

from RK&K - Nathan George to everyone: 6:13 PM

EMAIL: DOT-Community@baltimorecity.gov

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PHONE: 443.984.4095

from Linda Allen to everyone: 6:20 PM

How does this impact parking on Washington St? I was not at the first meeting so I'm not sure if this question was asked.

from Linda Allen to everyone: 6:21 PM

Just heard the response. Thanks.

from RK&K - Nathan George to everyone: 6:22 PM

Thanks for the question. Please feel free to continue to ask questions using the chat.

from robert.amann@embs-group.com to everyone: 6:22 PM

I attended the first meeting and did not take away a clear sense that a "2 way track on Washington St" was the consensus.

from RK&K - Nathan George to everyone: 6:24 PM

We'll be walking through each of the options in more detail this evening, and the trade-offs associated with each option. And you'll have the opportunity to weigh in on these considerations in the exercise after Liz wraps up the discussion about Values + Considerations.

from Michael Iacobelli to everyone: 6:24 PM

What are the current travel lane widths on Washington Street?

from RK&K - Nathan George to everyone: 6:25 PM

Washington St travel lanes are roughly 12 ft, with 8 ft wide parking lanes

from RK&K - Nathan George to everyone: 6:25 PM

Wolfe Street travel lanes are around 11 ft, with 7 ft wide parking lanes, so slightly narrower

from Sandra Lisicky to everyone: 6:26 PM

So we are no longer at the point of "do we want a bike lane?" It is now, we are getting a bike lane. Not a happy camper on Wolfe Street...

from Amy Zemanick to everyone: 6:26 PM

Agree with the buffer concept explained - this is the reason I was concerned about only a 1ft buffer in one of the well-liked designs

from RK&K - Nathan George to everyone: 6:28 PM

Yes, we are looking carefully at every consideration of this design, including narrow buffer widths

from Don Lewis to everyone: 6:29 PM

Essential in the discussion: there are multiple, short duration, vehicle activities that go on every day on Wolfe and Washington: the act of safe parallel parking, trades and delivery vehicles, and (simply) unloading groceries when a parking space is not immediately available. Currently, having 2 lanes of travel allows the significant traffic flow on these 2 arteries to go around these obstructions safely. Reducing to only one travel lane will result in bottlenecks when these essential and unavoidable activities occur. On streets with less traffic, this may be of less concern. On Washington and Wolfe, it could be very problematic.

from Chris Broughton to everyone: 6:29 PM

Sandra- we've seen much slower auto travel rates and housing values increase over here on Potomac st. many of the people who were ardently against the Potomac st lane prior to its building, now enjoy having it.

from Robert Stokes to everyone: 6:29 PM

there is a new transportation group for several communities, Midway , Darley Park, South Clifton Park , BroadwayEast . We want to have more conversation with DOT about Transportation issues

from Blondell Howard to everyone: 6:31 PM

Great point Chris

from Linda Allen to everyone: 6:31 PM

How will the final decision for the bike lane be decided?

from Robert Stokes to everyone: 6:31 PM

Many of the Communities on the Call are concerned about Parking issues for residents with limited parking spaces .

from Towanda Carter to everyone: 6:32 PM

dont see the hand raise options but i have a few questions a bit much to chat

from RK&K - Nathan George to everyone: 6:32 PM

@Don thanks for highlighting the need to address short term parking on the street. We will consider this as we begin to develop the plans and will be sure to follow up with targeted recommendations.

from DOT - Matthew Hendrickson to everyone: 6:32 PM

Councilman Stokes good to hear from you. We're happy to follow up with your office and all the various groups who would like to discuss this project

from Sarah Kendrew to everyone: 6:32 PM

yes good point, I'm not seeing the raise hand function either

from Robert Stokes to everyone: 6:33 PM

How can you protect the residents with limited parking due to Hopkins Staff Members who park along Wolfe and Washington?

from Chris Broughton to everyone: 6:33 PM

Don- with the potomac st layout, the delivery vehicles park part of the way in the buffer area which leaves the travel lane open enough for cars to still go around.

from Lisa Knickmeyer to everyone: 6:34 PM

the raise hand function is under the 3 dots next to red x on bottom

from Sarah Kendrew to everyone: 6:34 PM

Not in my interface...

from Don Lewis to everyone: 6:34 PM

With regard to parking, this neighborhood is barely in balance, need to availability. Even a 5% loss might change quality of life drastically, especially now that there is a real physical danger associated with walking to and from one's parked car at certain times of the day (carjackings, assaults). I believe that it should not be "preserve as much parking as possible", but rather "make net 0 parking loss a requirement."

from Sandra Lisicky to everyone: 6:34 PM

Are there statistics comparing the volume of traffic on Potomac vs Washington/Wolfe?

from Sarah Kendrew to everyone: 6:35 PM

sorry found it. it's in the emoji menu,

from Ginger to everyone: 6:36 PM

I live near Wolfe and Washington and use these roads to bike for transportation with my kids 11 and 13. They can be a bit unpredictable so for us having protection from moving cars is extremely important to our safety. I prefer to have the parked cars between my kids and the moving cars.

from Don Lewis to everyone: 6:36 PM

Thank you, Chris, for the information about the issue I raised, regarding your experience on Potomac. I will say that I am very much for a protected bike line in principal, I know that the details of the design might provide the relief I'm hoping for!

from RK&K - Nathan George to everyone: 6:36 PM

Parking is being evaluated carefully to minimize any impacts. We will discuss that more in just a moment.

from KATHY CHRISTIAN to everyone: 6:37 PM

Is there an illustration to depict the entire stretch of Wolfe &/or Washington with the different bike lane layouts? I'm interested in visualizing how the cars/bikes will interact along the entire stretch.

from RK&K - Nathan George to everyone: 6:37 PM

@Robert please feel free to e-mail contact information for the transportation group to Matt

from Blondell Howard to everyone: 6:38 PM

Is it a consideration or mandate for the bike lanes?

from RK&K - Nathan George to everyone: 6:38 PM

@Linda the final decision about bike lanes is an outcome of this process and has not been made. Thank you for your involvement and input in the process!

from Don Lewis to everyone: 6:38 PM

If we are going to do bike lanes, it makes most sense to have them protected. Especially if bike travel is bidirectional but auto traffic is one-way.

from Chris Broughton to everyone: 6:39 PM

in my experience living with a protected bike lane my I've been surprised at just how much its used, not only by bikes, but joggers, parents with strollers, disabled people in mobility vehicles, and scooterists.

from John Lundquist to everyone: 6:39 PM

We have had a lot of snow over the last few weeks. Snow plows are not able to clear the bike lanes when there is any kind of pylon. Even lanes like the Maryland/Cathedral bike track has had piles of snow from plows covering lanes of the track in places.

