



# The Access Project for Druid Hill Park Auchentoroly / Mondawmin Complete Streets Report



Spring 2020



The Access Project for Druid Hill Park envisions a future where residents of all ages and abilities are able to reach the recreational, public health, and cultural benefits of Druid Hill Park using safe and accessible complete streets.

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With input from  
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the Mondawmin Neighborhood  
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Friends of Druid Hill Park,  
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# Executive Summary

*Druid Hill Park is the most valuable asset for our community. Many residents utilize the many amenities: Maryland Zoo in Baltimore, Howard P. Rawlings Conservatory, Swimming pool, basketball and tennis courts, Farmer's Market, Pavilions for festivals, etc. It's imperative that residents of Historic Auchentoroly Terrace community have safe, improved, and increased access to Druid Hill Park. Immediate action is needed to improve pedestrian safety.*

— Ms. Barbara Anderson-Dandy

President, the New Auchentoroly Terrace Association

The Access Project for Druid Hill Park (TAP Druid Hill) is a campaign to better connect residents of West Baltimore with Druid Hill Park. A coalition of residents, city officials, and community partners are working together to increase access to the park through transportation planning, a public health survey, and creating public art for pedestrian safety. We seek to convert the dangerous, five-to-nine-lane-wide barrier highways around Druid Hill Park into calm, liveable streets safe and accessible for all. Census data shows that about half of neighbors living around Druid Hill Park do not have access to cars.<sup>1</sup> As pedestrians, wheelchair riders, transit users, people who rely on bicycles and scooters, and drivers; all of our neighbors also deserve priority access to the park.

TAP Druid Hill envisions a future where residents of all ages and abilities are able to reach the recreational, public health, and

cultural benefits of Druid Hill Park using safe and accessible “Complete Streets.”

*Complete streets are streets designed and operated to be safe and accessible for all, including pedestrians, transit users, wheelchair riders, and people who rely on bicycles and e-scooters to get to work, school, and family. Each complete street is different and based on the needs of the surrounding neighborhood.*

This community-based report identifies the transportation safety and accessibility needs on the west side of Druid Hill Park, specifically between Auchentoroly Terrace and Mondawmin Mall / Metro Station. In 2017 the Baltimore City Department of Transportation announced the Druid Park



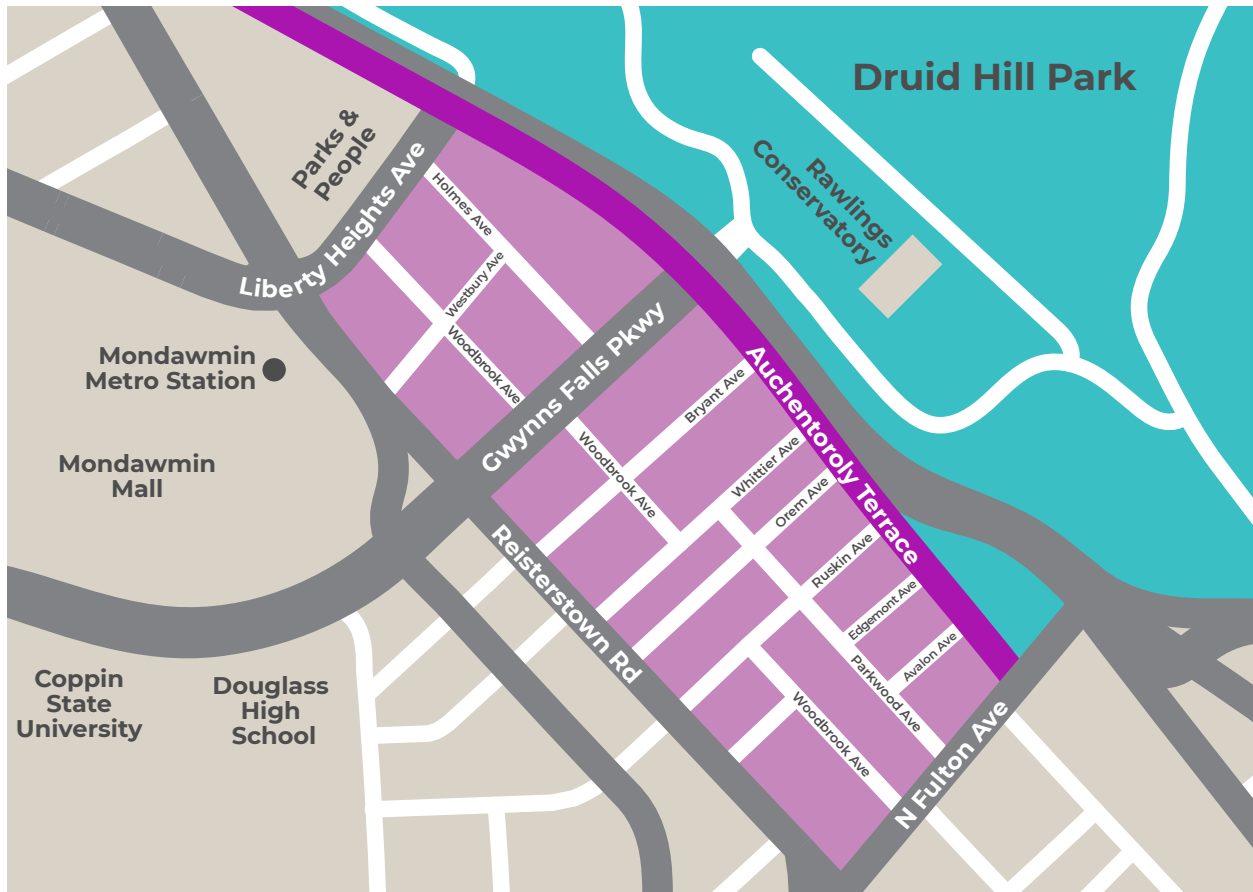
Lake Drive Complete Streets Design Effort. Our goal is to ensure that this planning process is as reflective of community voices as possible and draw additional attention to the transportation safety and accessibility needs of residents who live and work along Reisterstown Road.

This document is based on four years of community engagement, including pedestrian safety walks, resident interviews, a public health survey, community events, and public art projects. TAP Druid Hill has identified the following priorities for improving roadway safety and park access for our neighbors:

- ▶ Slow car speeds to 25 miles per hour or less and reduce car wrecks by converting Auchentoroly Terrace and Reisterstown Road into neighborhood boulevards safely accommodating all users.
- ▶ Create protected, signalized crosswalks to Druid Hill Park for all side streets.

- ▶ Install protected “micro-mobility lanes” connecting residents who rely on wheelchairs, bicycles, and scooters for transportation from Mondawmin to Druid Hill Park and the Big Jump shared-use pathway.
- ▶ Complete the West Baltimore segment of the Baltimore Greenway Trail Network.
- ▶ Construct sheltered bus stops along Gwynns Falls Parkway and Auchentoroly Terrace serving MTA and Baltimore City Public School buses.
- ▶ Expand the free Charm City Circulator bus system with a Druid Hill line connecting Mondawmin Mall / Metro Station to Druid Hill Park, including the Maryland Zoo in Baltimore and recreational facilities like ball fields, the disc golf course, and the Druid Hill Aquatic Center.

# Introduction



The neighborhood identified on maps as “Parkview / Woodbrook” but better known as “Auchentoroly Terrace” and “Mondawmin” is framed by Auchentoroly Terrace on the east, Fulton Avenue on the south, Reisterstown Road on the west, and Liberty Heights Avenue on the north. The area is served by two active community associations, the Mondawmin Neighborhood Improvement Association and the New Auchentoroly Terrace

Association. Gwynns Falls Parkway bisects the historically walkable neighborhood and serves as a main connection between Baltimore’s oldest large urban park, Druid Hill Park, and its second largest transit hub, Mondawmin Mall / Metro Station. Widening of the surrounding streets to accommodate high-speed car traffic has significantly impacted the lives of residents who do not drive.

From the 1940s through the 1960s, over the protests of the local NAACP and neighborhood associations, city-led, car-oriented planning deprived local residents of safe and easy access to the recreational, cultural, public health, and economic benefits of Druid Hill Park. Paving the way for white flight, highway projects cut off working class African American and Jewish neighborhoods from the park. The city's goal was faster commute times that proved to benefit predominantly white suburban residents. Construction of the 1948 Druid Hill Expressway and 1963 Jones Falls Expressway resulted in the widening of Auchentoroly Terrace and Druid Park Lake Drive from two lane, park-front residential streets into roaring five-to-nine-lane-wide highways equipped with only a handful of crosswalks routinely ignored by motorists. More than twenty neighborhood side streets once served as gateways to the park. Now neighbors on foot can only get into the park at five traffic signals where they face turning or speeding cars.

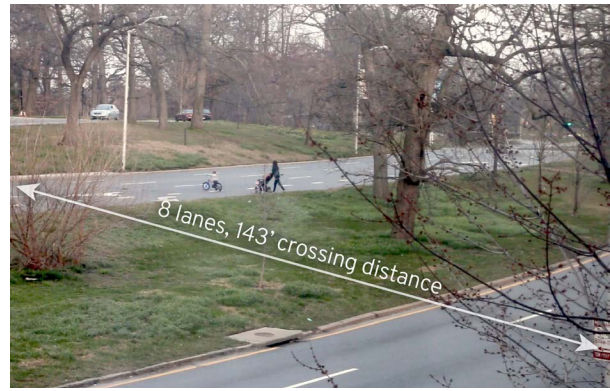
Around Druid Hill Park approximately 50% of residents do not use a personal car for transportation yet 90% of the public right-of-way is dedicated to vehicular traffic. Residents who don't drive rely on public transit, walking, biking, rented scooters, and ride sharing to move around the city. Druid Park Lake Drive and Auchentoroly Terrace are not safe to use for most residents and make it difficult for pedestrians, seniors, and children to get to Druid Hill Park.

The prioritization of traffic flow over neighborhood value and pedestrian safety has health and environmental impacts. Baltimore's asthma hospitalization rates are far higher than the state and national average. The Baltimore City Health Department's 2017 Neighborhood Health Profiles<sup>2</sup> shows that the majority working income, African American communities

around Druid Hill Park have some of the city's highest mortality rates of cardiovascular disease and cancer.

These are some of the dangerous conditions that pedestrians, people with disabilities, and residents who rely on transit, bicycling, and e-scooters face:

- ▶ 8-10 lane highways up to 143' in width that hinder park access for people who do not have access to cars.
- ▶ Extra car lanes that induce motorists to drive at dangerous speeds resulting in injury and death to motorists and pedestrians.
- ▶ A loss of 16 historic park entrances, leaving West Baltimore residents with only a handful of marked crosswalks to reach the park on foot.
- ▶ No crosswalks to Druid Hill Park from smaller side streets.
- ▶ Existing crosswalks are unsafe, poorly marked, or not marked at all.
- ▶ A majority of pedestrian signals do not provide enough time for people to walk all the way across.
- ▶ A lack of designated MTA and public school bus stops at key park access and neighborhood intersections.
- ▶ Shelters needed at existing bus stops.
- ▶ Lack of protected, connected "micro-mobility lanes", also known as bike lanes, for people who rely on wheelchairs, bicycles, and scooters.
- ▶ No transit lines connecting neighborhood residents with amenities in Druid Hill Park such as the pool, playgrounds, basketball courts, and tennis courts.



