

**Druid Park Lake Drive: Public Meeting 2**  
**Closed Captioning Transcript**  
**October 7, 2021**

18:31:44 Good evening, everyone. Thank you for joining us for the Druid Park Lake Drive (DPLD) Complete Streets design effort public meeting number two. My name is Tammy Leigh DeMent.

18:31:58 And I am going to, I'm part of the engagement team. Before I turn the meeting over for the main content, I wanted to go through a few housekeeping items.

18:32:09 Thank you for attending tonight thank you for your time. We know that there was a lot of items out there competing for your time and we're grateful that you're all here.

18:32:18 This meeting is being recorded. Everyone is automatically muted. If you would like to use closed captioning, please click on the CC icon located on the zoom toolbar at the bottom of the screen.

18:32:32 The best way to make a comment during this meeting or to ask a question will be through the Q & A feature located on the zoom toolbar at the bottom of the screen.

18:32:43 During the presentation, feel free to submit questions or comments using the Q and A tool project team members will respond during the live question and answer session at several pauses during the presentation.

18:32:56 If you see a question or comment in the Q & A feature that you want to help elevate, click on the thumbs up icon next to the question.

18:33:06 If you're calling in by phone, you can ask questions during the Q&A answer sessions by pressing star nine on your phone to raise your hand. And when caught on press star six to unmute the way will adjust the questions is phoning questions will be

18:33:25 addressed first, followed by questions typed into the Q&A feature in order that they are received.

18:33:33 If there's time, we'll also take verbal questions, raise your hand during the Q&A sessions and we will call it people and the order they're raised hands.

18:33:44 Since this meeting is being recorded. If you prefer. Please continue to use the Q&A feature to ask questions and comments instead of raising your hand.

18:33:55 So with that, I'd like to turn it over to our design team for introductions and next steps.

18:34:07 Thank you, Tammy Leigh. I'm just want to thank everybody for coming out tonight for Druid Park Lake Drive Complete Streets public meeting number two.

18:34:18 My name is Wesley Mitchell and I am the consultant Project Manager for this study, I just want to take a few minutes and just introduce this new virtual space that will be using for today's presentation before I turn it over to the, the Baltimore City

18:34:31 D O T project manager will Ethridge. So as you see on the screen, what we've been trying to do over the course of these last couple this year and a half, as we've been stuck within this pandemic is fine new and inventive ways to interact with the public

18:34:47 in through virtual space, and what we have here is our virtual meeting platform that allows us to symbolize almost simulate what would happen and more of a normal public open house type of setting in which will have various stations that we will go through

18:35:03 during the presentation and allow people to see those different displays, and this this actual site this virtual room will actually be available through the BCDOT site, either tomorrow, or early next week.

18:35:16 I'm just making some minor tweaks to that. So with that, I want to go ahead and open it up for our Mr Will Ethridge to kick us off today.

18:35:27 Well, thanks Wes. Good evening everybody and welcome to the fall public meeting for the Druid Park Lake Drive Complete Streets study. My name is Will Ethridge I'm a city planner for the department transportation and the project manager

18:35:41 Tonight's presentation will showcase the three preliminary concept designs that we've developed for the future of Druid Park Lake Drive. The concepts are based on the comments, suggestions and feedback that we've received from residents, elected officials, partner agencies 18:35:57 and community stakeholders that have spoken to us, filled out comment cards participated in meetings or otherwise offered us your opinions on this project.

18:36:07 Over the course of the last 10 months. Obviously not every idea is going to go into the presentation, but we did get a lot of really great ideas, and we've tried to incorporate as many of those as we could.

18:36:17 periodically throughout this presentation we will stop to take questions, both from folks on the phone and those of you who are on your computers and smart devices.

18:36:26 And if we don't ask your question verbally tonight we're going to capture all of the questions that are in the chat and respond to those in writing on our project website.

18:36:41 So the project area consists of the two mile segment of Druid Park Lake drive, starting from the entrance on the southeast corner of the park. Heading west along the south side of the park, which then turns and continues West and connects

18:36:58 to Reisterstown road, makes the park circle intersection, and then turns northeast along Druid Park Drive, until it reaches Greenspring Avenue.

18:37:07 The two images shown here are just a few of the reasons why the study was conducted. We know from 311 requests and from speaking to residents that there are many features along Druid Park Lake Drive that aren't safe, that are confusing, or are unattractive, somewhat

18:37:22 poorly designed and prohibitive to certain populations. So in addition to the historical social justice and equity that can be done by reimagining Druid Park Lake Drive

18:37:32 There's also need to improve it so that its safe, easy to navigate, inclusive, multimodal and attractive.

18:37:44 So what is the Druid Park Lake Drive Complete Streets study?

18:37:51 In 2018, Baltimore City adopted a new Complete Streets ordinance, and then earlier this year the city adopted the companion Complete Streets manual to guide implementation of the ordinance.

18:38:03 Both were designed to transform the city by elevating the priority of pedestrians, bicyclists and transit users in planning and roadway design.

18:38:10 While the genesis of the study is rooted in equity and social justice, the foundation of the study is to demonstrate how Complete Streets design elements can be implemented in future improvements to prioritize safety and accessibility

18:38:24 for people as they walk can use transit ahead of single occupant motor vehicles, but to do so in a way that doesn't impair emergency response by creating dangerous conditions.

18:38:34 The design elements you will see tonight all play a role in creating a safer and more acceptable multimodal environment.

18:38:45 So why is department transportation redesigning Druid Park Lake drive?

18:38:50 As I mentioned in 2018 the city adopted a complete streets ordinance.

18:38:53 This means changing the priorities of our roadways away from simply moving cars through neighbors toward instead, allowing people to get around their neighborhood safely by walking riding bicycles or taking the bus. This change and reprioritization places the most vulnerable

18:39:08 populations first and serves as a check on our decision making. From project planning to engineering and design Baltimore's history and transportation decisions negatively impacted communities of color, and one prime example of this was the decision to

18:39:23 widen Druid Park Lake drive into a freeway in the 1950s.

18:39:28 Residents of community associations banded together, along with the NAACP to sue the city to stop the widening but that effort failed.

18:39:33 So the result has largely cut these neighborhoods off from the park, by making it unsafe to walk along or cross Druid Park Lake drive.

18:39:42 The Complete Streets ordinance reprioritizes social justice and equity by directing transportation funding towards projects in historically disinvested areas to promote walkable Safe Streets within neighborhoods with the lowest percentages of cars.

18:39:57 Doing so will create vibrant walkable communities with safe, reliable access to public transit and attract future residents to the city.

18:40:06 With that, I will hand it over to my colleague, Catherine.

18:40:13 Thank you. Well

18:40:13 hello, I'm Catherine Henley, I'm a transportation planner on this project and I'm also a resident of Reservoir Hill about two blocks south of Druid Park Lake Drive.

18:40:23 So what I'm going to do is I'm going to walk you through the project background relatively quickly. Looking at the concept design process and key data, and then we'll dive into the concepts after this.

18:40:33 So first off. Here's an overview of the process we went through to analyze existing conditions and develop concepts for DPLD.

18:40:41 First we collected data reviewed existing plans and studies around the project area, met with stakeholder groups to identify visions and goals for the project, coordinated with other city and state agencies to ensure alignment with their ongoing projects

18:40:54 and goals, performed design research and reviewed Baltimore City's complete streets manual, and then use all this information to develop the concepts that you'll see today.

18:41:03 The concepts are being evaluated based on several measures of effectiveness and then will be provided to the city in a final report. And as you can see at the bottom, public outreach was continuous throughout the process and will continue to have opportunities

18:41:16 for public engagement as the project progresses.

18:41:21 So this board shows.

18:41:23 It looks like we skipped one to go back one more.

18:41:28 Well I'll talk through some of the goals and you can kind of see on the right-hand side there.

18:41:32 The goals for the project were developed with key stakeholders. Other agencies and through previous studies have DPLD.

18:41:39 So the goals that were developed for this project, first and foremost, are to improve safety of DPLD for everybody using the road way.

18:41:47 I know anyone who's used your drive before knows how scary it can be using any mode walking, biking, with a wheelchair, and even driving. So that's the primary goal for this project is to improve safety, second is to reduce speeding.

18:42:03 Third, new crossings from surrounding neighborhoods to connect to the park, fourth for us to improve transit service on the corridor.

18:42:11 Fifth to add safe dedicated space, space for bicycles and scooters and other micro mobility devices.

18:42:17 6th, to make the corridor beautiful and green to reflect the wonderful park that we have in Druid Hill Park. And lastly to highlight historic landmarks on the corridor.

18:42:29 So looking a bit at the historic context of DPLD on the top left you can see an image of an archway that archway is still there on Madison Avenue.

18:42:38 Druid Hill Park was established in 1860 and is the third oldest established park in the United States, so it's got national and local significance. On the top right you can see the roadway layout when the neighborhoods around the park started to develop

18:42:52 all the roads were local all you know one lane maximum in each direction.

18:42:58 And every single road was a crossing into Druid Hill Park so everyone had great access. In the 1950s that changed with the planning and construction of DPLD.

18:43:16 And as well said this is really an example of racist transportation policy and planning in our city and in our country. During Park Lake Drive was proposed as a feeder road to the Jones falls expressway kind of more for the white suburban communities to quickly

18:43:22 to quickly get to downtown, and despite opposition from the predominantly black and Jewish communities of Reservoir Hill, the roadway was widened to its current design with a five to nine lanes, and the number of entry points to the park was reduced to just

18:43:35 seven. So the bottom right image shows where we are today, with very wide high speed traffic, and what we're looking to address with this project.

18:43:47 This board shows just another image of the crossing points that were there originally every single roadway was the crossing into the park for community members and today we just have a few left, and those that are left are not very accessible and are

18:44:07 very unsafe for pedestrians. Alright, so this part here shows some of the ongoing projects around Druid Hill Park.

18:44:12 Many of you probably went to the Druid Lake vision plan meeting which was a team re-envisioning the park space around the lake.

18:44:19 Also, the Department of Public Works is wrapping up its construction of the water tanks project in the park.

18:44:30 And the city is planning for the Gwynns Falls portion of the green network plan. And then other plant plans and projects as such as the park view recreation center, Madison Park north in London Avenue are underway.

18:44:37 And it looks like the Druid Hill Park pool is wrapping up as well. So all of these projects around the corridor really emphasize the need to have a safe accessible and multimodal DPLD that allows people to easily and safely travel to these places.

18:44:53 So as part of the data collection process. We looked at the crashes along the corridor and really because of the poor design and the, the width, and the speeds on this roadway we have a fairly high crash rate on DPLD.

