

# SHORTCUTS

A Survey for the Reconsideration  
of Baltimore's Unobstructed Spaces



"Straight as the Crow Flies..."

-- common saying

Charles Miller 2006

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# PREFACE

Baltimore City represents a unique urban example in comparison with its neighbors. With its relatively small, and until recently, falling population, and having encountered a wave of gentrification (yet to crest...) there is a surplus of vacant space coupled with a heightened sensitivity to its condition and engagement, regardless of whether concerned parties are profit or otherwise motivated.

Where as in Washington DC, Philadelphia and New York, whom all experience far greater economic centrality, population densities and daily fluctuations, physical space is much more imperviously controlled, and the responsive efforts of collective determination rarely occur outside of ineffectual, bureaucratic channels.

In as much as Baltimore is a counterpoint to the typical urban situation in the northeastern megalopolis, certain instances within its limits can come to be regarded as compelling counterpoints to the regimentation of urban space in general.

The short cut, or crow-line path, is one such instance, it that it imbues supposedly unrealized, or vacant space with functionality as a time-saving device for pedestrian transit. Their occurrence is pointed by the fact that they establish a self-perpetuating infrastructure arising organically *in response to* pre-determined regimentation, as opposed to a sanctioned infrastructure imposed *for the establishment of* such regimentation.



Plywood barricades and chain-link fence typically block efficient connections in New York City



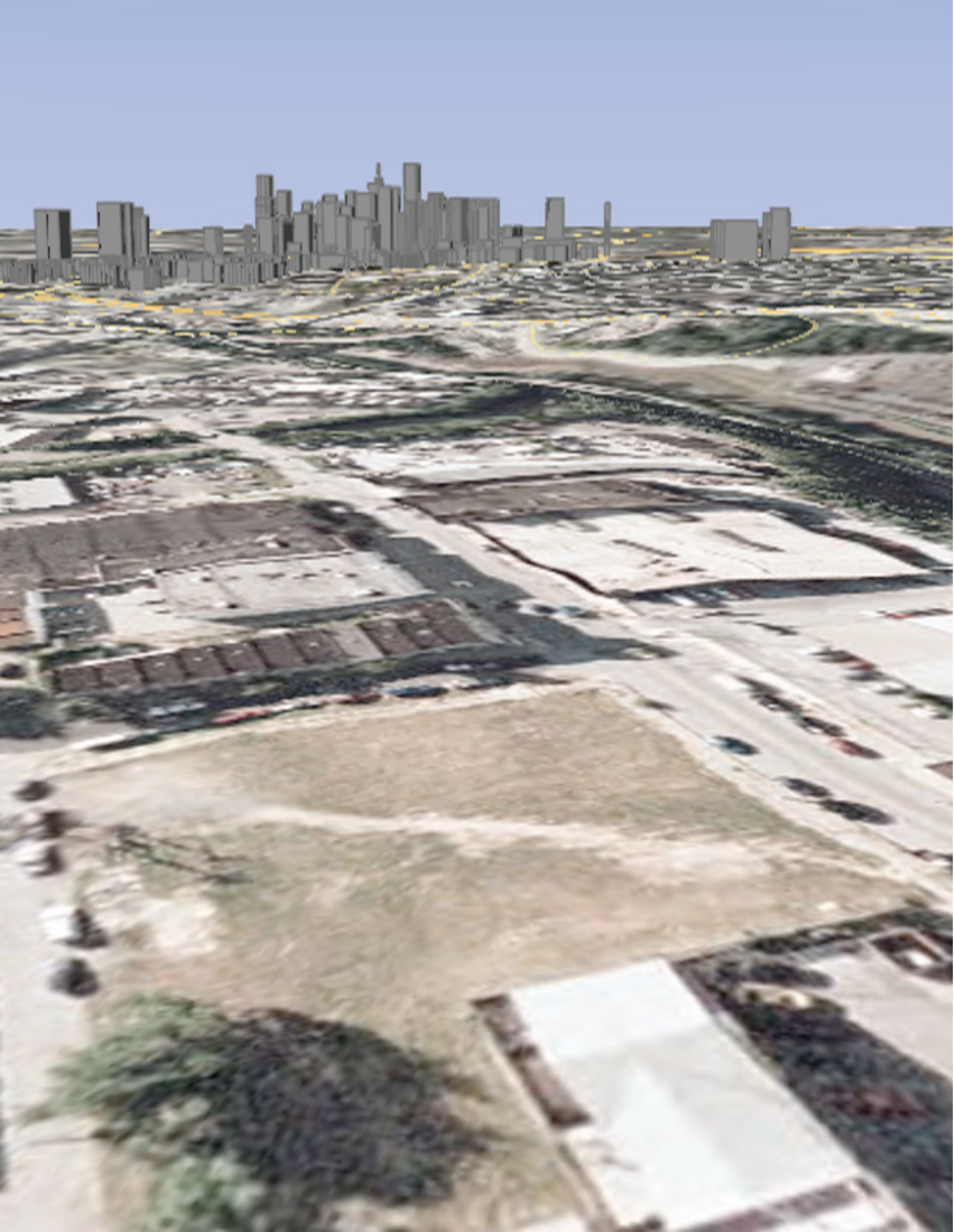
Typical vacant space cut by a “crow-line” path in Baltimore

These paths almost always represent the most efficient route between unobstructed points as determined by previously existing streets and architecture. As such, they also represent a collective desire to nullify, as much as possible, the space and subsequent transit time between point of departure and point of destination.

The mounting availability of geographic media (i.e. Google Earth, Map Quest, etc.) has similar implications in terms of the "flattening" or nullification of time and space. As schematic imagery continues to become a larger and larger part of a common understanding of space, vaster spaces can be assessed in shorter instances; the difference between spaces becomes less and less. The occurrence of these technologies, and the occurrence of the crow-line path represent similar compulsions.

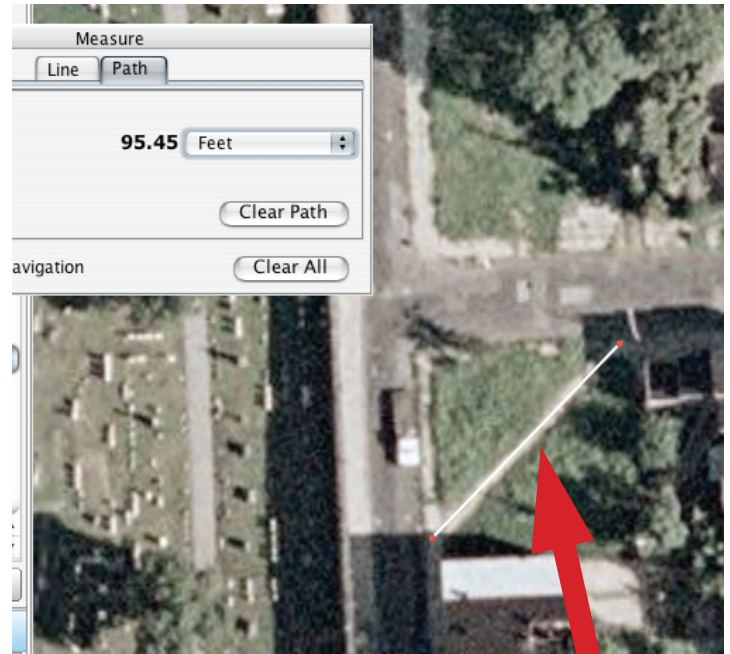
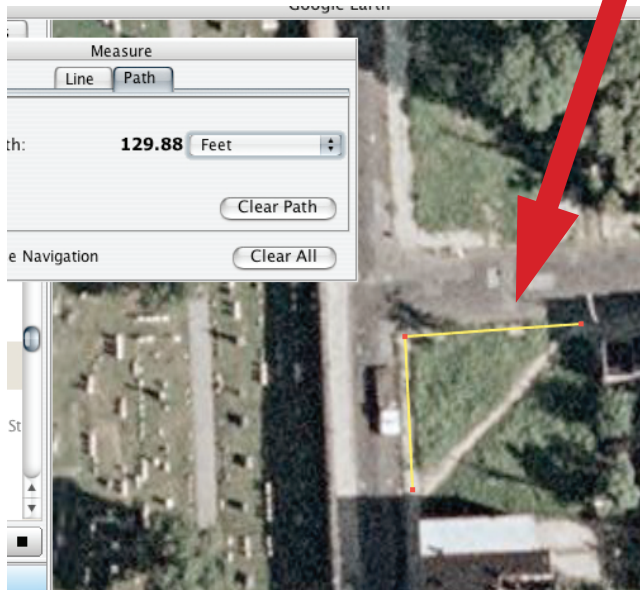
The focus here is not suggest that one is the consequence of the other, rather, to focus their combination as a means to question ideologies and hierarchies implicit in the realization of urban space.





In the following survey, Google Earth's aerial photography of Baltimore city was scanned in its entirety. Noted were distinct instances in which vacant space has been utilized as a more efficient pedestrian route, as indicated by a diagonal path worn in the lot's grass. Using Google Earth's measuring tool, the length of the city sanctioned route (as determined by streets and sidewalks) between the points defined by the crow-line route, was established.

City Sanctioned Route



The length of the crow-line route was subtracted from the length city sanctioned route.

The Time-in-Transit saved was determined assuming the average pedestrian speed is approximately 2.5 miles per hour, or 3.66 feet per second.