Cars driving at speeds above 25 miles-per-hour put pedestrians at risk of significant injury and death.<sup>3</sup> Roadways around Druid Hill Park induce motorists to speed, resulting in a high concentration of fatal or grievous crashes.<sup>4</sup> Older adults and people of color are disproportionately represented in fatal crashes involving people walking.<sup>5</sup> Nationally the number of people struck and killed while walking increased by 35 percent over the past decade.<sup>6</sup> The evidence is clear - we must protect residents' lives by redesigning our roadways with target speeds of 25 miles per hour or less.

Over the past 15 years numerous unrelated neighborhood transportation plans have been developed by Baltimore City, non-profits, and community organizations around Druid Hill Park and Greater Mondawmin. The plans have all recommended sidewalk and street improvements that would benefit pedestrians, wheelchair users, transit riders, and people who rely on bicycles for transportation. While well-intentioned, some of the plans still prioritized high speed commuter car traffic over needs of more vulnerable street users. Only a small portion of the recommendations made by any of the plans have actually

been constructed. A brief summaries of these plans and their practical impacts can be found in the appendix.

In 2017, 7th District Councilman Leon F. Pinkett, III convened the Druid Hill Park Access Stakeholders group, including the New Auchentoroly Terrace Association, Mondawmin Neighborhood Improvement Association, Reservoir Hill Improvement Council, Bikemore, Rails-to-Trails Conservancy, Parks & People, Baltimore City Department of Public Works, Baltimore City Department of Recreation and Parks, and Baltimore City Department of Transportation (DOT). TAP Druid Hill is the resident-led advocacy campaign of this stakeholders group. We are leveraging contemporary transportation planning best-practices, grassroots advocacy, and creative programming to counteract years of city policy that prioritized cars over the public health and economic opportunity of residents.

In February 2018 DOT agreed to conduct a major transportation study to address the needs of communities around Druid Hill Park.<sup>7</sup> Later that year Baltimore City adopted a new Complete Streets ordinance that requires that all DOT planning, "elevate the priority of pedestrians, bicyclists, and transit users in planning and roadway design to increase quality of life and mobility in Baltimore City."<sup>8</sup> In late 2019 DOT awarded their contract for the Druid Park Lake Drive Complete Street design effort to a team of transportation planners led



by engineering firm WSP. The yet to be scheduled study will be an opportunity for local residents to shape a public vision for converting the dangerous highways around Druid Hill Park into complete streets safe and accessible for all.

In 2015 the Neighborhood Design Center created streetscape reports for the Reservoir Hill and Penn North communities. These publications advocate for street beautification and traffic calming interventions to improve pedestrian safety and connectivity between the neighborhoods, Druid Hill Park, and the local elementary school. The proposals include curb extensions at key intersections to slow car speeds, decorative crosswalks treatments, and a shared use trail along Druid Park Lake Drive. Building on those recommendations, the TAP Druid Hill report is recommending a holistic set of transportation improvements to make it easier for residents to walk, roll, and ride between the Druid Hill Park and Mondawmin Mall / Metro Station.



*Giving back place to people and creating a balance to how much of our space we give up to traffic is transformative.*

— Leon F. Pinkett III

Baltimore City 7th District City Councilman

By publishing the report TAP Druid Hill seeks to right an historical wrong in West Baltimore by identifying short and longer term solutions to improve access to and around Druid Hill Park for our neighbors who walk, roll, and ride.



Neighbors visiting at the Druid Hill Farmers Market.

NOTE: This report is for conceptual purposes only. Not for regulatory approval, permitting, or construction. TAP Druid Hill and its volunteers assume no responsibility or liability for its technical accuracy nor for any unauthorized use.

# Historical Context



Auchentoroly Terrace / Mondawmin in 1927, before construction of the 1948 Druid Hill Expressway.

When first settled in the 1600s, the area that would one day become Baltimore was inhabited by Susquehannock Native Americans. In 1643 King James granted Cecil Calvert, second Lord Baltimore, the Chesapeake land and established the Charter of Maryland. In 1688 Cecil's son Charles Calvert, third Lord Baltimore, assigned the land that would eventually become Druid Hill. Over time the land was subdivided and given various imaginative names, such as "Hab Nab a Venture", "the Level", "Hap Hazzard", "Happy be Lucky", and "Come by Chance".<sup>9</sup>

In 1741 George Buchanan purchased various parcels of adjoining land including Hab Nab and the Level. Buchanan named it Auchentorlie after his family home in Scotland and commenced with building a castle-like mansion. "Auchen" is Gaelic for "fields". It may be understood that Auchentoroly means "Torlie's Fields". Druid Hill Park was originally part of the Auchentorlie estate. By 1796 Buchanan's son-in-law Nicholas Rogers had built a new mansion (after the castle burned down) and renamed the estate Druid Hill. In 1856 Lloyd Nicholas Rogers, great grandson of George Buchanan, sold 33 ½

acres to John Morris Orem, a Baltimore dry goods magnate. Baltimore City purchased the remaining Druid Hill estate in 1860 with city stock and money from a tax on a lucrative train line contract.<sup>10</sup>

In the ensuing years, Baltimore City converted Druid Hill into a large urban park. The former private estate was redesigned in the English landscape tradition by landscape architect Howard Daniels, architect George Frederick, and park commissioner John H. B. Latrobe.<sup>11</sup> Unlike Europe's geometric gardens of the 16th & 17th centuries, the romantic landscape sought to evoke an idealized view of nature. Asymmetrical designs included gentle lawns and water features set against tree groves and accented with picturesque architectural structures. Druid Hill Park is the third oldest large urban park in the country after Boston Commons (1634) and New York's Central Park (1858).

With his 33-½ acres John Morris Orem built a large summer home and named it Auchentoroly in tribute to the original name of the former Buchanan estate. In 1876 Orem built two additional mansions on Auchentoroly Terrace for his son William Morris Orem and son-in-law William West, who had married his daughter Sophie Baker. The Orem siblings would go on to plan, parcel, sell, and develop much of Auchentoroly Terrace and the Mondawmin neighborhood.<sup>12</sup>

Built between 1876 and the 1920s, Auchentoroly Terrace and Mondawmin represent an impressive collection of Victorian-era architecture. Nine rows of housing, two former mansions, and one synagogue frame the western edge of Druid Hill Park. The buildings eloquently contrast with and honor the park's romantically-inspired, natural landscape. Generations of hardworking, caring, and creative residents have made political, educational, and artistic history along the grand street.



Shaarei Tfiloh Synagogue at Auchentoroly Terrace and Liberty Heights Avenue.

Between the late 1800s and early 20th century Jewish families from east Baltimore and overseas began purchasing and living in the developing neighborhood. The Shaarei Tfiloh Synagogue was founded in 1921 by predominantly Russian and Eastern European Orthodox Jewish immigrants living in the neighborhood. The initial congregation first met in 1920 in the rowhouse at 2218 Bryant Avenue before raising money to build a permanent temple. From 1921 to 1927 real estate businessman Louis Cordish, grandfather to prominent Baltimore developer David Cordish, and others raised over \$285,000 to construct the two-story stone synagogue.<sup>13</sup> Designed by architect Stanislaus Russel, the building is unique in its embellishment on all four sides with rusticated stone quarried at Port Deposit, stained glass windows, and a tall copper-clad dome with clerestory fenestration illuminating the interior sanctuary. Inside, the ground floor was used for smaller gatherings and Hebrew school. The grand second floor features two levels of seats - 700 for men and 300 for women.<sup>14</sup> At its peak in the 1940s the building hosted upwards of two thousand congregants during High Holy Days.<sup>15</sup>

Beginning in the 1950s suburban development spread around Baltimore, attracting middle and upper class residents away from the city. Local

Jewish residents began moving farther northwest to places like Pikesville. During that same period African Americans began moving to neighborhoods around Druid Hill Park.



Senator Verda Welcome's former home at Holmes Avenue and Liberty Heights Avenue.

The Mondawmin Neighborhood Improvement Association was founded in 1954 by Verda Welcome. Welcome lived behind the synagogue at the corner of Liberty Heights and Holmes Avenues. In 1958 Welcome was elected to the Maryland House of Delegates. In 1962 she was elected to the Maryland State Senate, making her Maryland's first African-American female state senator. Welcome lived a block off Auchentoroly Terrace at the southwest corner of Holmes and Liberty Heights Avenues. During her 25 years in the Maryland legislature Welcome championed legislation improving employment regulation and eliminating Maryland's racial segregation laws.<sup>16</sup>

It was during this period of demographic transition that neighborhood streets also underwent dramatic physical changes. From the 1940s through the 1960s, car-focused transportation projects drastically changed the face of the park. The city's goal was faster commute times for downtown workers living in the suburbs. At that time Mondawmin residents were largely Jewish and African American. Proposed in 1945, the "Druid Hill Expressway" would convert Druid

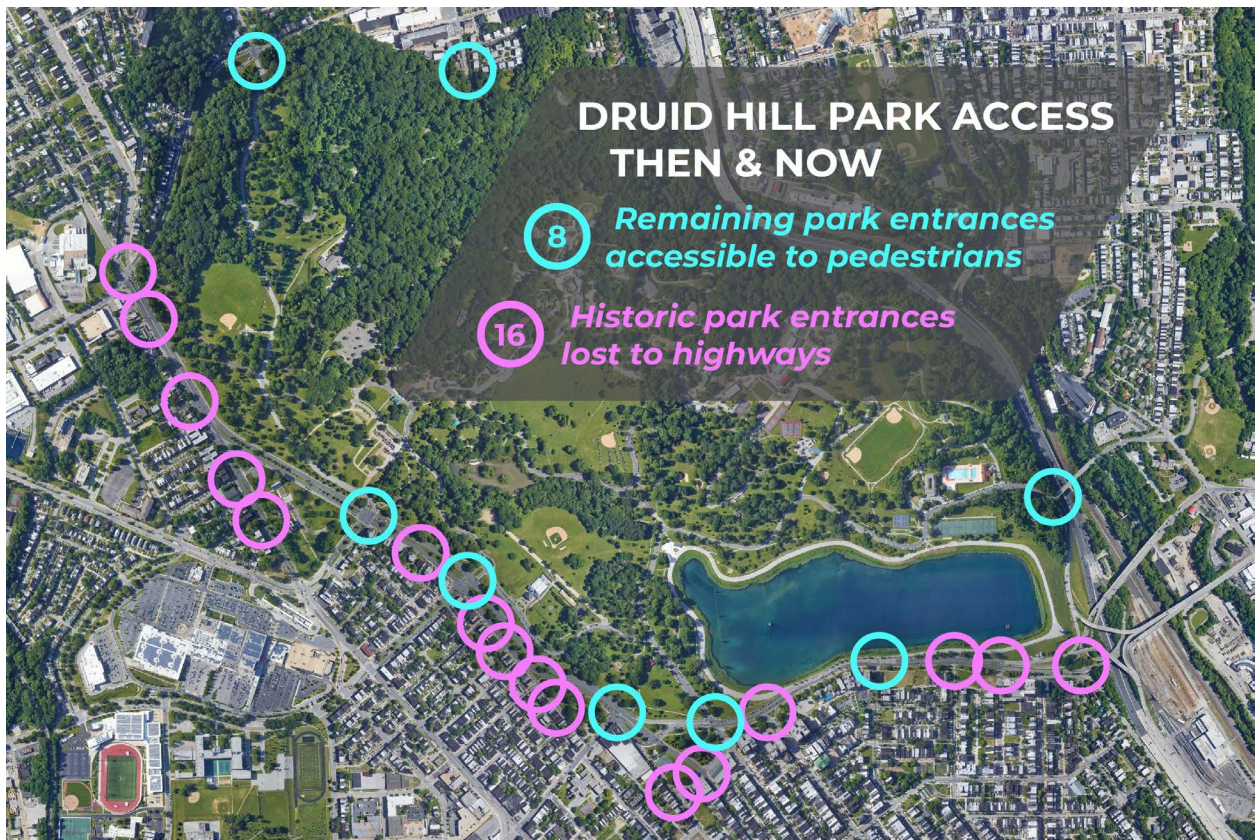
Hill Avenue and McCulloh Street to one-way thoroughfares connecting with a widened and extended Auchentoroly Terrace. By 1947 the highway plans had sparked a robust public debate.<sup>17</sup>

