block redevelopment strategy that will include mixed-use development with small retail and residential property.
 - e. Leon Pinkett - The city needs to invest the capital funding to support the redevelopment of the reservoir.
 - f. TAP – There is an added need for bus shelters since the closing of West Elementary School and the bussing of children to Dorothy Heights Elementary School.

- 13) What else should the project team know about the project area? (Prompts: Safety issues near a particular location, plans for new community buildings)
 - a. Woodberry – No additional comments.
 - b. Reservoir Hill – No additional comments.
 - c. Penn North – Parkview Recreation Center and Gethsemane Baptist Church (both on Francis Street) are important destinations.
 - d. Park Heights/Park Circle – Get feedback from the community and work in partnership with Recreation and Parks. Gillis Memorial Christian Community Church is a large and active congregation.
 - e. TAP - Reisterstown Road has the highest number of vehicle crashes in Maryland. It is also the highest used access road to Druid Hill Park.

- 14) Who else should we be talking with about this project? (any other affected groups, organizations that represent them, or individuals)
 - a. Woodberry – Druid Hill Park Partnership, Friends of the Jones Falls (Central Baltimore Partnership), and the neighborhoods of Hampden, Medfield and Remington.
 - b. Reservoir Hill – Dean Harrison (developer)
 - c. Penn North – No additional contacts.
 - d. Park Heights / Park Circle - Farmer Chippy with Plantation Park Heights Farm. Representatives of all 20 community organizations in this neighborhood, not just those

directly adjacent to the park. Someone from the Cylburn Community because it connects to Greenspring Avenue, Gillis Memorial Christian Community Church

- e. Leon Pinkett – Engage Black and brown communities and Black led bicycling groups.
- f. TAP – Black led bicycling groups from all over the city; Friends of Druid Hill Park; Riviera Tower (Doriee Ford, a wheelchair user and community voice); and Mona Lisa Diallo. The project team should be aware of some “bad actors” who will try to derail the project.

15) In your opinion, what would you consider a successful project?

- a. Woodberry - As much traffic calming as possible and more non-auto access.
- b. Reservoir Hill - Fewer lanes for cars, and highlight the park entrances with public art, vegetation, and beautification. Make the Big Jump permanent. Placemaking. Safe cross walks at Swann Drive and Linden Avenue.
- c. Penn North – Preventing traffic congestion.
- d. Park Heights / Park Circle - A cleaning and beautification project that results in a visual asset that supports the mental and physical safety of residents and creates a sense of pride in the community.
- e. Leon Pinkett - Reduce the number of lanes and traffic speed; limit the traffic volume. Significant change will be measured by increased pedestrian and cyclist activities, and multimodal other use, with a decrease in vehicles.
- f. TAP - For less pass-through traffic and vehicles traveling through the community, which causes traffic congestion and pollution; and to make it safer for the community to get to the park. In addition, keep vehicle speeds to 25 MPH.

16) Is there anything else you would like to share?

- a. Woodberry – No additional comment.
- b. Reservoir Hill – There should be an elevated crosswalk that connects to the upper ring promenade around the lake. If that isn’t possible can you tunnel under the road?
- c. Penn North – No additional comments.
- d. Park Heights / Park Circle – A community survey of these questions will go a long way in building trust and a sense of authentic engagement.
- e. Leon Pinkett - Another commitment that has to be made is to the Big Jump. Improvements to DPLD will need to have a commitment from the city for maintenance. A pedestrian bridge will always be a discussion.
- f. TAP – Use the Percent for Art program to fund public art. Don’t neglect the Mondawmin neighborhood. It is always the last to get attention. Look at emergency strategies for an interim solution such as a low-cost road diet.

Take-Aways

1. Include Black and brown community voices and reach out to neighbors who are less vocal, perhaps with a community survey.
2. Neighborhoods have differing traffic experiences: the Woodberry neighborhood sees less of an impact from DPLD traffic than other neighborhoods, while the Penn North neighborhood struggles with traffic congestion rather than the high speeds experienced in other neighborhoods.
3. All interviewees report that accessing the park from the neighborhoods is easier by car and dangerous for pedestrians, cyclists, scooters, and those with physical limitations because of the number of lanes that require crossing.
4. Improving safety at existing park connections is a higher priority than new connections.
5. Make the Big Jump permanent and require Baltimore City to maintain it.
6. Upgrade existing crosswalks and create traffic calming, art, and other highlighted features at park entrances.
7. Add bus stops and amenities to existing bus stops. Coordinate city bus and school bus use.
8. Reduce traffic speeds to 25 MPH.
9. Reconfigure high use vehicle access points to slow through-traffic.

Interagency Visioning Meeting Summary

Date: April 9, 2021

Time: 10:00 AM – 12:00 PM

I. Overview

Baltimore City DOT and the WSP project team hosted an interagency visioning meeting to gain input on the Druid Park Lake Drive corridor from partner agencies, elected officials and partners from the Maryland Zoo. Through this meeting, the project team provided information about the project, existing plans and studies, key themes, community stakeholder outreach and data analysis performed on the corridor.

The interagency group provided input to the project team through two collaborative exercises focusing on key issues on Druid Park Lake Drive and considerations for design options for the corridor being assessed by the project team.

- a. Background on the Druid Park Lake Drive Complete Streets Feasibility Study project
- b. Key themes identified through review of existing plans and studies
- c. Predominant issues on the corridor
- d. Summary of traffic and crash data
- e. Summary of community stakeholder visioning and themes identified through this outreach
- f. Collaborative exercise to identify “things to know” on the corridor
- g. Collaborative exercise to discuss considerations for design options

II. Participants

Name	Agency/Organization
Will Ethridge	BCDOT
Wes Mitchell	WSP
Kathryn Hendley	WSP
Heather Martin	WSP
Theo Ngongang	BCDOT
Tereina Galloway	BCDOT
Matt Hendrickson	BCDOT
Eric James	BCDOT
John Malinowsky	BCDOT
German Vigil	BCDOT
Graham Young	BCDOT
Meg Young	BCDOT
Linzy Jackson	BCRP
Jamie Richardson	MDOT MTA
Jeff LaNoue	DOP
Sharon Middleton	City Council
James Torrence	City Council
William Andersen	BCRP

Larissa Torres	BCRP
Matt DeSantis	DOP
Yolanda Winkler	DPW
Ira Kowler	BDC
Diane Hutchins	Maryland Zoo
Karl Kranz	Maryland Zoo
Claire Agre	Unknown Studio
Nick Glase	Unknown Studio
Erin Rudemiller	Unknown Studio

III. Outcomes:

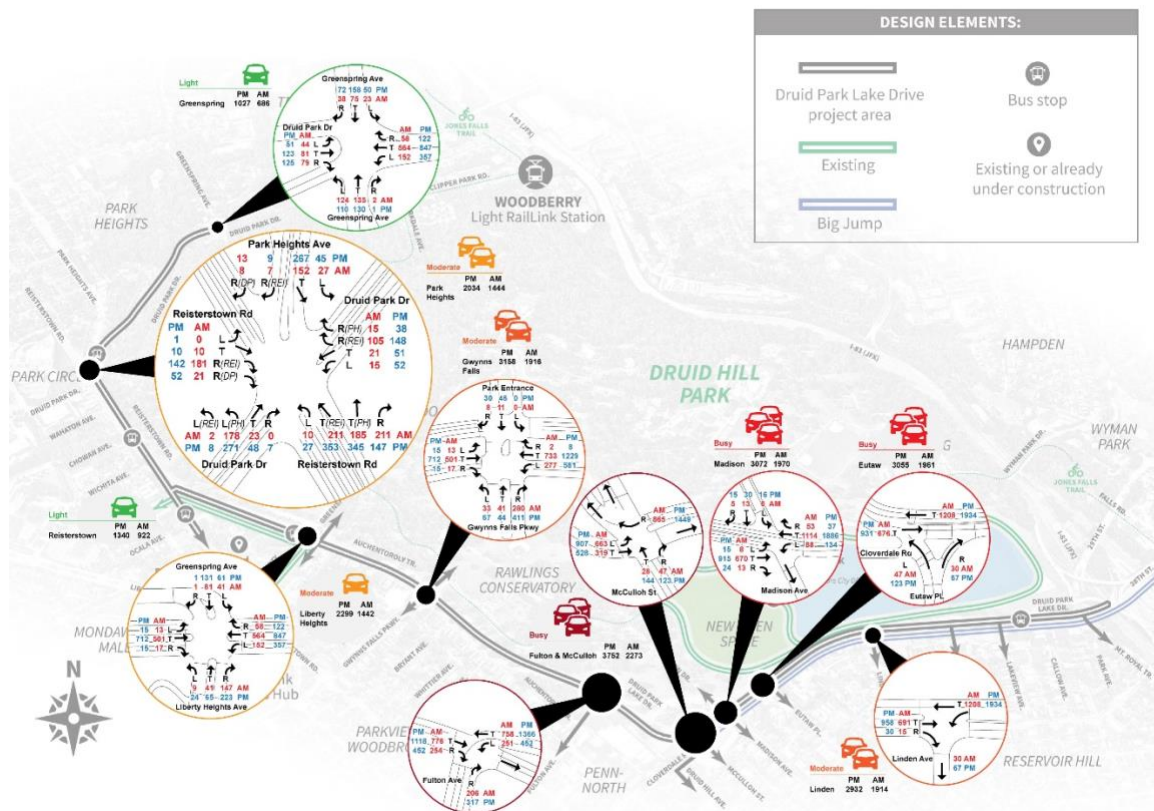
The input generated through the visioning exercise is included by section below.

Existing Plans, Studies and Project

One new project was added to the map:

- Quick Build project at Gwynns Falls Reisterstown and Gwynns Falls at Monroe

Traffic Map



A participant commented on the Traffic Counts map: “Weren't the counts taken when DPLD was one lane westbound? How is the PM volume so high? Doesn't look like it balances well with the intersection to the west.”

Additional Project Themes

Participants added 20 new themes to the list of themes generated by the community stakeholder group.