from John Dagen to everyone: 6:39 PM

Is there any data on safety considerations for parallel parking vs back-angle parking?

from RK&K - Nathan George to everyone: 6:39 PM

@Sandra we have limited parking information due to the project occurring during the COVID-19 pandemic, and resulting changes in traffic. We will use the best available informaiton to consider traffic as a part of this process.

from Eleni Giorgos to everyone: 6:40 PM

This is the first year in which bike lanes have actually been very clear of snow, and useable the day after snow and ice events. it was not a priority of the city's before, and now it is, and that is great.

from Chris Broughton to everyone: 6:40 PM

John- the city has a snow plow specifically for clearing the bike lanes. Potomac street gets cleared with it when it snows, so does the Maryland ave cycle track

from John Dagen to everyone: 6:40 PM

As the owner of a small hatchback car, it often feels wasteful for me to use up an entire back-angle parking spaces.

from Ariana Parrish to everyone: 6:40 PM

Sorry im pretty late to the meeting but my concerting is parking. We already have one bus stop on our block and a lot of JHU people taking up our parking spaces. will there be parking options open for us?

from Towanda Carter to everyone: 6:40 PM

who decided it was a safety issue where is the data on this?

from Eleni Giorgos to everyone: 6:40 PM

The city has a snow plow specifically for bike lanes.

from Don Lewis to everyone: 6:40 PM

With the snow removal issue, I would trade a few days of closed bike lanes (because conventional plows can't reach them) for 360+ days of having the bikers protected!

from Jed Weeks to everyone: 6:40 PM

The city has special plows and the separated lanes are generally cleared within 24 hours of snowfall, as they were during the past storm. The cities with the largest % of separated lanes are actually cities with heavy snowfall, so it's a pretty normal thing and easy to treat.

from Don Lewis to everyone: 6:40 PM

Thanks Jed, good to know!

from John Lundquist to everyone: 6:41 PM

Potomac does not seem to have been plowed lately. Also, there is a large amount of debris in the track.

from Towanda Carter to everyone: 6:41 PM

on this call we have over 70 participants how many are residents in this area?

from Matt to everyone: 6:41 PM

Why is connectivity not a value that guides the decision? I.e., I think the connectivity of a theoretical track on Washington (not Wolfe) directly aligns with St. Lo Drive at the north end and the termination of the east-west Monument cycle track. Washington is also another block further east to provide slightly better access to residents in the neighborhoods further east.

from RK&K - Nathan George to everyone: 6:41 PM

@Don with regard to parking available in the neighborhood, we'll be discussing this further in just a moment. This is a large project, meaning parking demand will be higher in some areas and lower in others. If you could please highlight your specific areas of concern, and include parking in the notes, that will help us look at these areas specifically.

from Sarah Kendrew to everyone: 6:41 PM

Parking seems to be extra stressed around the hospital because of staff parking there. Is there any way of not having those people park on neighbourhood streets (e.g permit parking for residents)? I appreciate they need parking but that seems like a problem for the hospital to solve, not the city.

from Matt to everyone: 6:43 PM

Yes, Sarah, I fully agree! Street parking is for residents, not commuters!

from RK&K - Nathan George to everyone: 6:43 PM

@Ginger we agree that its very improtant to design for bicyclists of all ages and abilities. Separation from traffic will be carefully considered as the design is prepared. More details to come.

from Eleni Giorgos to everyone: 6:43 PM

Yes, residential parking permits seem to be a way to solve a lot of parking issues. In the time of climate change, we can't hold back progress of alternative modes of transportation in the favor or parking.

from John Lundquist to everyone: 6:43 PM

The protected lane on Greenspring was covered this past Sunday. The plow had to weave around the pylons. Towards the top of the hill where the lane is not protected, the lane was plowed.

from Chris Caporaso to everyone: 6:43 PM

I am a local resident who was struck by a car on Wolfe Street a few years ago. The Monument Street cycle track that has gone in since then has made my commute much safer, but the problem of reaching from nearby neighborhood remains. Having Washington/Wolfe as a connector would be greatly helpful.

from Don Lewis to everyone: 6:44 PM

Thanks Nathan. Upper Fells Point has many homes with no off-street parking. I own a home in the 200 block of S Washington St. Under current conditions, I can often find parking on my block, or just around the corner. The recent surge in crime specifically targeting residents who are coming and going to their cars is very real to us. So, parking "somewhere" (as opposed to within a block of my home) could be a life or death matter.

from RK&K - Nathan George to everyone: 6:45 PM

@Kathy we have not developed a layout of the corridor yet. Using this process to screen fit and impacts are essential to cost-effectively lay out the options that are viable. We'll be sharing layouts for review at a future meeting.

from Matt to everyone: 6:45 PM

How much more dense is angled parking than parallel? Can parking be net neutral by compensating for the loss of a parallel parking lane by replacing it with an angled parking lane?

from Amy Zemanick to everyone: 6:45 PM

<https://www.baltimorebikeways.com/wolfe-washington-bikeway/>

from kurt w schiller to everyone: 6:46 PM

under the smiling face icon

from Sarah Weber to everyone: 6:46 PM

Hello! Hopped off the phone and joined via web... safe cyclist enthusiast, patterson park resident. As much as I love biking as my primary mode of transporation, Is there a breakdown of how many potential parking spaces we're loosing through the bike lane implementation?

from Chris Broughton to everyone: 6:46 PM

John- Potomac was cleared in the last snowfall to my knowledge. I know it was salted, and the snow that I saw in the lane was actually piles of snow from neighbors just shoveling their snow into the bike lane from the sidewalk.

from Suzanne to everyone: 6:47 PM

It might be helpful for Hopkins employees/staff to park in the garages instead of on the streets.

from Don Lewis to everyone: 6:47 PM

Again, my position is that net 0 loss is an essential value. "Minimizing parking loss" could be a slippery slope if not quantified. I'm just not comfortable with "we tried"--there should be a guardrail.

from Sarah Weber to everyone: 6:47 PM

Second whoever is on the phone... any business parking lots that are only used 8am - 6pm? Could they transform into community parking during non business operating hours?

from Ginger to everyone: 6:47 PM

It might be helpful to get an idea for what the range in loss of parking spaces would potentially be.

from daniel radwan to everyone: 6:47 PM

Hey folks, sounds like you already have an ideal option. Maybe we can just cut to that and tell us the trade offs and how it addresses these concerns

from Chris Broughton to everyone: 6:47 PM

Matt- agreed Washington to St Lo makes so much sense connectivity wise. Ive biked up it and St lo is a nice ride

from RK&K - Nathan George to everyone: 6:49 PM

@John plowing of protected bike lanes is a consideration that may influence width of the facility, materials in the buffer. This will be given consideration during the design and we will try to highlight this as the design is presented.