"Collectively Determined" Route

## SOME NOTES:

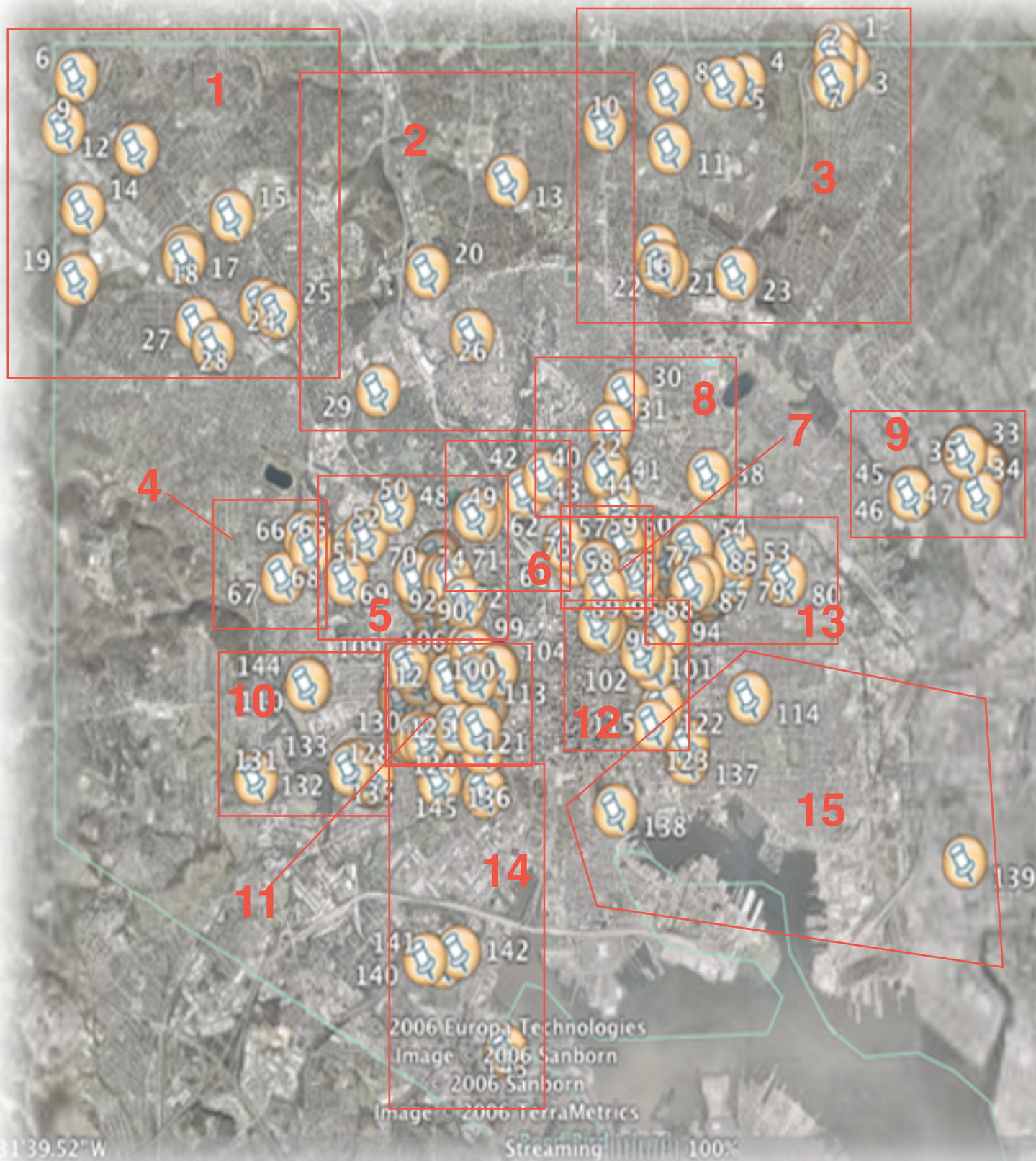
There are a myriad of factors that will determine the likelihood of the paths in question. I am not going to list all that occurred to me in the process of this survey, although I will present a brief synopsis.

Firstly, some paths took on one or both of the following models: they instrumentalized other forms of passible space, such as parking lots, school yards or parks and/or made a very quick connection between what would otherwise be an extremely inefficient and unrealistic sanctioned route. The problem with both instances is that it required some guess work on my part to determine what the likely trajectories were. Ergo, this survey is not entirely objective. Apologies.

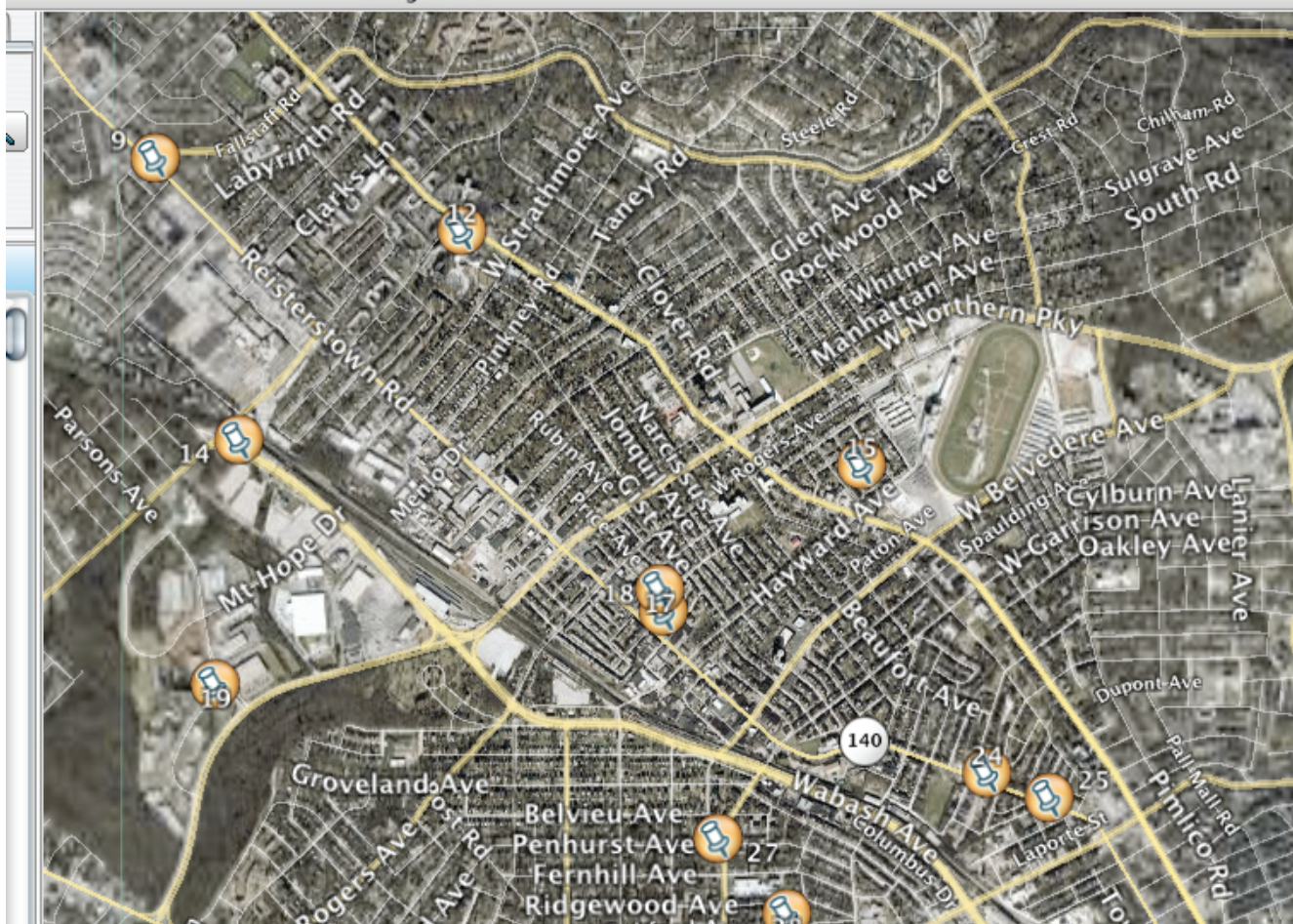
In addition to the macro-urbanist concerns discussed previously, which make Baltimore particularly prone to this phenomenon, paths tended to occur with highest frequency in those areas surrounding downtown but not on the outer perimeter of the city. Where as the space downtown is more similar to the previous examples of DC and New York, in the outer perimeter of the city, where architecture frequently does not share a wall with its neighbors, passible space is often "someone's lawn". The dense residential spaces between, which often have a high vacancy rate, represent the typical subject.

Some paths noted in the original scanning of the aerial photography have been omitted because they appeared, on second inspection, to be officially sanctioned, or because the connection they presented could not be determined.