18:45:09 As you can see on this map here this is data from 2020. Some of the hot spots and the concentrations of crashes that we've been seeing are at Linden Avenue, Madison, the portion of DPLD that turns into Reisterstown road, Park circle, and green spring Avenue, and then also in previous years there were a lot of crashes at the I 83 ramp as it merges into DPLD.

18:45:30 So these are all areas where we really emphasize the need for safety improvements.

18:45:40 And here, this shows this board here shows traffic counts, DPLD the traffic counts were actually taken in the winter of 2020, and the map shows turning movements here.

18:45:58 As you can see from this map.

18:46:00 Actually the traffic goes significantly down as you go from it three around the corridor.

18:46:07 So, most of the terms that we're seeing in the traffic data here, and McCullough, the Fulton Avenue intersection and then the majority of the left turn, turning movements are Gwynns Falls and liberty heights.

18:46:22 So in the data in the design process we carefully examine these intersections.

18:46:26 And then finally, looking at some of the key statistics, including American Community Survey data on how people living around the corridor travel.

18:46:36 You can see at the top there.

18:46:39 About half of people living within a quarter mile hundred per click drive, don't have access to a car.

18:46:45 About 52% of people have workers commute by personal vehicle. And then we have about 30% who commute by transit.

18:46:53 Another really important statistic is that almost a quarter of people living within a quarter mile of DPLD have a disability. And so, emphasizing the need to, to make it accessible for people who are using wheelchairs and other mobility devices,

18:47:09 and those who aren't using cars was something that was guiding the design process here. Very similar statistics within a half mile do it perfectly drive as well.

18:47:17 And so, based on all this data.

18:47:22 We were able to design DPLD for all modes of travel.

18:47:27 And I'll pass it over to Wes to show you the concepts.

18:47:33 Thank you, Catherine.

18:47:35 And as Catherine mentioned there's a lot going on. There's a lot of issues that we're trying to address from, you know, addressing some of the historic sins of the past to getting into what are some of the more on the ground concerns as far as ADA accessibility

18:47:52 on Traffic Operations access to the park. So those are things that we wanted to evaluate. So in station three, and we really want to get into our actual concept and some of the things that we actually considered when evaluating a concert before we before

18:48:07 before we put pen to paper. These are the things that we really wanted to look into. First of all, I'm starting off with just a community outreach Will touched on a lot of these things already earlier on in the process but there were one on one interviews

18:48:20 with community leaders that was done in the very beginning of the study. We also went through and identified existing plans and projects that were done in the area that could help to inform some of our decisions on how we wanted to evaluate concepts.

18:48:36 We did a community stakeholder visioning exercise, both with the community members but also with our agency members in which we bring in like DPW and Parks and Rec.

18:48:46 There was a virtual field tour in which we allow people to go online and using GIS layers to be able to identify pinpoint areas along the corridor that the study team should be aware of.

18:48:58 And to consider as they're evaluating and coming up with ideas and concepts. There were comment cards that were put out there we had, you know, over 300 comment responses based on that, which was very useful as identifying where some of the key issues and

18:49:13 concerns within the public. There was a public meeting that was held, you know, few months ago. That was very well attended and we were able to get a lot of really good information as far as what are the needs, what are the concerns, what are some of

18:49:25 the key issues that we have a series of community neighborhood meetings on our control the triggers was one Park Heights Park circle met. We also met with Garwynn oaks and other communities to talk about what are some of the key issues that address

18:49:40 their particular needs as well. And then throughout this time we've also had a series of pop ups in which we were at Druid Hill farmers market we were at the Park Heights Juneteenth celebration and went to the Cloverdale basketball courts handing out flyers and talking to individuals there on the ball court, and then also just within the park, we had some pop up events there. And here we are today with our public meeting just to continue that theme of hearing from the public understanding what the key concerns are.

18:50:08 Some of the things that came out of those discussions in that interaction the visioning exercise was coming up with our key themes, which included safety and which we're looking at addressing vehicle speeds addressing

18:50:23 the needs of our aging population, looking at bike and pedestrian movement across the entire along the corridor.

18:50:32 Accessibility was a big issue for us, especially ADA accessibility and how can we better serve, you know, that vulnerable population as well as you know especially on the park side sometimes you have a sidewalk that will just stop.

18:50:45 So, where do individuals go or light poles in the middle of sidewalks, which makes it very difficult for individual in a wheelchair to be able to get around and navigate that particular area for a multimodal access we also looked at ways to, to make to

18:50:59 increase safety for pedestrians and cyclists, micro mobility users as far as individual scooters, I'm looking at. Signal timing as well share use past so a lot of different things that we wanted to embody within that multimodal accessibility piece,

18:51:13 and then aesthetics. We talked, you know we talked pedestrians we talked Traffic Operations but aesthetics and beautification of the area is also part of the deal, and looking for ways where there are opportunities for public art, maybe looking at ornamental

18:51:28 lighting in certain areas, trying to make more of a neighborhood and park feel within the area. And also, embracing the historic elements in nature and significance of this community and of this entire coin area so a lot of things that we try to bring

18:51:43 into the key themes of the project from a design standpoint we also had a couple key things and this is just a small sampling of things that we evaluated but going back to the complete streets manual that Will touched on earlier in which

18:51:58 you really look at those vulnerable populations, where are the highest risk for injury, for various modes of travel so the pedestrians and individuals with disabilities are at the top of that list and then the most vulnerable, especially in some sort

18:52:13 of access to having that protection in place in that transportation system is very key.

18:52:18 Cyclists individuals using transit micro mobility so individual scooters or electric bikes is also that that second tier of interviews that we're really concerned with looking at taxis and commercial transit where's that shared mobility shared vehicles

18:52:33 that are using a quarter and then also single occupancy vehicles that is still part of the mix of course are realizing that we're talking about potential for injury on there's less concern there but they're still important and so part of the overall picture we're looking at from a design standpoint. If you look to the upper right here. And we want to make sure that all of our hands and once we get into the constants you'll see this in a lot of our designs

18:52:57 We have crossing points, both for bicycles as well as pedestrians and then if you notice we also try to have a channelized movement. So as vehicles are making that turn, they can have better sight lines for bikes and pedestrians that may be accessing the area

18:53:12 on to be able to move forward with that. I'm in the Lower, lower left. We want to show that when we have some of our larger intersections and how can we use pedestrian refuge areas, just in case individuals get stuck crossing the street that they have a point of

18:53:25 safety that they can stay within or before they go to me that second stage of the crossing. And then also, you'll notice as we get into the concepts, there's a lot of roundabouts that we include so looking at what are some safe elements related to facilitate both bike and ped(estrian) movements. When it comes to roundabouts as well.

18:53:43 We're talking about our key design elements, there's a couple things that come to mind. We have our what we're calling our share mobility lanes, which, as you see is a lot of the two way cycle tracks in which we're not only addressing bicycle accommodations but also looking at ways to facilitate better ADA accessibility. As you notice, even with the big jump project.

18:54:04 There was access across 83 that just wasn't there before for individuals with disabilities. And maybe, bringing that forward it also micro mobility we've mentioned this before the lightweight vehicles, if that's a you know if that's a scooter or if its an electric bus, an electric bike, then also some of the images here to the right is looking at pedestrians zones and how are we making sure that there are safe spaces for pedestrians.

18:54:39 And then we have a picture of a shared use path, how can we interact both bikes and peds and, you know, people will try circles and what have you, so making sure that we're bringing all those elements and keeping those in mind before we even

18:54:46 get to the point that we're putting pen to paper and coming up with concepts. And then lastly, I'm also looking at the street guidelines and evaluating the various types of avenues and what you're seeing here are two types of one's a Boulevard

18:55:00 that has more of you know your bike accommodations more sidewalk and, and both hard and landscape elements, and then Parkway we felt like our design was probably more of a mixture of these two.

18:55:12 And once you have elements from both on that you'll see as we start to get into some of our actual design elements.

18:55:18 And without further ado, I do want to get into those different areas and starting off with the concept development just to paint a picture and then we'll get into those.

18:55:27 So this is just a rendered image. This is the area generally between Fulton and Gwynns Falls, just to give people a better perspective of what's out there things that you guys live and breathe every day but this is what you partly drive on as it

18:55:42 is today this is that corridor in which, in that west or northbound direction. As you can see, as you're approaching that Gwynns Falls intersection, you're dealing with about five lanes of them, of interfaces, you have to cross, just in that just in that Western

18:55:55 Western northbound direction because you have your double on left turn base there. And then on the eastbound or South direction, you have an additional three travel lanes plus a parking lane on right from the Auchentoroly Community.

18:56:08 So, as you can see there's a lot of movement and when you're thinking about it from a from a bicycle crossing the desert and crossing at a crossing standpoint, that's a lot of pavement on that individualized across.

18:56:21 And so what we've come up with are three different concept designs that that will be presenting over the course of the next few minutes today. One is a single lane option that does look at single lanes in both directions but eastbound, westbound northbound, southbound .

18:56:37 southbound hybrid concept which is going up in the middle on which we have two lanes westbound we're especially we're coming off of 83, and we're seeing a heavier load of traffic so having two lanes in that direction, one lane in the outbound direction.

18:56:50 And then we also have a two lane concept that does look at two lanes in both directions. And one thing that I want you to know you see that at the end of the at the bottom of the page here is that these kinds of online configurations do account for majority of the end to end alignments but they may fluctuate and we may enter, we may sort of interchange some of these elements depending on the Traffic Operations, depending on the size of space that we have on the playlist so you'll see that as we start to get into the design into the concepts.

18:57:21 So one of the things that as we have those alignments. One of the things that we wanted to make sure that people understand is that all three of these alternatives all three of these concepts that we've have developed, they all have complete streets features embedded within. So when you're looking at all of the alignments, they all have, you know, shared use path associated with them. They all have traveling there they all have a bike lane or shared use path there.

18:57:45 They all have sidewalks that are expansive and have removed a lot of the obstructions. They have multiple access points, both with signals intersects and unsignalled access points and green buffers for additional separation and then they also all have a bus lane.

18:58:02 That is identified along Reisterstown road stretch between Park circle and going towards Liberty heights. So, they all have the very similar Complete Streets measures just at differing degrees.

18:58:13 So we'll talk about that as we get into some of the actual alignments and get into more of the details.

18:58:20 So starting off and want to start off with the first option which is our single lane option.

18:58:26 And with the single lane. What you're seeing in this design if you can imagine just to try to orient everyone.