In his Baltimore Sun op-ed on the history of the highways around the Druid Hill Park<sup>18</sup>, local resident Dr. Daniel Hindman uncovers how the city ignored the voices of African Americans:

*In shaping this plan, the city did not seek input from the primarily African American and Jewish communities through which the proposed expressway would travel. When the plan was put through The Commission on City Planning, the lone dissenting member was John L. Berry, a man The Baltimore Sun identified at the time as the "negro member of the commission." Despite Mr. Berry's opposition as a representative of the community that the proposed route and accompanying traffic would directly affect, the city moved forward. Civil rights advocates, including Lily Jackson and Clarence Mitchell, would later assist in resisting the project, but to no avail.*

When the "Druid Hill Expressway" was proposed, NAACP Labor Secretary Clarence Mitchell Jr. argued that increased traffic speeds through westside neighborhoods would imperil black residents, individuals barred by racist real estate practices from moving to the very suburbs that the highway would serve.<sup>19</sup> Shaarei Tfiloh synagogue Rabbi Nathan Drazin wanted to ensure that traffic would not endanger children attending Hebrew school as well as the throngs of congregants who traditionally walked down the middle of Auchentoroly Terrace during the high holy days.<sup>20</sup>

Despite local outcry over the expressway plans, the three local council members were asked by area political boss James



Pollack to ignore the opposition of their constituents and instead support the “city wide” highway effort. In those days, Pollack’s Trenton Democratic Club ran a political machine that picked and elected almost all northwest Baltimore politicians. While the councilmen had local independence, they dared not cross Pollack over issues he considered important to the city at large.<sup>21</sup> Conveniently, the expressway plan called for widening and extending Auchentoroly Terrace to Anoka Avenue - the calm, tree-lined street that Mr. Pollack called home.<sup>22</sup> In the end, the councilmen appeased the local political machine, and they voted in favor of cutting down over 250 trees<sup>23</sup> in Druid Hill Park to make room for widening Auchentoroly terrace into a highway, eliminating the historic and safe access to Druid Hill Park that residents of West Baltimore had so long enjoyed

Just a few years later, on the south side of the park, residents of Reservoir Hill

found themselves facing a similar fate. In 1951, Mayor Thomas D’Alessandro Jr. proposed the Jones Falls Expressway.<sup>24</sup> Druid Park Lake Drive would need to be expanded to serve as a feeder road to this new highway. Ensuing years of residents’ protests were ignored and construction began in 1956.

By 1963, with the completion of the Druid Hill Expressway and the Jones Falls Expressway, what were once two-lane, park-front residential streets now served as dangerous five-to-nine-lane highways. The roads have made it difficult for people to cross on foot into the park, and for disabled individuals who live in Lakeview Towers, a public housing high-rise immediately adjacent to the park, crossing by wheelchair is nearly impossible. A park once served by over 20 footpath entrances is now equipped with only five sets of deteriorating, nearly invisible crosswalks for West Baltimore.

The planning decision to build highways around Druid Hill Park, a decision rooted in historic, structural racism, makes it difficult for the existing working class population - people of color living in Auchentoroly Terrace, Mondawmin, Penn North, and Reservoir Hill - to fully benefit from the park as a public health amenity. The Baltimore City Health Department's 2017 Neighborhood Health Profiles<sup>25</sup> shows that the majority lower income, African American communities around the park have some of the city's highest mortality rates of cardiovascular disease and cancer. According to the 1017 Asthma and Air Pollution in Baltimore City study<sup>26</sup>, Mondawmin zip code 21217 was among the five local zip codes with the highest rates of asthma. Within the

hardest hit blocks, car exhaust pollution accounted for 50% of the risk, more than twice than other pollution sources like power plants.

Baltimore City Department of Planning data also shows that nearly half of neighbors around the park do not have access to cars.<sup>27</sup> A 2016 study published in Injury Journal analyzed Baltimore City car crash data between 2009-2013 and found a major hot spot of accidents along the west side of Druid Hill Park caused by "very obvious combinations of high speed roadways and heavily trafficked pedestrian areas."<sup>28</sup> In order to ensure that residents have access to the park our streets must be redesigned to ensure the safety of motorists and pedestrians alike.



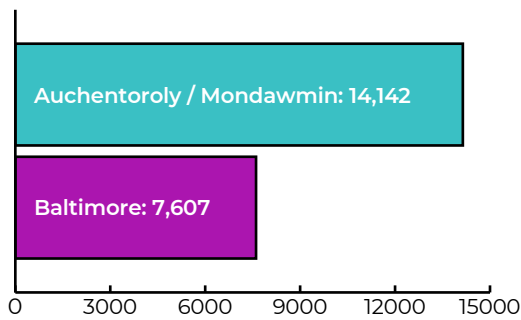
*Changes need to happen to improve our quality of life in the community. We love Druid Hill Park and have been planting street trees on our blocks to make a difference with climate change. We've got more people walking and riding bikes, which is why we support the greenway trail effort and calming traffic for our residents.*

— Sandra Almond-Cooper  
President,  
Mondawmin Neighborhood  
Improvement Association

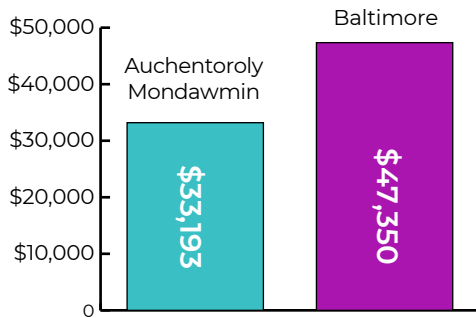
# Demographics

Parkview / Woodbrook  
also known as  
Auchentoroly Terrace  
/ Mondawmin

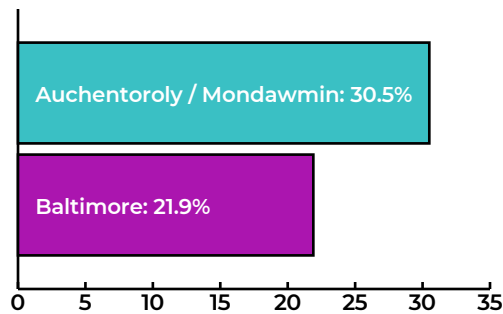
**Population: 1,461**



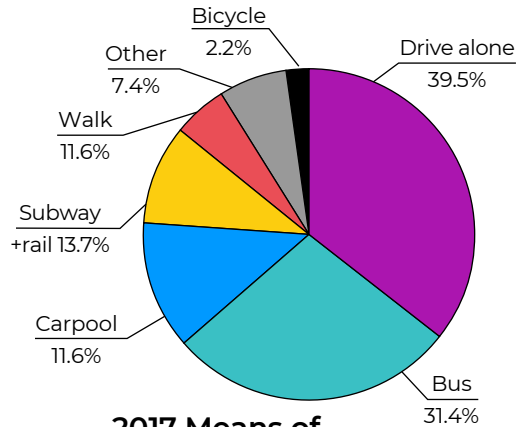
**Population Density per Square Mile**



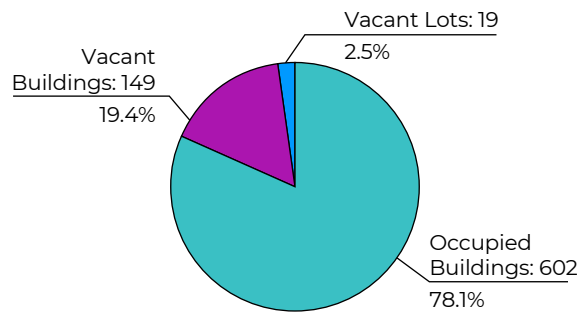
**2016 Median Household Income**



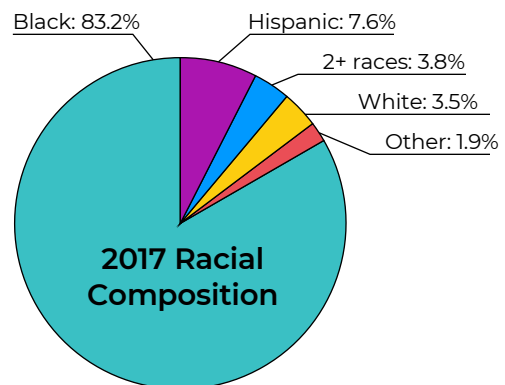
**% Population Below Poverty Level**



**2017 Means of Transportation**



**Property Conditions**



**2017 Racial Composition**

Data sources: city-data.com and Baltimore City Department of Housing and Community Development Code Map, retrieved April 2020

# Community Engagement



This report is informed by ongoing traditional and creative community engagement. At the core of our engagement has been the Druid Hill Park access stakeholders' group, community walks, resident interviews, creative events, public art projects, and grassroots advocacy efforts.

In 2016 the Rails-to-Trails Conservancy and Bikemore worked with the New

Auchentoroly Terrace Association and the Mondawmin Neighborhood Improvement Association to address pedestrian safety and connectivity around Druid Hill Park. Residents identified pedestrian challenges and brainstormed ideas for temporary art projects. Based on resident input, public artist Graham Coreil-Allen and volunteers created the Footprints Crosswalk, a colorful, temporary addition to the



intersection of Auchentoroly Terrace and Gwynns Falls Parkway that empowered pedestrians to safely walk to the Druid Hill Farmers Market. Local advocates also worked with DOT on a permanent traffic signal fix that now gives pedestrians a leading crosswalk signal.

In late 2017 Councilman Pinkett secured support from the Mayor's Office for DOT to conduct a major transportation study and community-based Druid Hill Park access master plan. As DOT began preparing to launch their Druid Hill complete streets study in the summer of 2018, they were also implementing a temporary connectivity demonstration in the same areas.

The Big Jump Baltimore is a grant-funded shared-use path connecting pedestrians, wheelchair riders, and people who rely on bicycles living in Reservoir Hill and Remington along Druid Park Lake Drive and the 28th Street Bridge. The Big Jump Baltimore was championed by DOT, Bikemore, Councilman Pinkett, and resident advocates who would go on to power TAP Druid Hill. OSI Community Fellow Coreil-Allen worked with Bikemore and local volunteers to identify the shared-use path by adding custom vinyl "Big Jump" decals to its protective water-filled barriers and using traffic paint and stencils to create wayfinding directing residents to the path from adjacent side streets.

To celebrate the grand opening of the Big Jump, Bikemore hosted a block party on August 26, 2018 attended by over 600 residents that featured free food, partners, performances, and dignitaries including the Mayor and DOT Director. During the block party Coreil-Allen used the path to lead walking tours about the history of the highways encircling Druid Hill Park and the current efforts to transform these roads into safer, more accessible complete streets.



Above: Big Jump Shared-Use Path, 2018 block party, and community tour.

Opposite: Footprints Crosswalk, temporary pedestrian safety art project, 2016.