from Towanda Carter to everyone: 6:50 PM

councilman it seems like we are on the call just to hear the plan not to have a say in what happens in our community

from Sandra Lisicky to everyone: 6:50 PM

The term "minimize" regarding parking loss is such a broad term. You can minimize anything.

from RK&K - Nathan George to everyone: 6:50 PM

@Chris we're sorry to hear about your bike crash, and thank you for providing input during this process.

from Chaz Aloe to everyone: 6:51 PM

new development in EBDI largely are new homes with parking so that's not really a problematic area

from Don Lewis to everyone: 6:51 PM

I have to agree with much of what the Councilman just said--I have elderly neighbors who still drive. They can now park (don't move their vehicles much) near their home. Losing even a few spaces on Washington would negatively impact them.

from Matt to everyone: 6:51 PM

When I bike to Clifton Park from Eager Park, I always use Washington because it's easiest and best connected. Just needs more safety via a cycletrack.

from Alan Reyes to everyone: 6:52 PM

Yes I agree with Councilman Stokes

from robert.amann@embs-group.com to everyone: 6:52 PM

It would appear you are trying to lead up to the option you already are interested in here.

from Towanda Carter to everyone: 6:52 PM

for south clifton park we do not want a bike lane so how do we relay that so it does not happen

from RK&K - Nathan George to everyone: 6:52 PM

@Don understood regarding limited availability of parking in Fells Point. We are carefully evaluating opportunities to design this bike lane to maintain parking. Please do highlight specific locations that you'd like us to look at when we circulate the map link.

from Kimber Goodwin to everyone: 6:52 PM

I've had my hand raised for some time

from Linda Allen to everyone: 6:52 PM

Alan from Eager Park is trying to raise his hand with a question

from Sam Z to everyone: 6:52 PM

Is there any data to suggest that adding/keeping more free street parking would make it easier to park? Wouldn't the extra spaces just fill up? I agree with those who have suggested that residential permitting, especially for those with limited mobility options, would be more effective to address parking concerns.

from Don Lewis to everyone: 6:53 PM

Thanks again, Nathan. Please look closely at the Upper Fells blocks of South Washington: Fleet to Baltimore Streets (Blocks 100-400).

from Chris Broughton to everyone: 6:54 PM

Sam- your point is valid its called induced demand. by building parking and additional lanes for traffic it actually encourages driving and the extra space is filled to max capacity in short order.

from Matt to everyone: 6:54 PM

Totally agree Chris and Sam!

from RK&K - Nathan George to everyone: 6:55 PM

@Matt in general back in angle requires removal of parallel parking that is on both sides of the street from one side, then provide all parking as back in along one curb. The resulting parking change tends to be around net neutral, or a slight loss, though the impacts vary because of considerations like driveways and alley entrances. We'll have more details as the layout of these facilities is prepared.

from Don Lewis to everyone: 6:55 PM

Residential parking permits were discussed and debated in the Upper Fells Community Association. There are significant negatives that are not apparent at first glance with that approach, it can be very divisive. We rejected (or at least tabled) the motion to support moving that way.

from Sarah Kendrew to everyone: 6:56 PM

but in Upper Fells the extra load from the hospital is prob not felt as much as further north?

from Don Lewis to everyone: 6:57 PM

I am in the 200 block of South Washington. Believe me, there are day parkers from the hospital on my block every day.

from Don Lewis to everyone: 6:57 PM

Kimber is on point--well said. Parking net 0 loss should be not an aspiration, but a rule.

from Sandra Lisicky to everyone: 6:58 PM

Kimber - yes!!

from Sarah Kendrew to everyone: 6:58 PM

@don ok, good to know

from RK&K - Nathan George to everyone: 6:58 PM

@Sarah we won't have precise parking counts until a layout is prepared. We have reviewed existing parking available and estimated any reductions for each of the options under consideration to identify those as less desirable due to parking impacts.

from Chris Caporaso to everyone: 6:58 PM

One additional benefit of having a safe cycling environment is that some residents can move to alternative transportation - I know my neighbors on Baltimore St appreciate that I don't use up any valuable spaces.

from Blondell Howard to everyone: 6:58 PM

Thanks Kimber, well said

from Sarah Kendrew to everyone: 6:59 PM

yes exactly @chris. being able to travel safely around the city without a car is a big \$ saver.

from Chris Broughton to everyone: 6:59 PM

Im hearing the same issues I heard when we debated Potomac st and Monument st cycle tracks. the issues are caused by too many cars. We need city wide alternatives to solve the issues caused by cars. Protected cycle tracks are part of that puzzle.

from John Dagen to everyone: 6:59 PM

Not sure I understand the bus circulation concern and options?

from Ginger to everyone: 7:00 PM

Yes, please make it safe to access the bus.

from Amy Zemanick to everyone: 7:00 PM

Agree, important to me that buses have conflict free travel

from RK&K - Nathan George to everyone: 7:00 PM

@Dan we're walking through this process to help explain how we've eliminated options with undesirable impacts. This is a process, so we want to share how these options may be less desirable, or would not satisfy the goals of the project while also impacting the community, which is not our goal.

from Don Lewis to everyone: 7:01 PM

Thanks, Chris, I am so glad that you are able to bike and use something other than a car. But I and so many others cannot do so, for health reasons. Not everyone's behavior can be influenced or motivated by good examples.

from Blondell Howard to everyone: 7:02 PM

Great point Patrick

from Jed Weeks to everyone: 7:02 PM

On Maryland Avenue there is a lot of ambulance traffic because of the clinics. They use the protected bike lane to bypass car traffic and reach their destinations in emergencies.

from John Lundquist to everyone: 7:02 PM

Has the option of making a parallel travel route like Chester Street as the designated bike route?

from Chris Broughton to everyone: 7:03 PM

Don- no one is suggesting everyone bike. but less than one % of our street surfaces are dedicated to cycle infrastructure. when we designate 95% of our road surfaces for vehicles it induces demand for vehicles and puts people in cars that would otherwise use alternate means

from robert.amann@embs-group.com to everyone: 7:03 PM

This is not a sidebar discussion, it is big part of the conversation

from Don Lewis to everyone: 7:03 PM

I do keep these thoughts in balance: Johns Hopkins staff compete with me for parking. Johns Hopkins' campus keeps my property value up and makes my neighborhood a vibrant and life-affirming place. My "competing" neighbors are preparing for/conducting careers that save lives.