18:58:33 What we have here is coming this is Druid Park, this is Druid Lake here and I-83 as you can see over to my right, and what you have is a new connection that you're seeing a combination of traditional intersection I will zoom into this area just want to

18:58:47 give you a general overview, a combination of traditional intersections or roundabouts are included. And one of the things that one of the big features for this particular alignment is the fact that we actually remove a segment of DPLD beyond

18:59:02 Liberty heights. And that's because we are seeing some significant drops in traffic between Gwynns Falls which has some significant left turn movements. And then at liberty in which we have another drop of movement so we're seeing a pretty significant drop

18:59:17 in traffic beyond that point. And as most of you that live in this area know, this is an area that has very high speeds as people are coming around that corner and hitting that that almost slipped ramp on to Reisterstown road as they, as they approach

18:59:33 Park circle. So as a safety precaution as another element and by removing that roadway in this particular concept, we are able to actually increase the size of the park area here, in which the area where parks and people currently sits actually becomes

18:59:49 a part of that continuous Park area. So, that's another element now the other alternative does not show that removal but for alternative A we do.

19:00:00 And just to move a little closer in. So as you and you'll be able to have the same functionality, you know once you get into the site but just to give you an idea so coming off of 83.

19:00:11 As you can see we do close the, the Mount Royal terrace insurance and there's a different access here which is the what's the access that's in place now.

19:00:22 And what you still be able to access that area just not in that one location because of the, the angle of that it was just an unsafe condition so we did modify that there are both stairs, as well as a at a ramp to get to the access point where we have

19:00:38 Brookfield intersection of intersection at Linden, as you continue on as you can see what the typical section that's pretty much a single lane in both directions here.

19:00:48 Eutaw becomes two way.

19:00:51 We're allowing both left and right movements. There's in this particular alternate we are proposing a roundabout and Madison. And as you see, to try to simplify the intersection at Fulton, we are actually proposing a closure of McCullough at Cloverdale

19:01:08 so anyone that is looking to access this part with either using the Madison, or using Eutaw coming up from North Avenue, to be able to access to court on and which helps to simplify and improve safety at these various intersections, and you have

19:01:23 I'm your noses little loop here because what's happening to anyone that's interested in accessing the Cloverdale basketball court would use the DPLD come around the Cloverdale, and then be able to access it here and be able to turn around

19:01:37 in the southbound direction that way.

19:01:40 So continuing on as you'll notice as we continue through this particular design, you'll see there a series of mid-block crossings. That would be pedestrian actually don't have those push buttons that people can actually touch and you'll also see that

19:01:53 the to a cycle track does continue along this entire stretch, as well as a shared use path which is in gray, which goes around the entire park area from beginning to end.



19:02:08 As we continue on, we have another round about @ Gwynns Falls, that to a cycle continues. And then as I mentioned earlier, we do cut off at Liberty heights, in which movements in that direction would calm southbound here or I guess that'll be westbound two

19:02:25 races down road, in which they would then access through parks urban there's a series of mid block crossings there as well and two additional access points to the park.

19:02:35 And then that we access on Park circle and then take that up to Greenspring in which we would have one lane in both directions there. And this is predominantly based on what we're seeing the traffic volumes in this particular area.

19:02:48 So with that I wanted to give you also just another version This is another option that allows us to shift the alignment further west of the median, which allows for more access to the park and we can actually increase the size of the open space alone

19:03:07 that Parkside by moving that roadway closer to the residential side. So that's another option that is proposed as part of option. Okay.

19:03:15 And just to go through a couple more slides and then we'll open it up for questions and answers.

19:03:22 This is the general typical section that we're showing in the typical section is if as if you were standing on the roadway and looking straight on to traffic on what you'll see here is to traveling in both directions 10 foot lanes.

19:03:37 Typically we have a grass buffer in between. we would have that to a cycle track buffered area sidewalk. And then on the right, once again buffered area but then having a share us path so to be able to have both uses in place along the entire corridor

19:03:52 increases, sort of your accessibility to a great degree.

19:03:57 This is just a rendered imaging will have a series of these rendered images. To give you an idea of what the area will look like. So this is at Eutaw and DPLD.

19:04:07 With that single lane option, in which, as you can see, we have single lanes in both directions we do allow for left turn back. But one of the things that I definitely want to access here is we do have those full crossing area so you can see we have a

19:04:21 separate crossing for bikes, separate crossings for pedestrians too, to allow for more definition and more defined crossing areas for both uses. And then we also have the setbacks on to make very clear in a, in a more safe environment and more safe crossing

19:04:38 distance, as well as you're looking at this location.

19:04:41 The next option is looking at it from rendered image is this is that Madison and as I mentioned before, we're showing a roundabout there. And as you can see what the roundabout allows for us to do here is, it allows us to bring the roadway elements closer

19:04:56 to the archway. And that makes that archway that historic gateway into the park, more part of the overall design versus what we see now which you have your roadway and you have the, the archway that's off to your left or right.

19:05:11 That seems very far removed from the roadway access, and then and it doesn't come across as strongly as a gateway into the part where looking at some sort of roundabout design we could have some potential art feature in the middle and then just having

19:05:26 a closer access to that actual historic structure is a key element that is shown as part of this design. And then finally, we have our single lane concept that we wanted to show here this is an area once again between Fulton and Gwynns Falls.

19:05:43 And as you can see we have one lane in both direction with parking along this area with a buffer and your, your cycle track to the inside area before you get to the residential.

19:05:55 So that, and then for option, a similar design we just we just remove the median. With that, with that shift over on the, on the putting the lanes on both sides of the median time as we, as we're showing here, and it has in it just allows for more Park

19:06:09 area with that particular option.

19:06:12 with that particular option. Okay so that is our single lane option as we went through all of the design elements, and we also went through the roundabout sections I will go ahead and pull that back up, and then open it up for to go through the q amp

19:06:28 a, and then we'll open it up for any verbal questions that individuals on the call me.

19:06:40 And we do want to open it up to people on the phone to

19:06:45 ask for more questions first before we get to the written one Q&A so let's go through the Q&A just in case on there may be somebody on the call that here's a question that was going to be there so so we can, we can go there first because we do

19:06:59 have the push it up the ladder function.

19:07:05 So, the one of the questions that we're getting is what our plans to safeguard pedestrian basically at roundabouts. They're great for keeping traffic moving but for that same reason it's often dangerous for pedestrians to cross related to that is will

19:07:20 the roundabouts also have pedestrian activity cross buttons. Wouldn't roundabouts make it hard for people to cross? Those are kind of grouped together as rounded up.

19:07:32 Yeah, I think some of the elements that we've seen, and this is not only looking from a design aspect but then also you know looking both around the US, as well as abroad.

19:07:44 We have seen several roundabouts that are in place that facilitate high levels of both bike and pedestrian movements, especially for single lane roundabout two lane roundabouts become a little more difficult, and that's when if we're looking at any two

19:08:00 lane facilities we would be probably looking at some sort of controls there to allow for for better access, but what you find in a roundabout is actually it does force vehicles to slow down, which you don't see and a lot of in your more traditional intersections.

19:08:16 So there are different elements that we also build in place in design in which, like for instance, you have a round about where you actually cross the bikes and peds, is a little further down into more of the straightaway piece on so that allows any vehicles

19:08:44 things that we can do as far as raised on pavement, you know at those entry points so as cars are coming up they recognize that there could be additional crossing distances there.

19:08:54 But what we have seen and when it's been proven from a lot of the design elements and a lot of design manuals that we've evaluated as part of this as, as part of this concept development is that it can be done in a very safe manner.

19:09:08 And a lot of the elements that you're seeing in these preliminary designs do speak to some of those.

19:09:12 Some of those elements, and we just want to continue to build more of that as we move forward but we have seen example after example of how roundabouts can be extremely safe for both bikes and peds by slowing down traffic.

19:09:28 I know we're going to continue to move along but we've got some questions about speed, instead of one lane. What about speed humps and related to that is, did we say with the speed limit would be? correct so right now we are looking at between 25 and 30, miles per hours as the intended.

19:09:52 Signed, 30 miles per hour for the roadway.

19:09:54 As far as speed humps, I mean they're always something that we want to have in our toolbox, but we feel that in this particular design we're able to slow down traffic to the point that especially with having multiple traditional and roundabout intersections,

19:10:13 as well as some of the mid-block crossings. There's a lot of elements that are built into this design that allow us to keep those vehicular speeds in check versus what you have right now and as you know you know when it's maybe during peak hour you're

19:10:27 seeing very heavy congestion along the roadway but during off peak. A lot of times those areas are wide open, and that means that cars are moving at an accelerated rate that just increases some of the safety concerns that we're seeing at various locations

19:10:40 so speed humps and speed tables and a lot of the traffic calming elements is always something that we will have in our hip pocket. If necessary, but we feel like the design is developed in a way that it will help to, to reduce traffic speeds, as

19:10:57 well as keep the volume at a point that they can still be moving but in a more safe and manageable manner.

19:11:03 Thank you.

19:11:05 And one more question, not related specifically to the, the road itself but what would the arches at Madison be restored as part of this project, they're poor condition?

19:11:20 And what were the physical barriers around the loop by the basketball court?

19:11:26 sorry yeah so so the first one I'm not so much associated directly with this project but what this project brings is the opportunity for increased beautification throughout the quarter.

19:11:39 So, so if there are touch treatments that can be made to that arch way, you know, we would like to think that this project could be a catalyst for more on beautification and aesthetic enhancements throughout.

19:11:51 So, so hopefully maybe not so much with this project but we're hoping that as a byproduct of this project that you will see an increase in beautification throughout the quarter.

19:12:00 When we're talking about I think the second question was dealing with the Cloverdale basketball courts and that sort of, sort of turn around back there.

19:12:08 So, so the idea there is.

19:12:11 We wanted to make that more of a local stretch through Cloverdale, instead of bringing all of the cut through traffic coming off of DPLD and going through that area, realizing that there is a lot of movement pedestrian movement, especially as people

19:12:26 are accessing that center and going back and forth. So in this design you're seeing on the screen.

19:12:34 We're actually looking to, to actually remove a lot of that traffic coming in so you're only able to access it from Fulton. And then on the loot ramp is you go into northbound direction you just swing around, you'll probably be a stop sign there to allow

19:12:50 for that traffic to move but it'll be pretty local so you're not seeing major volumes and then that'll allow you to continue in that southbound direction to move south similar down to tell me.

19:13:03 Okay, thank you. One more question. Emily Can I know that we've got a lot more to cover. So there's a question about parking. How will the single lane traffic affect the parking and Gwynns Falls.

19:13:16 Will we be able to eliminate the seven nine eastbound and four six westbound.

19:13:23 So parking is still accommodated, even in a single lane option if you still see the screen here, there's areas.

19:13:37 These little boxed out areas would be additional parking. And when you look at some of the rendered images. Pull one up.