In the early fall of 2018 residents and non-profit partners in the stakeholder group worked with DOT to define a scope of work that covers all park access points and prioritizes neighborhood-park connectivity, multi-modal transportation, slowing car speeds, and ADA compliance. Stakeholders agreed that instead of functioning as high speed highways our major streets like Druid Park Lake Drive

and Auchentoroly Terrace should feel like parkways with integrated green spaces that resonate with the historic park landscape. In addition, excess lanes should be removed and restored to recreational park land and new crosswalks should be created to provide park access from neighborhood side streets.

Based on the stakeholders' expressed scope of work and values, in February 2019 DOT released a Request for Proposals from interested firms to lead the officially named, "Druid Park Lake Drive Complete Streets Design Effort." In August 2019 the Baltimore City Board of Estimates awarded the contract to a team led by engineering and planning firm WSP.

Complementing the stakeholder group efforts, local leaders have also organized community walks to engage additional neighbors in discussions around public health, safety, and transportation. Since taking office Councilman Pinkett has led semi-annual walks with residents and city officials to address a range of issues in the blocks around Druid Hill Park. The walks serve as opportunities for code enforcement, sharing of public safety concerns, and transportation issues affecting residents.

Building on these walks, in the summer of 2019 OSI Baltimore Community Fellow and local Auchentoroly Terrace resident Graham Coreil-Allen led a series of Pedestrian Safety Walks focusing on



identifying transportation challenges in Mondawmin and along Auchentoroly Terrace. Through these walks residents identified opportunities for better access to Druid Hill Park, places where motorists tend to speed and drive recklessly, and specific repairs needed to crosswalks, sidewalks, signage, and traffic signals.

Coreil-Allen also conducted interviews with dozens of neighbors, partners, and city officials regarding access to Druid Hill Park. Thoughts shared by residents reinforced the common goal to improve access to Druid Hill Park for all neighbors, especially those who rely on walking, transit, and mobility devices.



Complementing these conversations, Coreil-Allen used TAP Druid Hill social media to document the first hand experiences of pedestrians, wheelchair riders, and people who rely on bicycles and scooter get around the park and surrounding communities. These images and videos have helped to reshape the perspective of outsiders and motorists who have not fully understood the risks of walking to and around Druid Hill Park.

To better understand neighborhood walkability and Druid Hill Park access conditions TAP Druid Hill conducted a series of six walk audits at peak hours in July and August of 2019. Using the



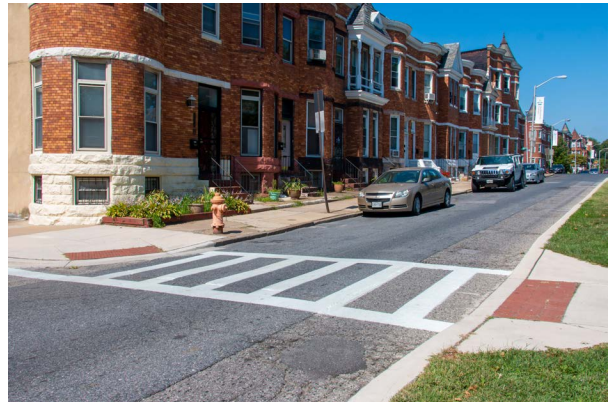
Arches & Access light art and community parade connecting residents and Druid Hill Park, 2019.

AARP Walk Audit Tool Kit as a guide we analyzed key Mondawmin streets for intersection, crosswalk, and sidewalk conditions; driver behavior, safety, and comfort and appeal.

In collaboration with artists and organizers around Druid Hill Park, TAP Druid Hill has created active programming promoting park access. Through months of planning, Coreil-Allen and Reservoir Hill residents Jessy DeSantis and Courtney Bettle orchestrated Arches & Access, a light art installation and parade. Showcasing the cherished connections between Druid Hill Park and surrounding neighborhoods, the Arches & Access project illuminated and activated the historic Druid Hill Park Gate at Madison Avenue and Rawlings Conservatory with colorful lights, a community parade, and a public party. On the evening of November 3rd, 2019, over three hundred

residents, artists, and performers transformed Madison Avenue and Druid Park Lake Drive into a spectacular, roving block party. Neighbors collectively created a place to march, dance, and perform in celebration of our West Baltimore communities united in preserving green space and creating safe streets.

In an effort to leverage public art to create more lasting park access improvements, Coreil-Allen has initiated efforts to create artistic crosswalks along lower Auchentoroly Terrace and at Fulton and Druid Hill Avenues to beautify the neighborhood while slowing down cars. The artist has solicited design feedback from community members and is in active discussions with DOT on approval and permitting to install the public art with assistance from local youth. TAP Druid Hill has also engaged in grassroots advocacy efforts. Since



Above: Before and after new crosswalk at Fulton Avenue and Druid Hill Avenue, 2019.  
 Below: Before and after new crosswalk at Auchentoroly Terrace and Ruskin Avenue, 2019.

2017 the New Auchentoroly Terrace Association and OSI Baltimore Community Fellow Coreil-Allen have worked with DOT and BCRP to accelerate completion of BCRP’s long delayed “Druid Hill Neighborhood Access” project. Originally proposed in 2007, the project’s goal was to upgrade major intersections around the park with decorative traffic signals and ADA-compliant curb ramps and crosswalks. While well intentioned, the project inadvertently resulted in multi-year removal of crosswalks and curb ramps it sought to improve. It took three years of advocacy, a disabled person in a motorized wheelchair being struck by an MTA bus while using a deteriorated crosswalk, and the community taking the story to the media before DOT and BCRP finally finished the project. Neighbors have also organized in response to major proposals affecting

*TAP Druid Hill advocacy resulted in five crosswalks being restriped and four new crosswalks created in 2019, all enhancing access to Druid Hill Park.*

Druid Hill Park and transportation. In early 2019 T-Mobile and the Maryland Zoo shared proposals to construct a 180’ cell phone tower in the center of historic Druid Hill Park. Representatives from the New Auchentoroly Terrace Association and the Greater Mondawmin Coordinating Council responded with concerns over the tower’s height and appearance, and requested that income generated by the tower be used to support publicly accessible amenities in the park. In the process of discussions with Zoo staff, advocates learned of

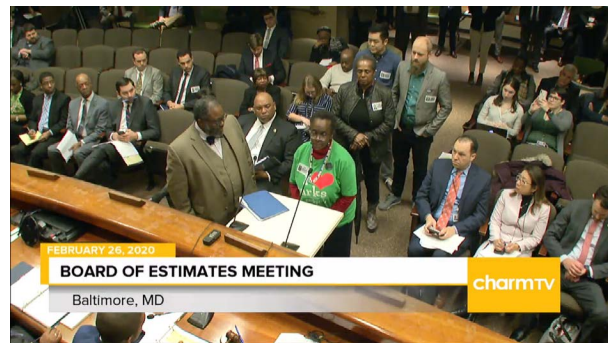
*A Druid Hill Circulator bus will help parents with young children, disabled or handicapped and elderly citizens travel safely, securely, serenely, scenically and swiftly in enjoyment of our beautiful landmark public park.*

— Alison Velez Lane

Lifelong Auchentoroly Terrace resident

the organization’s plan to pave a large area of Druid Hill Park as a parking lot. Community advocates subsequently made it clear that covering green space with asphalt will negatively impact the historic landscape and create more pollution and public health issues for local residents already coping with high rates of asthma.

A year later the same diverse group of advocates met with BCRP to express concerns over their plans to remove green space in Druid Hill Park to construct a 79 car parking lot as part of the Druid Hill Park Aquatic Center renovation. While community members support renovation of the pool, they opposed removing recreational space for more polluting car traffic. Several neighbors Auchentoroly Terrace and Remington residents testified against the proposed parking lot at the February 2020 at a Board of Estimates meeting. Instead of a parking lot, advocates asked BCRP to utilize existing nearby empty parking lots and collaborate with

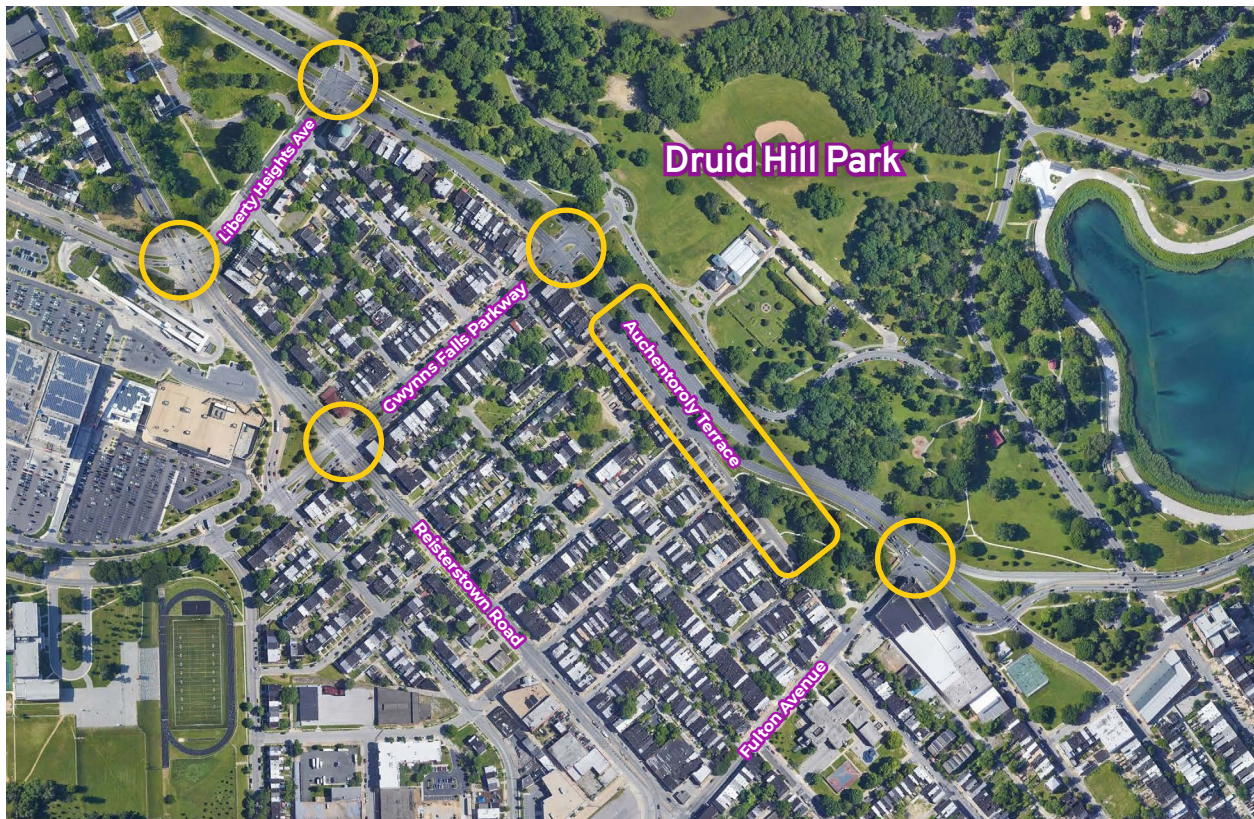


Lifelong Auchentoroly Terrace resident Alison Velez Lane testifying against removing Druid Hill Park green space for a parking lot and in support of a free, Druid Hill / Mondawmin circulator bus, February 26,2020.

DOT on developing a free Mondawmin Druid Hill Circulator line to serve the 50% of area residents who do not drive. BCRP did not heed the suggestions of advocates and continues to push the parking lot plan. The proposal is still up for debate and will be decided later this year by the City Council’s Land Use Committee.