- Make car traffic flow smoothly – sync the lights!
- Reduce pedestrian delay – short signal cycles or safe uncontrolled crossings
- Not just landscaping – Large shade trees lining the road and the paths and they will need good soil volume
- Making the roadway feel it is part of the park
- Trees and good ones that provide large canopies
- Simple intersections (none of that McCulloh, Fulton stuff)
- Less pavement – road diet
- Consider MTA/bus access and possible inner park public transit – bring back the park loop “trolley”
- Keep traffic inside the park low- traffic doesn’t reroute through the park
- Making the roadway feel like it’s part of the park
- Please remember that there is a 24/7, \$15M business enterprise with living beings known as The Maryland Zoo in Baltimore that is owned by the City of Baltimore. We need unimpeded access at all times from several entrance points.
- Consider taking away travel lane for cycle track to connect to Greenspring Forest Drive park internal roads
- There needs to be a major lane reduction around the park that would then be used as space for people walking and accessing the park
- Safe pedestrian crossing at Linden and DPLD
- Can the new federal infrastructure money help fund some of this? That plan is specifically geared towards addressing racial inequities
- Plan for a future without JFX or with an improved JFX, specifically the Mt. Royal axis.
- Sorting out the intersections in the SW corner – from Eutaw around to Fulton – a confusing and unsafe mess for vehicles and ped/bike.
- Reconsider the dangerous slip lanes on DPLD.
- Connect existing bridge at the interchange to the park
- Fast cars too close to houses

Collaborative Exercise 1: Things to Know and Challenges on the Corridor Comments

f. Park Circle to Greenspring

- Second NB lane might not be needed
- Consider taking away travel lane for cycle track to connect to Greenspring Forest Drive park internal roads
- The cut-through route (Greenspring Ave. through Druid Hill Park) has to go
 - Yes, people speed so much and get aggressive with people walking or biking

g. Park Circle

- This intersection/ these roads need a road diet. Way under capacity.
- Update plan to show current conditions

h. Park Circle to Liberty Heights Ave.

- High speeds coming off Druid Park Lake Drive to Reisterstown Rd.
- Not sure this existing bike facility is two-way. Might need to be re-thought?
- Connection between zoo and Mondawmin could be enhanced for bikes and peds.

i. Liberty Heights to Fulton Ave.

- Ideally remove multiple turn lanes, look at continuing single lane in each direction from the east
- Help connect zoo with park
- Zoon needs a grander entrance to road – not just buried in park
- Get rid of spaghetti intersection
- Fulton Ave – Single lane in each direction and improved crossings (Rec center-related)

j. Fulton Ave to Mt. Royal Terr.

- Add Cloverdale area of the park to be more part of Druid Hill Park. Maybe reconfigure the street corridors to make this happen.
- Reclaim more useful space for park in the elbow of the Fulton intersection.
- Can we make Madison Ave. two-way traffic?
- Drivers actively try to run cyclists over on this strip (Swann Drive) all the way to red drive
- Safe pedestrian crossing at Linden Ave.
- Closely-spaced signals, timed for slow progression, reduced pedestrian delay.
- Connect pedestrian bridge to park.
- Road diet between Lakeview and Park Ave.
- Slow zone between Lakeview and Park Ave.
- Mt. Royal Ave. is a speed way ramp for I-83
- Anticipate that the 83/JFX spaghetti will need to be rebuilt soon. Eligible for federal funding.
- I-83 to Eutaw Place is a pinch-point for the road and the adjacent pathway/park. Consideration of reducing lanes/narrowing roadway – especially shifting the centerline south to give breathing room to what will be a shared-use path (that will tie into bike facilities and the Jones Falls Trail).
- Possible to get down to one lane each way?
- Would love to get a center median with trees and on either side as well. A center grass median doesn't give much health or aesthetic benefit.
- Where does the large water line sit?
- What is the divider/barrier made of?

k. Other

- Wyman Park Drive bridge to Druid Hill Park – I hope this intersection will be addressed as well. Not ADA accessible and a frequent area of road rage.

Design Considerations

Participants reviewed and provided comments on nine design considerations for the Druid Park Lake Drive corridor.

a. Lane Reductions

- Whenever looking at lane reductions - consider shifting entire roadway away from park? This road took the entire edge of the park away - give some of that parkland back? Point being - pull the park closer to the community, reduce crossing.
- Does the road need to remain so close to the houses? Lane reduction on sides.
- Minimize clearing of mature tree canopy as much as feasible
- Slow traffic with more control crossings to access the park.
- Adjust signal timing to get better flow with less lanes
- Look at the utilities as well, trees should not be put on top of utilities.
- Consider putting all travel lanes (2) on the north side of the median. Eliminate travel lanes on the south side
- Just me but I wouldn't want to hang out in the median with Druid Hill Park just on the other side
- Opportunity for grand boulevard -- consider allee of trees within median and on both sides of roadway.
 - i. <<Yes!! like St Charles New Orleans or Lindenstrasse Berlin
- Auchentoroly is surprisingly utility-free

b. Roundabout with Protected Bike Lanes

- Single-lane roundabouts should only be considered (no double lane). Raised crosswalks should be assumed as well if roundabouts are proposed.
- If considering roundabouts, consider traffic circle instead (300'+ circle, signalized, bike/ped connections through the center island).
- Could roundabout help give back substantial park space by reducing roadways? (particularly between Madison & Fulton)
- would need a robust bike /ped facility possibly separated from roundabout
- I do not think the roundabout is a bike/pedestrian friendly option. why not just a typical intersection that stops traffic
- This does not seem direct or safe for bike/peds.
- seems too car centric.
- Is there more traffic here than Eastern avenue along Patterson Park? That only has 4 lanes and two lanes are parking

c. Mid-Block Pedestrian Crossing

- Will need to have the Hawk coordinated with the signal system
- Add red light cameras at the mid-block crossing signals
- Short cycles. People take chances because they know they'll be waiting for 60 – 90 seconds to get green again
- Reduce linear feel to decrease speeds, increase attentiveness
- Trees slow traffic if they overhang the street---not going to make such a difference if road remains so wide

- Consider roadway textures to slow down drivers
- Make the crosswalk raised
- Raised intersections are great - without that people still might fly through
- This was one of the country's most beautiful boulevards. GO BIG!
- Reduce linear feel to decrease speeds, increase attentiveness
- Reference complete streets manual guidance on uncontrolled crossings:
[https://transportation.baltimorecity.gov/sites/default/files/Baltimore Complete Streets Manual Final March 2021-compressed.pdf#page=98](https://transportation.baltimorecity.gov/sites/default/files/Baltimore%20Complete%20Streets%20Manual%20Final%20March%202021-compressed.pdf#page=98)
- Downtown has 300' block spacing with signals, so it's feasible
- Trees slow traffic down too! Good for mindset
- Plan for existing bus movements and potential future bus movements with raised infrastructure
- People are "used to" this being a thoroughfare - going fast, rarely stopping. Need to change that perception to a more typical urban street with regular stopping and crossings
- Comparison to amount of / distance between ped cross walks into Patterson Park (across Eastern Ave) might give useful context. Speaks directly to equity considerations.
- Baltimore drivers don't know how to yield to peds. will need to go big to make it work!

d. Pedestrian Bridge

- More space on the park side (from lane reductions) would help at-grade crossing work, and allow more inviting access up the hill to the lake
- On the hillside (dam) some combo of stairs and ADA allows everyone to travel together and have the same experience >> reference at Governors Island
- Nice thought, but I do not think the community will want it in front of there view
- Very hard to find precedents of this that have worked anywhere in the USA. people do not like to go up and over.
- Signalize the westbound approaches and tie them into one road by the time you reach Lakeview
- What is the opportunity cost of spending so much \$ on this, vs other
- Consider providing more space on park side, allow ramps / stairs up dam to lake
- I agree with the comments here to prioritize ped safety first. But, I think a bridge to where the Moorish Tower is located might make sense because of the huge grade change
- It's a very expensive reference image - seems redundant when we have one of the world's most beautiful parks 100' north
- I'd strongly encourage the team to solve pedestrian safety and welcome AT GRADE. People first. Make the cars stop.
- Ped bridges were torn down downtown
- As shown, bridge large enough to add landscape park experience across the bridge.
- Use vacant parcels for redevelopment to fund park operating budget
- It's a very expensive reference image - seems redundant when we have one of the world's most beautiful parks 100'north
- Stairs could still be considered

e. Two-Way Street Conversions

- Two-way at Madison would be wonderful - that archway is a historic gateway to the park and is now largely lost and forgotten. Or even make Madison one-way north
- It is our arc de-triumph! (not sure how that's spelled). it should be dignified as such
- Change is hard...but this is a GREAT idea
- Madison Ave residents will strongly oppose reduction of angled parking. A robust case for improvements to overall safety will be vital.
- Residents will ALWAYS oppose loss of parking. Parking need/use study could help inform the public and the DOT decision
- Madison Gateway should be experienced as an entry. Currently only an exit.
- McCulloh and Druid Hill Ave should be considered for two-way and block spacing for traffic signals
- Perhaps there's enough space to keep the parking and introduce two 9' wide drive lanes? But also, many of these properties on Madison have enough rear yard space for parking if residents really care about it that much (park in your backyard!)
- Reintroducing access to DHP through the Madison Gate would be terrific
- Possible to pedestrianize Madison gateway? Public plaza?

f. Transit

- The circulator idea is a great one - get people from Mondawmin, major transit hub, high school, Coppin - over to the amenities of the zoo, pool, park, trail connections. SO many people, SO close to the park, but just out of sight and too far to walk
- Bus enter the park? Add stops?
- The whole interior of the park needs transit, Zoo, conservatory, Pool, and lake, etc.
- Bring MTA into park near lake and aquatic center
- consider internal park shuttle (like the historic trolley)
- Transit service within DHP would be amazing and help the many residents who lack car access
- TOD at Mondawmin would be nice
- Mondawmin hub connections key to connect with

g. Auchentoroly Terrace Local Road

- Isn't the pavement already there? Just move the through traffic to the other side of median and make it two way?
- Shut down the residential portion to through traffic

h. Park Circle and Reisterstown Rd Intersections

- Reduce lanes and speeds
- All traffic on one side of the existing median until the Park Circle intersection
- It is like a raceway. Cars can reach 70 mph between Liberty Heights and Park Circle
- Road diets
- Maybe way to Park Heights should be Hilldale/Reisterstown intersection. Maybe examine closing the park Heights part of intersection and make it a cul-de-sac. Would make safer and calm speeds on Park Heights Ave.
- Add traffic signals on Druid Park Drive on the way from Liberty Heights before the park intersection. Slow down flow.