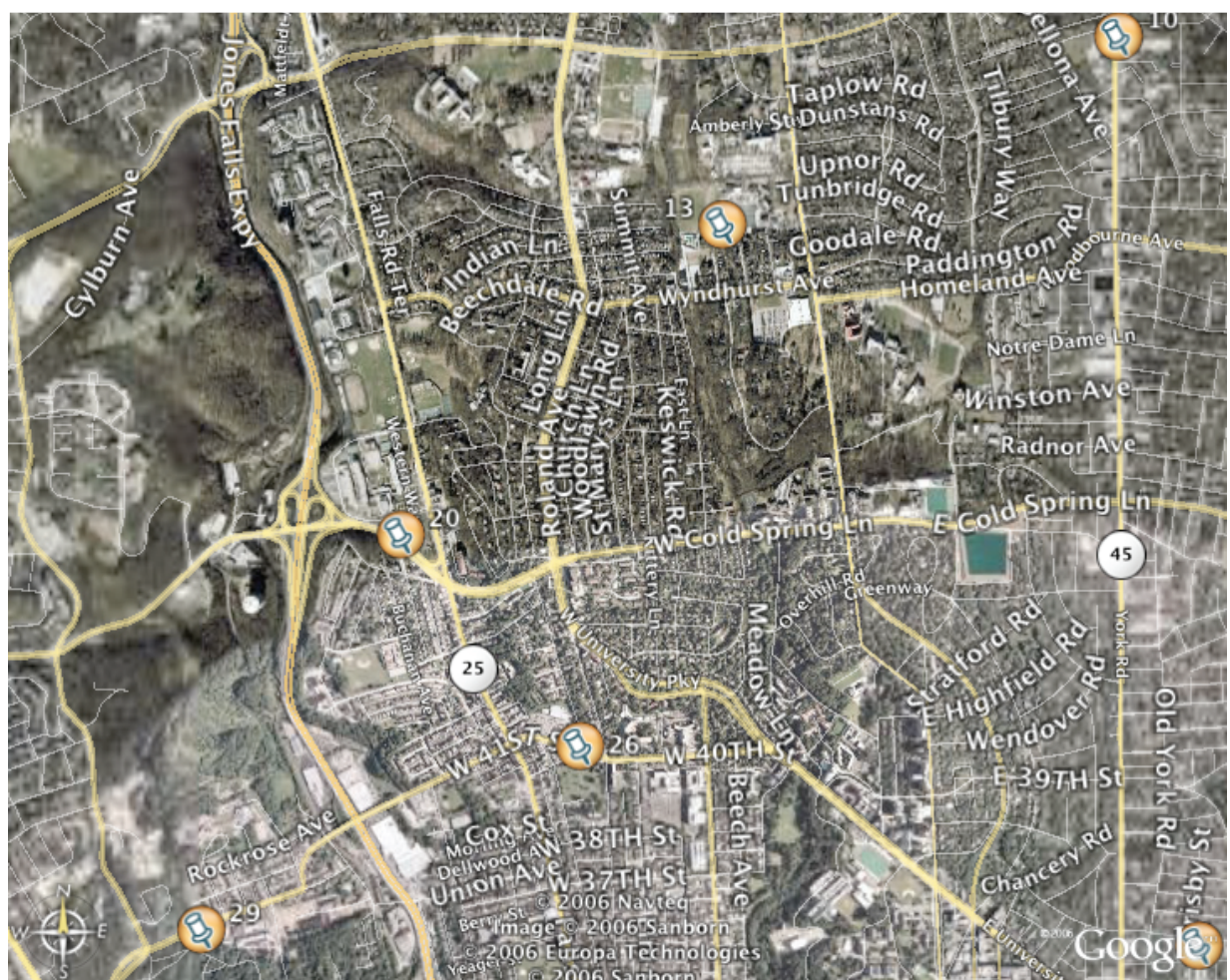






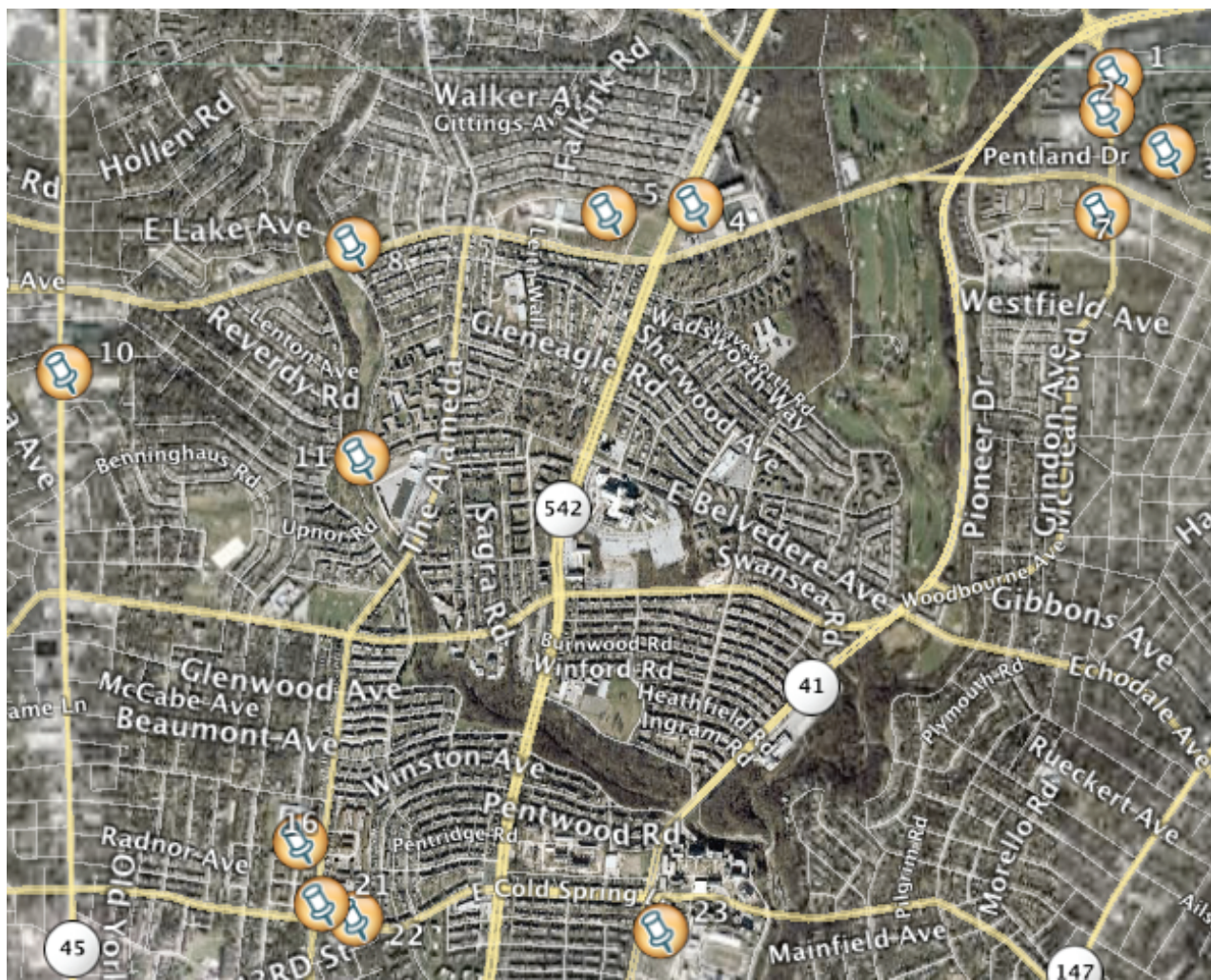


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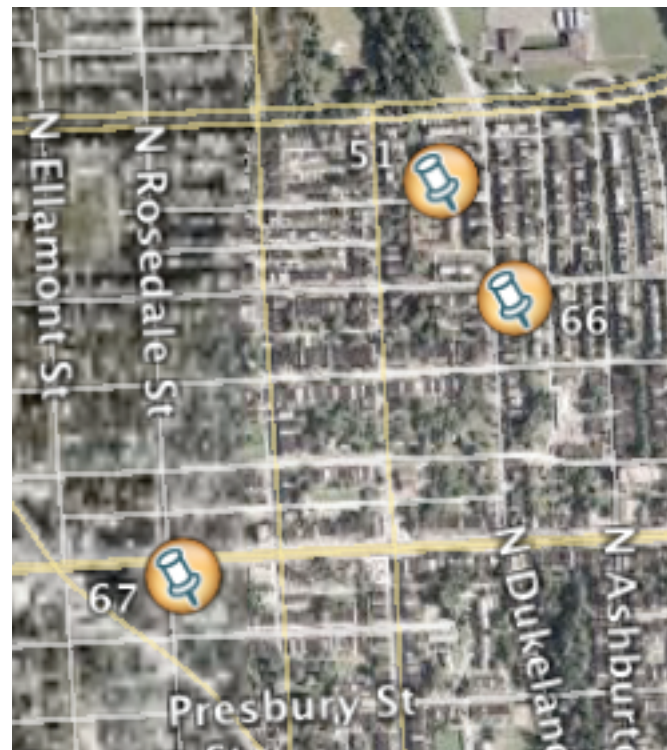


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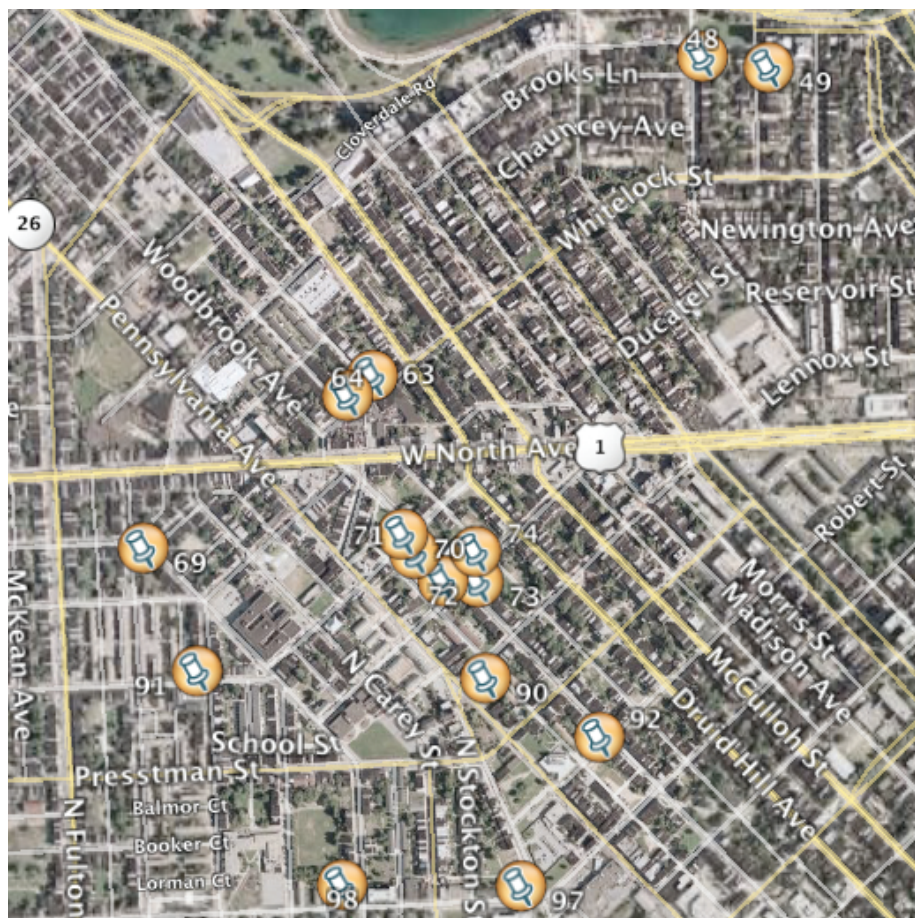


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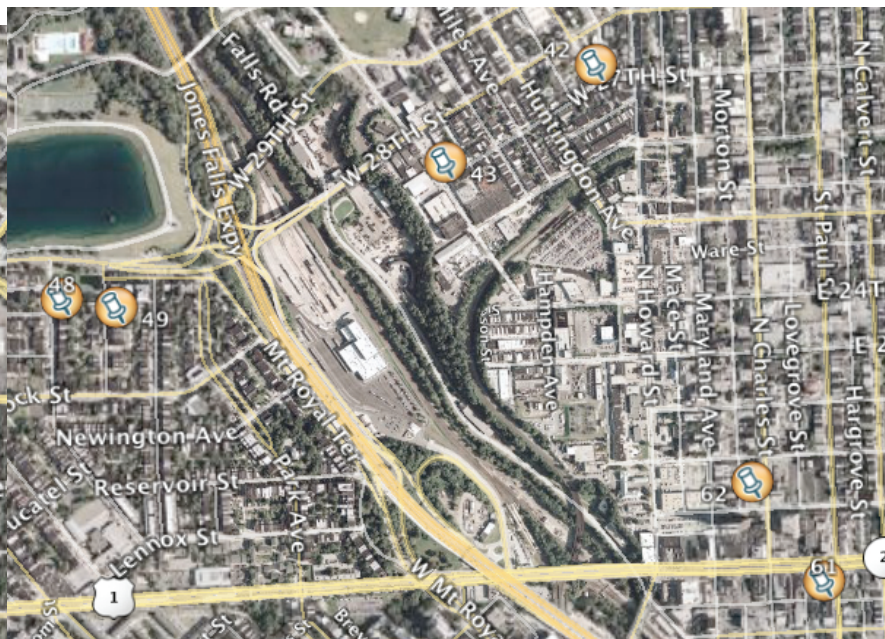
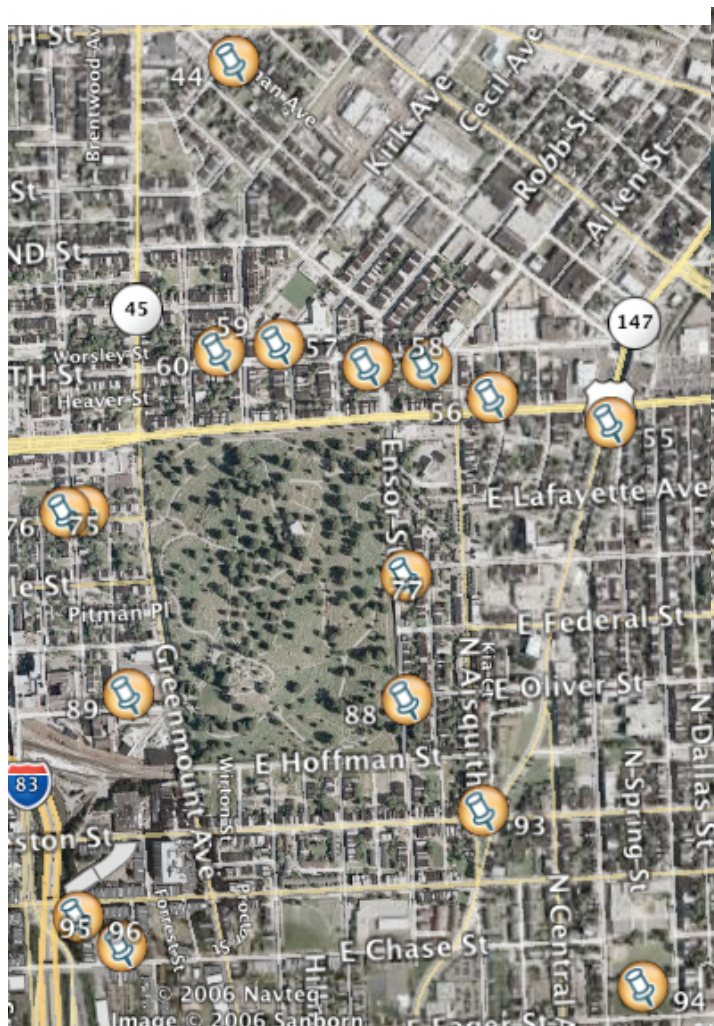