TAP Druid Hill plans on continuing community engagement efforts to support and inform DOT’s forthcoming Druid Park Lake Drive Complete Streets Design Effort. We support the WSP team incorporating meaningful, equitable engagement strategies. In addition to traditional community meetings, we look forward to facilitating creative programming to reach residents where they already gather. The solutions section of this report goes into further detail on participatory event recommendations.

# Challenges & Solutions



What follows are observations of the major streetscapes that frame the Auchentoroly Terrace / Mondawmin neighborhood and ideas for how to make them more safe and accessible for all residents. The analyses and ideas are based on the past four years of community engagement. The proposals are conceptual only and meant

to serve as a conversational starting point to inform DOT's forthcoming Druid Park Lake Drive Complete Streets Design Effort. The design ideas include both lower-cost, quick-built solutions and longer-term reconstruction that may be incorporated into the Druid Park Lake Drive Complete Streets Design Effort.

NOTE: This report is for conceptual purposes only. Not for regulatory approval, permitting, or construction. TAP Druid Hill and its volunteers assume no responsibility or liability for its technical accuracy nor for any unauthorized use.



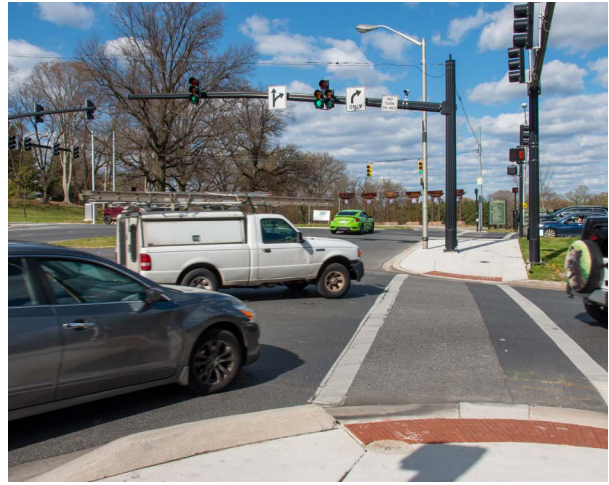
## Auchentoroly Terrace & Liberty Heights Avenue

### Challenges

- ▶ Missing pedestrian signals on northeast and northwest corners.
- ▶ The pedestrian signal is not audible.
- ▶ The roads are too wide to safely cross.
- ▶ South side crosswalk is faded.
- ▶ Excessive car lanes.
- ▶ Drivers appear to be speeding.
- ▶ The 3400 block of Auchentoroly Terrace is exceptionally long and missing its historic mid-block crosswalk to Druid Hill Park.
- ▶ There are no protected bicycle/mobility lanes.
- ▶ A sheltered bus stop is needed.
- ▶ As a major gateway to Druid Hill Park the intersection needs more signage and wayfinding to the Maryland Zoo and other amenities.

### Solutions

- ▶ Add pedestrian signals on northeast and northwest corners.
- ▶ Make pedestrian signals audible.
- ▶ Install curb extensions at corners to define parking and shorten crosswalk distances.
- ▶ Restripe crosswalks with high visibility Continental or artistic crosswalks.
- ▶ Narrow travel lanes and convert a northbound lane of Auchentoroly Terrace / Swann Drive into on-street parking.
- ▶ Convert a travel lane along southbound Auchentoroly Terrace into a protected two-way bicycle/mobility lane connecting to the Big Jump Shared-Use Path.
- ▶ Construct a High-Intensity Activated CrossWalk (HAWK) beacon to provide pedestrians with midblock park access.



## Auchentoroly Terrace & Gwynns Falls Parkway

### Main Challenges

- ▶ The traffic signal doesn't give pedestrians enough time to cross.
- ▶ Three of the four crosswalks are poorly marked.
- ▶ The roads are too wide to safely cross.
- ▶ Turning traffic does not yield to pedestrians.
- ▶ Drivers appear to be speeding.
- ▶ There are no protected bicycle/mobility lanes.
- ▶ A sheltered bus stop is needed.

### Short-term Solutions

- ▶ Reprogram traffic signals to allow pedestrians more time to cross.
- ▶ Make pedestrian signals audible.
- ▶ Install curb extensions at corners to define parking and shorten crosswalk distances.
- ▶ Restripe crosswalks with high visibility Continental or artistic crosswalks.
- ▶ Narrow travel lanes and convert a northbound lane of Auchentoroly Terrace / Swann Drive into on-street parking.
- ▶ Convert a travel lane along southbound Auchentoroly Terrace into a protected two-way bicycle/mobility lane connecting to the Big Jump Shared-Use Path.





## Auchentoroly Terrace & Side Streets

Bryant Ave, Whittier Ave, Orem Ave, Ruskin Ave, Edgemont Ave, Avalon Ave

### Main Challenges

- ▶ Auchentoroly Terrace is too wide to safely cross.
- ▶ Existing crosswalks are not marked.
- ▶ Side streets are missing signalized crosswalks to Druid Hill Park.
- ▶ Drivers appear to be speeding.
- ▶ There are no protected bicycle/mobility lanes.

### Short-term Solutions

- ▶ Narrow travel lanes and convert a northbound lane of Auchentoroly Terrace / Swann Drive into on-street parking.
- ▶ Convert a travel lane along southbound Auchentoroly Terrace into a protected two-way bicycle/mobility lane connecting to the Big Jump Shared-Use Path.
- ▶ Construct High-Intensity Activated CrossWalk (HAWK) beacons to provide pedestrians park access at every side street.
- ▶ Add speed cameras on the 3200 block of Auchentoroly Terrace.





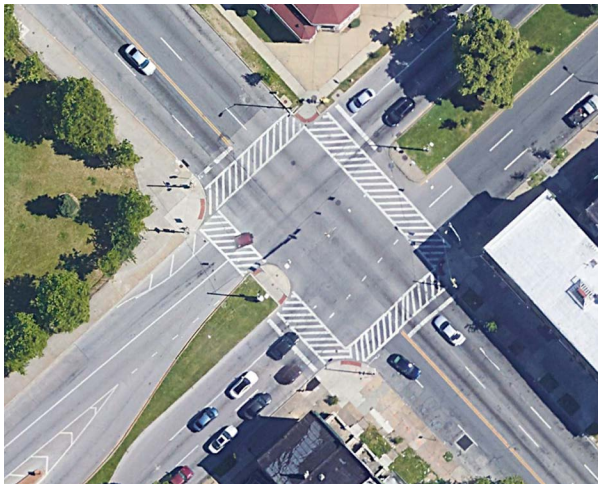
## Druid Hill Avenue / McCulloh Street & Fulton Avenue

### Main Challenges

- ▶ The traffic signal doesn't give pedestrians enough time to cross.
- ▶ The pedestrian signal is not audible.
- ▶ All crosswalks are poorly marked.
- ▶ The roads are too wide to safely cross.
- ▶ Turning traffic does not yield to pedestrians.
- ▶ Drivers appear to be speeding.
- ▶ There is no median on Fulton Avenue.
- ▶ There are no protected bicycle/mobility lanes.
- ▶ A sheltered bus stop is needed.

### Short-term Solutions

- ▶ Reprogram traffic signals to allow pedestrians more time to cross.
- ▶ Make pedestrian signals audible.
- ▶ Install curb extensions at corners to define parking and shorten crosswalk distances.
- ▶ Restripe crosswalks with high visibility Continental or creative style crosswalks.
- ▶ Narrow travel lanes and convert a northbound lane of Auchentoroly Terrace / Swann Drive into on-street parking.
- ▶ Create a protected median in the center of Fulton Avenue.
- ▶ Convert a travel lane along southbound Auchentoroly Terrace into a protected two-way bicycle/mobility lane connecting to the Big Jump Shared-Use Path.



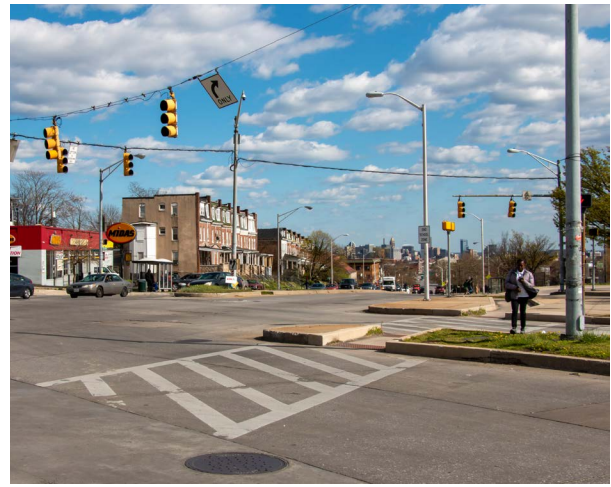
## Reisterstown Road & Gwynns Falls Parkway

### Main Challenges

- ▶ The southwest corner is missing a pedestrian signal.
- ▶ The pedestrian signal is not audible.
- ▶ The roads are too wide to safely cross.
- ▶ There is no median or center turning lane on Reisterstown Road.
- ▶ Turning traffic does not yield to pedestrians.
- ▶ Drivers appear to be speeding.
- ▶ Gwynns Falls Parkway is misaligned forcing cars to jog diagonally across intersections, resulting in crashes.
- ▶ A shelter is needed at the northeast corner bus stop.
- ▶ There are no protected bicycle/mobility lanes.
- ▶ The northwest corner traffic island is damaged by car wrecks and provides no accessible amenities for pedestrians.

### Short-term Solutions

- ▶ Install pedestrian signal at southwest corner.
- ▶ Make pedestrian signals audible.
- ▶ Install curb extensions at corners to define parking, shorten crosswalk distances, and clearly delineate travel lanes crossing intersections.
- ▶ Create a protected median in the center of Reisterstown Road.
- ▶ Construct shelter for northeast corner bus stop.
- ▶ Slow down and protect motorists and pedestrians on Reisterstown Road by narrowing wide travel lanes, removing a travel lane in each direction, and using extra space for a center-running turning lane and protected, curb-adjacent bicycle/mobility lanes.



## Reisterstown Road & Liberty Heights Avenue

### Main Challenges

- ▶ The traffic signal doesn't give pedestrians enough time to cross.
- ▶ The pedestrian signal is not audible.
- ▶ The roads are too wide to safely cross.
- ▶ Traffic island at southwest corner heightens risk to pedestrians of being struck by cars.
- ▶ Turning traffic does not yield to pedestrians.
- ▶ Drivers appear to be speeding.
- ▶ There are not enough shade trees.
- ▶ A shelter is needed at the northwest corner bus stop.
- ▶ The bus shelter at the southeast corner is damaged.
- ▶ There are no protected bicycle/mobility lanes.

### Short-term Solutions

- ▶ Reprogram traffic signals to allow pedestrians more time to cross.
- ▶ Make pedestrian signals audible.
- ▶ Install curb extensions at corners to define parking, shorten crosswalk distances, and clearly delineate travel lanes crossing intersections.
- ▶ Close slip lane at southwest corner.
- ▶ Plant more street trees.
- ▶ Construct shelter for northwest corner bus stop.
- ▶ Slow down and protect motorists and pedestrians on Reisterstown Road by narrowing wide travel lanes, removing a travel lane in each direction, and using extra space for curb-adjacent bicycle/mobility lanes connecting to the cycle track at the northeast corner of Liberty Heights Avenue.