19:13:47 Yeah, so even when you look at some of the rendered images, you'll notice this solid line is where parking would still occur.

19:13:54 We are not impacting parking along Gwynns falls that I know of, I need to take a closer look there, but we would still maintain parking on the residential side.

19:14:06 Great.

19:14:07 Okay, again and understand that we've got a, we've got some time, we will try to answer all the questions that we do not get to verbally. By following up with, with written answers on the website after the meeting.

19:14:24 So, we'd love to continue to get your questions. We are going to go through the other two concepts. So, let's let's go ahead and do that.

19:14:40 Okay.

19:14:40 Okay, so to move along to the next grouping.

19:14:45 So the next concept that we developed was our hybrid concept. And as I mentioned this one has a combination of two lanes in the westbound direction and one lane in the eastbound or north or south down depending on where we are along the corridor.

19:15:01 And as you notice with this one, we have we actually have more traditional intersects and just a point that I want to make here is that, though we are showing some traditional intersections here with all of these different concepts a majority of

19:15:17 the intersection designs can be swapped out so if we feel that a roundabout is more appropriate at a particular location that we would like to move to be a lot of those things or from the single lane option to the hybrid option.

19:15:33 That can happen as well. So there can be some some mixing & matching of the alternatives as far as the intersection designs are concerned, but for this particular layout this end to end layout we are showing have pretty much all traditional intersections

19:15:52 here and we'll talk about the one Gwynns Falls that is a little atypical. But what you notice what I want to highlight here is beyond Liberty heights. You'll notice that we do extend beyond that point, unlike with the first single ops single lane option

19:16:05 that cut off traffic there this one would allow for traffic to continue, but we come to a tee intersection and the reason that we did that was to try to eliminate that slip ramp that comes off DPLD onto Reisterstown with legs at high rate of speed is going straight up the park circle and Park Circle has probably our highest crash rate in the corridor and and I'm sure that that's a contributing factor so I bring it into a T intersection

19:16:33 signals intersection there that can slow down that movement and try to hopefully reduce the amount of speeding and traffic that is pointing towards that particular intersection so you'll see that on this concept.

19:16:48 So, and then the rest of it is pretty similar to what we saw with the other alternative. So zooming into this area. Once again, very similar design this layout is very similar to what's out there now, in which you would have two lanes in that westbound

19:17:03 direction one lane and eastbound direction along with that two-way cycle track with that shared mobility lane that allows for ADA, cyclists, & micro mobility along that corridor, we would have the shared us path on the north side sidewalks and two lane cycle track on the southern side of the alignment.

19:17:26 Very similar layout we have more traditional intersections here on Crossing Paths there, Madison would actually be closed to left turning vehicles, this would just be for right turning vehicles coming off of Druid Park, the slight variation with this alignment

19:17:43 is that we actually create a new connection from McCulloch, in which McCollough would be realigned for a new intersection here then that's how you would actually access the park is through that new realignment of McCollough.

19:17:59 The Cloverdale access it's all very similar. Fulton would allow for left turning movements in this particular design.

19:18:06 Once again we still have those mid-block crossings so we're able to increase the number of crossing points. Mid-block as well as at the intersections.

19:18:15 This is what I want to take a few minutes to go through so this is at Gwynns falls.

19:18:20 This is what we call a Michigan U-turn intersection design, and with the Michigan you have the benefits of this design is that it actually removes your left turning vehicles out of the intersection and as you know if you've ever walked this area if you've ever

19:18:39 liked this area. The left turn movement and trying to negotiate when they're coming, when they're not coming, is one of the biggest issues from a pedestrian or cyclist or ADA individual disability crossing this area.

19:18:55 Um, so what happens in a Michigan U (turn) is that you actually push all traffic through the intersection, and the left turning vehicles would actually turn sort of in the median, in which they will come to a signalized intersection here, and then they would

19:19:07 access this way and make a, make a right turn onto Gwynns Falls so it's a little more circuitous for the, for the Traffic Operations but by doing that one, it gives them their own turning point so it does allow for fairly decent amount of flow through

19:19:22 this area, and but making a right turn here is something that is easier for pedestrians and cyclists to negotiate and it's more natural for them to be able to deal with a right turning vehicle versus having those left turning vehicles that you have to

19:19:36 almost anticipate what signal they're on and what facing they're going to go with so that's a design element here and it also allows us to keep the crossing distances very low.

19:19:46 With this area at the key points that we want to cross. So that's one element that is unique for this area I'm not sure if we've seen too many Michigan U designs in Maryland, but that's something that we are proposing here.

19:19:58 And then, Liberty heights will be your more traditional as I mentioned, that T intersection and then it will continue on, similar to the way that the other designs are going forward.

19:20:07 Now with that this is the, let me, let me back up. So the one thing that is unique to this, well this one and the other alternative is what we've done here is actually made a local roadway for the community to kind of give back to the more historic

19:20:25 use of that area. It was never intended to be a main thoroughfare. It was always supposed to have more of a local feel and by using this design were able to actually separate it out and have more of a smaller local street more of a service line similar

19:20:41 to what you see along Charles Street, as if you're going toward as you're moving towards Johns Hopkins University has a little small size speed on the side.

19:21:02 And what would happen is that that cycle track would actually go into that more shared that more service lane local one way in which you're just dealing with really just local traffic and then those individuals would come off of that area and then access

19:21:06 Fulton here and be able to go left or right depending on where they're going where they're heading so just to kind of show that area so this is once again that typical section that shows the two lanes in one direction, grass buffer one lane in the opposite

19:21:18 direction, but then here is that Auchentoroly local street that allows for a bike lane, gives you contraflow movement in the opposite direction because it's pretty low stress is very low volume, low speed.

19:21:36 We feel comfortable with this level design that you will still have your parking internal to that service line versus outside. As you saw in the first alignment and wish it was right next to your travel plans for Druid Park.

19:21:48 So that's just a quick assessment there we have our route we have our rendering image here at Eutaw again in which we're showing two lanes versus one compared to the other.

19:21:59 Here is a rendering of that same location, looking at the ministers between like Fulton and Gwynns Falls again, in which you would have your two lanes in one direction one lane and opposite, and this will be that service lane, that will be used for just

19:22:13 that are controlling community, once again to speak of more of the historic elements that was very prominent along this quarter in the past.

19:22:26 And as you notice here we do still have that mid-block crossing that would provide better access to the conservatory but then also would have some pedestrian push buttons as well that can stop traffic at that location.

19:22:44 So that's a general overview of our hybrid concept so we want to pause there so we're going to pause after each of these concepts and discussions to hear any comments get any questions answered.

19:22:56 As the best of our ability at least so I want to go ahead and open it back up to, Tammy Leigh to let me know what we have as far as any potential questions.

19:23:10 Thanks. Yeah, we're getting some really great questions in the, in the chat box. So, one would be one is would what would happen to Eutaw?

19:23:22 Yes. The intent is that, Eutaw, will become more of a primary connection coming up from North Avenue.

19:23:30 So So yes, we will be looking at that as two way and we do recognize the fact that that would require a change in the parking layout along that stretch of road way so we do understand that that's going to take you know a lot more community discussions

19:23:43 to really get us there but that is that is a proposed element of this design is to allow for that two way access along Eutaw, which does help with also allowing more left turning vehicles coming off a Druid Park because what's happening now is that a

19:23:59 lot of the traffic that is left, making lefts onto Druid Park coming from 83 are limited, you have Madison.

19:24:08 And, and then you have, then you can go up to Druid Hill, but it's very limited in your ability to come in so by having Linden have access to have Eutaw, Madison so now you're able to disperse that traffic better, and allow more access into the community

19:24:25 but then also to get them off of that main corridor as well, so it does help in doing that and that is a proposed improvement with all the alignments that we're proposing today.

19:24:36 Thank you.

19:24:37 And next question is how our traffic offset impact analysis used to inform the plans presented. I generally support anything that would make the park more accessible to people.

19:24:49 I wonder and worry about the traffic impacts of cars that fly down neighborhood streets trying to use it as a bypass.

So, what were traffic offset impact analysis used to inform the plants presented?

19:25:03 Yeah so so we did do a detailed assessment, especially along the corridor and which we are evaluating at volumes we're looking at projected volumes to make sure that whatever we're proposing, we can at least communicate.

19:25:18 What are the levels of traffic congestion or traffic flow of traffic timing associated with that.

19:25:25 As we look deeper into it and as we get into more detailed evaluations of where are the origins and destinations of individuals, accessing this area. That may indicate that there may be additional improvements that are needed in the local network in order

19:25:42 to improve more of the traffic calming and those areas so that's where we may look at, you know, restricting areas with bump outs or we may look at some of the speed bumps, you know, in those speed tables and some of those locations so.

19:25:57 So I think that next phase is to really do a deeper dive, if we are seeing a potential for diversion into the local network to make sure that we're putting in traffic calming measures, within those areas to try to minimize the amount of people using that as cut through area so that's something that we've definitely acknowledged and we've shared that with the city and they are also making a diligent effort to look at that in more detail, just to make sure that we're not, you know, addressing

19:26:26 one issue and further exacerbating another.

19:26:31 And I didn't see any rendering of pedestrian level street lighting along a green buffer Can this be added.

19:26:37 Yes, definitely. So we're looking at, and that's, you know, from the rendering is just a very high level view.

19:26:45 But getting into more ornamental lighting, having more pedestrian focused lighting so especially for that share use path. If you saw some of the renderings like a share use path was pretty far removed from the roadway so making sure that we have separate

19:26:59 lighting there from the way is going to be key so the roadway may have you more of your brighter light, versus along that shared use path we may be looking at more low light areas and evaluating the coverage area of those lighting fixtures to make sure that

19:27:19 there are safety elements built into that.

19:27:21 Thanks. Good question. Yeah, these are great questions that I'm trying to keep up with them. Yeah. So, again, I want to make sure that people realize that if we don't get to your question.

19:27:34 We will certainly be addressing each of them to make sure that it might not be today, but we will definitely get to get to those questions so I'm looking at some of the up cycled the voted one, the cycle lane by Hopkins is extremely dangerous as the turning

19:27:54 vehicles do not consider the cars, as they come out. It just moved me as

19:28:04 As the second lane at Hopkins is extremely dangerous as turning vehicles do not consider the cars as they come out and does not consider mobility users as well.

19:28:13 I would strongly suggest that we continue the shared use lane throughout the whole quarter, rather than continuing it onto a roadway.

19:28:22 Duly noted in it and there are things that are slightly different here in which that would be a totally contained service lane, where the Hopkins, you do have areas of on roadway openings there so there is a lot more interaction with Charles Street and the

19:28:40 service lane than what you would have here which would be more contained, and you would solely be dealing with local streets accessing that but thats a really good comment that will definitely document taking consideration as we continue to refine the alignments,

19:28:53 so really thank you for that.