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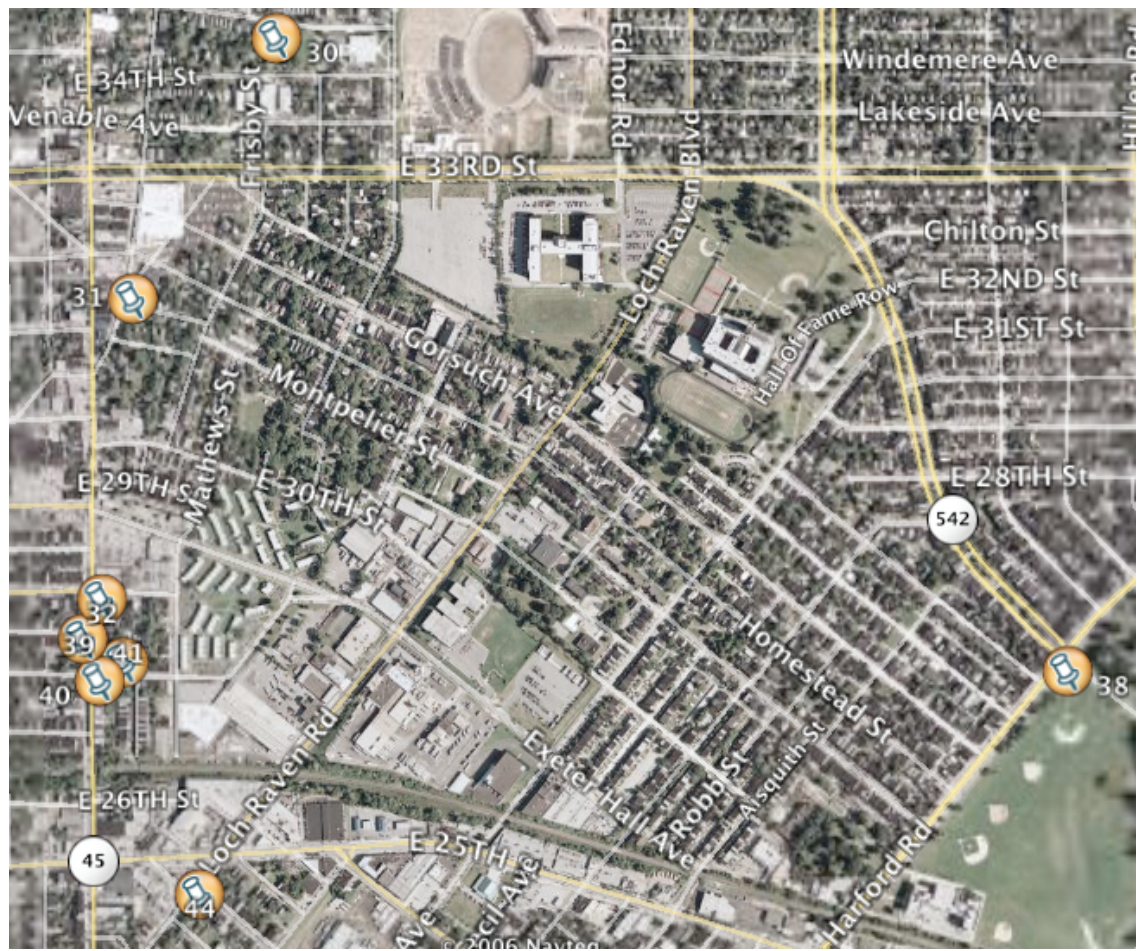
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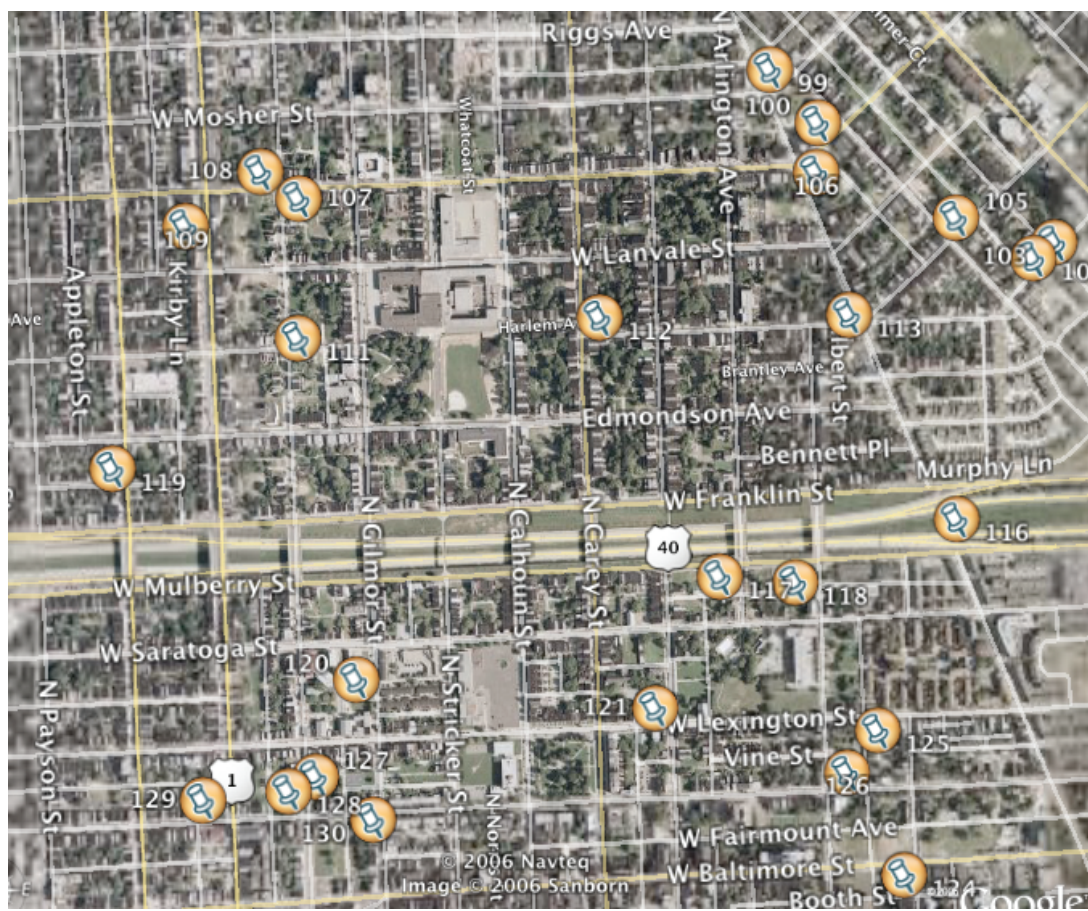
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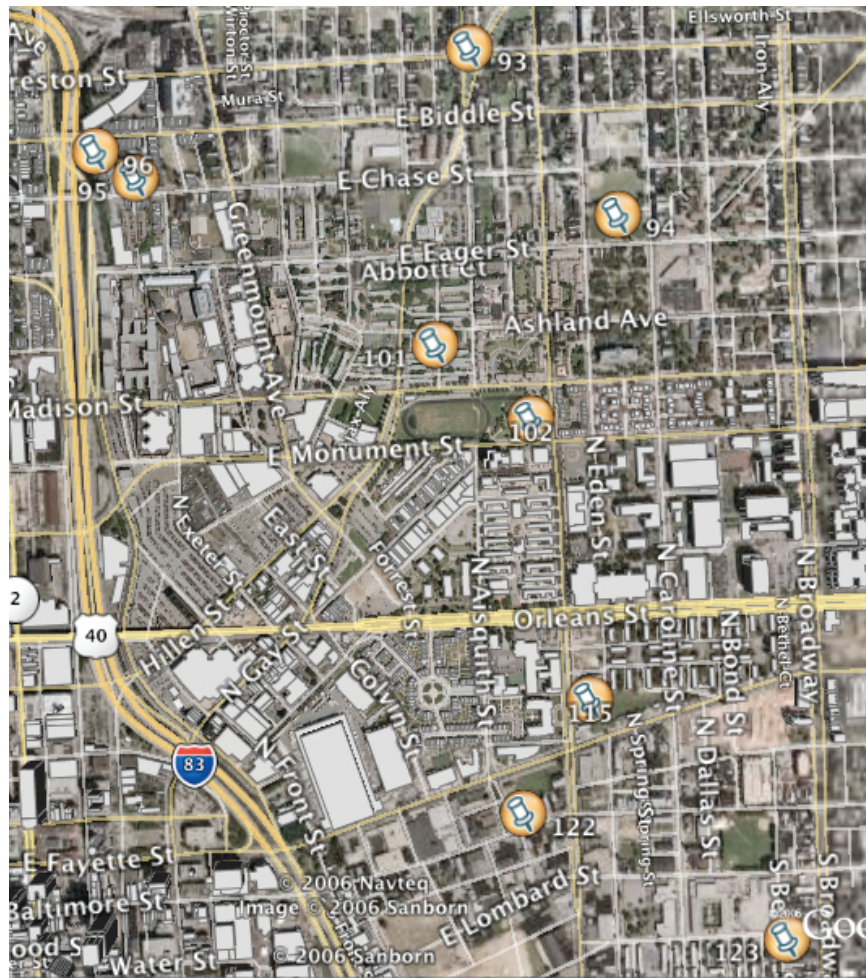