# Shared Goals through Complete Streets

*Below are TAP Druid Hill's shared goals to guide the forthcoming Druid Park Lake Drive Complete Streets Design Effort.*

- ▶ Rebuild streets to prioritize the safety and access of our most vulnerable residents: people with disabilities, pedestrians, children, seniors, transit riders, and people who rely on bicycles and scooters for transportation.
- ▶ Save lives and reduce car wrecks by reducing car speeds to 25 miles per hour or less.
- ▶ Restore historic connections between Druid Hill Park and our neighborhood by constructing protected, signalized crosswalks for all side streets.
- ▶ Improve the public health of our residents suffering from asthma and cancer by drastically reducing air pollution. Redirect outside commuter car traffic to transit alternatives and other roads.
- ▶ Construct sheltered bus stops serving the proposed Druid Hill Circulator, existing MTA buses, and Baltimore City Public School buses that currently pickup students curbside.
- ▶ Strengthen transit connectivity and equity by expanding the free Charm City Circulator with a new line connecting Mondawmin Mall / Metro Station to Druid Hill Park, including the Maryland Zoo in Baltimore and recreational facilities like ball fields, the disc golf course, and the Druid Hill Aquatic Center.
- ▶ Integrate sustainable design features that mitigate and filter water runoff while lessening the urban heat island effect.
- ▶ Use design elements that compliment the historic qualities of Auchentoroly Terrace.
- ▶ Create opportunities for integrating site-specific, community-based public art into the streetscape and adjacent public spaces.
- ▶ Complete the West Baltimore segment of the Baltimore Greenway Trail Network.

# Appendix A: Related Efforts

## 2007 Druid Hill Neighborhood Access Improvements

**Lead partner:** Baltimore City Recreation and Parks (BCRP)

**Summary:** Improved pedestrian access to Druid Hill Park through the modifications of three park entrances: Madison Avenue and Druid Park Lake Drive, Fulton Avenue and Druid Hill Avenue / McCulloh Street, and Auchentoroly Terrace and Gwynns Falls Parkway.<sup>29</sup> The much delayed project took five years to complete once started.

**Impact:** Construction began in 2015. Crosswalks and sidewalks were removed in late 2016 and left unfinished, endangering residents seeking to access Druid Hill Park on foot. In late 2017, new faulty crosswalks were installed by a BCRP contractor and immediately began to quickly deteriorate. In 2019 DOT installed new crosswalks. In early 2020 BCRP finished replacing the missing sidewalks with ADA compliant curb ramps.

## 2012 GRAMA Master Plan

**Lead partner:** Baltimore City Department of Planning

**Summary:** *The plan includes principles and strategies which fall under five topic chapters: Neighborhood Revitalization, Economic Development, Transportation, Greening, and Historic Preservation. The Neighborhood Revitalization chapter addresses ways to improve the quality of life, expand housing options, enhance stable areas, and redevelop areas with high vacancy. The Economic Development chapter provides strategies to revitalize the major corridors, capitalize on existing anchor institutions and assets, re-envision the industrial areas, and increase access to quality employment for residents. The Transportation chapter makes recommendations to improve the enforcement of traffic rules, enhance public transit services and amenities, repair aging infrastructure, and create*

*better pedestrian and bike connections. The Greening chapter focuses on opportunities to support the city-wide effort to increase the tree canopy, improve the visual appeal of the area through landscaping and greening projects, and transform vacant lots into green assets for the community. Finally, the Historic Preservation chapter lays out strategies to encourage renovation and redevelopment in a way that promotes and maintains the area's unique historic character.<sup>30</sup>*

**Impact:** The master plan continues to guide urban policy in West Baltimore, though the impacts of its recommendations for Auchentoroly Terrace / Mondawmin have been mixed. While neighborhood population has continued to decline, numerous blighted buildings have been razed and several vacant buildings renovated. Tree Baltimore has worked with local community associations to plant

## 2012 GRAMA Master Plan Continued

numerous street trees. Illegal dumping and drug trade continue to hinder public health and safety improvements for residents. Traffic calming suggestions such as “adding ADA treatments, upgraded signage, and lighting enhancements” have been implemented at major intersections, making it easier for people who use wheelchairs to cross the street. Recommendations to enforce traffic and driving rules have had minimal

impact. In 2012 Gwynns Falls Parkway and Reisterstown Road<sup>31</sup> was identified as the most dangerous intersection in the state by the annual number of car accidents. In 2019 DOT installed a red light camera but car accidents persist on a weekly basis. The recommended strategy of creating a comprehensive bike and pedestrian plan for the area has not taken place.

## 2015 Connecting Reservoir Hill to Druid Hill Park

**Lead partners:** Reservoir Hill Improvement Council and Neighborhood Design Center

**Summary:** The Reservoir Hill Improvement Council engaged the Neighborhood Design Center to create this conceptual master plan proposal that identifies existing challenges and recommends streetscape improvements to Druid Park Lake Drive. Major issues identified included missing sidewalks and crosswalks, no pedestrian-scale lighting, and lack of green buffers between heavy car traffic and sidewalks. Recommendations include neighborhood gateway signage, evenly spaced street trees, integration of crosswalks and ADA ramps, push button signals at all crosswalks, continuous sidewalks on both sides of Druid Park Lake Drive, curb extensions to define on-street parking and improve pedestrian safety, a shared-use path parallel the southern edge of Druid Park Lake Drive with bicycle and pedestrian signage, and street furniture that encourages community gathering.<sup>32</sup>

**Impact:** BCRP’s Druid Hill Neighborhood Access Improvements at Madison Avenue resulted in historically consistent modifications to sidewalks and new decorative traffic signals similar to recommendations made in this proposed master plan. The Big Jump project effectively achieved the recommendation of creating an east-west shared use path by converting an eastbound travel lane along Druid Park Lake Drive into a temporary shared use path. At the writing of this report the Big Jump path still exists, but it’s unclear how long it will remain in its current form. Other suggestions such as curb extensions and sidewalk and crosswalk upgrades have not taken place. DOT’s forthcoming Druid Park Lake Drive Complete Streets Design Effort will build on this conceptual master plan proposal with a more comprehensive set of community informed designs and construction documents necessary to secure funding for larger scale improvements.

## 2015 Reservoir Hill Streetscape and Safe Routes to John Eager Howard Elementary School

**Lead partners:** Reservoir Hill Improvement Council and Neighborhood Design Center

**Summary:** In anticipation of the renovation of the John Eager Howard Elementary School, now Dorothy Heights Elementary School, the Reservoir Hill Improvement Council and the Neighborhood Design Center worked with the Baltimore City Department of Planning and residents to identify streets “most likely to be used by youth traveling to and from” school. The report summarizes existing conditions along these streets and recommends

potential improvements such as landscape curb extensions, decorative brick crosswalks, and ADA ramps.<sup>33</sup>

**Impact:** Findings from this report were incorporated into the “John Eager Howard Elementary School INSPIRE PLAN” published by the Baltimore City Department of Planning and adopted by the Baltimore City Planning Commission on January 12, 2017<sup>34</sup>. Aside from sidewalk improvements immediately adjacent to the rebuilt school, none of the recommended safety and accessibility upgrades along the safe route to school have been completed.

## 2015 Druid Hill Park Legacy Report

**Lead partners:** Bradley Wells, Mount Royal Community Development Corporation, Friends of Druid Hill Park

**Summary:** This independent draft report and conceptual master plan for landscape and transportation improvements to Druid Hill Park was based on existing data, observational studies, and a survey of residents who use the park. It recommends the integration of public wifi hotspots in the park, creative lighting of the historic Druid Hill Park Gate at Madison Avenue, and major roadway redesigns. The report proposes replacing the dangerous cluster of high speed roads that isolate the southwest corner of the

park with a 500’ diameter “Swann Circle” to simplify the traffic pattern and create a more welcoming entrance to the park. The report also suggests converting a north bound lane of Auchentoroly Terrace into on-street parking and creating more park access with crosswalks at several side streets, including Bryant, Whittier, and Ruskin Avenues.<sup>35</sup>

**Impact:** The unfinished report has provided inspiration for informal, ongoing discussions around how to improve access to and amenities within Druid Hill Park. No formal action has been taken to enact the recommendations since the draft report was shared in 2015.



## 2017 Separated Bike Lane Network Plan

**Lead partner:** Baltimore City  
Department of Transportation

**Summary:** This plan updates the pre-existing 2015 Bike Master Plan by identifying strategic corridors for connecting existing and planned bike lanes in neighborhoods across the city with “low stress facilities.”<sup>36</sup> “Low stress facilities” are different types of roadway features and markings designed to ensure that people of all ages and abilities feel safe and comfortable riding a bicycle on the street. For smaller, on lower traffic streets it recommends options such as speed humps to calm car traffic and sharrows to show that bicycles are encouraged to ride in the street. For larger streets with more car traffic, the plan recommends “cycle tracks”. A “cycle track” is a bike lane

protected by a buffer zone and vertical elements such as curbs, planters, and/or flex-posts. Such protected lanes ensure that people who rely on bicycles are not at risk of being struck by a motorist or car door opening in their path.

**Impact:** The plan identifies Auchentoroly Terrace, part of Reisterstown Road, Gwynns Falls Parkway, and Liberty Heights Avenue as major corridors in need of protected cycle tracks. No planning efforts have taken place yet for creating a cycle track on Auchentoroly Terrace. However extensive community engagement has taken place as part of the Baltimore Greenway Trail Network plan to create some form of trail connection along Gwynns Falls Parkway and possibly Liberty Heights Avenue.

## 2018-2019 Park Circle Intersection Improvements

**Lead partner:** Baltimore City  
Department of Transportation

**Summary:** The Park Circle Intersection Improvements project rebuilt and widened the intersection of Reisterstown Road and Druid Park Drive. The project reconfigured traffic flows, rebuilt curbs, repaved the intersection, marked new unprotected bicycle lanes, and constructed new ADA-Compliant pedestrian ramps, bus loading pads, and bus shelter foundations. Adjacent plazas were improved with new sidewalks, sitting ledges, lighting, and landscaping.<sup>37</sup>

**Impact:** The long planned project was originally envisioned in 2011 as a restoration of the historic roundabout designed by the

Olmsted Brothers that was removed for highway expansion in the 1940s. The new roundabout was initially designed to calm traffic, feature a landmark work of art in its center, and serve as a formal gateway to Druid Hill Park. DOT significantly altered the design to remove the traffic calming, historic traffic circle and the public art planned as the centerpiece. While the completed design includes helpful accessibility improvements for people with disabilities, it does not create a new access point to Druid Hill Park. In addition, the bicycle lanes are narrow, unprotected and aligned adjacent high speed, wide car lanes, making them dangerous and unlikely to be used by most people who rely on bicycles for transportation.

## 2018 Baltimore Greenway Trail Network

**Lead partners:** Baltimore City Department of Transportation, Baltimore Greenway Trail Coalition, Rails-to-Trails Conservancy

**Summary:** “The Baltimore Greenway Trails Coalition seeks to create a 35-mile world-class network of urban trails that link together the diverse neighborhoods, cultural amenities and outdoor resources that make up the landscape of Baltimore City.”<sup>38</sup> Inspired in part by the 1904 Olmsted Plan for Baltimore, this initiative is linking existing urban trails with new connections into a 35-mile network that promotes social equity, improves health and wellness, protects the environment, creates active transportation connections, and stimulates economic reinvestment in neighborhoods across the city.

