



A Report by

the
Neighborhood
DesignCenter

in partnership with Southeast Community Development Corporation
funded by the Baltimore Regional Neighborhood Initiative

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Special thanks to
Delegate Robbyn T. Lewis
Bikemore
William Paca Elementary School
Patterson Park Charter School

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FAYETTE STREET TRANSIT PLACEMAKING



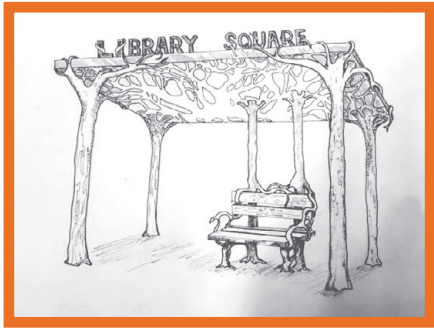
Map of Fayette Street corridor. Blue buildings are educational, orange are commercial. Data from Open Baltimore and Google Maps. Map is proportionally scaled.

Introduction

The Southeast Community Development Corporation (CDC) is one of the oldest community development corporations in Baltimore. Southeast CDC operate a number of community revitalization programs in the Highlandtown area such as the Highlandtown Main Street District and the Highlandtown Arts and Entertainment District, and they partner with Healthy Neighborhoods, Inc. on four neighborhoods in SE Baltimore, including Bayview, Greektown, Highlandtown and Patterson Park. Recently, with the assistance of the Baltimore Regional Neighborhood Initiative, the Southeast CDC has begun working in the CARE, McElderry Park, and Madison East-End neighborhoods.

Southeast CDC has secured Baltimore Regional Neighborhood Initiative funding for a streetscaping planning effort for the area of Fayette Street between Washington Street and Highland Avenue. Southeast CDC is currently pursuing bus stop shelter and other improvement projects along the corridor at intersections with Lakewood Avenue and Linwood Avenue, adjacent to Library Square. Southeast CDC requested Neighborhood Design Center assistance with facilitating a participatory planning process rooted in Complete Streets philosophy. This project identification and prioritization effort will inform Southeast CDC's future funding requests and their advocacy to public and private agencies.

The process consisted of three workshops: a Complete Streets educational workshop, co-facilitated by Delegate Robbyn Lewis and Bikemore, a visioning workshop focused on where participants would like to see changes to the streetscape, and a visioning workshop focused on what change participants would like to see. Residents from seven adjacent neighborhoods were invited by Southeast CDC to participate: CARE, McElderry Park, Butcher's Hill, Patterson Park, Patterson Place, Ellwood Park-Monument, and Baltimore Highlands. 35 residents participated in at least one workshop, in addition to 4 participants who did not indicate residency and facilitators.



Bus stop shelters currently planned for installation with funding from Southeast CDC at Fayette/Lakewood and Fayette/Linwood.

Results

The clear highest priority project for participants in this process are curb extensions at the intersection of Lakewood Avenue and Fayette Street.

Curb extensions at the intersection of Fayette Street and Linwood Avenue is a clear secondary priority. Additional high priority projects include:

- curb extensions at Fayette and Highland
- street trees at Fayette and Lakewood, Linwood, and Highland
- high visibility crosswalks at Fayette and Linwood (also Highland)
- a bike sharing station at Fayette and Lakewood
- sidewalk widening at Fayette and Lakewood
- and trash cans at Fayette and Linwood

Projects at these intersections have additional strategic value as they build off existing and planned investments at Library Square and along Highland Avenue. The Lakewood and Linwood intersections are both sites for custom artistic bus shelters funded through Southeast CDC, and border Library Square improvements previously enacted in partnership with Banner Neighborhoods. Highland Avenue was the focus of a previous transit placemaking planning process between Southeast CDC and the Neighborhood Design Center, and improvements at that juncture would link those initiatives.

Images at right were selected during a precedent image card game during the first visioning workshop. Sized according to their popularity with participants, these images together portray a colorful corridor with clearly marked spaces for pedestrians, cars, and public transit. These delineations promote safety of users as they interact on a daily basis.