19:28:56 Okay. Okay.

19:28:58 And here's an important question, they're all important.

19:29:01 Here's an important question or they're all important. What is the purpose of two lanes westbound when traffic data from the evaluation showed no need, and it obviously creates a dangerous condition now as the entire point of redesign.

19:29:15 Well, I think what we're seeing is that we still are dealing with traffic volumes coming off of 83.

19:29:21 So that's why we have multiple options that we are evaluating so that we can compare them, you know, side by side, and understand what are the traffic ramifications associated that one of the safety concerns associated with that you know? Does increasing

19:29:35 that distance outweigh the need to have a, you know, a left turn bay for instance and evaluating that because that is a longer stretch, but sometimes by increasing by putting in that left turn Bay, it actually may improve.

19:29:53 Some of the cyclists that are crossing the side streets because now they have a controlled movement versus uncontrol movement if we just put that as a through, less so getting into that level of analysis and assessment is something that we will continue

19:30:07 to do but we wanted to show concepts that look at it, that give you a full breath of different opportunities and ideas so that we're valuing we're evaluating all different aspects and we can have these concepts, stand on their own too.

19:30:23 And if there's if we're looking at it from a traffic perspective and we feel like the traffic is not a major concern, then you know then then we are looking at that same only but if we see that where that the traffic is becoming an issue.

19:30:33 Then we do have other options that we can evaluate as part of that so it's more so for us to evaluate a full breath of different ideas here, but they all do still have a complete streets, feeling component to them.

19:30:47 It's just that different degrees, so those are things that we are continuing to look at and continue to build some of the safety precautions and elements into all the designs regardless of the arm the roadway typical section for those.

19:31:03 Hey, do you want to go ahead and call on someone who has had their hand raised. Since the first actually round of open questions.

19:31:18 So please go ahead and unmute yourself and you can go ahead and speak

19:31:25 to me they lowered their hand. Oh you're lowered your hand. Hopefully, that means that we've already answered your question.

19:31:32 So I think we could take one more question and then we should probably move on to the next section.

19:31:41 So I'm going to look at.

19:31:45 Scrolling down.

19:31:51 What would it take to move from planning concept to project implementation? This is a good question because we've gotten several questions about implementation, and how long this could take and so I think this is a good point to talk about for that. This

19:32:07 is a planning study, Wes correct correct and Will please feel free to jump in here as well but ultimately this is our feasibility phase of the project in which we are looking at, you know, various concepts that can address some of the goals

19:32:26 and and opportunities that we're trying to bring forth within this project.

19:32:32 The idea is that we will be looking at all three of these concepts comparing them to one another.

19:32:38 At least our intent in beginning is not to come up with one firm recommendation, at the end of this particular study, but to provide input that would inform the next phase that may be going into more of design, maybe going and then ultimately into production

19:32:54 so our study is more of a feasibility assessment in which we're just evaluating what could be the opportunities here. But as we've mentioned there's additional details that I think we need to be evaluated before we could get to a point that we're comfortable

19:33:10 comfortable and making one singular recommendation but that is sort of that phase of development is feasibility and getting to more of a more detail. Planning assessment design and then ultimately construction, and the timing of that is really based on

19:33:24 a lot of different factors, including community coordination, but also funding and getting subsequent funding for that so there's a lot of things that can go into the timeframe there but that's the general project development focus for that.

19:33:39 There are some more questions coming in that don't ask specific questions about this specific concept. So as at the end, when we get through the third concept, we have.

19:33:56 I'll try to circle back and answer some of the broader questions as well. So that I think at this point we could go on to the next ideas. Thanks for getting really good questions, everybody.

19:34:03 Thank you.

19:34:05 Okay, so the last concept that we have here is our two lane concept which to that and it has a very similar design to the hybrid option from 83 to Madison.

19:34:21 In this case we wanted to keep the same level of capacity that we were seeing there now.

19:34:28 So, so we didn't modify that we didn't put two lanes all the way through and then we also have some pretty significant pinch points, you know along that stretch as well so.



19:34:37 But then in the heart of the area between, I guess Madison and and liberty heights, you will see two lanes in both directions with this particular concept, and then beyond that point we have single lines that go to Reiser's town for that to intersection

19:34:50 and then continue on the green spring, very similar to what you saw with the hybrid concept that I just went through.

19:34:58 So getting into the design as we mentioned this is two lanes in one direction one way and the opposite comes along in this stretch here.

19:35:09 You have your Madison of for intersection and Madison.

19:35:13 This one also would remove McCullough from access to the park just because of trying to simplify the intersection, even more. And then you would either access through Madison, or you will use Eutaw, if you're coming up from North Avenue as I was explaining

19:35:32 before, very similar design with Cloverdale. We mentioned here we're not in this particular line we're not showing a left turn. So that means the more drivers will come up to Gwynns falls in which we are proposing a left turn Bay there and just because this is more of a more traditional intersection design here.

19:35:52 This also does have that optional local street discussion as we've mentioned before, and then continues on to a roundabout design at Liberty heights and then we've already mentioned, you know have is beyond that point with the T intersection and Reisterstown.

19:36:07 So for this one very similar.

19:36:09 You see with this design we are showing higher level of crossing distance here.

19:36:18 We went from those like 20 foot lanes of crossing distance to 40 here with 10 before 10 foot lane so there are a wider area for people to cross, once again, they would still, even with those crossing this and still be putting in all of the safety improvements

19:36:38 that we can with that so having the shorter crossing areas looking at making sure that we have, even though it's a wider section, we would build that into the signal designed to allow for adequate crossing time timings for pedestrians and cyclists as they

19:37:00 are making their way across that area.

19:36:58 In this case we will probably be looking at more of a two stage because we would have a wider media and here. So that's some of the design elements for the, for the two-lane concept.

19:37:08 So I can, I think that's all we had for renderings on that one.

19:37:18 So we can open it back up for Q&A and then we'll, we'll let actually let me go ahead and let me hit this last one and then we can open it back up so the last segment that we have here are some additional options that that we have evaluated as part

19:37:31 of the part of our public outreach efforts. These are things that came up with things that we have just considered that we wanted to at least propose as potential options or that could go along probably with most of the concepts that we identified.

19:37:45 So this one is a pedestrian bridge option.

19:37:49 Trying to utilize the grade, the hill that's along the, the park side and bringing that across to this area here that is slated for redevelopment. There have been discussions, through housing with the potential developer that would actually be comfortable

19:38:08 with, possibly even utilizing that bridge and maybe associating with their particular building or it may just have a landing on their side. But the idea here is that it's not only just a way to get across the, the corner, but it also provides a gateway

19:38:25 into the corridor as you're coming off at I83 hopefully changing the mindset of some of the drivers coming in, and then it also allows for us to maybe take some of the aspects of the park and bring them on to the residential side of the roadway.

19:38:39 Now with all that said, and there are a lot of concerns associated with pedestrians and most of the folks on this call, probably can speak to a million of them themselves.

19:38:49 Lot of times we're pedestrian great sometimes they go on to utilize, because that is additional moving that you gotta do sometimes you asked which backs with things in which it may be more securities to use that pedestrian bridge.

19:39:00 Some cases there are some safety concerns sometimes because you are out of sight, out of mind and in some areas. There's long term maintenance concerns that go along with that.

19:39:08 So there's there's pros and cons to everything we just wanted to make sure that we were identifying this as a potential option because that was something that we heard from some of our community members so we want to make sure that we at least take a

19:39:21 look at that and thought through what it would take in order to do a pedestrian bridge and what are some potential elements that, that can be a part of that.

19:39:29 Here is another potential option here and this is Madison Street. And just to try and see if you can visualize so this is what we're calling our cut and cover design, in which the roadway would actually go below on Madison Street, if you can imagine for

19:39:45 Madison Street, if you can imagine for those of you that have been in the DC area, think of like Dupont Circle, and what you have a main roadway that goes underneath and then you have areas on the top.

19:39:53 So, in this particular design we would take the, the main line underneath Madison and convert Madison into more of a bike and pedestrian only movement so any vehicles would actually access the park through this realignment, to be able to get

19:40:09 in that way in this way, this will be more of the once again to try to speak to Matt essentially as a gateway into the park, maybe not for vehicle movements, but as a nice bike and pedestrian only access, and in this is probably only option that would

19:40:25 be able to totally eliminate vehicle movements for any of those signals intersects so just design that one at least throw out there for discussion, see if that has any weight.

19:40:37 I'm realizing that I'm missing something that we've heard our concerns, especially with some of the single lane options.

19:40:43 So this is something that we've, we've already started having conversations with both fire as well as with the police to, to identify what some of those concerns maybe if response time is an issue what are some things that we can put in place.

19:40:58 Some things we've talked about is, you know, potentially, restricting parking during peak periods where congestion maybe its highest and allowing maybe that parking area to allow for emergency vehicles and have it painted and evaluate in a

19:41:14 way that would only allow for emergency services to utilize that in the case of emergencies or utilizing the median and having maybe some mountable curb there that would allow them on that emergency vehicle to have the curb and be able to get past

19:41:28 on the traffic, but those are just some design elements but we're also working with fire rescue to identify where they have stations, where do they see response time issues thinking through any potential diversion opportunities.

19:41:40 What are some design elements, they're going to do so that's going to be an ongoing discussion that we're going to have and we've already opened up that dialogue and we plan to continue that.

19:41:50 As we move towards our final report information that comes towards the end of the year. So, just want to touch on that because it has been a concern that was raised in the past through some of our outreach so we wanted to, we didn't want to leave this

19:42:03 conversation without at least acknowledging that and say that we are looking for ways to try to address any of those concerns and working with those particular entities that make sure that we understand fully understand the concern and can really look

19:42:14 for ways to try to mitigate for that.

19:42:17 So I think that's it for our options so I guess this would be a good time to go ahead and open up for our last bit of concept designs and then we'll go into more of our evaluation, and then close out the meeting because we're getting close to that eight

19:42:30 o'clock timeframe now as well.

19:42:42 I do want to ask this question out loud because there's been a lot of up voting for it. So, how can how do these plans, help stop cars crashing into residents cars parked on the street.

19:42:49 We are seeing lots of Resident cars getting sideswiped by speeding commuters at the lane split on the 3000 block of aka trolley.

19:42:59 Yeah. So I think, when we're talking about the access first of all, why slowing down the traffic, it does help with that. I mean at least the severity of crash can be greatly reduced.

19:43:14 I mean you can imagine if you have that more expansive roadway that you have in place right now, vehicles were able to get up to a high rate of speed.