I. Mt. Royal Terrace Intersection

- We can also do a road diet on Mt Royal.
- Getting rid of the directional signs "to 83" Route the 83 traffic across 28th and 29th. add a "local traffic only" sign.
- Signs do nothing. GPS would still route them the shortest way.
- It takes just as long to get to 83 south on this route as it does on the detour.
- The only reason it is there is to go SB on 83. I would leave it closed.
- Keep it closed. I would go to Sisson and round about to W 28th Street to I-83.
- I'm more concerned about how the westbound ramps tie into DPLD
- keep it closed!!!
- Cars should not barrel down Mt. Royal terrace
- Use 83 sign to guide vehicles to North Ave earlier
- Remember to think about reduction of cut through the park.
- Curious if any negative impacts have been recorded since it's been closed? The positive impacts for MRT and peds/cyclists on the Big Jump are very clear

Key Takeaways

- Trees and a more park-like boulevard
- Improve safety
- Increase connectivity to park for all modes
- Simplify intersections
- Reduce lanes/pavement and speeds
- Shift roadway
- Concerns about 2-lane roundabout
- Look at signal timing and additional signals/crossings
- Go big and change perceptions!
- Concerns about a pedestrian bridge
- Interest in 2-way Madison & celebrating historic gate
- Interest in transit service in park and connection to Mondawmin
- Look at keeping Mt. Royal intersection closed

Online Public Meeting Summary

Date: Wednesday, April 28, 2021

Time: 6:30-8:10 p.m.

Location: Zoom Virtual Meeting

There were 121 attendees including 114 unique community attendees, project staff and guest panelists. The full attendee list is provided in the appendix. The meeting included three introduction polls, seven design idea polls, and two question and answer sessions. Full detail of these tools are included in the attachments.

Introductions

The purpose of this meeting was to engage community stakeholders for a discussion on priorities and experience as the Baltimore City Department of Transportation (BCDOT) undergoes a Complete Streets planning and concept design process for the two-mile section of Druid Park Lake Drive between the I-83 ramp (Mt. Royal Terrace) to the north entrance of Druid Hill Park at Greenspring Avenue.

- Baltimore City District 7 Councilman James Torrance opened the meeting by welcoming attendees.
- Will Ethridge, of BCDOT, introduced the consultant team.
- Tammy Leigh DeMent, of PRR, instructed attendees on housekeeping rules to maintain meeting flow and what to do should any technical difficulties arise.

Wes Mitchell, of WSP, introduced himself as the project manager and polled attendees with two icebreaker polls:

1) *Which community do you live in or spend time in near Druid Park Lake Drive?* Of the 121 attendees, 72 voted for the following:

- Auchentoroly Terrace, Parkview, Woodbrook **(5 residents)**
- Ashburton, Hanlon, Forest Park **(15 residents)**
- Bolton Hill, Madison Park, Midtown **(2 residents)**
- Remington, Hampden, Old Goucher, Charles Village **(16 residents)**
- Druid Heights, Upton, Sandtown-Winchester, Harlem Park **(2 residents)**
- Greater Mondawmin, Liberty Square **(6 residents)**
- Park Circle, Park Heights, Woodberry **(2 residents)**
- Penn North, Reservoir Hill **(17 residents)**
- Other **(7 residents)**

Tammy Leigh DeMent, of PRR, read some of the responses in the Q&A identifying “other” communities represented including Liberty Heights, Gwynns Falls Parkway, Garwyn Oaks, Hanlon Parks, and Union Square.

2) *How do you use Druid Park Lake Drive?* Of the 121 attendees, 63 voted for the following:

- Walk **(14 responses)**
- Drive **(24 responses)**
- Bike **(8 responses)**
- Mobility device (wheelchair, walker, etc.) **(0 responses)**
- Electric scooter **(0 responses)**
- Motorcycle or three-wheeler **(0 responses)**
- Other **(0 responses)**

- I would like to walk, but don't feel safe **(11 responses)**
- I would like to bike or scooter, but don't feel safe **(5 responses)**
- I would like to use mobility device, but don't feel safe **(0 responses)**
- I would like to drive, but don't feel safe **(1 responses)**

Tammy Leigh DeMent noted that several people responded in the Q&A that they use more than one mode of transportation.

Project Overview

- Will Ethridge, of BCDOT – WSP is working with BCDOT on a Complete Streets feasibility study of the two-mile corridor of Druid Park Lake Drive. WSP will present three concepts in November/December 2021.
- There are **eight project goals**, which include:
 - Improve safety of Druid Park Lake Drive for all users
 - Make it safer and easier for walkers, cyclists and wheelchair users to cross Druid Park Lake Drive
 - Calm car traffic
 - Add new crossings from surrounding neighborhoods to Druid Hill Park
 - Add transit stops and service on Druid Park Lake Drive
 - Add safe, dedicated space for bicycles
 - Make the corridor beautiful and green
 - Highlight historic landmarks on the corridor
- Community outreach to date includes:
 - Neighborhood plan review
 - One-on-one interviews with community leaders
 - Community stakeholder visioning
 - Virtual field tour
 - Comment card distributed to communities surrounding Druid Park Lake Drive
 - Community meetings in
 - Auchentoroly Terrace
 - Park Heights/Park Circle

Wes Mitchell polled attendees: *Select your top visions for the corridor.* Of 121 attendees, 77 voted for the following:

- Access for all ages, abilities and modes of transportation **(40 responses)**
- Built for human scale **(32 responses)**
- Complete Streets **(26 responses)**
- Safe, multimodal connections between surrounding communities and the park **(47 responses)**
- Natural beauty and historic significance **(49 responses)**
- Health equity **(29 responses)**
- Expanded transit stops and service **(2 responses)**
- Maintain existing traffic capacity **(12 responses)**

Community Visioning Themes include:

- Safety
 - Design for pedestrian and bike safety
 - Reduce number and width of lanes

- Reduce car speeds
- Remove highway-sized roads
- Support aging-in-place through safe infrastructure
- Accessibility
 - Reduce intersection width
 - Ensure accessibility for individuals using wheelchairs
 - Improve connections to Mondawmin Mall
 - Add crosswalks at all side streets to connect communities to Druid Hill Park
 - Explore pedestrian bridge
- Multimodal Access
 - Add permanent shared-use path
 - Improve pedestrian infrastructure
 - Add transit service and stops
 - Improve bike connections
- Aesthetics
 - Add public art
 - Add lighting for safety and aesthetics
 - Make neighborhood and park feel contiguous
 - Highlight historic elements
 - Add continuous landscaping on the corridor

Wes Mitchell read results from comment card responses so far. When asked which modes of travel should be incorporated, respondents stated that they'd like to see designs for:

- Pedestrian and assisted mobility
- Bicycle
- Public transit
- Motor vehicles
- Scooters

Biggest concerns when crossing Druid Park Lake Drive on foot, bicycle, or with an assisted mobility device include:

- Getting hit by a car
- Not enough crossing times at lights; prioritized for vehicles not pedestrians
- Inadequate bicycle safety barriers
- Motorists don't stop at red lights
- Not enough connectivity to the park
- Confusing construction
- Speeding motorists
- Not enough crosswalks
- The road is too wide, there are too many lanes

In addition, restoring the historic entrances to the park is another crossing point into Druid Hill Park that the team should evaluate. Other thoughts from the comment card responses include:

- Please do not let people who live outside of the neighborhood override the voices of the residents
- I use Druid Lake Park Drive to access I-83 South to go to work
- Buses into the park!

- Do not reconnect the MRT ramp
- Design from the human perspective
- The look and feel of the road should be similar to the look and feel of the park
- This is a main thoroughfare to I-83; congestion does not make people happy
- Druid Park Lake Drive is suffocating the park
- It should take less than two-minutes for someone to walk or bike to the park from homes or businesses along DPLD
- Motorized vehicles should not be the priority
- So many cars make illegal U-turns
- More pedestrian access points to the park!
- Too many lanes
- Make DPLD a bike and pedestrian-only greenway

Tammy Leigh DeMent read some of the comments from the Q&A tool: highlight more of the history; rush hour commutes have increased for workers of us who drive; make the park a key tourist attraction; there needs to be more pedestrian signs; there have been a lot of crashes and the sidewalks need better protection. In addition, some specific areas mentioned include Eutaw Place and Linden Avenue.

Wes Mitchell provided a brief overview of the corridor's history including:

- Druid Hill Park planning
- The streets around the park and impact on neighborhoods (particularly Black communities)
- Building I-83
- Ongoing construction present-day conditions

He then walked the group through current issues on Druid Park Lake Drive, including:

- Limited transit stops and service
- Lack of continuous, safe and ADA-accessible pedestrian infrastructure
- Unsafe pedestrian crossings from neighborhoods to Druid Hill Park
- Wide road with high-speed traffic
- Lack of protected bicycle infrastructure beyond the Big Jump
- Loss of historic connections to Druid Hill Park

Crashes along the corridor in 2018 include:

- 1 at Greenspring Avenue
- 30 at Reiserstown Road
- 11 at Anoka Avenue
- 14 at Liberty Heights Avenue
- 22 at Gwynns Falls Parkway
- 12 at North Fulton Avenue
- 11 at McCulloh Street
- 10 at Madison Avenue
- 9 at Eutaw Place
- 8 at Linden Avenue
- 7 at Lakeview Avenue
- 1 at Mt. Royal Avenue

Traffic volume is heaviest between North Fulton Avenue and Eutaw Place.

Wes Mitchell walked the group through sections of the corridor and asked attendees what else should the study team know about these parts of Druid Park Lake Drive? He asked attendees to go to the Q&A to type in answers. Sections include:

- Madison to Park avenues
- Gwynns Falls Parkway to North Fulton Avenue
- Greenspring to Anoka avenues

Tammy Leigh DeMent reads some of the Q&A comments: access to I-83; I-83 traffic flow is frustrating and is a barrier to pedestrians; 28th and 29th streets need a connection to the park; the circle in the park is very tight; slow down speeds, but do not create gridlock; there were several comments about how many bikers are using the Big Jump, and understanding the real need keeping and/or expanding it. Also, access to the Maryland Zoo for constant care of the animals.