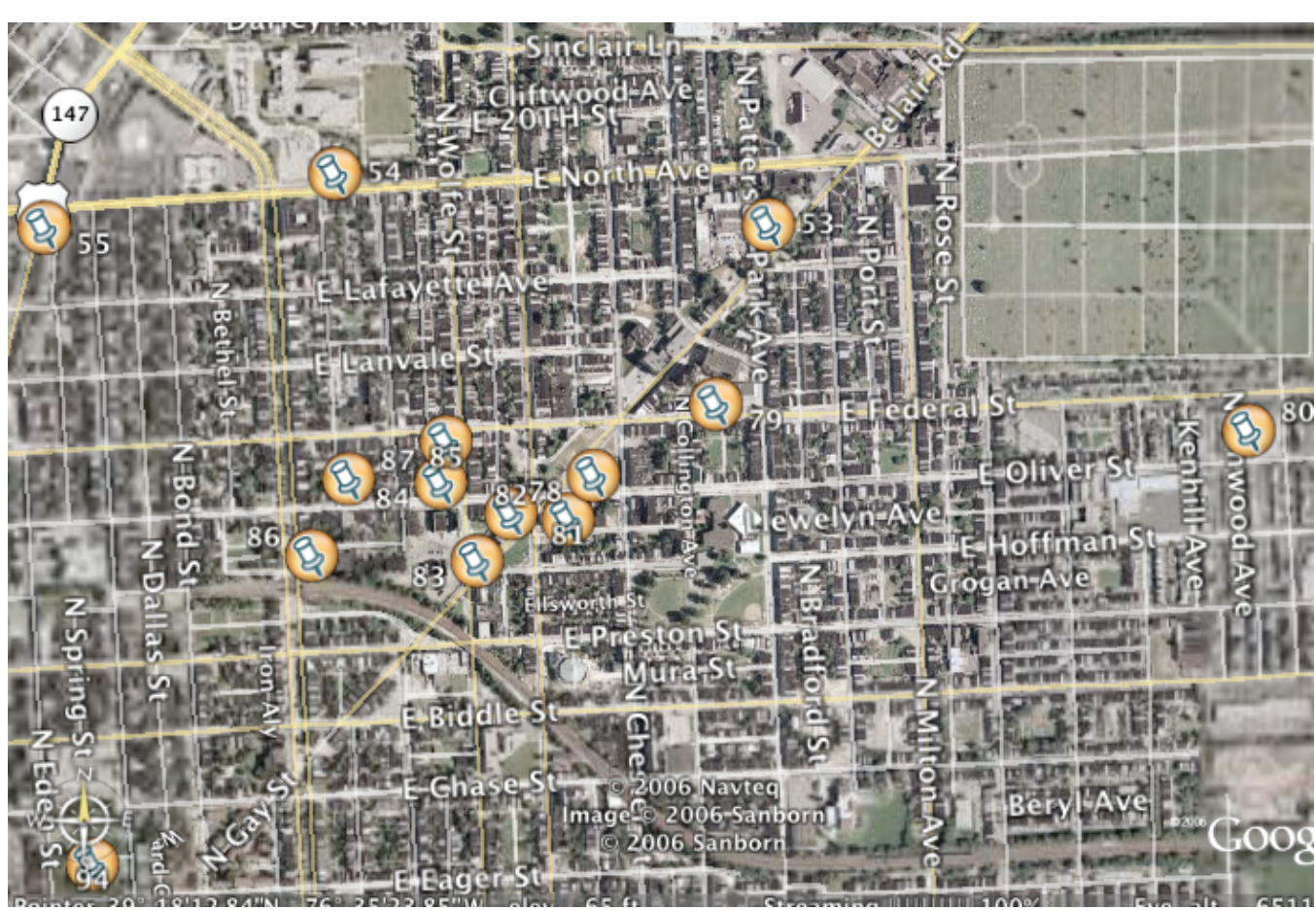


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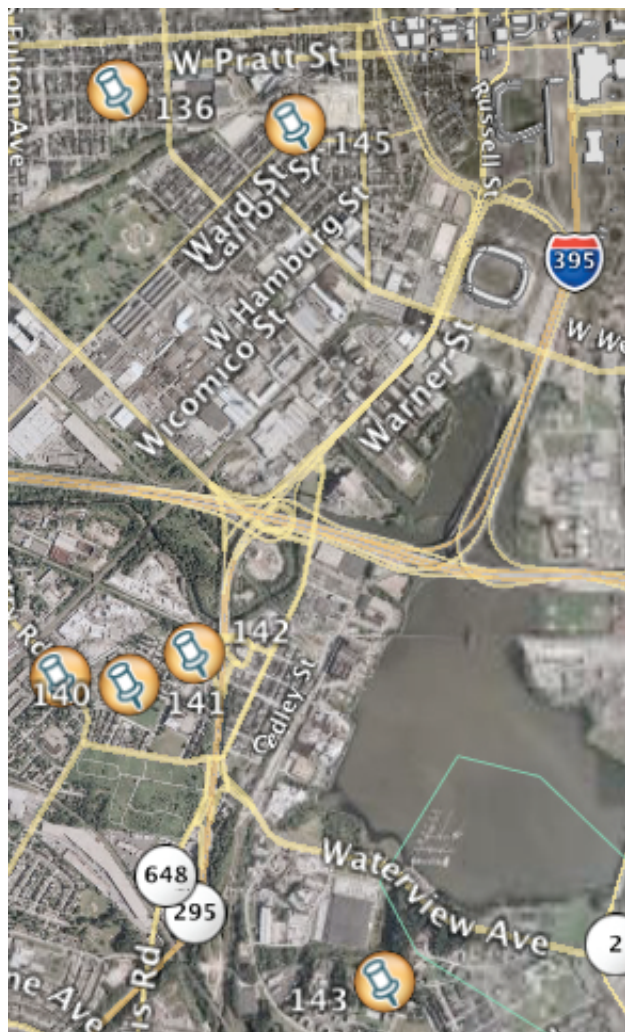


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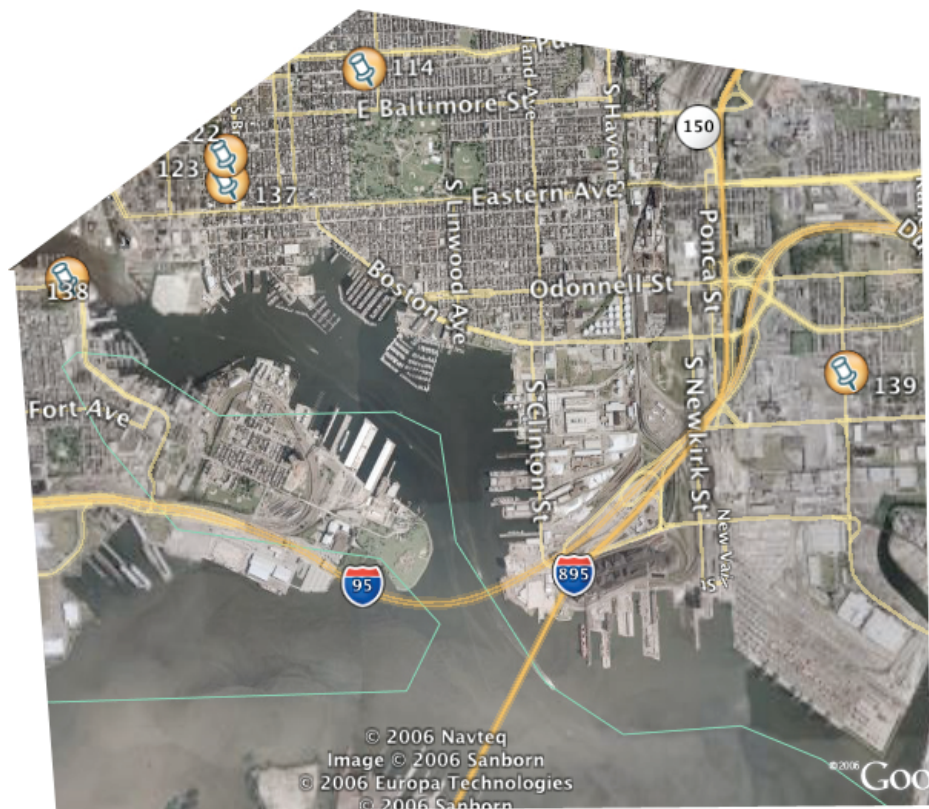




13



14



15





Southeast corner of McClean Blvd. and Perring Manor Dr.

Sanctioned Route: 137'

Collectively Determined Route: 83'

Time Saved: **14.8 Seconds**



Southwest corner of McClean Blvd. and unnamed housing development (just South of 1)

Sanctioned Route: 151'

Collectively Determined Route: 104'

Time Saved: **12.8 Seconds**





Connecting Bridgehampton St. to unnamed development St. via parking lot, near Northern Pkwy.

Sanctioned Route: 1843'

Collectively Determined Route: 743'

Time Saved: **300.5 Seconds**



Connecting parking lot to McClean Blvd. across Fleetwood St.

Sanctioned Route: 1011'

Collectively Determined Route: 643'

Time Saved: **100.5 Seconds**

\*4,5 and 6, although appearing in the original survey, have been omitted either because they appear to be officially sanctioned, or because they do not represent any efficient connection.





Northeast corner of Northern Pkwy. and  
Chinquapin Pkwy.

Sanctioned Route: 845'

Collectively Determined Route: 652'

Time Saved: **52.7 Seconds**



Southeast corner of Reisterstown Rd. and  
Fallstaff Rd.

Sanctioned Route: 326'

Collectively Determined Route: 140'

Time Saved: **50.8 Seconds**





Northeast corner of Orkney Rd. and York Rd.  
(parking lot, commercial center connection)

Sanctioned Route: 218'

Collectively Determined Route: 151'

Time Saved: **18.3 Seconds**



Southwest corner of E Belvedere and  
Chinquapin Pkwy.

Sanctioned Route: 276'

Collectively Determined Route: 205'

Time Saved: **19.4 Seconds**



Connection to unnamed complex on Forden and Reisterstown Rd.

Sanctioned Route: 724'

Collectively Determined Route: 548'

Time Saved: **48.1 Seconds**





Connecting subway station to NE corner of Wabash and Reisterstown Rd.

Sanctioned Route: 407'

Collectively Determined Route: 333'

Time Saved: **20.3 Seconds**

\*13, although appearing in the original survey, has been omitted either because it appears to be officially sanctioned, or because it does not represent any efficient connection.





Connecting commercial center with the Alameda,  
near Randor St.

Sanctioned Route: 1331'

Collectively Determined Route: 300'

Time Saved: **281.7 Seconds**

\*15, although appearing in the original survey, has been omitted either because it appears to be officially sanctioned, or because it does not represent any efficient connection.



North corner of Lewiston and Tippet St.

Sanctioned Route: 233'

Collectively Determined Route: 170'

Time Saved: **17.2 Seconds**





South corner of Lewiston and Tippet St.

Sanctioned Route: 343'

Collectively Determined Route: 247'

Time Saved: **29 Seconds**



Northwest corner of Seton and Metro Ave.

Sanctioned Route: 1018'

Collectively Determined Route: 147'

Time Saved: **237.8 Seconds**



Connecting commercial center drive across NE corner of Coldspring Ln. and the Alameda

Sanctioned Route: 391'

Collectively Determined Route: 319'

Time Saved: **19.7 Seconds**

\*20, although appearing in the original survey, has been omitted either because it appears to be officially sanctioned, or because it does not represent any efficient connection.