from Chris Broughton to everyone: 7:03 PM

John- we discussed this during potomac street, then it just becomes an issue for the residents there.

from Robert Stokes to everyone: 7:04 PM

Eager Park Town Homes have limited parking and struggle for Parking as homeowners

from RK&K - Nathan George to everyone: 7:04 PM

@Towanda this discussion is to reveal what we have learned while exploring the options shared at the previous meeting. We are asking for input as we walk through each consideration, and will have an online map for you to provide input of areas we should look at as we develop the design, and there will be additional opportunities for you to provide input.

from patrick tong to everyone: 7:05 PM

This is Patrick from the Jefferson Court Community, between 400 N. Wolfe and 400 N. Washington. Please do take into consideration all the needs of various emergency services, but do take into consideration of how our community's needs are also considered during this discussion.

from Linda Allen to everyone: 7:05 PM

Do you have the number broken out by block?

from robert.amann@embs-group.com to everyone: 7:05 PM

Between busses and emergency vehicles, why are these streets the priority? Why not Broadway and its already existing medium

Any parking numbers would be appreciated since it's a hot topic.

from Robert Stokes to everyone: 7:06 PM

Will you consider alley streets as additional parking space for homeowners on Wolfe & Washington Streets?

from Chris Broughton to everyone: 7:07 PM

I'm not a planner Robert, but to tear out the median strips on Broadway for a bike lane would be exorbitantly expensive, and is also far less safe for cyclists as they have to be mindful of traffic on both sides.

from Don Lewis to everyone: 7:08 PM

Alley streets (all Upper Fells streets) are already at max capacity. It is why I am pushing for 0 impact, not "low" impact. I know the design team hears me/us!

from Towanda Carter to everyone: 7:08 PM

don agreed

from Sandra Lisicky to everyone: 7:08 PM

Don - yessss!

from Kimber Goodwin to everyone: 7:08 PM

For those of you that do not live in the neighborhood, it is not an "occasional" occurrence to have to drive around for 15+ min searching for parking and routinely have to park 5 or more blocks away. I've been forced all the way to Boston Street before.

from robert.amann@embs-group.com to everyone: 7:08 PM

This is feeling like a set up

from RK&K - Nathan George to everyone: 7:08 PM

@Chaz, if you could please highlight these and similar consideration in the online map, that will be very helpful information as we begin preparing the layout

from KATHY CHRISTIAN to everyone: 7:08 PM

I have a few data requests: 1) timeline for this project; 2) sources of funding; 3) # of parking spaces along both corridors; 4) # of homes along the corridors | active/vacant; 5) # of businesses along the corridors

from Sandra Lisicky to everyone: 7:10 PM

"Minimize"

from Kimber Goodwin to everyone: 7:10 PM

I would like the people on the committee to drive our neighborhood at various times during the day. I would like them to count how many spaces are available at 6pm. This is a very stressful issue to us every single day.

from Chris Broughton to everyone: 7:10 PM

Don, we can't keep only considering cars, that's what got us to the predicament we're in now. We have negative parking in Canton (Meaning more cars than parking spots) it's gotten to a point here where

even the ardent motorists are accepting that we NEED alternatives. old opponents of the Red Line and Potomac st bike lane here now realize why they were needed.

from RK&K - Nathan George to everyone: 7:10 PM

@Robert we are reviewing to identify the options that fit, or are less impactful to the community. We are interested in your input and feedback. Thanks for your comments.

from Amy Zemanick to everyone: 7:11 PM

Is 3' wide enough to avoid cyclists getting hit with driver side doors in the bottom option?

from RK&K - Nathan George to everyone: 7:11 PM

@Towanda you can share comments with Matt or in the map. Thank you.

from Kimber Goodwin to everyone: 7:11 PM

I do not feel safe walking 1/2 mile or more, alone, in this neighborhood after dark.

from Don Lewis to everyone: 7:11 PM

With both of these designs, there is still the issue of temporary stopped vehicles. My elderly neighbor uses a walker. To get into her car, on the passenger side, she can tie up the lane for 5 minutes at her front door after her husband has acquired the car from up the block. I can't imagine cars, trucks, busses and emergency vehicles waiting patiently.

from Chris Broughton to everyone: 7:12 PM

Amy- IIRC 3 feet wide buffer is the minimum. it does lead to passengers stepping into the bike lane some.

from Brian Seel to everyone: 7:12 PM

@don: wouldn't they deal with it the same as any of the other one lane roads in Baltimore?

from Amy Zemanick to everyone: 7:13 PM

Thank you Chris. For that reason I prefer the top option.

from Brian Seel to everyone: 7:13 PM

or people on Pratt st?

from Kimber Goodwin to everyone: 7:13 PM

Don - I agree with you! When I got home 2 days ago with groceries, at 11:30AM, there was zero parking on my block. None. I put on flashers and carried them inside. What is the option if we are down to one lane?

from Michael Iacobelli to everyone: 7:13 PM

People double park on these city streets all the time, regardless of whether spots are open

from Chris Broughton to everyone: 7:13 PM

Brian- yep. its a grid, they go to the parallel street.

from Matt to everyone: 7:13 PM

As a cyclist, the extra foot of buffer is important to me in terms of my safety and comfort.

from Lisa Knickmeyer to everyone: 7:13 PM

So does this mean that the single bike lane going south on Wolfe and north on lane buffered by parallel parking with a single lane of traffic and bank angle parking off the table?

from Don Lewis to everyone: 7:13 PM

No, consider Chester. With the current arrangement, a "double parked" car on Chester can be "gone around." I do it safely and slowly all the time. ANd Washington is a major artery with MUCH more traffic.

from Benjamin Miller to everyone: 7:14 PM

I'm concerned about losing the traffic calming benefits on Wolfe St.

from Ariana Parrish to everyone: 7:15 PM

with option two, would we use something like modular curbs?

from Don Lewis to everyone: 7:15 PM

Brian--I am aware that there are many one-way streets that have only a single lane. But that one lane is usually much wider than what we'd be left with on Wolfe or Washington, and those two carry much more traffic.

from Don Lewis to everyone: 7:15 PM

EXACTLY!

from RK&K - Nathan George to everyone: 7:15 PM

@John the bus circulation issue is with the bike lane passing by the area where transit riders board the bus. This typically requires added cost, if we design a safe facility to accommodate all of those users. On one-way streets, we can place the bike lane on the left side of the street, avoiding the conflict with the bus stop.

from Chris Broughton to everyone: 7:15 PM

Don- Chester would create an issue at Sinclair

from Ariana Parrish to everyone: 7:15 PM

For my residents who are older on Washington Street, is there a central location where we can figure out what options we have for the elderly? I am at the 800 block of Washington street can someone confirm on give a person who I should contact about our parking options?