Complete Streets

Baltimore City adopted a Complete Streets ordinance in 2018. The complete Streets manual was adopted into law in 2021. The Complete Streets manual provides guidelines for developing transportation infrastructure that is safe, accessible and efficient for all users of all abilities. Complete Streets Model Hierarchy prioritizes walking first; then cycling, public transit and micromobility; next taxi, commercial transit and shared vehicles; and finally Single Occupancy Vehicles (SOVs). Complete Streets aims not to be too auto-centric.

Key demographic statistics for the communities around the corridor for a population of 20,804 that live within a half-mile buffer include:

- 42.9 percent Car-free households
- 20.9 percent with a disabilities
- 25 percent of workers who commute by public transit

Key demographic statistics for the communities around the corridor for a population of 8,805 that live within a quarter-mile buffer include:

- 50.1 percent Car-free households
- 23.2 percent with a disabilities
- 28.5 percent of workers who commute by public transit

Q & A session 1

Wes Mitchell instructed that those attendees with questions may type them into the Q&A box or use the raised hand feature and wait to be called upon to speak. Tammy Leigh DeMent moderated the Q&A:

- She called upon a phone number with the last four digits of 2323, and no one responded
- AJ Foster – There needs to be more access to the northwest. The Liberty Heights is the closes and the entrance to the park doesn't make sense for those residents. Parc Circle is a better access point. The sidewalk stops at Druid Park near Park Circle. This is something to consider because people need to walk on the grass and under trees, it is not necessarily safe.
 - Wes responded that clear and accessible access is a priority.
- Kenneth Morgan – He'd like to see the design concepts connect to everyday living issues such as social class and race, employment and housing, and access for all users.
 - Wes Mitchell responded that improving transportation helps connect people to jobs and economic opportunities.

- Councilman James Torrance – The councilman invited Kenneth Morgan to upcoming Druid Hill Park re-envisioning events – there are several projects happening and they’re coordinating with each other. There are also Neighborhood Stabilization planning sessions for Penn North
- Victor Ukpolo – he lives in the Hanlon community. Would like to see a hierarchy where vehicles are placed at the bottom. We are a working class community with multiple children and need to rely on cars to get to work and school. He also asked the team: Are you committed to reducing speeds while not creating gridlock? Are you committed to studying the drive times?
 - Wes Mitchell – Responded that the hierarchy is based on risk and safety. The team will investigate vehicle drive times more as they get into it. They do want to improve access to other modes. The corridor is very auto-centric but other groups need to enjoy this community, the goal is to balance the needs between drive times and the safety of the community.
 - Will Ethridge – Also responded that if we explore changes, we don’t want to create other problems down the road. We’re studying trip times and impact so that we can make projections for the future. They’re trying to create a balance.
 - Councilman Torrance added that the team will be going to neighborhood community meetings, canvassing, and conducting pop-ups to talk with as many people as possible.
- Marieda Goodman, of Go Northwest – The communities along the two corridors are committed to safe streets for all residents (walking and driving). She would like the consultant team to consider a solution to the gridlock going to I-83, a reduction of lanes to Druid Park Lake Drive will impact this. Acknowledge as well as to study impacts to Gwynns Falls Parkway and Liberty Heights communities as impacted by the project, it includes residents, not just commuters. Residents have lived there for 30-60 years. Other items to address include creating a safe Druid Park Lake Drive with reasonable speeds that includes two lanes both east and west, not just one. Please consider the expansion of the Circulator Bus for getting people to the park from Mondawmin.

What is the vision for this area?

Kathryn Hendley, of WSP, moderated the section where the team provided an overview of potential features to be included in the final design concepts. She instructed attendees to consider several design ideas to get an idea of what people are interested in seeing along the corridor.

Poll 1: Pedestrian crossings. Of 121 attendees, 68 voted for the following:

- Raised Intersection **(35 responses)**
- Pedestrian Bridge **(44 responses)**
- Raised crosswalk **(29 responses)**
- Different materials for crosswalks **(27 responses)**

Poll 2: Median treatments. Of 121 attendees, 71 voted for the following:

- Wide median with inner park **(45 responses)**
- Median turn lane **(11 responses)**
- Narrow median without trees **(16 responses)**
- Landscaped median without inner park **(38 responses)**
- No median **(13 responses)**

Poll 3: Intersection design. Of 121 attendees, 68 voted for the following:

- Protected Intersection **(44 responses)**
- Single-Lane Roundabout **(22 responses)**
- T Intersection **(37 responses)**
- Dual-Lane Roundabout **(19 responses)**

Poll 4: Bus Stops Of 121 attendees, 65 voted for the following:

- Bus stop with transit priority amenities **(50 responses)**
- Transit access inside Druid Hill Park **(43 responses)**
- Additional bus stops on Druid Park Lake Drive **(36 responses)**
- Bus stop as public art **(36 responses)**

Poll 5: Separated bike lanes. Of 121 attendees, 71 voted for the following:

- Bike lane with landscaped buffer **(58 responses)**
- Cycle track with bollard buffer **(13 responses)**
- Bike lane with painted buffer **(12 responses)**
- Bike lane with planter buffer **(40 responses)**
- Cycle track with concrete buffer **(32 responses)**

Poll 6: Gateways. Of 121 attendees, 69 voted for the following:

- Highlight historic arch **(52 responses)**
- Traditional stone columns at park entrances **(36 responses)**
- Public Art **(38 responses)**
- Pedestrian Bridge **(38 responses)**

Poll 7: Public art concepts. Of 121 attendees, 72 voted for the following:

- Crosswalk Art **(42 responses)**
- Decorative Lighting **(61 responses)**
- Mural **(45 responses)**
- Art on Light Poles **(34 responses)**

Q&A session 2

Wes Mitchell instructed that attendees with questions may type them into the Q&A box or use the raised hand feature and wait to be called upon to speak. Tammy Leigh DeMent moderated the Q&A:

- Thomas Cudjoe – How does this fit into something actually being done – can you give us a sense of the timeline?
 - Wes Mitchell – Responded that the study will conclude at the end of the year. The next steps are contingent upon funding. The team will come up with 2-3 concepts for BCDOT to consider.
 - Will Ethridge – Also responded that from concept to breaking ground, it can be around six years. Each fall, they evaluate Capital project to fund.
- Tammy Leigh DeMent called upon a phone number with the last four digits of 2323 again, and no one responded.
- Lawrence Bell – Commented on traffic congestion. Has the team looked at the width of streets? There are challenges for emergency vehicles when traffic is backed up.
 - Wes Mitchell – The team plans to attend interagency meetings to make sure that emergency services personnel give feedback on the concepts, too.

- Corey Jennings – He is a resident of the Remington neighborhood at the exact end of the Big Jump and he stresses how the Big Jump is helpful for all stakeholders and is crucial to the project. It makes it safer for all people.
 - Wes Mitchell responded that the team is looking at all modes of transportation and the inclusion of all users, without jeopardizing the safety and access of emergency vehicles.
- Suzanne Rackl, co-chair of Reservoir Hill Improvement Council – There are approximately 6,000 people in Reservoir Hill and approximately 4,000 in Penn North. There is no access to the park in north and unsafe access in the south. We try to track accidents and near-misses (young cyclists with their parents or guardians.) Also to consider: Speed, multimodal transportation, reduced traffic volume; and there are 3-4 high-rise buildings facing the lake, several are almost completely senior housing and others are subsidized housing. This translates into mixed income populations and also a large number of disabled and seniors in people in the community. This community uses the Big Jump to access the park.
 - Wes Mitchell acknowledges the importance of access for this population and that the Big Jump is more than a bike lanes, that it opens up infrastructure for scotters, strollers, bikes, and wheelchairs.

Project Schedule

Wes Mitchell – The team plans to schedule another large public meeting in August-September 2021. They then plan to send the concepts to BCDOT for review in October 2021. The final report and concepts are scheduled for December 2021.

APPENDIX:

Registered Attendees		
Community Members	Consultant Team	Call-In Number/User Names Only
Baltimore City District 7 Councilman James Torrance	Eric James, Baltimore City DOT	410-542-2323
LaToya Eff, MDOT MTA	Tereina Galloway, Baltimore City	240-838-4009
Alex Holt, Greater Greater Washington Reporter	Will Ethridge, Baltimore City	410-493-6351
Pat Grier	Wes Mitchell, WSP	TBurns
AJ Foster	Kathryn Hendley, WSP	Tashi
Viveca Haines	Shuting Zha, WSP	Unknown Studio
Kelli Bigelow	Traceé Strum-Gilliam, PRR	Jack
Hanlon Association	Tammy Leigh DeMent, PRR	Pete
Sarah Norman	Laura Van Wert, PRR	Mmelend
Arlene Cullors UEMNA		Cpius
Joyce Smith		Clayton
Charles Coger		Stephanie
Brian Salsberry		Koumba
Christopher Streb		Abaidoo
Wanda Kelley		Joel W.
Keith Pennick		Larry
James Sink		Ty B.
Herbert Rogers		Edmonson Alumni
Antoinette Anderson		Fmurphy
Sandra Jones		Lisaa
Melda Washington		Darryn
Suzanne Rackl		DM
Amanda Rothschild (GRIA)		Connie
Jed Weeks		Randileyshon
Dale Terrill		adamd
Amanda Pizza		Sandra
Beth Am Synagogue		Yona G.
Kenneth Morgan		
Adeline Hutchins		
Eli Pousson		

Community Members (Continued)		
Kevin Singh	UserArdelia Huntley-Wilson	Fred S. Lippert
Kate Reed Petty	Sarah Buikema	Diana Desierto
Steven Preston, Parks & People Foundation	Lauren Schizik	Nia Reed-Jones
K. Hammon	Meagan Baco	Cleopatra Martey
Thomas Cudjoe	Mark Johnson	Graham Coreil-Allen
Mary Hughes	Arthur Shulman	Eleni Giorgos
Marie DeGoodman, Go Northwest HRC	Victor Ukpolo	Phong Le
Avery Harmon	Robert Ginyard	Tosha Deal
David Sargent	John Crew Jr.	Daniel Russo
Peggy Rice	Coach Isa Olufemi	Larissa Torres
Sharon Bradford	JohnDre Jennings	Keondra Prier
Andrew Cazier	Corey Jennings	Greer Shorter
Derrick McCorvey II	Charles Myers	Anjanette Wiggins
Diane Hutchins	Macon Tucker	Tim Hughes Williams
Brittany Sink	Erin Rudemiller	Lisa Akchin
Mike Cross-Barnet	Denise Deleaver	John Kwamya
Eric James	China Terrell	David McGill
Jonathan Bettle	Phil Peters	James Knighton
Dr. Montressa Washington	Penny Troutner	Dara Wallace
B. Cole	Jesus Cuellar	Noell Frances
Betty Seidel	Trina Schroer	Lawrence Bell
Rolando Maxwell – RHA	Nisha Harrison	

Online Public Meeting Summary

Date: October 7, 2021

Time: 6:30-8:30 p.m.