Connecting commercial center with Coldspring Ln.  
near the Alameda

Sanctioned Route: 301'

Collectively Determined Route: 209'

Time Saved: **25.1 Seconds**



Connecting parking lot with Reisterstown Rd.  
near Woodland

Sanctioned Route: 172'

Collectively Determined Route: 124'

Time Saved: **13.1 Seconds**

\*23, although appearing in the original survey, has been omitted either because it appears to be officially sanctioned, or because it does not represent any efficient connection.



Northwest corner of W 41st St. and Evans Chapel Rd.

Sanctioned Route: 135'

Collectively Determined Route: 60'

Time Saved: **20.5 Seconds**

\*25, although appearing in the original survey, has been omitted either because it appears to be officially sanctioned, or because it does not represent any efficient connection.



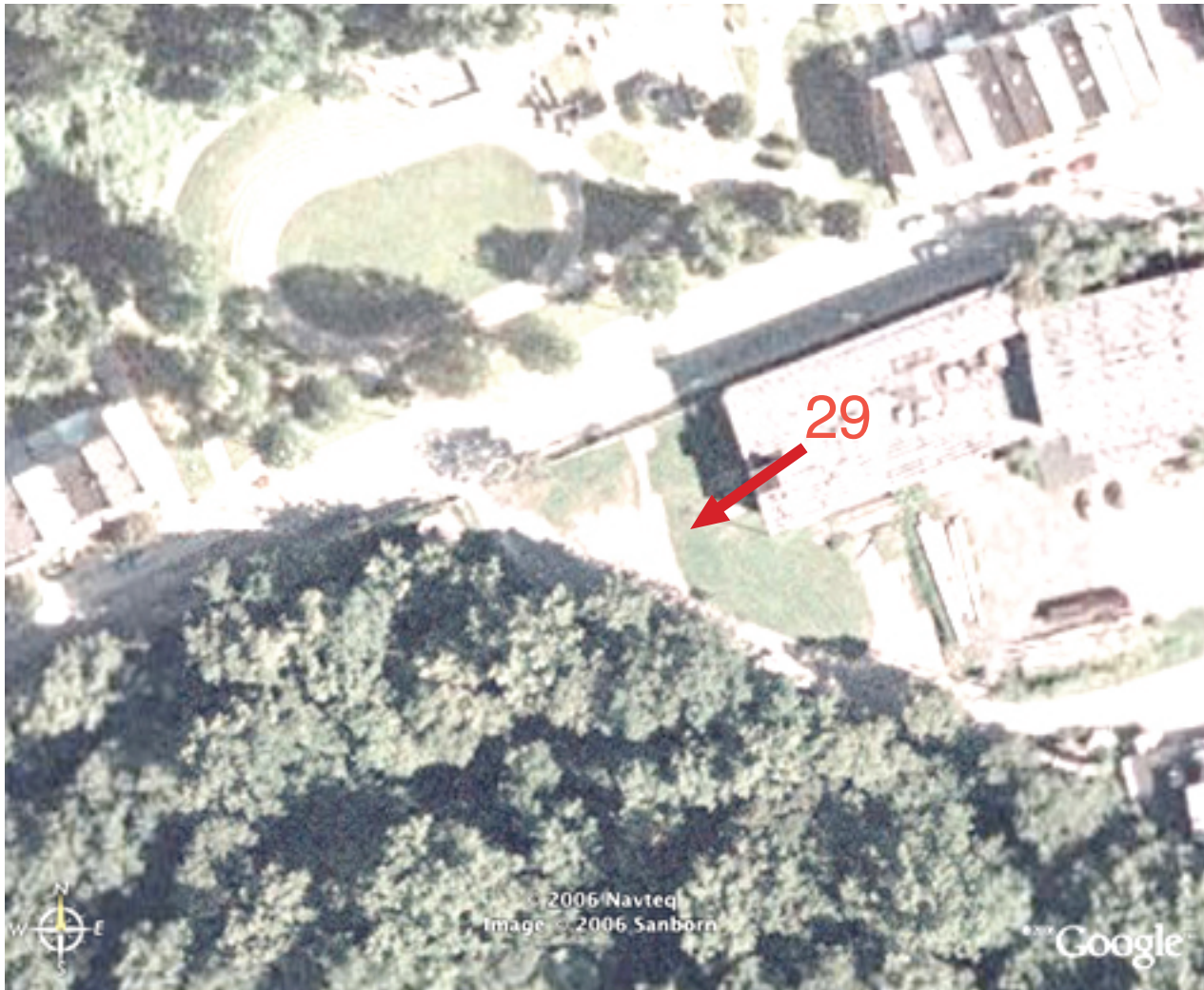


Northwest corner of Fernhill and Garrison Blvd.

Sanctioned Route: 334'

Collectively Determined Route: 244'

Time Saved: **24.6 Seconds**



Southeast corner of E Greenspring and Forest Dr.

Sanctioned Route: 196 '

Collectively Determined Route: 80'

Time Saved: **31.7 Seconds**

\*28, although appearing in the original survey, has been omitted either because it appears to be officially sanctioned, or because it does not represent any efficient connection.





between 35th and 34th St., near Ellerslie Ave.

Sanctioned Route: 520 '

Collectively Determined Route: 355'

Time Saved: **45.1 Seconds**





Northeast corner of York Rd. and Montpelier St.

Sanctioned Route: 232'

Collectively Determined Route: 148'

Time Saved: **23 Seconds**



Southeast corner of 28th St. and Greenmount Ave.

Sanctioned Route: 161'

Collectively Determined Route: 120'

Time Saved: **11.2 Seconds**





Northwest and Southwest corner of Greenwood and Sinclair St.

33.) Sanctioned Route: 207'  
Collectively Determined Route: 149'

Time Saved: **15.8 Seconds**

34.) Sanctioned Route: 155'  
Collectively Determined Route: 126'

Time Saved: **7.9 Seconds**





## Cut accross powerline clearing between Schaub and Greencrest St.

35.) Sanctioned Route: 770'  
Collectively Determined Route: 189'  
Time Saved: **158.7 Seconds**

36.) Sanctioned Route: 929'  
Collectively Determined Route: 132'  
Time Saved: **217.8 Seconds**

37.) Sanctioned Route: 1148 '  
Collectively Determined Route: 192'  
Time Saved: **261.2 Seconds**



South corner of Harford Rd. and The Alameda

Sanctioned Route: 226'

Collectively Determined Route: 163'

Time Saved: **17.2 Seconds**





## Corners of Greenmount and 27th, 26th and Boone and 26th

39.) Sanctioned Route: 133'  
Collectively Determined Route: 89'

Time Saved: **12 Seconds**

40.) Sanctioned Route: 127'  
Collectively Determined Route: 91'

Time Saved: **9.8 Seconds**

41.) Sanctioned Route: 103 '  
Collectively Determined Route: 76'

Time Saved: **7.4 Seconds**





North corner of Remmington and 27th St.

Sanctioned Route:150 '

Collectively Determined Route: 122'

Time Saved: **7.7 Seconds**



North corner of Sisson and 27th St.

Sanctioned Route: 336'

Collectively Determined Route: 239'

Time Saved: **26.5 Seconds**





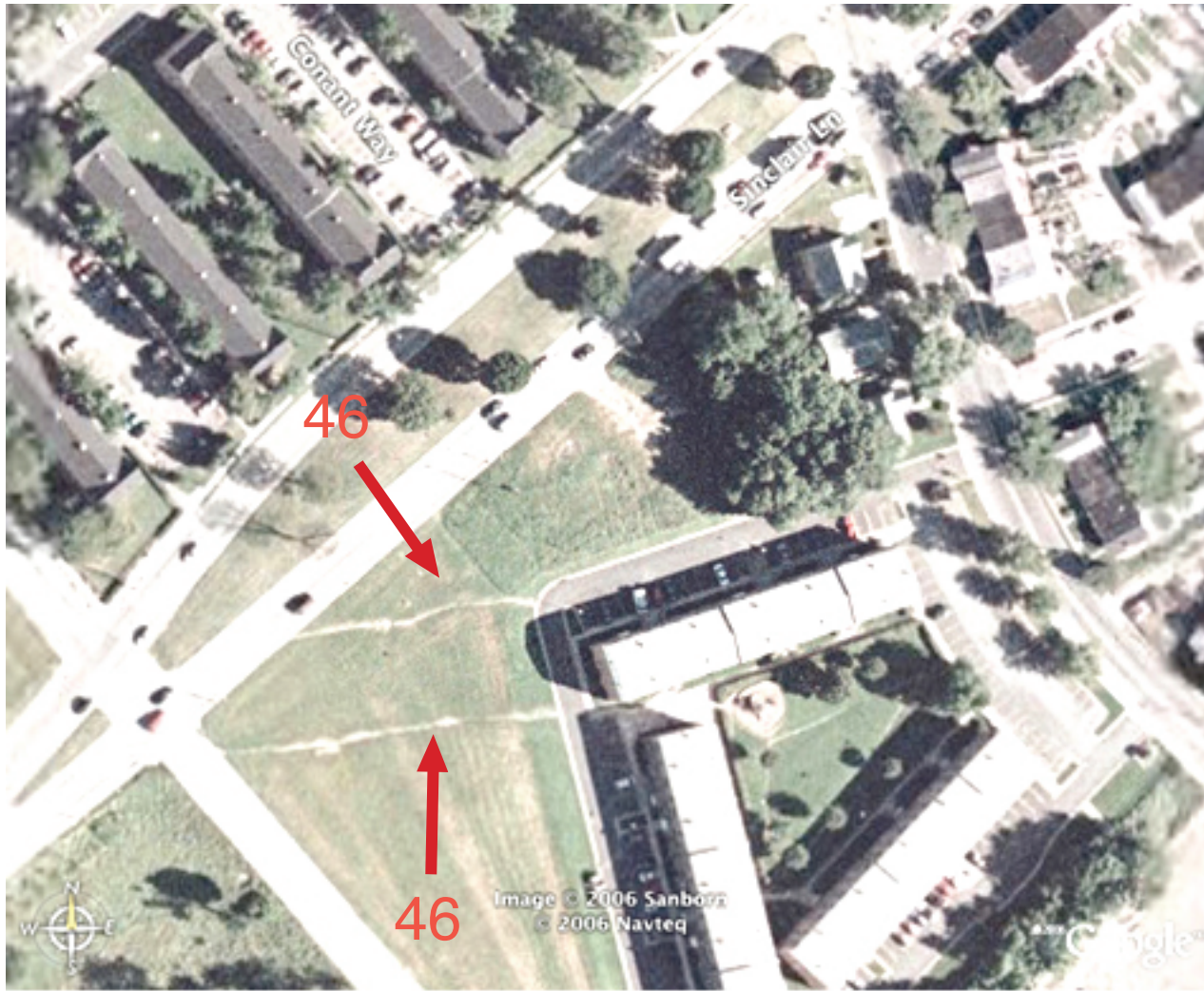
South corner of Loch Raven Blvd. and Gutman Ave.