Participants in the first visioning workshop all indicated they walked on the Fayette Street corridor, and the large majority (73%) also drove. 36% used buses, and only 18% biked.



photo by Henk Sijgers



photo by MDOT



photo by Honolulu Department of Transportation Services



photo by NYC DOT

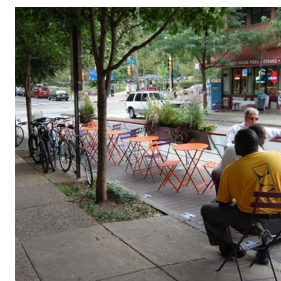
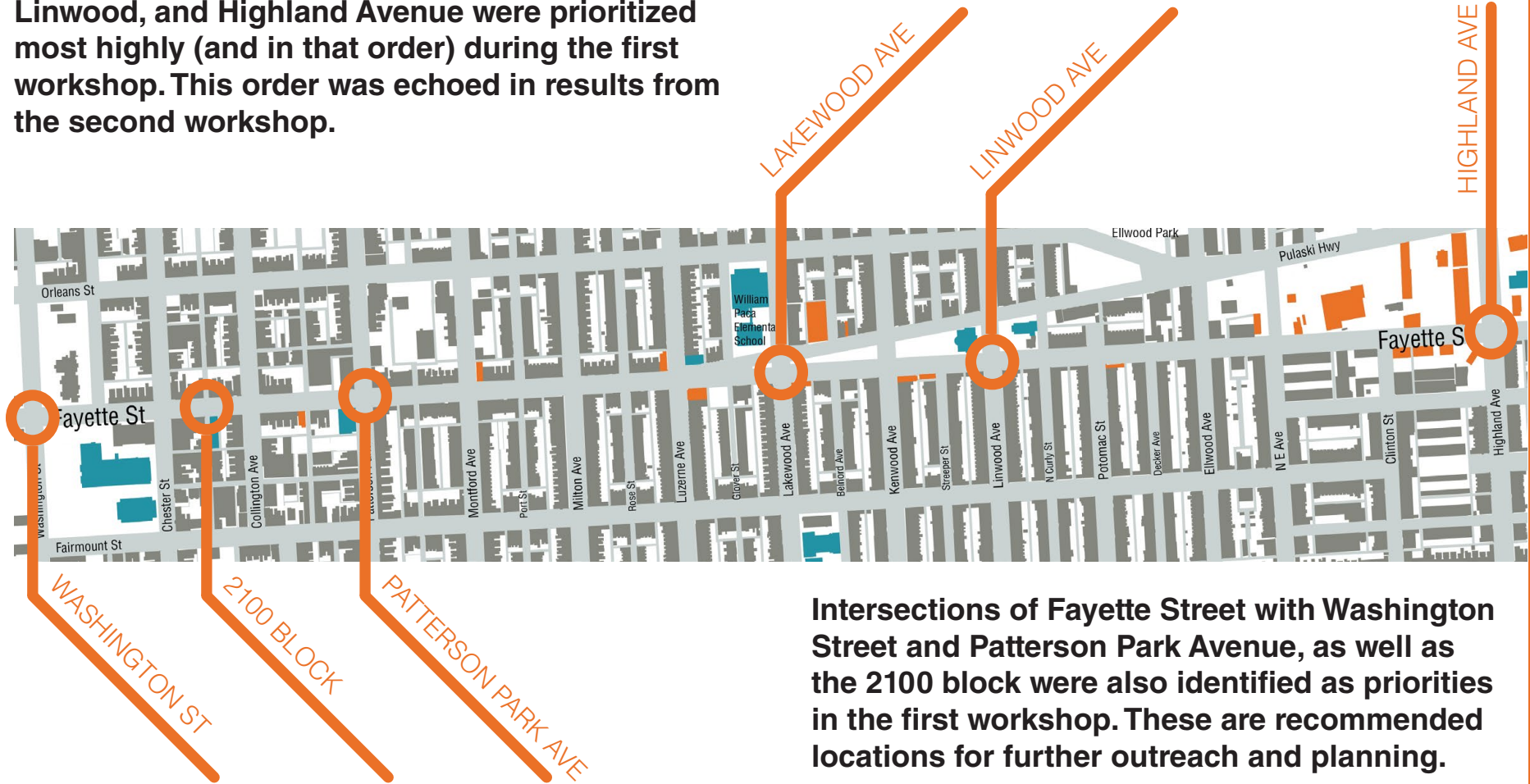


photo by Bike Coalition West Philadelphia



photo by NACTO

Intersections of Fayette Street with Lakewood, Linwood, and Highland Avenue were prioritized most highly (and in that order) during the first workshop. This order was echoed in results from the second workshop.