Location: Zoom Virtual Meeting

There were 107 community attendees, and 6 project staff. The full attendee list is provided in the appendix. The meeting included an overview of the Druid Park Lake Drive Complete Streets Design effort, including the background and a summary of public participation. There were three question and answer sessions. The Zoom question-and-answer feature was used to gather and answer questions. Questions were read from the tool and answered verbally. Not all questions were answered, and a supplemental document will be created and shared on the [project website](#). The presentation and a recording of the meeting will be available on the [project website](#). Additional comments can be made [online](#).

Introductions

The purpose of this meeting was to engage community stakeholders for a discussion on three design concepts for Druid Park Lake Drive developed by the Baltimore City Department of Transportation (BCDOT) team. The design options include Complete Streets elements for the two-mile section of Druid Park Lake Drive between the I-83 ramp (Mt. Royal Terrace) to the north entrance of Druid Hill Park at Greenspring Avenue.

- Tammy Leigh DeMent, of PRR, instructed attendees on housekeeping rules to maintain meeting flow and what to do should any technical difficulties arise.
- Wes Mitchell, of WSP, introduced himself as the project manager and gave an overview of the virtual open house platform being used for the presentation
- Will Ethridge, of BCDOT, introduced the consultant team and introduced the design effort as a way to prioritize the safety of all people using Druid Park Lake Drive and elevate the protection of pedestrians and bicyclists. He also stated that the design elements play a role in creating a safer and more acceptable multimodal environment

2) *Which community do you live in or spend time in near Druid Park Lake Drive?* Of the 121 attendees, 72 voted for the following:

- Auchentoroly Terrace, Parkview, Woodbrook **(5 residents)**
- Ashburton, Hanlon, Forest Park **(15 residents)**
- Bolton Hill, Madison Park, Midtown **(2 residents)**
- Remington, Hampden, Old Goucher, Charles Village **(16 residents)**
- Druid Heights, Upton, Sandtown-Winchester, Harlem Park **(2 residents)**
- Greater Mondawmin, Liberty Square **(6 residents)**
- Park Circle, Park Heights, Woodberry **(2 residents)**
- Penn North, Reservoir Hill **(17 residents)**
- Other **(7 residents)**

Tammy Leigh DeMent, of PRR, read some of the responses in the Q&A identifying “other” communities represented including Liberty Heights, Gwynns Falls Parkway, Garwyn Oaks, Hanlon Parks, and Union Square.

2) *How do you use Druid Park Lake Drive?* Of the 121 attendees, 63 voted for the following:

- Walk **(14 responses)**

- Drive **(24 responses)**
- Bike **(8 responses)**
- Mobility device (wheelchair, walker, etc.) **(0 responses)**
- Electric scooter **(0 responses)**
- Motorcycle or three-wheeler **(0 responses)**
- Other **(0 responses)**
- I would like to walk, but don't feel safe **(11 responses)**
- I would like to bike or scooter, but don't feel safe **(5 responses)**
- I would like to use mobility device, but don't feel safe **(0 responses)**
- I would like to drive, but don't feel safe **(1 responses)**

Tammy Leigh DeMent noted that several people responded in the Q&A that they use more than one mode of transportation.

Project Overview

- Will Ethridge, of BCDOT – WSP is working with BCDOT on a Complete Streets feasibility study of the two-mile corridor of Druid Park Lake Drive. WSP will present three concepts in November/December 2021.
- There are **eight project goals**, which include:
 - Improve safety of Druid Park Lake Drive for all users
 - Make it safer and easier for walkers, cyclists and wheelchair users to cross Druid Park Lake Drive
 - Calm car traffic
 - Add new crossings from surrounding neighborhoods to Druid Hill Park
 - Add transit stops and service on Druid Park Lake Drive
 - Add safe, dedicated space for bicycles
 - Make the corridor beautiful and green
 - Highlight historic landmarks on the corridor
- Community outreach to date includes:
 - Neighborhood plan review
 - One-on-one interviews with community leaders
 - Community stakeholder visioning
 - Virtual field tour
 - Comment card distributed to communities surrounding Druid Park Lake Drive
 - Community meetings in
 - Auchentoroly Terrace
 - Park Heights/Park Circle

Wes Mitchell polled attendees: *Select your top visions for the corridor.* Of 121 attendees, 77 voted for the following:

- Access for all ages, abilities and modes of transportation **(40 responses)**
- Built for human scale **(32 responses)**
- Complete Streets **(26 responses)**
- Safe, multimodal connections between surrounding communities and the park **(47 responses)**
- Natural beauty and historic significance **(49 responses)**
- Health equity **(29 responses)**
- Expanded transit stops and service **(2 responses)**

- Maintain existing traffic capacity **(12 responses)**

Community Visioning Themes include:

- Safety
 - Design for pedestrian and bike safety
 - Reduce number and width of lanes
 - Reduce car speeds
 - Remove highway-sized roads
 - Support aging-in-place through safe infrastructure
- Accessibility
 - Reduce intersection width
 - Ensure accessibility for individuals using wheelchairs
 - Improve connections to Mondawmin Mall
 - Add crosswalks at all side streets to connect communities to Druid Hill Park
 - Explore pedestrian bridge
- Multimodal Access
 - Add permanent shared-use path
 - Improve pedestrian infrastructure
 - Add transit service and stops
 - Improve bike connections
- Aesthetics
 - Add public art
 - Add lighting for safety and aesthetics
 - Make neighborhood and park feel contiguous
 - Highlight historic elements
 - Add continuous landscaping on the corridor

Wes Mitchell read results from comment card responses so far. When asked which modes of travel should be incorporated, respondents stated that they'd like to see designs for:

- Pedestrian and assisted mobility
- Bicycle
- Public transit
- Motor vehicles
- Scooters

Biggest concerns when crossing Druid Park Lake Drive on foot, bicycle, or with an assisted mobility device include:

- Getting hit by a car
- Not enough crossing times at lights; prioritized for vehicles not pedestrians
- Inadequate bicycle safety barriers
- Motorists don't stop at red lights
- Not enough connectivity to the park
- Confusing construction
- Speeding motorists
- Not enough crosswalks
- The road is too wide, there are too many lanes

In addition, restoring the historic entrances to the park is another crossing point into Druid Hill Park that the team should evaluate. Other thoughts from the comment card responses include:

- Please do not let people who live outside of the neighborhood override the voices of the residents
- I use Druid Lake Park Drive to access I-83 South to go to work
- Buses into the park!
- Do not reconnect the MRT ramp
- Design from the human perspective
- The look and feel of the road should be similar to the look and feel of the park
- This is a main thoroughfare to I-83; congestion does not make people happy
- Druid Park Lake Drive is suffocating the park
- It should take less than two-minutes for someone to walk or bike to the park from homes or businesses along DPLD
- Motorized vehicles should not be the priority
- So many cars make illegal U-turns
- More pedestrian access points to the park!
- Too many lanes
- Make DPLD a bike and pedestrian-only greenway

Tammy Leigh DeMent read some of the comments from the Q&A tool: highlight more of the history; rush hour commutes have increased for workers of us who drive; make the park a key tourist attraction; there needs to be more pedestrian signs; there have been a lot of crashes and the sidewalks need better protection. In addition, some specific areas mentioned include Eutaw Place and Linden Avenue.

Wes Mitchell provided a brief overview of the corridor's history including:

- Druid Hill Park planning
- The streets around the park and impact on neighborhoods (particularly Black communities)
- Building I-83
- Ongoing construction present-day conditions

He then walked the group through current issues on Druid Park Lake Drive, including:

- Limited transit stops and service
- Lack of continuous, safe and ADA-accessible pedestrian infrastructure
- Unsafe pedestrian crossings from neighborhoods to Druid Hill Park
- Wide road with high-speed traffic
- Lack of protected bicycle infrastructure beyond the Big Jump
- Loss of historic connections to Druid Hill Park

Crashes along the corridor in 2018 include:

- 1 at Greenspring Avenue
- 30 at Reiserstown Road
- 11 at Anoka Avenue
- 14 at Liberty Heights Avenue
- 22 at Gwynns Falls Parkway
- 12 at North Fulton Avenue
- 11 at McCulloh Street

- 10 at Madison Avenue
- 9 at Eutaw Place
- 8 at Linden Avenue
- 7 at Lakeview Avenue
- 1 at Mt. Royal Avenue

Traffic volume is heaviest between North Fulton Avenue and Eutaw Place.

Wes Mitchell walked the group through sections of the corridor and asked attendees what else should the study team know about these parts of Druid Park Lake Drive? He asked attendees to go to the Q&A to type in answers. Sections include:

- Madison to Park avenues
- Gwynns Falls Parkway to North Fulton Avenue
- Greenspring to Anoka avenues

Tammy Leigh DeMent reads some of the Q&A comments: access to I-83; I-83 traffic flow is frustrating and is a barrier to pedestrians; 28th and 29th streets need a connection to the park; the circle in the park is very tight; slow down speeds, but do not create gridlock; there were several comments about how many bikers are using the Big Jump, and understanding the real need keeping and/or expanding it. Also, access to the Maryland Zoo for constant care of the animals.