from Amy Zemanick to everyone: 7:15 PM

Someone illegally parking should not be more important than the safety of cyclists.

from Brian Seel to everyone: 7:15 PM

@don: the idea would be that they wouldn't be arterials anymore

from Ginger to everyone: 7:16 PM

I beleive double parking is illegal, isn't it?

from Geoff Parnell to everyone: 7:16 PM

I don't support parking in ANY travel lanes.

from John Dagen to everyone: 7:16 PM

@Nathan it seems like avoiding conflicts with bus and bikes is beneficial for all?

from Don Lewis to everyone: 7:16 PM

Sorry, Chris, I am only familiar with Chester in Butcher's Hill and Fells. I did not mean to sound like an authority on the whole route.

from John Dagen to everyone: 7:16 PM

As a cyclist, I would like to both avoid large busses and avoid slowing riders down!

from Eleni Giorgos to everyone: 7:16 PM

Can we use the top option and still increase the level of protection for the mobility lane by using concrete bollards (or literally anything other than flex posts?) . Seems like we can get the top option even better with that and then also keep the fire department access.

from Chris Broughton to everyone: 7:16 PM

yep weve spent 75 years cramming more and more cars onto our roads and ingnoring and underfunding every other mode of .

from Sarah Kendrew to everyone: 7:17 PM

cyclists getting hit by cars is also a safety issue

from Kimber Goodwin to everyone: 7:17 PM

Yes Towanda - thank you!

from Don Lewis to everyone: 7:17 PM

Brian, they are designated so on all maps, including google. The city would have to redesignate the routes officially--is that part of this?

from Chris Broughton to everyone: 7:17 PM

DOT doesn't deal with crime

from Michael Iacobelli to everyone: 7:18 PM

I want the bike lane

from chris madaio to everyone: 7:18 PM

As a biker, I feel bike lanes are very important. I feel unsafe when cars are driving right next to the bike lane. I think it's better to have bike lane that has a parallel parking next to it.

from Matt to everyone: 7:18 PM

I want the bike lanes!

from chris madaio to everyone: 7:18 PM

So do I.

from John Dagen to everyone: 7:18 PM

I would like a bike lane that make sit safer for me to go from my home in butcher's hill to my sister's house in mid-govans

from Amy Zemanick to everyone: 7:18 PM

I'm a community member and I support these bike facilities

from Sarah Weber to everyone: 7:18 PM

I'm a resident and I commute only by foot/bike (cannot afford a car)... respectfully I need to be able to commute safely around Baltimore

from Benjamin Miller to everyone: 7:18 PM

I want the bike lanes! There were surveys and previous meetings.

from RK&K - Nathan George to everyone: 7:18 PM

@Robert this facility was identified by the City's bicycle plans, which is in part why we are looking at Wolfe/Washington and not Broadway. These plans did identify Broadway as a shared road, but not a street for bike lanes.

from Brian Seel to everyone: 7:19 PM

@don: I believe that is part of it

from Chris Broughton to everyone: 7:19 PM

Towanda- the people reach out to you are saying they don't want it, not everyone in your neighborhood. I assure you there are people in your neighborhood who do want it and would greatly benefit from it. likely the lowest income people in your neighborhood.

from Sarah Kendrew to everyone: 7:19 PM

pre- (and post-)covid I bike regularly to work from Butchers Hill to Homewood - being able to do that safely lets me leave my car at home more often

from robert.amann@embs-group.com to everyone: 7:19 PM

I honestly don't believe you will arrive at a solution that takes a travel lane away from Washington. The emergency vehicles and bus issues will eventually require demand lanes. It feels disingenuous to make this suggestion.

from Ariana Parrish to everyone: 7:19 PM

for this "offline conversation" please send everyone in the meeting an invite that is in the call so we are all in the loop. thanks!

from Chris Broughton to everyone: 7:19 PM

the vast majority of people who bike for transit are low income

from Ginger to everyone: 7:19 PM

I think most of us live in this community, these sections cross a lot of neighborhoods

from Chris Broughton to everyone: 7:20 PM

Ginger- yep

from Eleni Giorgos to everyone: 7:20 PM

i want the bike lanes. and i want parking to be preserved as much as possible, but parking does not come ahead of safety nor does it come ahead of multimodal transportation.

from RK&K - Nathan George to everyone: 7:20 PM

@Robert we're not currently looking at parking not on these 2 project corridors. The goal to this point has been to identify impacts, so those can be avoided.

from Don Lewis to everyone: 7:20 PM

Robert makes a good point above--Washington and Wolfe have "demand" lanes that permit emergency vehicles to get through at all times, regardless of double-parked vehicles.

from Sarah Weber to everyone: 7:21 PM

@Eleni yes!!!

from Eleni Giorgos to everyone: 7:21 PM

i feel like people are just talking to shout about how much they hate bikes and its not giving an accurate assessment of the full stakeholders.

from Chaz Aloe to everyone: 7:21 PM

bike lanes do provide more safety

from KATHY CHRISTIAN to everyone: 7:21 PM

Ariana, please send your email address to Tereina for invite to the "offline meeting" ...Tereina.Galloway@baltimorecity.gov

from Liz Bonomo to everyone: 7:21 PM

I live in the community (200 block S Castle) and support a bike lane that makes the neighborhood safer, and sounds like DOT is making safety their top priority. I appreciate this opportunity for everyone to be heard.

from Sarah Weber to everyone: 7:21 PM

These roads are for all Baltimoreans! Cyclist/tax paying community members!

from chris madaio to everyone: 7:23 PM

The fire department access feels like an issue that the department needs to work on by having smaller and more adaptable vehicles. This is not a new issue re bike facilities.

from Chris Broughton to everyone: 7:23 PM

Chris- yep instead of them buying the largest possible fire equipment

from Amy Zemanick to everyone: 7:24 PM

Adding some loading/unloading zones for delivery vehicles is important to me as acyclist.... if they're not available they

from Amy Zemanick to everyone: 7:24 PM

they will park in the bike lane instead

from RK&K - Nathan George to everyone: 7:24 PM

@Kimber Goodwin thanks for highlighting your parking concern. Please let us know where we should look at using the map.

from Ariana Parrish to everyone: 7:24 PM

I love biking! I have lived in Denmark for a year to bike! - But I do have residents on my block and its a huge concern for them. Just saying the parking should have been figured out first. Places for them to go.

from Don Lewis to everyone: 7:25 PM

I agree--this can't become divisive. For the record, I do want safe, protected bike lanes. But the issue of community safety for those who must maintain cars, in light of local violent crime, can't be excluded from the planning. Ditto the issues of losing travel lanes.