19:43:23 Some of the things that we've mentioned as part of this design is removing parking from the main line. If we were to have that service lane then the only individuals that will be driving there will be local residents

19:43:47 really, at a very slow rate of speed there as well. So I think there are things that are built into this design that can help with that.

19:43:55 Sometimes you can't really design your way out of bad drivers, but there are things that we can do to at least try to slow down the rate of speed that can help with one the severity of crash, and then also the amount of

19:44:09 crashes, because of the fact that everyone has a low rate of speed and then we have some of the stopping points like the mid block crossings that you may have vehicles stopping there so that could slow down some of those speeds as well.

19:44:19 So there's things that we can build in place, but we'll continue to look at that but that's a really good question. I know that's something that has plagued this area a lot.

19:44:28 We appreciate that.

19:44:28 Okay.

19:44:30 And, would there be a shared use path across the 28th Street Bridge in these concepts.

19:44:37 Would there be a shared use path across the 28th Street Bridge in these concepts. Apologies if I missed it.

19:44:39 So right now we are not looking at the 28th Street connection for a shared use path. But that is something that has been discussed.

19:44:50 So, so we will look into that and work with the city to identify opportunities for that 20 he connection but it's not simply a part of this project but it is something that has come up as part of the project so we have at least talked about that and have

19:45:03 thought through some potential ideas that we share with the city in that, that on dialogue will will likely continue.

19:45:10 Okay.

19:45:11 Okay. Do you want to open it up to some raised hands I know that we're getting close on time. So we've got Victor, with his hand raised.

19:45:28 Hello, can you hear me. Yes, yes. Okay, just a few comments and then a question which I think Mr Ethridge answered, but I kind of have that openness that his answer to me in the chat kind of opens up another question about process now.

19:45:43 So first, I do appreciate everything you guys are doing in terms of taking the time to explain this to you know to us also still understanding how much time and effort, it's taken for some members of the community to get this additional

19:46:05 explanation.

19:46:07 And if you can understand the broader context of equity and, you know, social and economic stressors in African American communities.

19:46:21 This process.

19:46:23 It just exacerbates.

19:46:26 You know, a lot of those pressures. And why do I say that I'm saying that because I think the city of Baltimore.

19:46:35 The department of transportation needs to do a better job at expanding beyond just sort of the known players and bike, planning, and transportation plan bike more, and others.

19:46:53 Because when as the city continues to do that. It causes other communities, African American communities, to have to get in the game late and fight extra extra hard just to get an explanation, maybe they should have gotten, for example, back in,

19:47:12 2019, when there were just two community meetings, one over in reservoir Hill, excuse me one over and Remington, and the other in reservoir hill, not anywhere in predominantly African American communities where people rely on motor vehicles

19:47:34 to get back and forth to work. So there is a process issue here.

19:47:40 That is, is affected by, you know, a political agenda, and it is just not fair. And the city just needs to do better at listening to everyone. Now our question gets into the, the initial evaluation that came out for the big jump.

19:48:02 Again, this is an example of a document that in my eyes based on what I know about the individuals that you know contribute to these types of documents and work with DOT.

19:48:18 It misses a lot of information pertaining to travel times for peak rush hours along Druid Park Lake drive. It gives this this this blanket statement that there are no travel impacts, as if we're supposed to read the report and shut up and go home.

19:48:38 As if we don't deserve some sort of line graph that shows that there are no impacts during my rush hour commute going to East Baltimore, or during my lunch hour commute when I gotta go grab something to eat, to go back to work that document is an example

19:49:00 of how, when you get in, when the city is affected by a political agenda documents such as that don't go far enough to explain what all the impacts are, but it's just trying to prove a particular side of the argument.

19:49:20 Now to get more specific to my question. I understand that some, some of that data will be gone over.

19:49:31 You'll if you'll display some of that tonight. So I do appreciate that because I've been asked about it for months now. Although you know this project has been going on for years so it's totally unfair.

19:49:45 At this point, we're getting the information, but I've already talked about the process issues with this whole this whole project.

19:49:54 And so that, that goes into my next question do you do you, do you feel that.

19:50:01 That is, it is ok for the Department of Transportation, to be just presenting that drive time impact analysis, just now.

19:50:16 Yeah, well, well I think there's a couple, there's a couple questions layered in there, um, first of all, I just want to make the statement that these are two different projects.

19:50:26 So you had the big jump study that was totally separate from what we're doing here. Im not saying that there are not elements that have influenced, some of the designs associated with this project but they are two different projects so the

19:50:38 the timeline of the big jump can't really be combined with the timeline for the park project because this is totally separate project, only thing I can speak to is the Druid Park is that's what this particular meeting is focused on.

19:50:50 So, with this project. Our goal is to continue to to share that information from traffic operation standpoint, that's why we have multiple options that we're evaluating and we want to give you the opportunity to see the result of all three of those concepts

19:51:08 that we're looking at.

19:51:10 Give us and, you know, be able to provide comment on those and help to hopefully influence, where we go as we move forward but you know to speak to, you know, the big jump I know that there has been additional conversations, you know for that particular

19:51:24 project I just want to make sure that we're sort of drawing that I don't want to have to draw too much of a parallel between these two projects because even though there are big jump elements associated this this is not the big jump project, and in the

19:51:36 way that we've put our project out there may be different and and that's where I can only speak to so what we're doing for this particular project so as far as this project we will be looking to be more transparent and, in, as you know, we have come to your community

19:51:50 we have come to communities around this area of African American descent, and we will continue to do that as a project continue so I'm not sure what that answers all your questions but you know I think there's, there's a lot more that needs to be unpacked

19:52:06 and maybe this may not be the venue to get into all of that, but I think is definitely I'm duly noted it's something that we definitely may take heed of and not see that Will pop the one there I don't know if you wanted to add to that at all.

19:52:19 Well, I would just say that we did here Victor's request, we tried to respond to it.

19:52:26 I myself emphasize to this team on multiple occasions. Hey, if we can get this data out before the meeting. Let's do it. And I think, Wes would tell you that if he had the option, we would have pushed this meeting back a few more weeks to give his team more time.

19:52:40 So, you know, I tried to hold him. To this date to hold this meeting, so that we could get the information out before too much time went by, so that we could give you guys an opportunity to see the concepts.

19:52:54 And yes, I would like to publish the traffic data before you know tonight's meeting.

19:52:59 But the way it worked out they were still working on their analysis, even as of this morning, and they put together a lot of the visuals for the traffic impact for the presentation right before the presentation started.

19:53:22 I got a chance to look at them. And I think they're, they're fairly easy to understand we do look at level of service and volume capacity ratio in the morning, in the afternoon commutes.

19:53:24 And so you'll be able to see that.

19:53:27 We use a grading system so whether its great or if it's bad it's pretty easy to understand that part too. So, we're happy to answer any questions you have for that and we can hand over the slides and that data to you so you can analyze.

19:53:39 I'm going to be a task person right now and try to really keep us moving along because we've got a couple more hands raised and some other questions that we do want to address there are a bunch of questions asking about whether or not we can meet with

19:53:53 more groups. So, at the end of the meeting I will put in some contact information, as well as the project website where if you want to request a meeting with your group specifically, the conversation can absolutely continue.

19:54:07 So with that, I would like to open up the question for raise hand for Corey Jennings, I do want to ask that people try to keep their, their question specifically a question, because we're quickly running out of time just to try to capture as

19:54:25 many people as possible.

19:54:27 Yes, thank you and I absolutely will try to keep this short and for next meeting I'd appreciate if we we noted that to all of our presenters or our question asked colors so that more people can get their questions in.

19:54:41 My question is specifically about the fact that at the beginning of this meeting you presented that the modal like hierarchy is that pedestrians bikes and mobility users will be at the forefront of these designs.

19:54:53 But we still are seeing designs that do, primarily, think of cars with these four lane designs the two lanes each direction. And I was really wondering about why it is that we're still prioritizing cars in such a large degree.

19:55:09 When we have seen the negative impacts on these communities and the community surrounding it.

19:55:15 From that prioritization that has been there for years and years and years, and I'm pretty disappointed that we're still presenting designs that prioritize cars in this significant of a way, and don't give the actual priority to the users that the intention

19:55:33 was from this plan so I'd really appreciate if you can talk about why we are seeing this third design at all. And, or why we are seeing any design with even more than two lanes of traffic along a major part in, you know, our city and we are able to reclaim

19:55:52 parts of the park and the other designs and these were now devoting it towards the roadway. So that's significantly negative impacts for those communities and for all the city at large, where we may be able to even increase our square footage of our parks

19:56:06 so thank you for your time these designs are wonderful. Overall, but I really would poke that we go with one of the first or second ones thank you for your time.

19:56:16 And you Mr Jennings and ill speak to that.

19:56:20 A lot of times, our goal is to make sure that we are hearing from the, the overall community, and making sure that we are providing options that can address, a full range of concerns and issues.

19:56:36 Realizing that Traffic Operations is always going to be a concern. We didn't want that to be at the forefront of our designs.

19:56:43 But what you're seeing here are vastly vastly different.

19:56:49 As far as pedestrian and bicycle accessibility alone its grown exponentially with every single option that we have here. I agree that the width of the roadway differs with all of these options.

19:57:05 I hear you loud and clear. But when we are talking about bike accommodations, we have a two way cycle track along the entire quarter, which you do not have right now, we have a shared use path across the entire park side, which you do not have now, we have

19:57:20 individual crossing points for both bikes and pedestrians at every intersection, that you do not have now, we have mid-block crossings to increase the amount of accessibility to the park, which you do not have now so I'm not debating that some of these

19:57:35 alternatives.

19:57:37 Address complete streets in different manners and to different degrees, but they all have complete streets elements embedded within them.

19:57:47 And this is part of the discussion is that we can look at them all we can evaluate where they stand, and we can be looking at those tradeoffs of, you know, does that extra five or 10 minutes in your car negate the need to improve or reduce that crossing

19:58:05 distance and those are the types of conversations that we can have as a community, because there are different ideas from different people that are coming to the table, and we want to make sure that we're at least listening, doesn't mean that that's where

19:58:16 we're going to end when it's all said and done, but we want to make sure we're at least provide that access. But realize that what we're talking about now is vastly different than what's out there right now.

19:58:27 But, I agree. There are certain alignments that we're showing here that do address it a lot better than others and that's part of the whole comparison piece of this and, and that's where we want to make sure that we can show a full breath of different

19:58:40 ideas, different concepts and let them stand on their own too. And I think those are the, the key elements here and, and I understand the concern I definitely do hear you but we do feel like we do have completed these projects with all of these concepts,

19:58:55 just to different degrees.