Complete Streets

Baltimore City adopted a Complete Streets ordinance in 2018. The complete Streets manual was adopted into law in 2021. The Complete Streets manual provides guidelines for developing transportation infrastructure that is safe, accessible and efficient for all users of all abilities. Complete Streets Model Hierarchy prioritizes walking first; then cycling, public transit and micromobility; next taxi, commercial transit and shared vehicles; and finally Single Occupancy Vehicles (SOVs). Complete Streets aims not to be too auto-centric.

Key demographic statistics for the communities around the corridor for a population of 20,804 that live within a half-mile buffer include:

- 42.9 percent Car-free households
- 20.9 percent with a disabilities
- 25 percent of workers who commute by public transit

Key demographic statistics for the communities around the corridor for a population of 8,805 that live within a quarter-mile buffer include:

- 50.1 percent Car-free households
- 23.2 percent with a disabilities
- 28.5 percent of workers who commute by public transit

Q & A session 1

Wes Mitchell instructed that those attendees with questions may type them into the Q&A box or use the raised hand feature and wait to be called upon to speak. Tammy Leigh DeMent moderated the Q&A:

- She called upon a phone number with the last four digits of 2323, and no one responded
- AJ Foster – There needs to be more access to the northwest. The Liberty Heights is the closes and the entrance to the park doesn't make sense for those residents. Parc Circle is a better

- access point. The sidewalk stops at Druid Park near Park Circle. This is something to consider because people need to walk on the grass and under trees, it is not necessarily safe.
- Wes responded that clear and accessible access is a priority.
 - Kenneth Morgan – He'd like to see the design concepts connect to everyday living issues such as social class and race, employment and housing, and access for all users.
 - Wes Mitchell responded that improving transportation helps connect people to jobs and economic opportunities.
 - Councilman James Torrance – The councilman invited Kenneth Morgan to upcoming Druid Hill Park re-envisioning events – there are several projects happening and they're coordinating with each other. There are also Neighborhood Stabilization planning sessions for Penn North
 - Victor Ukpolo – he lives in the Hanlon community. Would like to see a hierarchy where vehicles are placed at the bottom. We are a working class community with multiple children and need to rely on cars to get to work and school. He also asked the team: Are you committed to reducing speeds while not creating gridlock? Are you committed to studying the drive times?
 - Wes Mitchell – Responded that the hierarchy is based on risk and safety. The team will investigate vehicle drive times more as they get into it. They do want to improve access to other modes. The corridor is very auto-centric but other groups need to enjoy this community, the goal is to balance the needs between drive times and the safety of the community.
 - Will Ethridge – Also responded that if we explore changes, we don't want to create other problems down the road. We're studying trip times and impact so that we can make projections for the future. They're trying to create a balance.
 - Councilman Torrance added that the team will be going to neighborhood community meetings, canvassing, and conducting pop-ups to talk with as many people as possible.
 - Marieda Goodman, of Go Northwest – The communities along the two corridors are committed to safe streets for all residents (walking and driving). She would like the consultant team to consider a solution to the gridlock going to I-83, a reduction of lanes to Druid Park Lake Drive will impact this. Acknowledge as well as to study impacts to Gwynns Falls Parkway and Liberty Heights communities as impacted by the project, it includes residents, not just commuters. Residents have lived there for 30-60 years. Other items to address include creating a safe Druid Park Lake Drive with reasonable speeds that includes two lanes both east and west, not just one. Please consider the expansion of the Circulator Bus for getting people to the park from Mondawmin.

What is the vision for this area?

Kathryn Hendley, of WSP, moderated the section where the team provided an overview of potential features to be included in the final design concepts. She instructed attendees to consider several design ideas to get an idea of what people are interested in seeing along the corridor.

Poll 1: Pedestrian crossings. Of 121 attendees, 68 voted for the following:

- Raised Intersection **(35 responses)**
- Pedestrian Bridge **(44 responses)**
- Raised crosswalk **(29 responses)**
- Different materials for crosswalks **(27 responses)**

Poll 2: Median treatments. Of 121 attendees, 71 voted for the following:

- Wide median with inner park **(45 responses)**
- Median turn lane **(11 responses)**
- Narrow median without trees **(16 responses)**
- Landscaped median without inner park **(38 responses)**
- No median **(13 responses)**

Poll 3: Intersection design. Of 121 attendees, 68 voted for the following:

- Protected Intersection **(44 responses)**
- Single-Lane Roundabout **(22 responses)**
- T Intersection **(37 responses)**
- Dual-Lane Roundabout **(19 responses)**

Poll 4: Bus Stops Of 121 attendees, 65 voted for the following:

- Bus stop with transit priority amenities **(50 responses)**
- Transit access inside Druid Hill Park **(43 responses)**
- Additional bus stops on Druid Park Lake Drive **(36 responses)**
- Bus stop as public art **(36 responses)**

Poll 5: Separated bike lanes. Of 121 attendees, 71 voted for the following:

- Bike lane with landscaped buffer **(58 responses)**
- Cycle track with bollard buffer **(13 responses)**
- Bike lane with painted buffer **(12 responses)**
- Bike lane with planter buffer **(40 responses)**
- Cycle track with concrete buffer **(32 responses)**

Poll 6: Gateways. Of 121 attendees, 69 voted for the following:

- Highlight historic arch **(52 responses)**
- Traditional stone columns at park entrances **(36 responses)**
- Public Art **(38 responses)**
- Pedestrian Bridge **(38 responses)**

Poll 7: Public art concepts. Of 121 attendees, 72 voted for the following:

- Crosswalk Art **(42 responses)**
- Decorative Lighting **(61 responses)**
- Mural **(45 responses)**
- Art on Light Poles **(34 responses)**

Q&A session 2

Wes Mitchell instructed that attendees with questions may type them into the Q&A box or use the raised hand feature and wait to be called upon to speak. Tammy Leigh DeMent moderated the Q&A:

- Thomas Cudjoe – How does this fit into something actually being done – can you give us a sense of the timeline?
 - Wes Mitchell – Responded that the study will conclude at the end of the year. The next steps are contingent upon funding. The team will come up with 2-3 concepts for BCDOT to consider.

- Will Ethridge – Also responded that from concept to breaking ground, it can be around six years. Each fall, they evaluate Capital project to fund.
- Tammy Leigh DeMent called upon a phone number with the last four digits of 2323 again, and no one responded.
- Lawrence Bell – Commented on traffic congestion. Has the team looked at the width of streets? There are challenges for emergency vehicles when traffic is backed up.
 - Wes Mitchell – The team plans to attend interagency meetings to make sure that emergency services personnel give feedback on the concepts, too.
- Corey Jennings – He is a resident of the Remington neighborhood at the exact end of the Big Jump and he stresses how the Big Jump is helpful for all stakeholders and is crucial to the project. It makes it safer for all people.
 - Wes Mitchell responded that the team is looking at all modes of transportation and the inclusion of all users, without jeopardizing the safety and access of emergency vehicles.
- Suzanne Rackl, co-chair of Reservoir Hill Improvement Council – There are approximately 6,000 people in Reservoir Hill and approximately 4,000 in Penn North. There is no access to the park in north and unsafe access in the south. We try to track accidents and near-misses (young cyclists with their parents or guardians.) Also to consider: Speed, multimodal transportation, reduced traffic volume; and there are 3-4 high-rise buildings facing the lake, several are almost completely senior housing and others are subsidized housing. This translates into mixed income populations and also a large number of disabled and seniors in people in the community. This community uses the Big Jump to access the park.
 - Wes Mitchell acknowledges the importance of access for this population and that the Big Jump is more than a bike lanes, that it opens up infrastructure for scotters, strollers, bikes, and wheelchairs.

APPENDIX:

Registered Attendees		
Community Members	Consultant Team	Call-In Number/User Names Only
Jim Brown	Eric James, Baltimore City DOT	1-862-285-7289
Doug Brown	Wes Mitchell, WSP	1-667-231-1578
Phil Lovegreen	Kathryn Hendley, WSP	Contact RHA
Dale Terrill	Tammy Leigh DeMent, PRR	Hanlon Association
Arlen Cullors	Christiana Oopong-Boateng, PRR	Beth Am Synagogue
Peter Griffith		Bikemore Bikemore
Kathryn Epple	Media	PlugGo Athletics Club TV
Corey Jennings	Emily Opilo - Baltimore Sun	Andy
Melvin Jadulang		Susanna H
Lauren Schiszik	Elected Officials	Pete
Karl Kranz	Baltimore City District 7 Councilman James Torrence	My2001Toy
Eleni Giorgos	Rebecca Mark (Mayor's Office)	Steve
Joby Taylor	Leon Pinkett	V
Lawrence Bell		Jericka
John Crew (Ashburton)		David
Suzanne Rackl (RHIC)		Victor
Kara Aanenson		Randy
Tobias and Cecilia Pessoa Gingerich		Ethan
Pamela Kane		Michael
Alexandria Gates		Jake
Todd Blatt		Donna L
Mike Cross-Barnet		Awe 210
Kyle Gardiner		Spears
Eric Bos		T
John PReston		Olivia
Shayna Rose		DZ
Michael Grooms		Brian W.
Graham Coreil-Allen		Jfrank
Amanda Rothschild (GRIA)		Jesus
Wynnona Engle-Pratt		James
Chris Plano		Chet
Nisha Harrison		jwere
Veronica Sparrow		Diana
Mae Hanzlik		Ellene4pj
Daniel Hindman		Pete
Teddy Krolik (MDOT MTA)		Monica
Zanes Cypress		Scot

Community Members (Continued)		
Dennis Richter	Mereida Goodman (GO Northwest)	John Ciekot
Mary Ellis	Mary Hughes	Clarissa Chen
Lindsay Donnellon (FHWA)	Park Watson	Linda Newton
Andrew Dupuy (Rails to Trails Conservancy)	Matthew DeSantis	Denise Deleaver
Glenn Hanner	Olu Butterfly	Lauren Norelle
Anjanette Wiggins	Nzingha Campbell	Alicia Puglionesi
Carolyn Ford	Anjanette Wiggins (Pratt Library)	James Sink
Audrey Seiz	Andy Ross	Michelle Hawks Cuellar
China Terrell	Eli Pousson	Ahmad Abbey
Sheena Ham	Janae McClain	

Online Public Meeting #2 Summary

Date: October 7, 2021

Time: 6:30-8:30 p.m.