from Sarah Weber to everyone: 7:25 PM

Amen Daniel

from Sam Z to everyone: 7:25 PM

I also support the lanes for the increased pedestrian safety they provide: easier for drivers/cyclists to see walkers in most of these designs

from Benjamin Miller to everyone: 7:26 PM

There is enough parking. There are too many cars. Making it easier to get around without a car will reduce the number of cars.

from Sarah Kendrew to everyone: 7:26 PM

@Benjamin exactly

from Chris Broughton to everyone: 7:26 PM

when parking is all motorists are concerned it makes cyclists feel like motorists care more about using public space to park their private property is more important than the lives of the most vulnerable people on the road. Again, when motorists say we don't want a cycle track, they're saying we don't care about often the poorest and most vulnerable people on the road.

from Geoff Parnell to everyone: 7:26 PM

Bikes reduce car reliance. Reduced car reliance reduces car ownership. Reduced car ownership alleviates parking competition.

from Amy Zemanick to everyone: 7:27 PM

Chris - yes, exactly

from Benjamin Miller to everyone: 7:27 PM

How do I know there is enough parking? I walked around the week or two after snow. Days would go by and a ton of the cars would not have moved

Chris - yes, exactly

from Benjamin Miller to everyone: 7:27 PM

How do I know there is enough parking? I walked around the week or two after snow. Days would go by and a ton of the cars would not have moved

from Chris Broughton to everyone: 7:27 PM

Amy- yep they love to park in the bike lanes

from RK&K - Nathan George to everyone: 7:27 PM

@Lisa one of the values we presented relates to not having a northbound bike lane on Washington to pair with a southbound lane on Wolfe. A secondary consideration with that proposal is that providing facilities on both streets tends to increase impacts, which is not a goal of this project.

from Benjamin Miller to everyone: 7:27 PM

If we could make it easier for people who don't drive every day to get rid of there, there would be enough parking

from Kimber Goodwin to everyone: 7:27 PM

I have a bike and ride a lot. It doesn't have anything to do with not wanting bikes in the city. But when the police issue warnings to residents there are car jackings and assaults on the corner of Wolfe & Gough, it is a HUGE concern to lose parking and walk even more thru the neighborhood.

from Geoff Parnell to everyone: 7:28 PM

More deliveries also demonstrates a desire to reduce car reliance.

from RK&K - Nathan George to everyone: 7:28 PM

@Benhamin we're just getting started with the traffic calming discussion, and you can provide locations in the online map where you feel traffic calming is needed.

from Eleni Giorgos to everyone: 7:28 PM

wonderful to see traffic calming plans for wolfe also.

from Don Lewis to everyone: 7:29 PM

@Geoff, more deliveries also cause obstructions if we go with one narrow vehicle lane to accomplish calming. It is a tricky problem to solve.

from John Dagen to everyone: 7:29 PM

Turn hardening sounds good in theory, but in practice I fear it requires some kind of strong/hard barrier.

from John Dagen to everyone: 7:29 PM

If it's just posts, I worry about people rolling right over them.

from Don Lewis to everyone: 7:29 PM

Temporarily working from home, I am amazed at how frequently one travel lane is occupied by Amazon, Fedex, etc.

from RK&K - Nathan George to everyone: 7:30 PM

@Eleni we will be looking at buffer materials for a back-in parking design and will share options at a future meeting. If the bike lane is not behind a parking lane, this will be a key consideration of the design.

from Eleni Giorgos to everyone: 7:30 PM

yeah, drivers will start to drive over flex posts once they know they can and not damage their cars. the concrete bulb outs seem to be better.

from Kimber Goodwin to everyone: 7:30 PM

Don - I agree with you 100%

from RK&K - Nathan George to everyone: 7:30 PM

WEBSITE: baltimorebikeways.com/wolfe-washington-bikeway

DIRECT LINK TO MAP:

<https://rkk.maps.arcgis.com/apps/webappviewer/index.html?id=4a516df4d03b426f8c1852d6e1d9a99f>

from Eleni Giorgos to everyone: 7:30 PM

thanks nathan.

from Geoff Parnell to everyone: 7:31 PM

Delivery trucks occupy one of the lanes because multiple lanes exist.

from Ariana Parrish to everyone: 7:31 PM

I know bollards typically involve a lot of maintenance, I also didn't see any options for things like modular/concrete curbs for the bike lanes. Is this not an option for this project?

from Beth Russo to everyone: 7:31 PM

I'm all for a bike lane but why not on a street that doesn't have any parking issues or ambulances or buses or school children being dropped off at Wolfe St Academy or handicap permits and so on. Durham and Chapel are ideal streets for a bike lane.

from Don Lewis to everyone: 7:31 PM

@Geoff, please elaborate. If there was only one travel lane, would the delivery simply not take place?

from Matt to everyone: 7:31 PM

Vegetative bump outs, please! They provide additional benefits like heat island reduction, and a fully permeable surface that limits water runoff.

from Ariana Parrish to everyone: 7:32 PM

if we do something like vegetative, will parks rec be involved with a maintenance program?

from DOT - Liz Gordon to everyone: 7:32 PM

Ariana, bollards/flex posts are not the only option. Modular curbs and things are definitely an option.

from Don Lewis to everyone: 7:32 PM

@Matt--I agree, if traffic calming can be combined with livability and runoff control!

from Geoff Parnell to everyone: 7:32 PM

If we are worried that Amazon is going to halt traffic in Baltimore, a bike lane isn't the real focus of our concern.

from Sam Z to everyone: 7:32 PM

Another thumbs up for vegetative bump outs, not least because it's fun to say

rom Sarah Kendrew to everyone: 7:32 PM

@Beth Russo Durham and Chapel are barely wide enough for a single car. Where would you put a bike lane?

from Kimber Goodwin to everyone: 7:32 PM

@Geoff - on Chester (one lane) delivery trucks stop and block the traffic. We were backed up 6 cars deep. When someone blew the horn (not me LOL) the driver flipped us off. Got back in his truck and moved about 10' and stopped again

from RK&K - Nathan George to everyone: 7:32 PM

@Ariana thanks for the comment. We are still early in the design process and don't have a layout to accurately assess parking impacts. Narrowing the potential facilities to a manageable number of options was necessary so we can prepare a layout and review parking and other considerations, like intersection safety. Again, thanks for your comment.

from Chris Broughton to everyone: 7:32 PM

geoff- yep

from Sam Z to everyone: 7:33 PM

Short term loading zones could help with the delivery truck issues...residents could use them too for grocery unloading and such

from Geoff Parnell to everyone: 7:33 PM

Amazon is a logistics company. Getting your package to you in the most efficient manner is their business. Halting movement on Wolfe/Washington is not in their interest.