Intersections of Fayette Street with Washington Street and Patterson Park Avenue, as well as the 2100 block were also identified as priorities in the first workshop. These are recommended locations for further outreach and planning.

There was nearly unanimous support from participants in the second visioning workshop for removing rush hour parking restrictions on Fayette Street. Some noted that removal of parking restrictions would allow the parking lane to be occupied by curb extensions at intersections.

Participants in the second visioning workshop were divided on a proposal to establish dedicated bus lanes on Fayette with the majority not in support the proposal.

Process Summary

Complete Streets Workshop

May 16, 2017, 6-7:30pm

William Paca Elementary

20 resident participants from Patterson Park, McElderry Park, Baltimore Highlands, and Patterson Place

Through a series of kinetic demonstrations participants learned and experienced the advantages and disadvantages of narrow and wide streets. Participants then explored roadway capacities relative to driving, public transit, biking, and walking.

Workshop attendees had the opportunity to share their positive experiences with all forms of transit in small groups. Group members participated using active listing worksheets.

Bikemore presented a summary of their advocacy for complete street legislation.

Meeting activities were designed and facilitated by the Neighborhood Design Center and Bikemore with hosting coordinated by Southeast CDC. Photos by Ali Salimian.



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Fayette Street Transit Placemaking

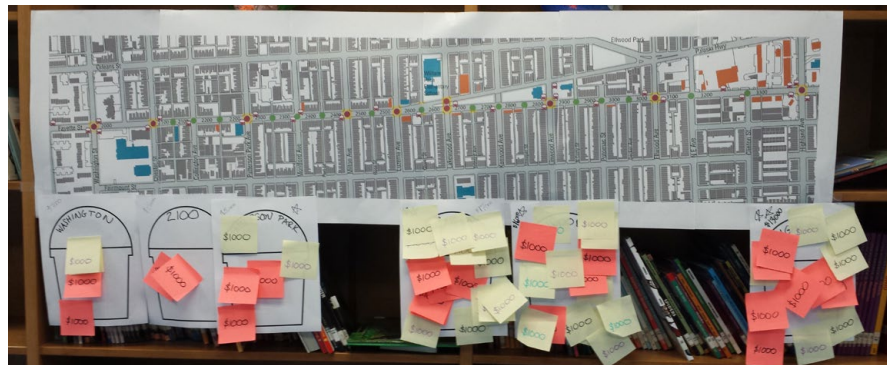
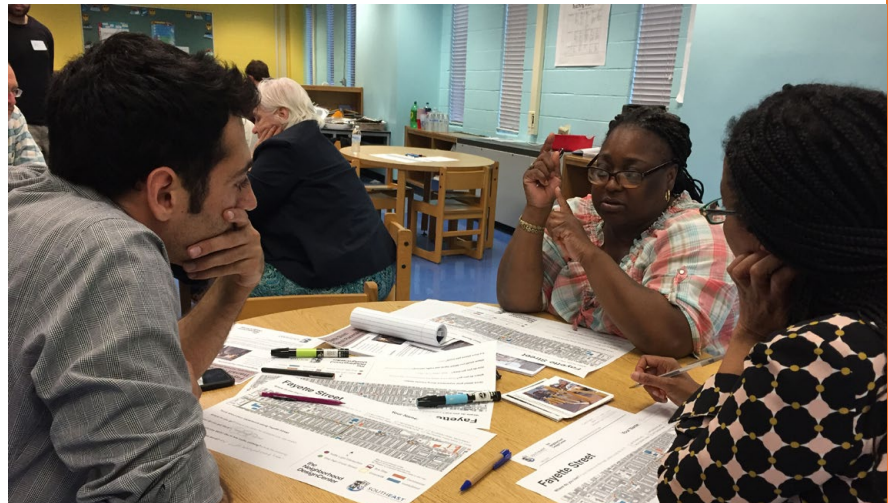
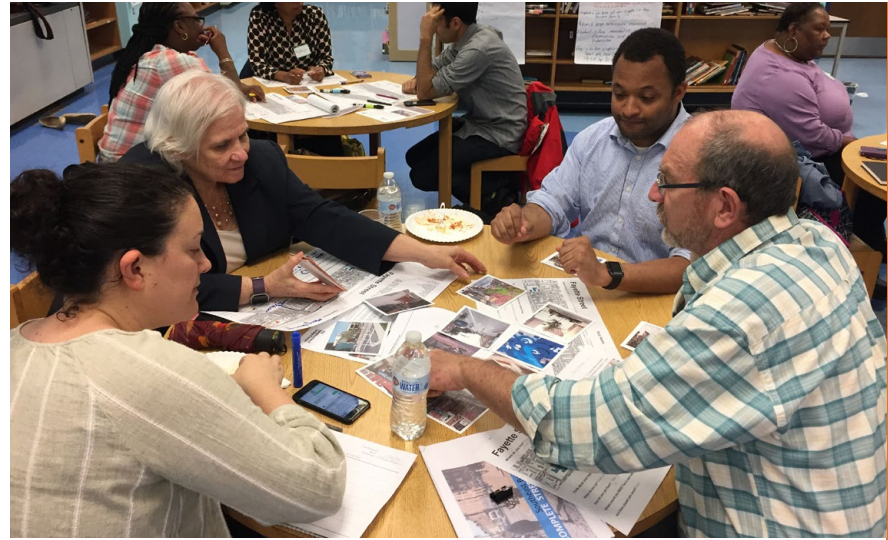
Visioning Workshop 1: WHERE

