
From: Colin Furneaux
Sent: Thursday, November 18, 2010 9:10 AM
To: comments @ baltometro.org
Subject: Howard street revitalisation

Dear Sir/Madam,

Thank you for the notification for the amendment to the TIP re the Howard Street/Lexington Street market area. This is such good news that the interchange between the Baltimore Metro at Lexington Market and the Light Rail stop on Howard Street, with attendant covered way, is to take place. The current situation is a negation of all that is 'Best Practice' in Public Transit/Transportation. Please could the next step, particularly in relation to the Light Rail, be the activation of transponders so that the Light Rail has priority at traffic lights and transit time along Howard Street is significantly reduced. This is an automatic inclusion in virtually all Light Rail/Tram systems.

The thinking shown in your email is excellent and is exactly what needs to be done. The underlying Philosophy must be that it is, (a) easy to use Transit, (b) transit has priority over the Car and (c) Users are protected from the weather.

Great news!!

Thank you,

Colin Furneaux

From: Tiffany R. James
Sent: Tuesday, November 23, 2010 1:49 PM
To: comments @ baltometro.org
Subject: Howard Street Revitalization

I am strongly in favor of improvements to Howard Street, especially the Light Rail Stations. I think this street has needed improvements for several years. From a pedestrian point of view, it is dangerous at certain locations where bricks and cement are missing and sometimes protrude up through the sidewalk. As a transit rider, I do not feel safe at night waiting for either my bus (#27) or the Light Rail between Baltimore Street and Centre Street. Improved facilities will improve the safety of riders and will increase ridership. As a bicyclist, I avoid this street because of safety issues, not only because of possible crime, but because drivers of four wheeled vehicles often do not know which lane is theirs, causing confusion and increasing the possibility of collisions.

I would like to see more about the proposed improvements, if possible.

Thank you for reading and accepting my comments.

Tiffany James

Special Assistant to the Executive Director &
Public Relations Manager
Parking Authority of Baltimore City

[REDACTED]

[REDACTED]

<http://www.baltimorecity.gov/government/parking/>



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@**bmoreinvolved** Seems like a good a good set of changes. I see Howard St every day, taking the LR down to the Lexington stop.

Sent Nov 23, 01:42 PM
From web

Recommendations from the BRTB Citizens Advisory Committee (CAC) Howard Street Revitalization Project

December 1, 2010

The Citizens Advisory Committee (CAC) Policy subcommittee attended the December 1st public meeting to review the Howard Street Revitalization project and evaluate it based upon their Policy Guide. An analysis was presented to the full CAC for their consideration.

As a result, the CAC recommends that the following items be incorporated into this project:

1. Include waste receptacles with every bus shelter
2. Look for opportunities to incorporate bike racks and/or secure lockers, particularly at the metro station.
3. Extend streetscape improvements beyond Howard Street to provide better pedestrian linkages to nearby businesses such as Lexington Market, neighborhoods, etc.

From: Chris Merriam
Sent: Friday, December 17, 2010 3:59 PM
To: comments @ baltometro.org
Subject: Howard Street project comments

Hello,

In **red bold** are my comments on this project.

It will relocate South Bound LRT Station, north from Fayette to Lexington Street;

EXCELLENT idea.

remove and replace the four arch structures along Howard Street;

I would remove them altogether, personally.

provide a pedestrian canopy along Lexington Mall from the Metro Station to the relocated LRT station.

This is an improvement, but I have always wondered why nobody thought to use the Hutzler Building for an even more direct connection between LR and Subway. There is an archway on the Hutzler Building where one can see through between Howard and Eutaw Streets. It's owned by the State. Why isn't that used as an official connection?

A total of eight bus shelters will be replaced: seven on Howard Street from MLK Boulevard and the 1st Mariner Arena, and the last on Baltimore Street just east of Howard Street. Three unique light rail shelters will also be replaced along Howard Street.

Very good, but will the new bus shelters be outfitted with real-time bus and train information?

Thanks,

Chris Merriam