from Chris Broughton to everyone: 7:34 PM

Kimber- so we have an issue with Amazon and their business model which is admittedly problematic and dumps social and economic impacts on citizens and communities

from Don Lewis to everyone: 7:34 PM

OK, you guys have a point! What I am experiencing on Washington is a fortuitous situation that isn't available on Chester, Collington. It is selfish of me not to want to lose it. Yes we have a problem with delivery trucks.

from Geoff Parnell to everyone: 7:34 PM

Chester is a stop-sign controlled street. It is not comparable to Wolf or Washington.

from daniel radwan to everyone: 7:35 PM

Thanks folks

from Sam Z to everyone: 7:35 PM

Thanks all!

from Chris Broughton to everyone: 7:35 PM

Geoff- yep and Chester has less of a speeding issue to handle with traffic calming measures

from Geoff Parnell to everyone: 7:35 PM

Thank you for everything, hosts and participants!

from Geoff Parnell to everyone: 7:36 PM

I walk my dog on Chester. I do not walk my dog on Washington. Washington is the wild west of aggressive driving.

from RK&K - Nathan George to everyone: 7:36 PM

@John Dagen turn hardening is a somewhat new approach to encouraging drivers to slow while turning, making them more aware of pedestrians or cyclists. Materials that can be driven over, but are not comfortable to drive over tend to work best because over time, vertical materials tend to be damaged and require maintenance..

from Don Lewis to everyone: 7:37 PM

I appreciate the honesty of the discussion. Please remember that there are many folks who do support walkable cities and safe biking, and who are willing to be inconvenienced by change. But safety is an issue also, related to available parking.

from RK&K - Nathan George to everyone: 7:37 PM

@Don Lewis thanks for the observation. I've observed similar behavior before covid, but temporary parking in a lane has only increased since then.

from Nia Redmond to everyone: 7:37 PM

Yes, Wolfe & Washington Sts have been historic freeways. Studied for yrs..?

from Amy Zemanick to everyone: 7:37 PM

I have ridden to Herring Run through this section and St Lo to the park and Lake Montebello is terrifying. Appreciate you bringing up future considerations for this area

from Matt to everyone: 7:39 PM

Connection through Clifton Park to Lake Montebello and Herring run is very important.

from Suzanne to everyone: 7:39 PM

I have to jump off but bike around and want safety and accessibility for all.

from Nia Redmond to everyone: 7:40 PM

Pedestrian sidewalk on Wolfe St Needs to be expanded...very unsafe....prior to bike lane conversations.

from Sarah Weber to everyone: 7:40 PM

Not a traffic calming issue, but safety... as a cyclist, even pedestrian, functioning crosswalk signs AND crosswalks that display the "countdown" so I can gauge if I have enough time to cross the street by foot or bike is very helpful

from Linda Allen to everyone: 7:40 PM

People travel on Washington St as if they were on 95, starting at Federal to North Ave.

from RK&K - Nathan George to everyone: 7:40 PM

@Ariana we are not presenting buffer materials yet, and yes, we will share various options like flex posts, wheel stops, concrete separators, etc... Cost of each material and long term maintenance will both be considerations to weigh as the design is developed.

from Amy Zemanick to everyone: 7:40 PM

Agree with Sarah

from Geoff Parnell to everyone: 7:40 PM

One thing I haven't seen is that the line between Scooters and Bikes is blurred. My blood pressure rises every time I see a scooter on the sidewalk OR road.

from Michael Iacobelli to everyone: 7:41 PM

@Nia, I agree with you. There needs to be pedestrian signals at all intersections

from Chris Broughton to everyone: 7:41 PM

Sarah- fair point. ive noticed a lot of the lower income areas of baltimore still dont have countdown crosswalks where the well off communities like Canton, Fells harbor east all have them

from Sean Mulvihill to everyone: 7:41 PM

Thank you for tonight. How long will the map link be available to leave opportunity and challenge comments?

from RK&K - Nathan George to everyone: 7:42 PM

@Ariana we will confirm who is responsible for maintenance of vegetative buffers and report back.

from Ariana Parrish to everyone: 7:42 PM

great, thanks!

from Geoff Parnell to everyone: 7:42 PM

Scooters are a growing mobility mode and that helps reduce the incursion of additional cars as urban density continues to rise. Those folks benefit from safe lanes to travel. I support their use in Bike lanes.

from Don Lewis to everyone: 7:42 PM

Chris, you're not right about Upper Fells. The crosswalks at Washington and Pratt do not have countdowns!

from Nia Redmond to everyone: 7:42 PM

Glad to know folks Wolfe St pavement needs to be expanded...cars may land in livingrooms...not safe.

from John Lundquist to everyone: 7:43 PM

Is part of the discussion to reduce the speed limits for Wolfe & Washington?

from Brian Seel to everyone: 7:43 PM

Is there a reason that a bike facility couldn't be put on Wolfe and Washington? Why would we want to maintain a second traffic lane on both roads?

from Chris Broughton to everyone: 7:43 PM

yes Ive noticed Don. the further you get from the water the less likely it seems to have countdowns

from John Lundquist to everyone: 7:43 PM

Heading south on Wolfe, what is the first traffic light after North?

from Michael Iacobelli to everyone: 7:43 PM

@Chris Or no signals at all

from Don Lewis to everyone: 7:43 PM

In general, you are right . . . affluent Baltimore gets better services, I'm ashamed to say.

from Eleni Giorgos to everyone: 7:43 PM

the oliver/gay segent is so dangerous

from Eleni Giorgos to everyone: 7:44 PM

anything you can do for safety would be helpful...literally anything

from Chris Broughton to everyone: 7:44 PM

Don- yep. I'm using nice language. not what I want to say and we all know is two baltimores.

from RK&K - Nathan George to everyone: 7:45 PM

@Sam Z loading zones will be a consideration to accommodate deliveries, grocery loading, etc... This could be limited to daytime hours, so parking is maximized in the evenings.

from Sarah Weber to everyone: 7:46 PM

Painting bike lanes a solid color? Is that proven to be a successful way to call attentiton to drivers?

from Don Lewis to everyone: 7:46 PM

I will load up my comments/questions about the maop in Upper Fells: (1) My block is the big hill on Washington Street. People over-accelerate on my block, just below Pratt. I am concerned that traffic

calming based on the psychology of perceived risk (i.e narrower lanes) might not play out as we hope due to the geography.