May 25, 2017, 6-7:30pm
William Paca Elementary
10 resident participants from Patterson Park, McElderry Park, and CARE

Participants were asked to recall their daily commutes and analyze positive and negatives experiences as a pedestrian, cyclist or motorist. Participants worked in teams to select photos of their ideal streetscape from a collection of precedent images of complete streets from around Baltimore City and the world. These photos were used to inspire residents to identify what was possible and was lacking in the intersections they used daily.

Small groups discussed their priority intersections for improvements and shared back their top sites. Then the large group engaged in a prioritization exercise where each participant received \$5000 in play money to spend on any of the top sites. This showed clear preferences for improvements at specific intersections along the corridor.

Meeting activities were designed and facilitated by the Neighborhood Design Center with hosting coordinated by Southeast CDC. Photos by Ali Salimian and Laura Wheaton.





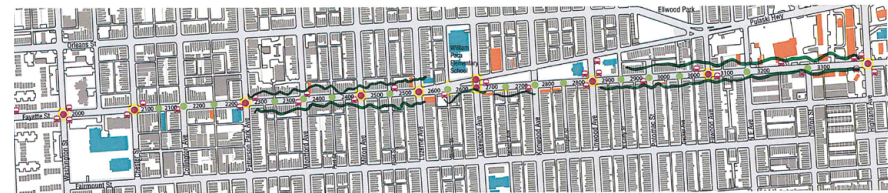
Visioning Workshop 2: WHAT

June 15, 2017, 6-7:30pm
Patterson Park Charter School
14 resident participants from Patterson Park, Ellwood Park-Monument, McElderry Park, and Butcher's Hill

Participants worked in small groups to diagram their experiences at three priority intersections identified at the previous visioning workshop: Highland, Linwood, and Lakewood. For each intersection there were questions about which types of improvements would be preferred.

After rotating through all three intersections, participants studied the corridor as a whole and prioritized their top project ideas both by type and location.

Meeting activities were designed and facilitated by the Neighborhood Design Center with hosting coordinated by Southeast CDC. Photos by Ali Salimian.



Questions

- Draw an X where there is poor lighting along Fayette Street.
- Draw a squiggly line where you would like to see more street trees.
- Do you support removing rush hour parking restrictions on Fayette Street? Yes / No
- Do you support dedicated bus lanes on Fayette Street? Yes No

Prioritize Strategies

Rank top three interventions that are most important to you from any breakout session.

- bumpout At Lakewood / Linwood / Highland
- ↑ visibility At Lakewood / Linwood / Highland
- street trees At Lakewood / Linwood / Highland