Sanctioned Route: 172'

Collectively Determined Route: 123'

Time Saved: **13.4 Seconds**





Connecting housing development with SE corner of Moravia Rd. and Sinclair St.

45.) Sanctioned Route: 1081'  
Collectively Determined Route: 174'

Time Saved: **247 Seconds**

46.) Sanctioned Route: 1270'  
Collectively Determined Route: 240'

Time Saved: **281.4 Seconds**



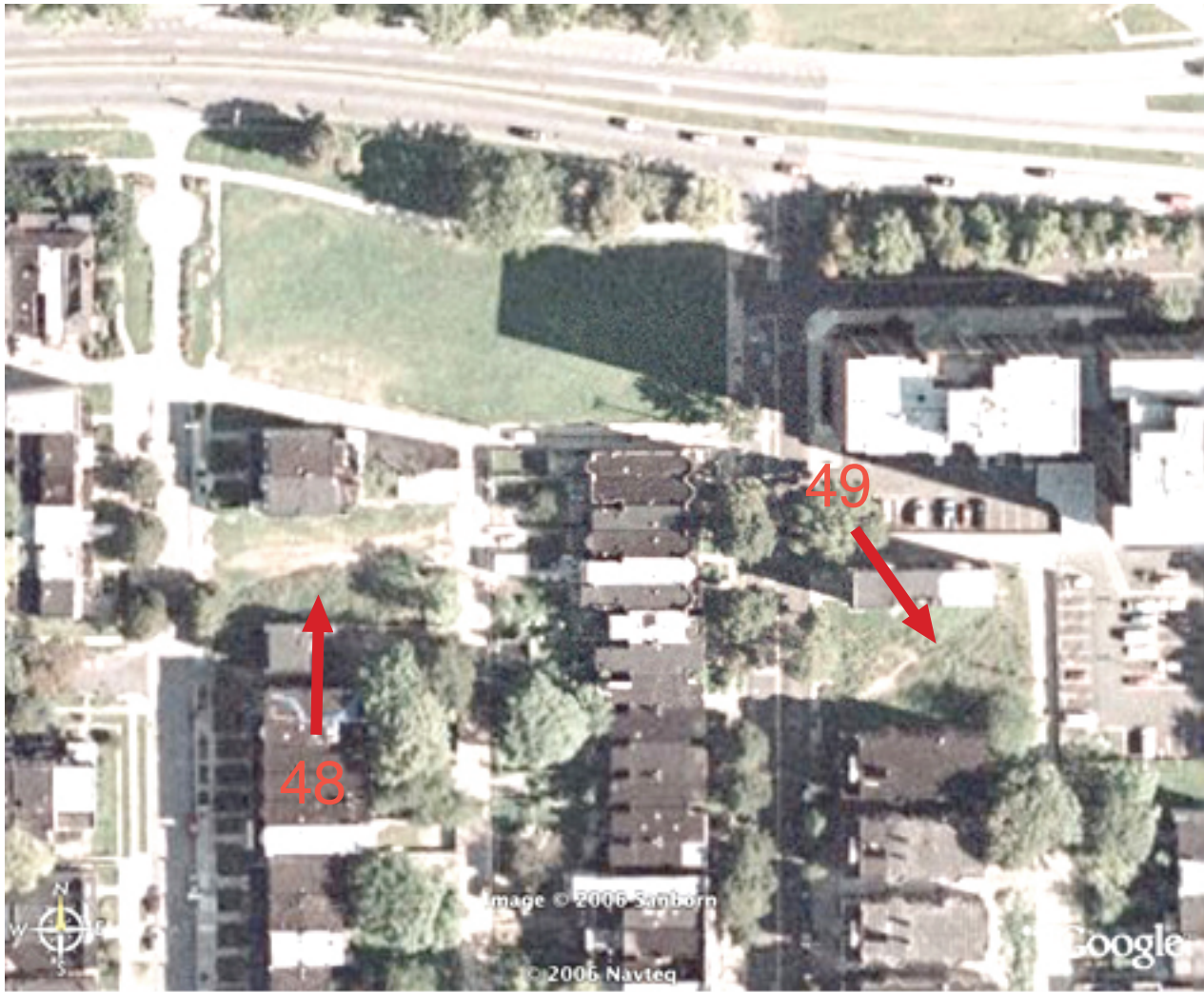
Connecting commercial complex with parking lot  
near Frankford Rd. and 895

Sanctioned Route: 801'

Collectively Determined Route: 568'

Time Saved: **63.7 Seconds**





## Connections between Lakeview and Brookfield St. and their respective allies

48.) Sanctioned Route: 347'  
Collectively Determined Route: 175'

Time Saved: **47 Seconds**

49.) Sanctioned Route: 231'  
Collectively Determined Route: 157'

Time Saved: **20 Seconds**



North corner of Bryant and Woodbrook St.

Sanctioned Route: 250'

Collectively Determined Route: 153'

Time Saved: **26.5 Seconds**





Connection between Alley off N Dukeland St. and Elgin Ave.

Sanctioned Route: 435'

Collectively Determined Route: 303'

Time Saved: **36.1 Seconds**



Connection between high school parking lot and walk to Windsor Ave.

Sanctioned Route: 447'

Collectively Determined Route: 330'

Time Saved: **32 Seconds**





North corner of N Patterson Park Ave. and N Gay St.

Sanctioned Route: 488'

Collectively Determined Route: 205'

Time Saved: **77.3 Seconds**



Alleys off of W North Ave.

Sanctioned Route: 112'

Collectively Determined Route: 77'

Time Saved: **9.6 Seconds**





Harford Rd. 1 block South of E North Ave.

Sanctioned Route: 52'

Collectively Determined Route: 37'

Time Saved: **4.1 Seconds**



Northwest corner of North Ave. and Hope St.  
(via parking lot)

Sanctioned Route: 270'

Collectively Determined Route: 195'

Time Saved: **20.5 Seconds**





Southeast corner of E 20th and Ensor St.

Sanctioned Route: 92'

Collectively Determined Route: 64'

Time Saved: **7.7 Seconds**



Southwest corner of E 20th and Alley along N Aisquith St.

Sanctioned Route: 171'

Collectively Determined Route: 135'

Time Saved: **9.8 Seconds**





Northeast corner of E 20th and Homewood (to intersection of Kirk and Homewood, via parking lot)

Sanctioned Route: 416'

Collectively Determined Route: 287'

Time Saved: **35.8 Seconds**



Northwest corner of E 20th and Homewood

Sanctioned Route: 257'

Collectively Determined Route: 187'

Time Saved: **19.1 Seconds**





Southwest corner of North Ave. and St. Paul St.

Sanctioned Route: 153'

Collectively Determined Route: 108'

Time Saved: **12.3 Seconds**



Northwest corner of E 20th and Charles St. (via parking lot)

Sanctioned Route: 505'

Collectively Determined Route: 378'

Time Saved: **34.7 Seconds**





North corner of Whitlock and Francis St.

Sanctioned Route: 88'

Collectively Determined Route: 62'

Time Saved: **7.1 Seconds**



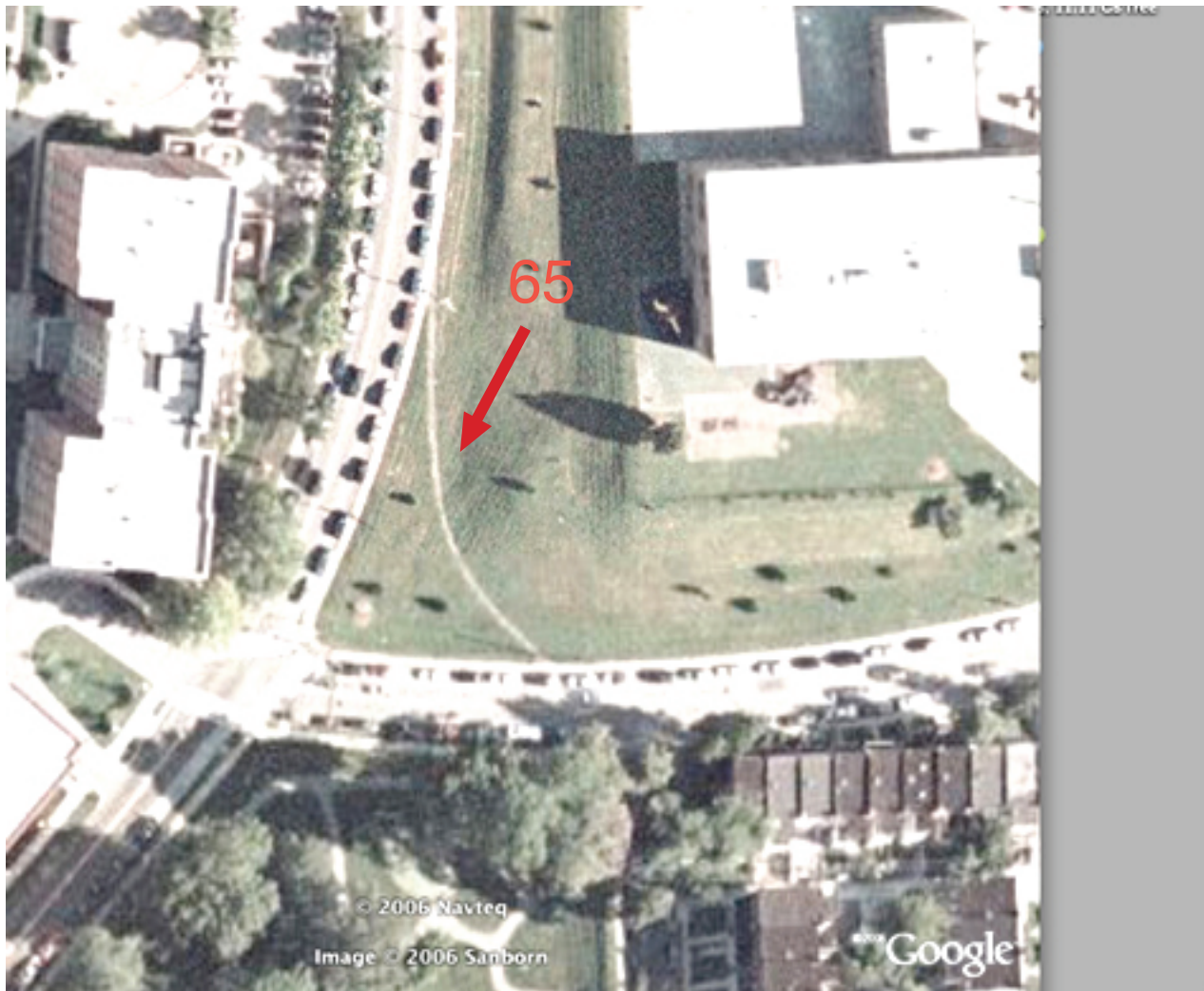
North corner of Whitlock and Etting St.

Sanctioned Route: 148'

Collectively Determined Route: 105'

Time Saved: **11.7 Seconds**





Northeast corner of Windsor and Warwick St.