19:58:57 Thank you, as I do want to, we're getting really close to time we're happy to go over, go over a couple minutes because this is an incredibly important conversation I know we have a little bit more presentation left to still give about like the next steps

19:59:12 and wrapping up, but you want me to run through those last couple ones and then we can open it back up. What do you think, um, yeah so people who have their hand raised please try to stick around.

19:59:23 Keep your hand raised. We do want to get you, so please do try to stick around, unless if you want to go ahead and do the last couple of

19:59:42 people need to leave and want to finish up the presentation and then we can reopen on the dialogue. So that's perfectly fine. Okay. So, continuing on.

19:59:51 We're talking evaluation. This is where we are evaluating each of those concepts and we are evaluating them both, you know amongst one another as well as the existing conditions.

20:00:03 And the way that we did that was a lot of different ways that you can do the evaluation but for us we use more of a measure of effectiveness, which is, you'll see it on the following table, and which is designed to compare the proposed concepts to one

20:00:18 another, as well as to the existing conditions.

20:00:23 This, the table that we're going to show you is to give you both a quantitative assessment and also a qualitative one, and the level that we look at it from a qualitative standpoint is, you know, does it somewhat meet or just partially meets the

20:00:39 goals of the project was somewhat meets the goals of the project fully meets the goals of the project.

20:00:45 So that's generally how it's broken out and you'll see a color-coding variation.

20:00:50 Because of that, so So what you're seeing here on the screen is, If you look all the way to the left.

20:00:57 Those are the four themes that were identified as part of the initial public outreach coordination. And then what we did was we have some primary evaluation criteria on their

20:01:14 secondary evaluation criteria, and then there's measures that we use, and as you can see in this color-coded table, we are able to give you both. Some quantitative data like how many additional lane mile, you know, less miles were able to include in a

20:01:29 particular area, or does it meet the criteria or does it mean so it doesn't mean you're partially is an orange on this yellow is more somewhat meets, and then fully meets is in green and this is more qualitative here.

20:01:43 So of course we can debate back and forth, what should be green what should be yellow but this was just our study team's initial assessment. And keep in mind that even if something doesn't meet it, that doesn't mean there aren't design elements that we

20:01:53 can put in place to maybe get it to a somewhat or even a fully meets depending on where we are with that. So looking at this, I'm just not going to go through this entire table this is something that you can go through and look at in more detail once

20:02:05 you are able to access the site. But what we're seeing here is from a safety standpoint we talk about issues as far as, you know, we have more simplified intersections are we reducing the crossing distances, are reducing vehicular speed, the ability to

20:02:21 maintain current EMS response time so you know and that gets to Jenny's comment earlier when we're talking about reduce, reducing crossing distances from the existing condition that 70 feet, the individuals are crossing currently across

20:02:38 that roadway on that single lane option drops that down to 20 feet, that's a major difference and that's a major improvement to the pedestrian moves across this corridor.

20:02:47 Even the hybrid concept will still get you down to more of a 40 foot distance depending on the location that two lane, you know, as mentioned before, we're still looking at around 56 feet, and that's why we don't feel like that one.

20:03:01 It kind of doesn't or partially meets but those are the types of things that you'll see in this assessment in which we are evaluating all of the different terms we look at accessibility and when we talk about increased access for pedestrians, cyclists,

20:03:14 car-less households and individuals with disabilities and we talk about how they will share mobility lanes, which of those two lane cycle tracks that we can accommodate ADA movements, we can have bikes in there we can have micro mobility vehicles and they're lightweight

20:03:30 vehicles in there, and see we don't really have that in there now outside of the Big Jump which is more of a temporary condition, you know, for the single lane we add additional you know 1.2 miles of just that shared mobility, and

20:03:43 we have a higher method and the reason that this is higher as you go into the hybrid in two lanes because that one area is cut off beyond liberty heights. So it shifts from that no build condition into more of a shared use path.

20:03:54 But, but then when we're looking at shared use paths you know we go from barely, barely point two miles of shared uses paths for the no build to, you know, 1.8 miles across the board.

20:04:10 We are vastly increasing the amount of accessibility, you know with all of these options ADA compliant sidewalks have increased greatly delay time we talked about it you know we are looking at more impacts on delay time and this is where, and this chart

20:04:26 really gets to those tradeoffs. So yes, we may have higher congestion levels here but look what we're doing as far as reducing crossing distances. Yes, we may have, you know, maybe.

20:04:39 In May, there may be some diversions that we may have to address in the local network, but we're reducing travel times we're fully meeting the reducing vehicular speed so this is sort of that assessment that allows you to really evaluate each of these

20:04:54 alternatives compared to one another, see how they're performing, how they may not be performing, and a lot of key metrics from multimodal in which we're looking at intersections with safe bike and ped(estrian) accommodations to aesthetics and which we're looking

20:05:07 at increased green space, we're looking at historic elements highlighting when we're talking about the Madison Greenway. I mean, gateway into the park, and we're looking at smaller compacted Broadway designs and how does that play out so this is a way

20:05:22 for you to evaluate something quickly visually. And what you're seeing both from a quantitative standpoint as well as a qualitative standpoint, so. So that's how we evaluate and measure the effectiveness, then the other one is dealing with our traffic

20:05:35 assessment which we were looking at, you know, what are the delay times what are your volume capacity ratio and that volume capacity ratio is. That's your land configurations and signal design and how does that provide sufficient intersection capacity

20:05:48 so you're looking at what's the volume coming in and how many lanes Do you have to deal with that. So it allows you to really evaluate. Are you able to to handle the amount of traffic that is coming into every area. Level of Service is one that is thrown in

20:06:06 here as just another factor but delay is probably the one that we pretty much look at and then travel times is one that we're working on now. We unfortunately we weren't able to pull that all together so that is something that will be coming in the near



20:06:19 term we're just not quite there yet, we will be getting that. So then what you're seeing here similar in nature in which we're looking at those three matches were looking at the lay we're looking at what we call those volume capacity ratios were looking

20:06:31 at levels of service. And what we're seeing is.

20:06:36 And this isn't just a backup because I know the concern is when theres traffic, you know data, soon so our traffic information was collected. And earlier this year, and mid January of 2021, realizing that we were probably still in the midst of not fully

20:06:54 out of the pandemic still not fully out of the pandemic as far as with traffic volumes. We also did look at those traffic counts that we took in the field.

20:07:04 And we actually increased those by, you know, I believe about 10 to 15% to account for any additional influence that we may see as changes in the pandemic and pandemic volume.

20:07:17 So, this reflects some of those changes that can be questions over that too much that little, but we wanted to at least.

20:07:24 We wanted to show you a more of a worst-case scenario, but there are a lot of things that go into this where we could also layer in a set of reduction in which we're seeing what we saw with the big jump, was that there was a reduction in volume as people

20:07:40 were finding different ways to get to their origin and destination, and we were seeing I think approximately about nine or 10% reduction in volume so we haven't layered that in here but that could also be part of the discussion.

20:07:54 Maybe not day one, but maybe day two or maybe month two. So that's what we're seeing here and if you notice the way this chart is broken out, it has intersections along the corridor.

20:08:07 We evaluate the existing condition signaling concept hybrid concept A concept B in the AM, as well as in the PM. So we look at all of those and if you notice, we are seeing some pretty decent averages here in the AM, and the pm we do run into intersections

20:08:25 we are getting into some failing intersections.

20:08:29 We have what we call those VC ratios and anything above 1.0 is considered more of a saturated system. So we are seeing more of that in some of these designs and like I said, this is more of our worst case scenario so this is an area that can only get

20:08:44 better as we look at improvements as we reevaluate how will traffic recalibrate as we look at maybe reductions and budget of capacity here. How do they then recalibrate throughout the system and throughout the network so.

20:08:59 So those are things that we are continuing to work on this is something that we wanted to really share with this move as far as what we're seeing with some of the, the traveling for traffic information in here because that is a, an additional consideration

20:09:14 that we want to make sure that the overall group is aware of and that the community can can look into more detail.

20:09:20 So I think that's it for me.

20:09:24 Thank you.

20:09:25 We are about 10 minutes over time and I know that we've covered a lot of material I've got a bunch of hands raised, and so I do want to try to get to as many people as possible.

20:09:38 So let's go ahead and get to it.

20:09:47 And just so people I'm sorry, one second.

20:09:49 I am calling my people in order that they raised their hands, so please go ahead and and be patient and how long do people have cuz I know we're up against a lot of time so it's like if you could get your question and like, you know, 30

20:10:05 seconds 45 seconds that would be really great.

20:10:07 Thank you.

20:10:10 Pete. Hey, yeah thanks for taking my question. Appreciate your presentation.

20:10:15 I particularly liked that first option there, and especially when you put up that that table that you just shared with us when we're given you know f ratings and travel time increases that are like approximately one minute.

20:10:28 In my opinion, one minute increases.

20:10:32 Probably don't move to F territory, especially for getting all the other benefits there.

20:10:37 But anyhow, I just wanted to make the comment that I was very appreciative the first design I do appreciate all the thought you've put into making the park more accessible.

20:10:46 But I really would hate to squander an opportunity to really put back this part of the city to a more functional state. So anyway I appreciate it. Thank you.

20:10:55 Appreciate that comment. Thank you.

20:11:11 Hi.

20:11:12 Yep. Thank you all for the presentation, it's been very interesting to see what the possibilities are.

20:11:18 I just wanted to put out there that in addition to all the concerns with how the transit is utilized as far as like what space is utilized for cars and for bikes and for improving the safety of people walking across the street.

20:11:37 I just also want to bring up that, I think it's really important that we preserve the actual green space of the park, and that I would very much be in support of the first design with having just one travel lane and maximizing the amount of the actual park

20:11:54 space that remains Park, and can be utilized as actual green space considering this is one of the few large green spaces in the area.

20:12:04 That's my only comment.

20:12:06 Thank you.

20:12:07 Thank you, I appreciate that very, very much.

20:12:18 Okay, I'm sorry. Can you hear me now. Yes darling, we can.

20:12:22 Okay well since as short as a time, I won't spend too much time. But I just could not in listening apologize I came on late. I'll just say, I'm looking for and I think if there.

20:12:35 I'm not sure if there are any more meetings after this, but I have to disagree with the comments that Mr Jennings made because when I came on it seems as if all up until the very last one, most of the comments were favoring

20:12:51 a single class of people basically cyclists and pedestrians and pretty much making seeming to make motor motorists some kind of distinct class with people, for some reason, even though the street is the only place that a car can be unlike unlike a person

20:13:07 or cyclists so Wes I'd like to thank you all for at least trying to accommodate some of the comments you heard from our coalition of groups which is about five or six neighborhoods west of the park and looking at least trying to get two lanes in both

20:13:22 directions, because it's just as important for people to to leave our communities to go to places of work.