**Impact:** In 2018 the overall conceptual plan for the trail network was formally adopted by the Baltimore City Planning Commission as part of the city-wide Baltimore Green Network Plan.<sup>39</sup> Rails-to-Trails Conservancy began community engagement in 2016 to identify possible routes and trail design options to connect the Jones Falls Trail and Gwynns Falls Trail through a path in northwest Baltimore. Over the course of numerous community meetings in 2017 and 2018 both Gwynns Falls Parkway and Liberty Heights Avenue were identified as possible streets that could accommodate a trail connection. It’s expected that the trail will take different forms as it continues through different streets and communities. Various design options have been publicly discussed but no formal plans have been decided. Options include an off-road path from Druid Hill Park to and around Mondawmin Mall / Metro Station, a center-running path down the median of Gwynns Falls Parkway west of Tioga Parkway, on-street shared-use path on either Gwynns Falls Parkway or a side street, and decorative sidewalks in lieu of a fully-accessible shared-use path. In 2019 Baltimore City DOT agreed to continue the community-based planning effort at some point in the next two years.

## 2018 The Big Jump

**Lead partners:** Baltimore City  
Department of Transportation, Bikemore

**Summary:** *The Big Jump is a new path accessible by foot, bike, and mobility devices along Druid Park Lake Drive and 28th Street. It connects neighbors to jobs and recreation, and allows people who use wheelchairs to cross 83 safely and easily for the first time.* - Bikemore project statement.<sup>40</sup>

With support from Bikemore, in 2017 Baltimore City DOT applied for and was awarded a grant from PeopleForBikes to create a pilot shared use path connecting Reservoir Hill and Remington.<sup>41</sup> Using the grant funds DOT purchased moveable, water-filled barriers to create the demonstration project and study its impacts. With the Big Jump people are still able to reach Druid Hill Park despite Druid Lake Reservoir Project disruptions to the popular recreational loop around the lake.

**Impact:** The Big Jump shared-use path has temporarily realized a key component of the Reservoir Hill Improvement Council and Neighborhood Design Center's 2015 Connecting Reservoir Hill to Druid Hill Park master plan. For the first time ever the path has made it possible for people who ride wheelchairs and bicycles to cross the Jones Falls Expressway. Extensive TAP Druid Hill documentation shows numerous residents using the path to commute between home and work, and for exercise. Big Jump users also reflect the demographics surrounding neighborhoods.

After the Big Jump was constructed some residents expressed concerns that the conversion of a car travel lane to an equity lane for vulnerable streets users was causing car traffic backup. In response DOT made pathway adjustments and reprogrammed traffic signals to better coordinate car traffic. Soon to be published data shows that care traffic speeds and rush hour congestion are similar to before installation of the shared-use path.

In the near future the Druid Lake Reservoir Project<sup>42</sup> will require digging up large sections of Druid Park Lake Drive to construct a new water main. This phase of construction will require significant changes to traffic patterns that will impact both motorists and Big Jump users. DOT is currently studying alternative options for ensuring that residents who don't drive are able to cross the Jones Falls Expressway and access Druid Hill Park amidst construction disruptions.

## 2018 Parks & People Campus Master Plan

**Lead partner:** Parks & People Foundation

**Summary:** In 2018 the Park & People adopted a community-informed master plan for developing their campus framed by Liberty Heights Avenue, Reisterstown Road, and Auchentoroly Terrace. The plan called for improving the green spaces around their headquarters to create a welcoming environment for local residents, connecting people to nature and each other through new outdoor social spaces and enhanced landscape biodiversity, and building imaginative play spaces so people across the city can “see first-hand the real, tangible benefits of a sustainably designed and managed landscape.” Major components of the plan include a playing field, outdoor amphitheaters, teaching gardens, play spaces, and rebuilding Reisterstown Road as a complete street with enhanced crosswalks, better stormwater management, more trees, environmentally friendly lighting, and public art.<sup>43</sup>

**Impact:** From the master plan: *In just two years, Parks & People’s \$13 million dollar investment in their new LEED Platinum Certified headquarters and campus has positively impacted over \$16 million in affordable housing and area improvements. The location of the campus, across the street from the Mondawmin Transportation Center, one of the busiest public transit hubs in the city, ensures that Parks & People’s programs are accessible to everyone. In showcasing best practices in urban sustainability, we are providing a network of learning opportunities from geothermal systems to stormwater management practices impacting the Chesapeake Bay.*

Guided by the master plan, Parks & People continue to make incremental improvements to their public campus. Landscape improvements will serve as major amenities to local residents. The design for rebuilding Reisterstown Road will complement and enhance DOT’s Druid Hill Park complete streets design effort.

*The following walk audits were completed using the AARP’s Walk Audit Tool Kit.<sup>44</sup>*

# Appendix B: Walk Audit Reports

## Auchentoroly Terrace & Liberty Heights Avenue

**Date:** Friday, August 2, 2019

**Time:** 5:30pm - 6:00pm

**Intersection:** The crossing doesn't have a pedestrian signal or audible signal: no signals on northeast and northwest corners, none audible. The signal doesn't give people enough time to cross: the 100 foot wide Auchentoroly Terrace needs 40 seconds but provides 32 and the 88 foot wide Liberty Heights Avenue needs 36 seconds but provides 32. The location needs a traffic signal or crosswalk: signals needed on the northeast and northwest corners. The crosswalk is not marked or is poorly marked: the south side crosswalk is faded. The road is too wide to safely cross: Auchentoroly Terrace is 9 lanes and Liberty Heights Avenue is 6 lanes. Other issues and observations: there are no protected bicycle/mobility lanes, and a bus stop is needed at this major intersection and park gateway.

**Minimum crossing times needed:**

AT 100' distance:  $7s + 100'/(3'/sec) = 40s$

Current crossing time: 32s

LHA 88':  $7s + 88'/(3'/sec) = 36s$

Current crossing time: 32s

**Crosswalk users:**

People walking at an average speed: 3, People crossing against the signal: 2, Bicyclists: 1

**Sidewalks:** The sidewalk isn't wide enough for two people to walk together side-by-side at the northeast and southwest corners. The sidewalk is broken or cracked: northeast corner, southwest corner, and about one half of the residential side of the 3400 block of Auchentoroly Terrace. The

sidewalk is blocked or interrupted: bushes mid-block. Cars, trucks, vendors are blocking the sidewalk: cars jumping curb mid-block. Other issues and observations: utility patches have been left unfixed and are not ADA compliant, the 3400 block of Auchentoroly Terrace is exceptionally long and missing a mid-block crosswalk to Druid Hill Park.

**Driver Behavior:** Drivers do not obey traffic signals. Drivers appear to be speeding. Drivers don't yield to pedestrians, especially at right turns. Drivers do not stop behind the crosswalk. Drivers make unexpected turns/maneuvers in the left turn lane, they speed up to beat oncoming traffic.

**Safety:** Car speeds are too fast. There's too much traffic. Drivers are distracted. The signage or directions for drivers/pedestrians are confusing.

**Comfort & Appeal:** The street needs shade trees. The street needs: flowers, and landscaping. The street needs benches and places to rest. The grass and/or landscaping needs maintenance. A sheltered bus stop is needed. There are no water fountains and/or bathrooms. There's graffiti or vacant buildings or rundown buildings. There's too much trash or litter. As a major gateway to Druid Hill Park the intersection needs more signage and wayfinding to the Maryland Zoo.

**Ratings & Observations:**

Intersections and Crosswalks: Poor, Sidewalks: Fair, Driver Behavior: Poor, Safety: Poor, Comfort and Appeal: Fair, Overall Rating: Poor

# Auchentoroly Terrace & Gwynns Falls Parkway

**Date:** Wednesday, July 17, 2019

**Time:** 5:30pm - 6:00pm

**Intersection:** The crossing doesn't have a pedestrian signal or audible signal: all sides of the intersection. The signal doesn't give people enough time to cross: the 138' wide Auchentoroly Terrace needs 53 seconds but provides 20 and the 86 foot wide Gwynns Falls Parkway needs 36 seconds but provides 25. The traffic signal makes pedestrians wait too long before crossing: 45 seconds during the turn cycle. A Push-to-Walk signal is not available/operating/accessible: all four corners (since fixed). The crosswalk is not marked or is poorly marked: north, south, and east side crosswalks are standard but should be higher visibility continental or creative style. The road is too wide to safely cross: Auchentoroly Terrace is 9 lanes and Gwynns Falls Parkway is 6 lanes. Other issues and observations: eastbound traffic on Gwynns Falls Parkway turning right on to Auchentoroly Terrace does not yield to pedestrians, there are no protected bicycle/mobility lanes, and a bus stop is needed at this major intersection and park gateway.

## **Minimum crossing times needed:**

AT 138' distance:  $7s + 138'/(3'/sec) = 53s$

Current crossing time: 20s

GFP 86':  $7s + 86'/(3'/sec) = 36s$

Current crossing time: 25s

## **Crosswalk users:**

People walking at an average speed: 7,  
People walking slowly: 3, People crossing against the signal: 2, People using assistive devices: 1, Bicyclists: 5, Skateboarders and scooterists: 1

**Sidewalks:** The sidewalks are not continuous: 4 corners and medians (since fixed). The sidewalk is broken or cracked: 4 corners and medians (since fixed). The curb cuts aren't textured or marked for people with visual impairments: 4 corners and medians (since fixed). Other issues and observations: 4 corners and medians missing and left with "temporary" asphalt patches for the past 3 years (since fixed).

**Driver Behavior:** Drivers do not obey traffic signals. Drivers appear to be speeding. Drivers don't yield to pedestrians, especially at right turns. Drivers do not stop behind the crosswalk. Drivers make unexpected turns/maneuvers: turning left speed up to beat oncoming traffic.

**Safety:** Car speeds are too fast. There's too much traffic. Drivers are distracted. There's loitering or suspicious/criminal activity: panhandler. The signage or directions for drivers/pedestrians are confusing.

**Comfort & Appeal:** The street needs shade trees: northwest and southwest corners. The street needs: flowers and landscaping. The street needs benches and places to rest. The grass and/or landscaping needs maintenance: median has piles of dirt (now gone). There are no water fountains and/or bathrooms. A sheltered bus stop is needed. There's graffiti or vacant buildings or rundown buildings. There's too much trash or litter. Other issues and observations: new traffic poles not finished, going on for 2 years (now fixed).

**Ratings & Observations:** Intersections and Crosswalks: Poor, Sidewalks: Fair, Driver Behavior: Poor, Safety: Poor, Comfort and Appeal: Fair, Overall Rating: Poor

## Auchentoroly Terrace & Side Streets

**Date:** Wednesday, August 14, 2019

**Time:** 5:50pm - 6:20pm

**Intersection:** The crossing doesn't have a pedestrian signal or audible signal: all side streets. The location needs a traffic signal or crosswalks: all side streets leading to Druid Hill Park are missing both signals and crosswalks across Auchentoroly Terrace. A Push-to-Walk signal is not available/operating/accessible: all side streets. The crosswalk is not marked or is poorly marked: all side streets. People need to walk more than 300 feet for a safe place to cross. The road is too wide to safely cross: Auchentoroly Terrace is 9 lanes. Other issues and observations: Auchentoroly Terrace is overbuilt as a highway mostly used by outside commuters that blocks local residents from safely and conveniently accessing Druid Hill Park and there are no protected bicycle/mobility lanes,

**Minimum crossing times needed:**

AT 144' distance:  $7s + 144'/(3'/sec) = 55s$

Side streets 23' average:  $7s + 23'/(3'/sec) = 15s$

**Crosswalk users:**

People walking at an average speed: 10, People walking slowly: 1, People crossing against the signal: 5

**Sidewalks:** There are no sidewalks, paths, or shoulders: east side of McCulloh Street above Fulton Avenue. The sidewalk isn't wide enough for two people to walk together side-by-side: southwest corner at Fulton Avenue. The sidewalk is broken or cracked: northwest corner (since fixed). There's no buffer between traffic and the sidewalk: west side of Druid Hill Avenue below Fulton Avenue. The sidewalk is blocked or interrupted:

poles at northwest corner. Other issues and observations: bicycle riders compete with pedestrians for space on narrow sidewalks.