from Don Lewis to everyone: 7:48 PM

(2) Parking change to back-in angled format (considered for Washington to maximize parking, is affected by the steepness of the hill, as is all parallel parking. Going down to one lane really will maximize risk if traffic load remains the same. Washington MUST be removed officially as a major arterial route.

from Nia Redmond to everyone: 7:48 PM

No stoop sitting nor children enjoying scenery on Wolfe St....not perceived danger....real time risky.

from RK&K - Nathan George to everyone: 7:50 PM

@Sarah thanks for the comment. A pedestrian crosswalk sign is needed where the crosswalk does not cross the street at a location that is controlled by a stop sign or traffic signal. They are not typically allowed at those locations, because they would distract from the stop sign or signal, unless the crossing serves a school. Countdown signals are an important feature with these bike facilities, because bicyclists will need a signal to follow if they are traveling in the opposite direction of vehicles. Thanks for your comments.

from John Lundquist to everyone: 7:51 PM

After Gay, there are a lot more traffic lights, so it is much safer.

from Don Lewis to everyone: 7:51 PM

(3) The Upper Fells blocks with Alley streets (unlike streets in Butcher's Hill) do not have rear parking, so the need for onstreet parking is enhanced for us. Streets like Durham have many residents who must park with us on our streets.

from RK&K - Nathan George to everyone: 7:51 PM

Geoff we do consider that scooters would be expected to ride in the bike lanes, which reduces conflicts with pedestrians on the sidewalk, or drivers in the street. Thanks for the comment.

from Geoff Parnell to everyone: 7:52 PM

@Brian Seel: I fervently support physical barrier lanes. While I don't want to imbalance the opposing directions of traffic, it's not realistic to get protection in both directions without removing a lane from both.

from RK&K - Nathan George to everyone: 7:52 PM

@John changing the speed limit has not been specifically discussed. Thank you for the comment.

from Matt to everyone: 7:52 PM

Please ensure that bike facilities on Biddle and Preston continue all the way to the Washington Street cycletrack to enable a seamless transition from east-west to north-south.

from Brian Seel to everyone: 7:53 PM

@geoff: yeah... make each one a single lane road

from Don Lewis to everyone: 7:54 PM

Brian--single lane but with effective provision for the need for "double" parking.

from Don Lewis to everyone: 7:55 PM

Somehow . . . offloading zones, lane sufficiently wide to negotiate around, something. Otherwise, there will be interrupted traffic.

from Brian Seel to everyone: 7:55 PM

But that just means you have double wide lanes where people can still speed... is safety or lane width more important?

from John Lundquist to everyone: 7:55 PM

Tying in the mural projects with artfully done bike lanes/cross walks/bump outs could really involve the neighborhoods.

from Geoff Parnell to everyone: 7:55 PM

@Brian Seel: It's hard not to agree. I think the arguments about traffic blockage are based on current circumstance and don't recognize that roadway patterns will change when the infrastructure changes.

from Don Lewis to everyone: 7:56 PM

People will unload their groceries, the elderly will take time getting into cars. It is a false choice.

from Don Lewis to everyone: 7:56 PM

If Washington and Wolfe are redesignated and traffic load reduced to, say, that of Collington, it might be managed.

from Chris Broughton to everyone: 7:57 PM

@Geoff- yep when Potomac was reduced down to one lane, thru driving drastically dropped on it. people chose laternative roads

from Brian Seel to everyone: 7:57 PM

@don: are these seniors getting into their parked cars, or a car already ni the street? Most instances I have seen are parked cars

from Grant Corley to everyone: 7:57 PM

Fairmount at Wolfe/Washington is an important intersection for folks biking west from the neighborhoods around Patterson Park... Fairmount is one of the only through streets that is safe to bicycle on

from Brian Seel to everyone: 7:57 PM

like... in a parking spot

from John Lundquist to everyone: 7:58 PM

Maintenance in bike lanes is very poor.

from Don Lewis to everyone: 7:58 PM

Neighbors in their 80's with health issues have to go to the doctor. Car is a block away. Wife can't walk that far. He gets the car, double parks, and gently gets her into passenger side with her walker.

from Chris Broughton to everyone: 7:59 PM

@Grant- yep Fairmount is a much lower traffic street than Baltimore and I usually choose it over neighboring streets

from Brian Seel to everyone: 7:59 PM

Ah yeah... I lived on regester and people just patiently wated

from Ariana Parrish to everyone: 7:59 PM

Thanks for your transparency Matt - I am looking forward to more schematic level/developed maps to review for next steps!

from Don Lewis to everyone: 7:59 PM

He fell and injured himself, for a month I had to use my car and take them. It works now because of the double lane.

from Geoff Parnell to everyone: 7:59 PM

@Chris: I live around the corner from Washington. I'm advocating against my own parking and traffic congestion. I do it because I see beyond current usage patterns and want to make room to outgrow the already-problematic congestion and parking nightmares we experience in SEB

from John Lundquist to everyone: 7:59 PM

Thank you everyone for taking part in this discussion.

from Geoff Parnell to everyone: 8:00 PM

@Chris (my own parking availability)

from Brian to everyone: 8:00 PM

is the proposed plan area map available for further distribution

from Sarah Weber to everyone: 8:00 PM

Jump bikes?

from patrick tong to everyone: 8:01 PM

Please note that the intersection of Jefferson and Washington Streets has frequent motor vehicle accidents.

from Geoff Parnell to everyone: 8:01 PM

Scooters on sidewalks are a real threat to less-abled residents.

from Sarah Weber to everyone: 8:01 PM

If Baltimore doesn't have a bike share program... can we all work on getting the water taxis to let us take our bikes on board with us?

from Sarah Weber to everyone: 8:01 PM

... just a thought...

from Don Lewis to everyone: 8:01 PM

Again, I do support change and specifically protected bike lanes. Let's make sure we really address the concerns raised tonight.

from Amy Zemanick to everyone: 8:02 PM

I am very excited to FINALLY have this much needed bike facility. Looking forward to hearing more about this project

from Grant Corley to everyone: 8:02 PM

thank you for this

from KATHY CHRISTIAN to everyone: 8:02 PM

Thank you.

from Sarah Weber to everyone: 8:02 PM

Thank you!

from Geoff Parnell to everyone: 8:02 PM

Thank you!

from Chris Broughton to everyone: 8:02 PM

Thanks

from Don Lewis to everyone: 8:02 PM

Thank you!

from Brian Seel to everyone: 8:02 PM

ty

from Allison Blood- PPNA to everyone: 8:02 PM

Thank you!

from DOT - Liz Gordon to everyone: 8:02 PM

Thank you so much for participating

from Ariana Parrish to everyone: 8:02 PM

thank you!

from Matt to everyone: 8:02 PM

Thank you, great session!