20:13:31 You know school.

20:13:33 Whenever you know, other places in the city, as it is for people coming off of the 83 to get to go home or to go further out in the city. And I just, I'm glad that at least we're starting the dialogue to to do to to really let them realize that there

20:13:52 are more communities getting, then just the two that close to Druid park lake drive it's not a to me and interior residential street, it is an approach way, just like Liberty heights the garrison Boulevard, and so it should be seen that way so I'm looking

20:14:11 forward to. Unfortunately I have another commitment but I'm looking forward to coming back and seeing if we can get to that point.

20:14:18 And also looking at other safety measures and getting people, I mean if the idea is, to me it's two different things. It's one thing about getting across to a park, which some people some people use only maybe six or seven months out the year versus people

20:14:34 using a roadway which is a vital piece of their day to day existence 365 days a year. So I want to thank you for this given it a shot. I do like the of course the last one (concept C).

20:14:48 And I don't know if you mentioned it but is there another meeting after this.

20:14:54 I'm so, so, so not associated with this, not a full public meeting and I'll have Will Ethridge can get in more details but there may be additional, you know, pop ups or or conversation with local neighborhoods, but we'll talk through that.

20:15:07 Yeah, as I as I mentioned earlier, we're going to go ahead and put on my email in the, the chat room but, as we're wrapping up along with the Baltimore City Department of Transportation website projects.

20:15:22 So we are absolutely open to more conversations. So, thank you, Maria. We appreciate your input. I do want there's two more people up with their hands up that I definitely want to get to.

20:15:36 And then I'd also like to open it up for for the wrap up so Graham if you want to go ahead.

20:15:47 All right, thank you very much. I really appreciate the presentation. I'm a resident of Auchentoroly Terrace and I serve in various volunteer capacities, around the park.

20:15:59 As a person who has for years relied on walking and transit and bicycling I love seeing all the protected facilities and all three plans, and also as a small business person who does drive a cargo van with a trailer.

20:16:13 I am also happy to see the safer driving conditions that would result from these, these plans you know that's one thing that a lot of our residents are concerned about my neighbors, is you know the cars getting smashed up we don't want to lose our property.

20:16:29 And we also don't want to lose their lives. It's always been really terrifying to see residents and you know like young families trying to push a stroller across Whittier Avenue, eight lanes of traffic and so it's really incredible

20:16:44 to see, you know, new access points to the park opened up. And so I'm really happy. I really do appreciate you all reflecting the input from the years of advocacy that the new Auchentoroly terrace Association, and Mondawmin Neighborhood Improvement Association

20:17:00 with whom I worked with their past president for years on, you know, collecting input from legacy residents and others around the park to inform this plan and we are seeing that reflected in these options and so I really do appreciate how this you know

20:17:15 years of advocacy is now coming to to some concepts and my question is, you know, what is the timeline.

20:17:25 How can we get more folks involved, I imagine you might touch on the evaluation on this but there's a lot of people you know who can't make it to this meeting and would love to share reflections on the different options and, you know, where does that

20:17:37 take us in the coming months. Thank you.

20:17:41 And I'll yeah hold for Will when he wraps up to be able to touch the ones with the next steps and where do we go from here so we'll touch on that and once we get to that soon as we get through, you laugh Oh comma.

20:18:01 I see that, you know, there are more and more hands being raised, and I don't think we are going to be able to get to everybody. So please do. Put your question in the chat so if I, if I can't get you verbally.

20:18:08 Then we have captured your question and we can answer it. And, and post those answers online so I do apologize right now, we're already 20 minutes over and I, I don't want to keep us forever But I also know that these are really really important question

20:18:24 so I think we've got about five more minutes for questions and then we really do need to wrap up so reservoir Hill improvement council you please go ahead.

20:18:48 Thanks for the unmute button. Thank you.

20:18:51 This is Suzanne, I am one of the CO chairs of reservoir Hill improvement council Can you hear me okay?

20:18:56 Yes.

20:18:58 I want to make a couple of observations and I will echo the same question Graham had I think that you all will address our questions about involving people in seeing what you all have presented and giving feedback and wrap up.

20:19:14 As one of the CO chairs of our organization which has been working in reservoir Hill, a black community for 40 years.

20:19:24 I am concerned about the amount of privilege I hear from communities that are not directly adjacent to the park, who want to use DPLD as their only commuter access to East or south.

20:19:39 I am equally concerned that they think the children of reservoir Hill who live in row homes and don't have backyards like they do in some of the outlying areas, shouldn't have access to the park I think that all of the folks that are approaching this

20:19:53 as if this is a political thing. And if it as if it is about bikes and are not thinking about the people involved. I find that very disappointing and I hope that the people who don't live here, who think this isn't a residential street will come to reservoir

20:20:09 Hill and maybe meet some of the parents who have nearly watched their children die on this street.

20:20:15 I think is the most equitable or the safest for the people who live here for the people who come through here, driving the cars but we appreciate it very much, that the request for safe access to the park, reduced speed and care for pedestrians and non

20:20:50 car residents was included in this design, and we appreciate also very much that those of us who are most closely impacted have been consulted I recognize that people who have outer impacts or ancillary impacts, who live further to the west and use this

20:21:07 as community space.

20:21:09 Absolutely. I hear their concerns but there are many many streets that you can use to get east and south, and there is only one street that we the seven communities that are majority black communities that surround the park can use to access the park,

20:21:25 and

20:21:28 that shouldn't be looked upon as

20:21:35 an extra that that's not a.

20:21:42 It is, it is inherent and I appreciate the time to say that. Um, and I invite anybody who really needs to see that up close and personal to visit Auchentoroly.

20:21:52 Thanks Tammy. Thank you so much.

20:21:56 We appreciate that so we've got one more, I can call on one more person and then we're going to have to wrap it up so please do put any other comments or questions in the, in the chat.

20:22:05 So Mary please go ahead and then we all go ahead and wrap up after you're finished.

20:22:14 You hear me. Hello, Sam. Yeah, wonderful Good evening. Thank you both. Thank you so much for this presentation. I have problems with the overhead bridge number one.

20:22:22 There's been some problems in the past when we've had any type of overhead construction and cars are below.

20:22:30 People are below. Criminal Minds throw things on these cars. Our safety would be at risk. And the only way it could work perhaps if it's enclosed but then we have the criminal mindset could use that for their own purposes, to have people in an area that would put them at risk. Number two cars are a necessity in our society.

20:22:57 Bikes are recreational at best, not to say you don't use it to get to work and whatever, but cars are a necessity. And I truly challenge people who are saying that they are black people who are having problems getting to the park.

20:23:15 That is a fallacy.

20:23:17 I'm not saying that there may be some physical problems or disability problems and we've addressed that with having a circulator or something like that, go and pick them up, take them to the park, but I resent people creating a problem.

20:23:35 That's not there to get what they want and and Wes and Tammy I applaud you for presenting both sides, showing what can work, what, what makes sense. I am for two lanes on both sides of your DPLD, and I appreciate you presenting both sides

20:23:56 for us to take a look at and to ponder nobody's against bike lanes, we're against it where it does not make sense. Thank you, Tammy that's all I wanted to say.

Thank you, Mary, we appreciate your input and your voice so I do apologize I can't get to everyone

20:24:13 in the, in the chat I do want to open up to, to Councilman Torrence so if you would like to say anything before we go ahead and wrap up.

20:24:28 I'm sorry, guys, I just want to thank you guys.

20:24:36 Look forward to seeing what else comes.

20:24:40 Thank you so much.

So, we have gone ahead and put on the, there's a comment for him as well as the comments that I'm capturing right now live there is also a comment form that is going into the chat so if you do want to check the chat, you will see that

20:24:59 there's a link where you can make comments there's five sections, you can comment on on ideas, one, two or three.

20:25:18 So, the idea is for one lane, two lanes, or the hybrid are there as well as the, please feel free to make additional comments. And if you want to provide your contact information in the last section we can certainly stay in touch and keep this dialogue

20:25:28 going Wes or Will would you like to go ahead and wrap up.

20:25:37 Okay, um, I just want to thank everybody for coming out in participating tonight.

20:25:44 I thought it was really great debate and we heard a lot of really great points and comments and we'll try to get back to all of your questions.

20:25:51 As soon as we can. I just want to emphasize that this meeting is not the end of our public outreach while it is the last public meeting.

20:25:58 We will still have an ongoing conversation with members of the public.

20:26:02 We're still available as a, as a project team to meet with community associations, if that's what you'd like us to do.

20:26:09 We're going to spend the next several weeks, answering your questions within the comments, even refining some of the concepts that were shown to you tonight, some minor changes may be needed.

20:26:18 Based on what we've heard tonight, but before Thanksgiving. We're going to have an internal meeting with DOT senior leadership to give them a briefing on the project before it's formally submitted to the city in final format, along with a written report, which

20:26:33 will be studied and examined in anticipation that one or more of the concepts presented tonight, can be selected for further study during the capital improvements review process, which happens every fall.

20:26:46 Now, that process has already started for this year so it's too late. For this project, just because it's not even completed yet. So the anticipation is that elements or concepts from tonight's study will be prepared in anticipation of the October or

20:27:02 fall 2022 CIP process so there's still plenty of time to lobby your Councilman about what you do or don't like about the study.

20:27:11 But if one or more aspects of the study is ultimately selected for engineering or design work at some point in the future.

20:27:20 The best case scenario, you're looking at is a six or seven year horizon. Before shovels actually break the ground. So understand that there isn't any funding that's been set aside for any of the concepts shown tonight.

20:27:32 And that's, that's part of the political process so we'll see how it works out but thank you very much for joining us.

20:27:41 Thank you.

20:27:44 And so if we could go to our last slide.

20:27:47 For next steps.

20:27:55 We're already there.

20:27:59 Okay.

20:28:00 So, again, we will go ahead and capture the comments.

20:28:09 Yes.

20:28:11 And that's been posted, along with the link to the Baltimore City Department of Transportation website for the dude Park Lake drive Complete Streets design effort on that page, you will find all of our background information including the project schedule.

20:28:30 We will post this presentation, along with the questions that we have gathered please give us a little, little Leighway to to get all these questions together in in a nice legible format that everyone can access.

20:28:47 So if you have any questions please do contact us through there.

20:28:53 And I think with that will wrap up thank you so much for everyone's time. We appreciate all the input from all of the perspectives and look forward to moving this project forward.

20:29:05 Thank you everyone. Good night, great information. Thank you.

20:29:09 Thank you. Goodnight.