Location: Zoom Virtual Meeting

There were 107 community attendees, and 6 project staff. The full attendee list is provided in the appendix. The meeting included an overview of the Druid Park Lake Drive Complete Streets Design effort, including the background and a summary of public participation. There were three question and answer sessions. The Zoom question-and-answer feature was used to gather and answer questions. Questions were read from the tool and answered verbally. Not all questions were answered, and a supplemental document will be created and shared on the [project website](#). The presentation and a recording of the meeting will be available on the [project website](#). Additional comments can be made [online](#).

Introductions

The purpose of this meeting was to engage community stakeholders for a discussion on three design concepts for Druid Park Lake Drive developed by the Baltimore City Department of Transportation (BCDOT) team. The design options include Complete Streets elements for the two-mile section of Druid Park Lake Drive between the I-83 ramp (Mt. Royal Terrace) to the north entrance of Druid Hill Park at Greenspring Avenue.

- Tammy Leigh DeMent, of PRR, instructed attendees on housekeeping rules to maintain meeting flow and what to do should any technical difficulties arise.
- Wes Mitchell, of WSP, introduced himself as the project manager and gave an overview of the virtual open house platform being used for the presentation
- Will Ethridge, of BCDOT, introduced the consultant team and introduced the design effort as a way to prioritize the safety of all people using Druid Park Lake Drive and elevate the protection of pedestrians and bicyclists. He also stated that the design elements play a role in creating a safer and more acceptable multimodal environment

2) Which community do you live in or spend time in near Druid Park Lake Drive? Of the 121 attendees, 72 voted for the following:

- Auctentoroly Terrace, Parkview, Woodbrook (5 residents)
- Ashburton, Hanlon, Forest Park (15 residents)
- Bolton Hill, Madison Park, Midtown (2 residents)
- Remington, Hampden, Old Goucher, Charles Village (16 residents)
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- Other (7 residents)

Tammy Leigh DeMent, of PRR, read some of the responses in the Q&A identifying “other” communities represented including Liberty Heights, Gwynns Falls Parkway, Garwyn Oaks, Hanlon Parks, and Union Square.

2) How do you use Druid Park Lake Drive? Of the 121 attendees, 63 voted for the following:

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- Drive (24 responses)
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Tammy Leigh DeMent noted that several people responded in the Q&A that they use more than one mode of transportation.

Project Overview

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Kathryn Hendley, of WSP, moderated the section where the team provided an overview of potential features to be included in the final design concepts. She instructed attendees to consider several design ideas to get an idea of what people are interested in seeing along the corridor.

Poll 1: Pedestrian crossings. Of 121 attendees, 68 voted for the following:

- Raised Intersection (35 responses)
- Pedestrian Bridge (44 responses)
- Raised crosswalk (29 responses)
- Different materials for crosswalks (27 responses)

Poll 2: Median treatments. Of 121 attendees, 71 voted for the following:

- Wide median with inner park (45 responses)
- Median turn lane (11 responses)
- Narrow median without trees (16 responses)
- Landscaped median without inner park (38 responses)
- No median (13 responses)

Poll 3: Intersection design. Of 121 attendees, 68 voted for the following:

- Protected Intersection (44 responses)
- Single-Lane Roundabout (22 responses)
- T Intersection (37 responses)
- Dual-Lane Roundabout (19 responses)

Poll 4: Bus Stops Of 121 attendees, 65 voted for the following:

- Bus stop with transit priority amenities (50 responses)
- Transit access inside Druid Hill Park (43 responses)
- Additional bus stops on Druid Park Lake Drive (36 responses)
- Bus stop as public art (36 responses)

Poll 5: Separated bike lanes. Of 121 attendees, 71 voted for the following:

- Bike lane with landscaped buffer (58 responses)
- Cycle track with bollard buffer (13 responses)
- Bike lane with painted buffer (12 responses)
- Bike lane with planter buffer (40 responses)
- Cycle track with concrete buffer (32 responses)

Poll 6: Gateways. Of 121 attendees, 69 voted for the following:

- Highlight historic arch (52 responses)
- Traditional stone columns at park entrances (36 responses)
- Public Art (38 responses)
- Pedestrian Bridge (38 responses)

Poll 7: Public art concepts. Of 121 attendees, 72 voted for the following:

- Crosswalk Art (42 responses)
- Decorative Lighting (61 responses)
- Mural (45 responses)
- Art on Light Poles (34 responses)

Q&A session 2

Wes Mitchell instructed that attendees with questions may type them into the Q&A box or use the raised hand feature and wait to be called upon to speak. Tammy Leigh DeMent moderated the Q&A:

- Thomas Cudjoe – How does this fit into something actually being done – can you give us a sense of the timeline?
 - Wes Mitchell – Responded that the study will conclude at the end of the year. The next steps are contingent upon funding. The team will come up with 2-3 concepts for BCDOT to consider.

- Will Ethridge – Also responded that from concept to breaking ground, it can be around six years. Each fall, they evaluate Capital project to fund.
- Tammy Leigh DeMent called upon a phone number with the last four digits of 2323 again, and no one responded.
- Lawrence Bell – Commented on traffic congestion. Has the team looked at the width of streets? There are challenges for emergency vehicles when traffic is backed up.
 - Wes Mitchell – The team plans to attend interagency meetings to make sure that emergency services personnel give feedback on the concepts, too.
- Corey Jennings – He is a resident of the Remington neighborhood at the exact end of the Big Jump and he stresses how the Big Jump is helpful for all stakeholders and is crucial to the project. It makes it safer for all people.
 - Wes Mitchell responded that the team is looking at all modes of transportation and the inclusion of all users, without jeopardizing the safety and access of emergency vehicles.
- Suzanne Rackl, co-chair of Reservoir Hill Improvement Council – There are approximately 6,000 people in Reservoir Hill and approximately 4,000 in Penn North. There is no access to the park in north and unsafe access in the south. We try to track accidents and near-misses (young cyclists with their parents or guardians.) Also to consider: Speed, multimodal transportation, reduced traffic volume; and there are 3-4 high-rise buildings facing the lake, several are almost completely senior housing and others are subsidized housing. This translates into mixed income populations and also a large number of disabled and seniors in people in the community. This community uses the Big Jump to access the park.
 - Wes Mitchell acknowledges the importance of access for this population and that the Big Jump is more than a bike lanes, that it opens up infrastructure for scotters, strollers, bikes, and wheelchairs.

For more information or to comment on the concepts

The consultant team would love to hear more from you. Please fill out the comment card at bit.ly/druidparklakedrive.

APPENDIX:

Registered Attendees		
Community Members	Consultant Team	Call-In Number/User Names Only
Jim Brown	Eric James, Baltimore City DOT	1-862-285-7289
Doug Brown	Wes Mitchell, WSP	1-667-231-1578
Phil Lovegreen	Kathryn Hendley, WSP	Contact RHA
Dale Terrill	Tammy Leigh DeMent, PRR	Hanlon Association
Arlen Cullors	Christiana Oopong-Boateng, PRR	Beth Am Synagogue
Peter Griffith		Bikemore Bikemore
Kathryn Epple	Media	PlugGo Athletics Club TV
Corey Jennings	Emily Opilo - Baltimore Sun	Andy
Melvin Jadulang		Susanna H
Lauren Schiszik	Elected Officials	Pete
Karl Kranz	Baltimore City District 7 Councilman James Torrence	My2001Toy
Eleni Giorgos	Rebecca Mark (Mayor's Office)	Steve
Joby Taylor	Leon Pinkett	V
Lawrence Bell		Jericka
John Crew (Ashburton)		David
Suzanne Rackl (RHIC)		Victor
Kara Aanenson		Randy
Tobias and Cecilia Pessoa Gingerich		Ethan
Pamela Kane		Michael
Alexandria Gates		Jake
Todd Blatt		Donna L
Mike Cross-Barnet		Awe 210
Kyle Gardiner		Spears
Eric Bos		T
John PReston		Olivia
Shayna Rose		DZ
Michael Grooms		Brian W.
Graham Coreil-Allen		Jfrank
Amanda Rothschild (GRIA)		Jesus
Wynnona Engle-Pratt		James
Chris Plano		Chet
Nisha Harrison		jwere
Veronica Sparrow		Diana
Mae Hanzlik		Ellene4pj
Daniel Hindman		Pete
Teddy Kroluk (MDOT MTA)		Monica
Zanes Cypress		Scot
Community Members (Continued)		

Dennis Richter	Mereida Goodman (GO Northwest)	John Ciekot
Mary Ellis	Mary Hughes	Clarissa Chen
Lindsay Donnellon (FHWA)	Park Watson	Linda Newton
Andrew Dupuy (Rails to Trails Conservancy)	Matthew DeSantis	Denise Deleaver
Glenn Hanner	Olu Butterfly	Lauren Norelle
Anjanette Wiggins	Nzingha Campbell	Alicia Puglionesi
Carolyn Ford	Anjanette Wiggins (Pratt Library)	James Sink
Audrey Seiz	Andy Ross	Michelle Hawks Cuellar
China Terrell	Eli Pousson	Ahmad Abbey
Sheena Ham	Janae McClain	

Druid Park Lake Drive Complete Streets Design Effort

March 2021

Background

The Baltimore City Department of Transportation (BCDOT) is undergoing a Complete Streets planning and concept design project for the two-mile section of Druid Park Lake Drive from the I-83 ramp (Mt. Royal Terrace) to the north entrance of Greenspring Ave.







Druid Park Lake Drive is a major roadway in West Baltimore that wraps around Druid Hill Park. Past studies and plans identified significant safety concerns for pedestrians and cyclists seeking to cross Druid Park Lake Drive from adjacent neighborhoods.