**Driver Behavior:** Drivers do not obey traffic signals. Drivers appear to be speeding. Drivers don't yield to pedestrians, especially at right turns. Drivers do not stop behind the crosswalks: deteriorated crosswalks and stop bars are practically non-existent. Drivers make unexpected turns/maneuvers: motorists merging into the left turn lane on southbound Druid Hill Avenue below Fulton Avenue.

**Safety:** Car speeds are too fast. There's too much traffic. Drivers are distracted. The signage or directions for drivers/pedestrians are confusing: park access point has no gateway signage or wayfinding.

**Comfort & Appeal:** The street needs shade trees: west side. The street needs: flowers and landscaping in median. The street needs benches and places to rest. The grass and/or landscaping needs maintenance: median and northwest corner.

**Ratings & Observations:**

Intersections and Crosswalks: Poor, Sidewalks: Poor, Driver Behavior: Poor, Safety: Poor, Comfort and Appeal: Poor, Overall Rating: Poor

# Druid Hill Avenue / McCulloh Street & Fulton Avenue

**Date:** Friday, August 2, 2019

**Time:** 6:10pm - 6:40pm

**Intersection:** The crossing doesn't have a pedestrian signal or audible signal: not audible. The signal doesn't give people enough time to cross: the 100 foot wide Druid Hill Avenue / McCulloh Street needs 53 seconds but provides 30. The traffic signal makes pedestrians wait too long before crossing: crossing Druid Hill Avenue / McCulloh Street. A Push-to-Walk signal is not available/operating/accessible: Druid Hill Avenue / McCulloh Street signal only works towards park, but not back towards neighborhood. The crosswalk is not marked or is poorly marked: crosswalks are standard but should be higher visibility continental or creative style. The road is too wide to safely cross: Druid Hill Avenue / McCulloh Street is 8 lanes. There's no median on a street with four or more lanes: Fulton Avenue. Parked cars or utility poles block the pedestrian view of traffic: northwest corner. Other issues and observations: there are no protected bicycle/mobility lanes, and a bus stop is needed at this major intersection and park gateway.

**Minimum crossing times needed:**

DHA/MS 100' distance:  $7s + 138'/(3'/sec) = 53s$

Current crossing time: 30s

FA 62':  $7s + 62'/(3'/sec) = 28s$

Current crossing time: 60s

**Crosswalk users:**

People walking at an average speed: 10,

People walking slowly: 5, Bicyclists: 3

**Sidewalks:** The sidewalks are not continuous: 4 corners and medians (since fixed). The sidewalk is broken or cracked: 4 corners and medians (since fixed). The curb cuts aren't textured or marked for

people with visual impairments: 4 corners and medians (since fixed). Other issues and observations: 4 corners and medians missing and left with "temporary" asphalt patches for the past 3 years (since fixed).

**Driver Behavior:** Drivers do not obey traffic signals. Drivers appear to be speeding. Drivers don't yield to pedestrians, especially at right turns. Drivers do not stop behind the crosswalk. Drivers make unexpected turns/maneuvers: turning left speed up to beat oncoming traffic.

**Safety:** Car speeds are too fast. There's too much traffic. Drivers are distracted. There's loitering or suspicious/criminal activity: panhandler. The signage or directions for drivers/pedestrians are confusing.

**Comfort & Appeal:** The street needs shade trees: northwest and southwest corners. The street needs: flowers and landscaping. The street needs benches and places to rest. The grass and/or landscaping needs maintenance: median has piles of dirt (now gone). There are no water fountains and/or bathrooms: the historic "Waiting Room" at the old Park Terminal building could be a public amenity instead of a closed off office. A sheltered bus stop is needed. There's graffiti on the historic wall. There's too much trash or litter. Other issues and observations: as a major park access point the intersection needs more formal, pedestrian friendly design, signage and landscaping. The new traffic poles are not finished, going on for 2 years (now fixed).

**Ratings & Observations:** Intersections and Crosswalks: Poor, Sidewalks: Fair, Driver Behavior: Poor, Safety: Poor, Comfort and Appeal: Fair, Overall Rating: Poor



# Reisterstown Road & Gwynns Falls Parkway

**Date:** Monday, August 19, 2019

**Time:** 5pm - 5:30pm

**Intersection:** The crossing doesn't have a pedestrian signal or audible signal: southwest corner signal missing, southeast and northwest signals off, none audible. A Push-to-Walk signal is not available/operating/accessible: southwest corner, southeast and northwest signals off. The signal doesn't give people enough time to cross: the 100 foot wide Gwynns Falls Parkway needs 44 seconds but provides 40. The road is too wide to safely cross: Reisterstown Road is 5 lanes and Gwynns Falls Parkway is 6 lanes. There's no median on a street with four or more lanes: Reisterstown Road. Other issues and observations: Gwynns Falls Parkway is misaligned forcing cars to jog diagonally across intersection, resulting in crashes; Reisterstown Road needs center turning lanes, corners need bumpouts to shorten crosswalk distances, there are no protected bicycle/mobility lanes, a signalized midblock crosswalk is needed to connect bus stop on east side of Reisterstown Road north of Gwynns Falls Parkway to Metro Station.

**Minimum crossing times needed:**

RR 60' distance:  $7s + 60'/(3'/sec) = 27s$

Current crossing time: 60s

GFP 100':  $7s + 100'/(3'/sec) = 40s$

Current crossing time: 44s

**Crosswalk users:**

People walking at an average speed: 60, People walking slowly: 17, People with children or baby strollers: 2, People crossing against the signal: 1, People using assistive devices: 1, Bicyclists: 4, Skateboarders and escooterists: 1

**Sidewalks:** There are no sidewalks, paths, or shoulders: Gwynns Falls Parkway is missing

the center-running path that was part of the original Olmsted design. Other issues and observations: bumpouts are needed to protect corners and shorten crosswalks.

**Driver Behavior:** Drivers do not obey traffic signals. Drivers appear to be speeding. Drivers don't yield to pedestrians, especially at right turns. Drivers do not stop behind the crosswalk. Drivers make unexpected turns/maneuvers. Drivers make unexpected turns/maneuvers. Other issues and observations: overall driving behavior is very aggressive.

**Safety:** Car speeds are too fast. There's too much traffic. Drivers are distracted. There's loitering or suspicious/criminal activity: drug dealers adjacent to the southeast corner. The signage or directions for drivers/pedestrians are confusing: drivers unaware of lane shifting mid-intersection.

**Comfort & Appeal:** The street needs shade trees: southwest corner. The street needs: flowers and landscaping. The street needs benches and places to rest. The grass and/or landscaping needs maintenance: traffic island fence is broken and Mondawmin Community sign missing. There are no water fountains and/or bathrooms. The bus stop doesn't provide shelter: northeast corner. There's graffiti or vacant buildings or rundown buildings. There's too much trash or litter. Other issues and observations: the traffic island at the northwest corner only functions a landscaping and needs a gateway sign or sculpture and park features such as street furniture and lighting.

**Ratings & Observations:** Intersections and Crosswalks: Poor, Sidewalks: Good, Driver Behavior: Poor, Safety: Poor, Comfort and Appeal: Poor, Overall Rating: Poor

# Reisterstown Road & Liberty Heights Avenue

**Date:** Monday, August 19, 2019

**Time:** 5:40pm - 6:10pm

**Intersection:** The crossing doesn't have a pedestrian signal or audible signal: no audible. The signal doesn't give people enough time to cross: the 120 foot wide Reisterstown Road needs 47 seconds but provides 20 and the 168 foot wide Liberty Heights Avenue needs 63 seconds but provides 24. The road is too wide to safely cross: Reisterstown Road is 6 lanes and Liberty Heights Avenue is 6 lanes. Other issues and observations: slip lane at southwest corner should be closed, major utility patch on Reisterstown Road need to be repaved, there are no protected bicycle/mobility lanes, pedestrians are running across the street where no crosswalk exists between the bus stop at the southeast corner and the Metro Station.

**Minimum crossing times needed:**

RR 120' distance:  $7s + 120'/(3'/sec) = 47s$

Current crossing time: 20s

LHA 168':  $7s + 168'/(3'/sec) = 63s$

Current crossing time: 24s

**Crosswalk users:**

People walking at an average speed: 81, People walking slowly: 7, People with children or baby strollers: 5, People using assistive devices: 3, Bicyclists: 6

**Sidewalks:** There are no sidewalks, paths, or shoulders: east side of Reisterstown Road north of Liberty Heights Avenue is missing sidewalk. The sidewalk is broken or cracked: northwest corner. There's no buffer between traffic and the sidewalk: all sides. Other issues and observations: large traffic island uninviting to pedestrians.

**Driver Behavior:** Drivers do not obey traffic signals. Drivers appear to be speeding. Drivers don't yield to pedestrians, especially at right turns. Drivers do not stop behind the crosswalk. Drivers make unexpected turns/maneuvers. Other issues and observations: overall driving behavior is very aggressive, feels like a highway interchange.

**Safety:** Car speeds are too fast. There's too much traffic. Drivers are distracted. There's loitering or suspicious/criminal activity: drug dealing at the southeast and southwest corners. The signage or directions for drivers/pedestrians are confusing: it's unclear when to cross traffic island.

**Comfort & Appeal:** The street needs shade trees: northeast and southeast corners. The street needs: grass, flowers and landscaping (especially traffic island). The street needs benches and places to rest. The grass and/or landscaping needs maintenance: all corners need to be weeded. There are no water fountains and/or bathrooms. The bus stop doesn't provide shelter: northwest corner, the southeast corner shelter needs repair. There's graffiti or vacant buildings or rundown buildings. There's too much trash or litter. Other issues and observations: too much pavement makes the intersection feel uninviting and like a highway, the traffic island could benefit from placemaking improvements.

**Ratings & Observations:** Intersections and Crosswalks: Poor, Sidewalks: Poor, Driver Behavior: Poor, Safety: Poor, Comfort and Appeal: Poor, Overall Rating: Poor

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# Acknowledgments

TAP Druid Hill would like to thank the following people and organizations for their past and ongoing participation, advice, and support:

7th District Councilman Leon F. Pinkett III, Ms. Barbara Anderson-Dandy, Sandra Almond-Cooper, Don Akchin, Adeline Hutchinson, Tom Orth, Donna Cypress, Dr. Daniel Hindman, Cheryl Bailey Solomon, Mario Chang, Anne & Felipe Goncalves, Alicia Puglionesi, Alison Velez Lane, Bernadette Tanzymore, Charles Penny, Graham Young, Matthew Hendrickson, Eric James, Jim Brown, Avery Harmon, Liz Gordon, Liz Cornish, Jed Weeks, Danielle Parnes, Clarissa Chen, Menelik Yeha, Terence Brown, Adam Boarman, William Andersen, Stephen Preston, Davin Hong

The New Auchentoroly Terrace Association, the Mondawmin Neighborhood Improvement Association, Reservoir Hill Improvement Council, Friends of Druid Hill Park, Greater Mondawmin Coordinating Council, Bikemore, Rails-to-Trails Conservancy, the Baltimore Greenway Trails Coalition, Parks & People Foundation, Baltimore City Department of Transportation, Baltimore City Department of Recreation and Parks, Baltimore City Department of Public Works

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