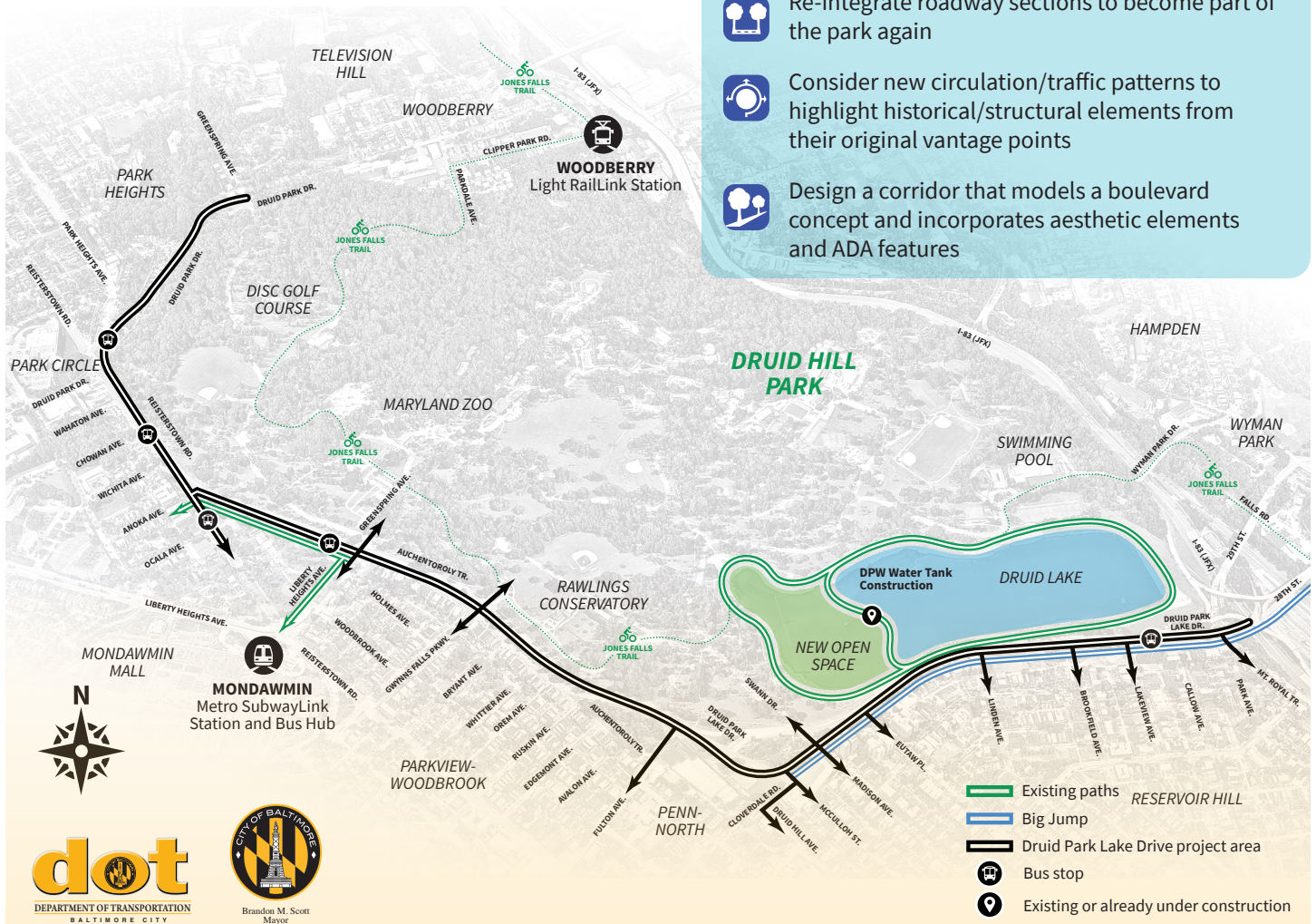
By prioritizing fast and high-volume car movement, Druid Park Lake Drive has cut neighborhoods off from Druid Hill Park and has created significant safety concerns for walkers, bikers, people using mobility devices, and other non-vehicular travelers. These concerns include, but are not limited to, 8-10 lanes of traffic, limited intersections, existing crosswalks that are poorly marked, and pedestrian signals that do not provide adequate time for crossing. The corridor also lacks continuous bicycle and pedestrian infrastructure.

Overview

The primary goal of the Druid Park Lake Drive Complete Streets Design Effort is to improve the safety of Druid Park Lake Drive for non-vehicular users and to create safe, accessible connections between Druid Hill Park and the neighborhoods bordering the park. Using a combination of previously completed studies of the area, current and future plans, analysis of current conditions, and input from the community, the project team will create a future-minded concept that aims to highlight features of the corridor and reconnect people to the park.

Project Goals

-  Identify areas of multi-modal improvement
-  Develop methods for traffic calming
-  Identify areas for safer non-vehicular travel and park access
-  Re-integrate roadway sections to become part of the park again
-  Consider new circulation/traffic patterns to highlight historical/structural elements from their original vantage points
-  Design a corridor that models a boulevard concept and incorporates aesthetic elements and ADA features



Druid Park Lake Drive

Complete Streets Design Effort

Get Involved

BCDOT is working with local stakeholders, community leaders, and park-goers to learn about people’s experience accessing the park and traveling along the Druid Park Lake Drive corridor. For information on upcoming events (on-line and in-person) or to share your thoughts, please visit the project page transportation.baltimorecity.gov/dpldcsdesigneffort.

Join the project mailing list by sending a message to William.Ethridge@baltimorecity.gov with subject line “Please add me to the DPLD mailing list”.

 [instagram.com/bmorecitydot](https://www.instagram.com/bmorecitydot)

 twitter.com/BmoreCityDOT

 facebook.com/baltimoretransportation

Baltimore’s Modal Hierarchy



1 Walking



2 Cycling / Public Transit / Micromobility



3 Taxi / Commercial Transit / Shared Vehicles



4 Single Occupant Automobiles

What Are “Complete Streets”?

A Complete Streets approach involves neighborhoods during the planning, design, construction, operation, and maintenance of roads and transportation networks. This helps put safety over speed, balances the needs of different transportation modes, and supports local communities, economies, local land use, and environments.

Baltimore signed the Complete Streets Ordinance into law in 2016, requiring streets to be designed to accommodate all users. The Complete Streets Manual establishes a modal hierarchy for street design, which prioritizes walking, cycling, public transit and micromobility.

Elements of Complete Streets include improvements such as traffic calming techniques, modified crosswalks, safe bike infrastructure, pedestrian-scale lighting and street trees to address access challenges for bicyclists, pedestrians, and public transit users. By dedicating roadway space to walking, biking, and transit, the notion of designing streets primarily for cars is challenged and an important step is made toward achieving safe and equitable use of streets by all modes of transportation.

For more information on the Baltimore City Complete Streets Manual check it out at <https://baltimoreplanning.konveio.com/draft-baltimore-city-complete-streets-manual>.



Comment Card Response Summary

Date: Friday, January 28, 2022

Feedback was sought on the three Druid Park Lake Drive Complete Streets Design Effort design concepts presented to the public on October 7, 2021. A short-answer comment form was created using Microsoft Forms to receive comments. The comment period opened on **October 7, 2021 and remained open until January 20, 2022.**

The comment form was promoted through BCDOT social media, shared with community organizations and stakeholders, emailed to individuals who signed up for updates, and through a postcard mailing. Comment period extension announcements and reminders were sent November 2, November 12, and December 17, 2021.

80 community organizations and stakeholder groups were included in emails that provided an electronic version of the promotional flyer, a link to the comment form, and graphics for sharing with their social media networks.

Updates and comment extension announcements were sent to contacts who signed up for emails.

BCDOT was provided with content for social media posts.

Printed flyers, a copy of the full October 7 presentation, and blank comment cards were provided to Enoch Pratt Library locations Walbrook branch and Pennsylvania Avenue branch.

Printed flyers, a copy of the full October 7 presentation, and blank comment cards were available for walk-ins at the security desk on the first floor of DOT's offices at 417 E. Fayette St, Baltimore.

Postcards were sent to 4,352 households within ¼ mile of the park (mailed the last week of December 2021) providing a QR code and website address to comment on the concepts

The Baltimore City Department of Transportation (BCDOT) received **959 responses** between October 7, 2021 and January 20, 2022. The three design concepts for Druid Park Lake Drive include:

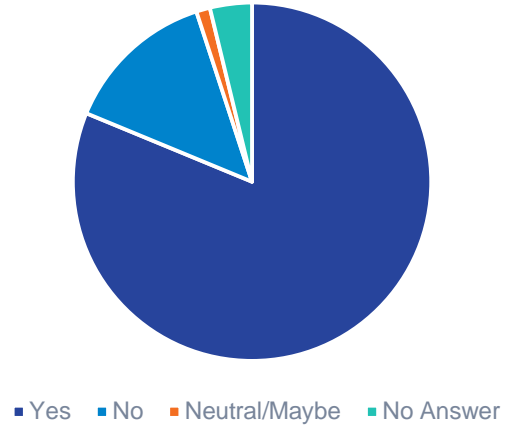
- Option 1 – A single lane in each direction
- Option 2 – Two lanes in each direction
- Option 3 – A hybrid

Following are the results of the survey:

Option 1

96.4 percent of respondents (923) provided an answer, with 779 stating that they are in favor of the single-lane concept. Thirteen percent of total respondents (132) gave negative answers about this option and 12 respondents provided a neutral statement. Statements in support of this option include improvements to safety and reduced traffic speeds, bike/ped facilities, decreasing harm to BIPOC stakeholders, and increased connectivity between the local neighborhood and Druid Park. Negative sentiments largely mentioned an increase of traffic congestion and resulting longer commute times.

Question 1: Do you prefer the single-lane concept?



Option 2

86.6 percent of respondents (831) provided an answer, with 601 stating that they are not in favor of the two-lane concept. Seventeen percent of total respondents (170) gave positive answers about this option, and 60 provided statements that either were neutral, expressed that this option is very close to the current road conditions, or that it is the second favorite option. Statements in support of this option include support for keeping traffic flowing during both peak- and off-peak travel hours, providing greenery and bike/ped options. Negative sentiments largely mentioned an increase in traffic speed and the resulting safety concerns, a lack of connectivity, and increasing harm to BIPOC stakeholders.

Question 2: Do you prefer the two-lane option?