Sanctioned Route: 322'

Collectively Determined Route: 225'

Time Saved: **26.5 Seconds**



Southeast corner of Windsor and N Dukeland Ave.

Sanctioned Route: 178'

Collectively Determined Route: 141'

Time Saved: **10.1 Seconds**





Southeast corner of W North Ave. and N Roseland St.

Sanctioned Route: 241'

Collectively Determined Route: 174'

Time Saved: **18.3 Seconds**



Northeast corner of Thomas Ave. and Alley along Westwood St.

Sanctioned Route: 111'

Collectively Determined Route: 66'

Time Saved: **12.3 Seconds**



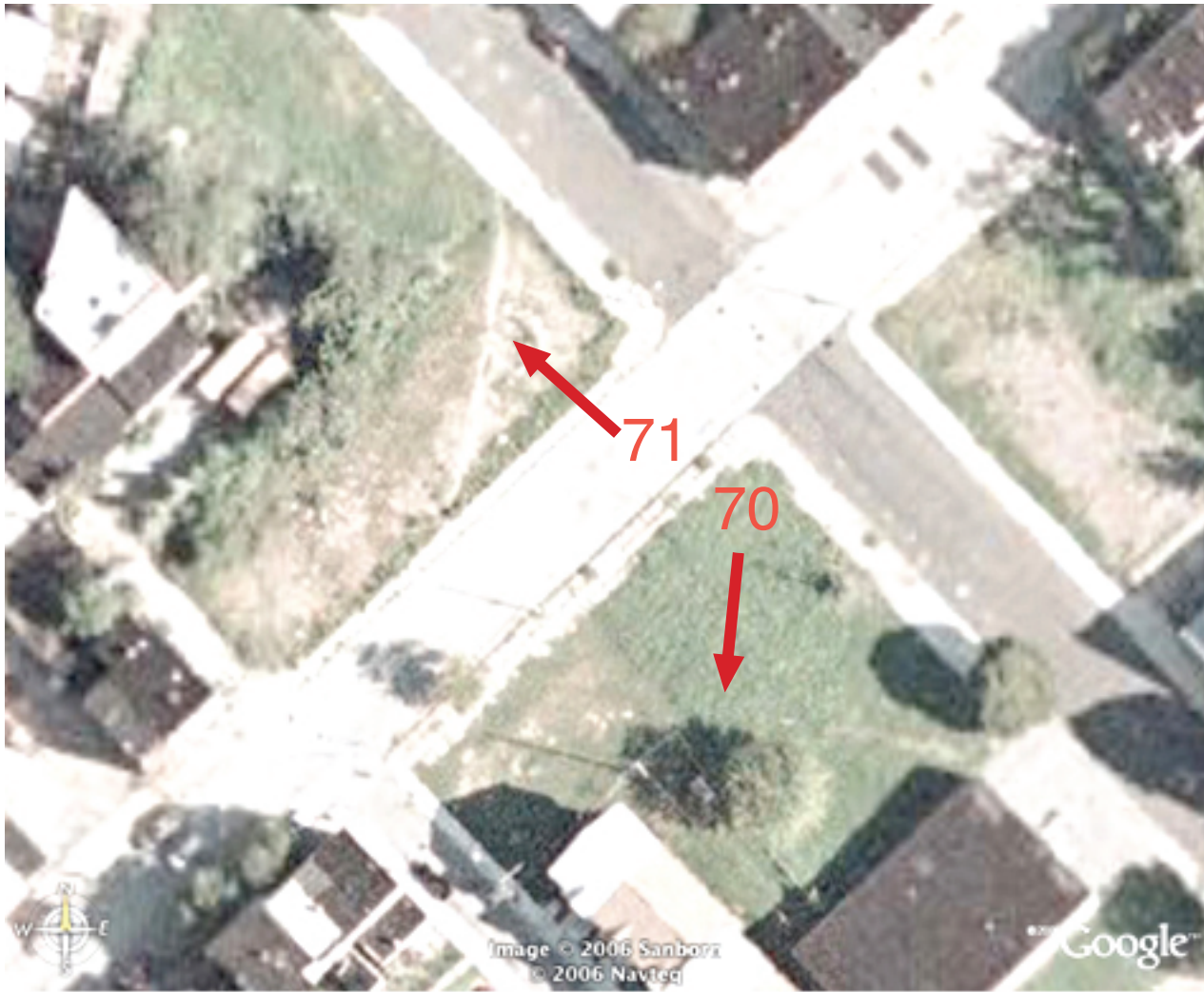


South corner of N Calhoun and N Mount St.

Sanctioned Route: 163'

Collectively Determined Route: 153'

Time Saved: **2.7 Seconds**



Northwest and Southwest corner of Greenwood and Sinclair St.

70.) Sanctioned Route: 304'  
Collectively Determined Route: 214'

Time Saved: **24.6 Seconds**

71.) Sanctioned Route: 175'  
Collectively Determined Route: 123'

Time Saved: **14.2 Seconds**





## Corners of Etting and Division St. and Gold and Division St. (E&W)

72.) Sanctioned Route: 194'  
Collectively Determined Route: 141'  
Time Saved: **14.5 Seconds**

73.) Sanctioned Route: 65'  
Collectively Determined Route: 45'  
Time Saved: **5.5 Seconds**

74.) Sanctioned Route: 111'  
Collectively Determined Route: 70'  
Time Saved: **11.2 Seconds**



Northwest and Northeast corners of E LaFayette and Barclay St.

75.) Sanctioned Route: 163'  
Collectively Determined Route: 116'

Time Saved: **12.8 Seconds**

76.) Sanctioned Route: 112'  
Collectively Determined Route: 77'

Time Saved: **9.6 Seconds**



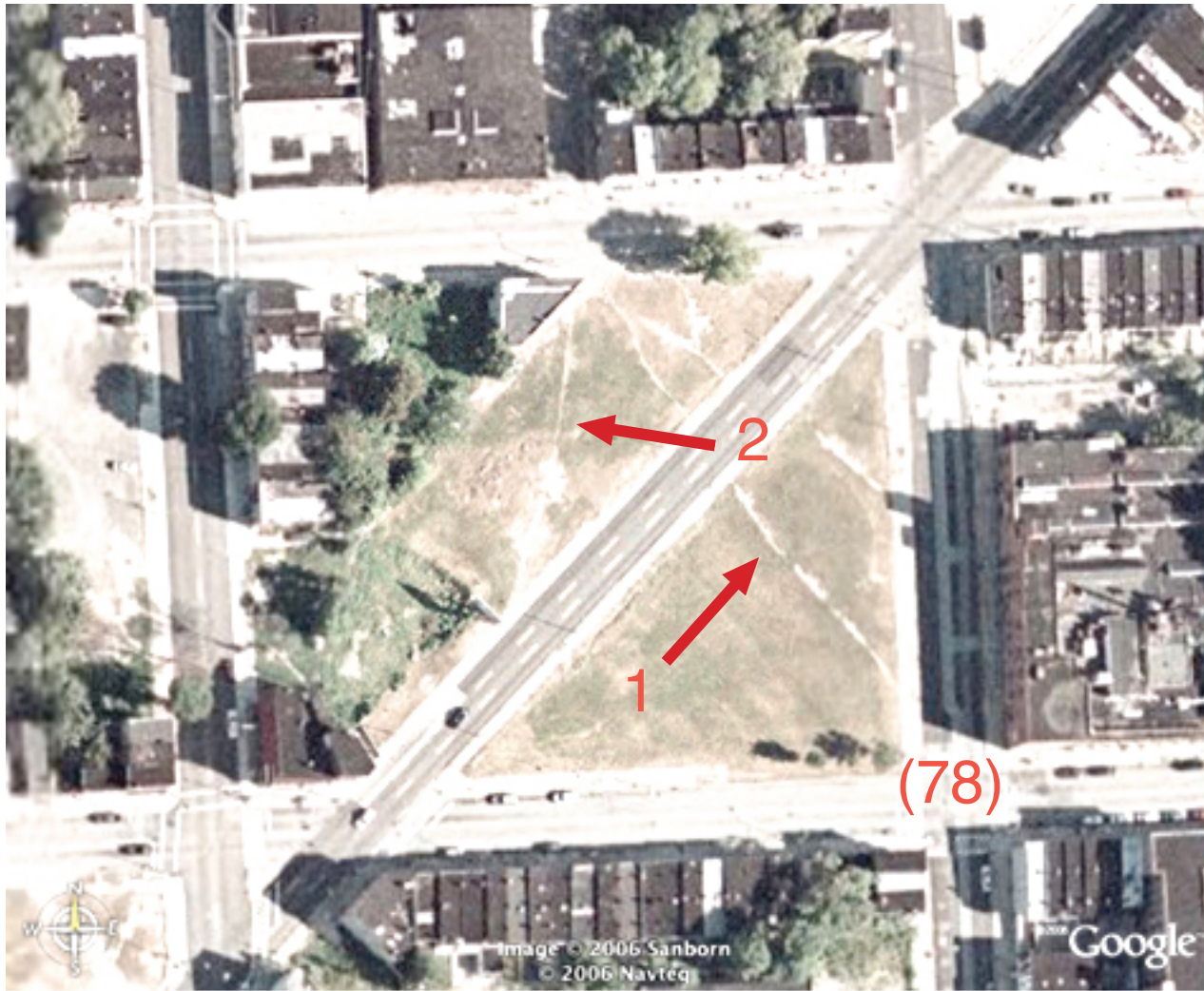


Southeast corner of E Lanvale and Ensor St.

Sanctioned Route: 91'

Collectively Determined Route: 67'

Time Saved: **6.6 Seconds**



E Federal and N Chester St., E Federal and N Gay St. (respectively)

- 1.) Sanctioned Route: 451'  
Collectively Determined Route: 353'

Time Saved: **26.8 Seconds**

- 2.) Sanctioned Route: 474'  
Collectively Determined Route: 226'

Time Saved: **67.8 Seconds**





Northwest corner of E Oliver and N Patterson via parking lot

Sanctioned Route: 349'

Collectively Determined Route: 243'

Time Saved: **23.5 Seconds**



Northeast corner of E Oliver and N Linwood St. via parking lot

Sanctioned Route: 404'

Collectively Determined Route: 299'

Time Saved: **28.7 Seconds**





E Oliver and N Gay St., N Washington and Llewelyn St.

81.) Sanctioned Route: 270'  
Collectively Determined Route: 188'

Time Saved: **22.4 Seconds**

82.) Sanctioned Route: 389'  
Collectively Determined Route: 191'

Time Saved: **54.1 Seconds**



North corner of E Hoffman and N Wolfe St.

Sanctioned Route: 145'

Collectively Determined Route: 77'

Time Saved: **18.6 Seconds**





E Oliver and N Durham St., and E Federal and N Wolfe St. (respectively)

84.) Sanctioned Route: 154'  
Collectively Determined Route: 103'

Time Saved: **13.9 Seconds**

85.) Sanctioned Route: 129'  
Collectively Determined Route: 88'

Time Saved: **11.2 Seconds**



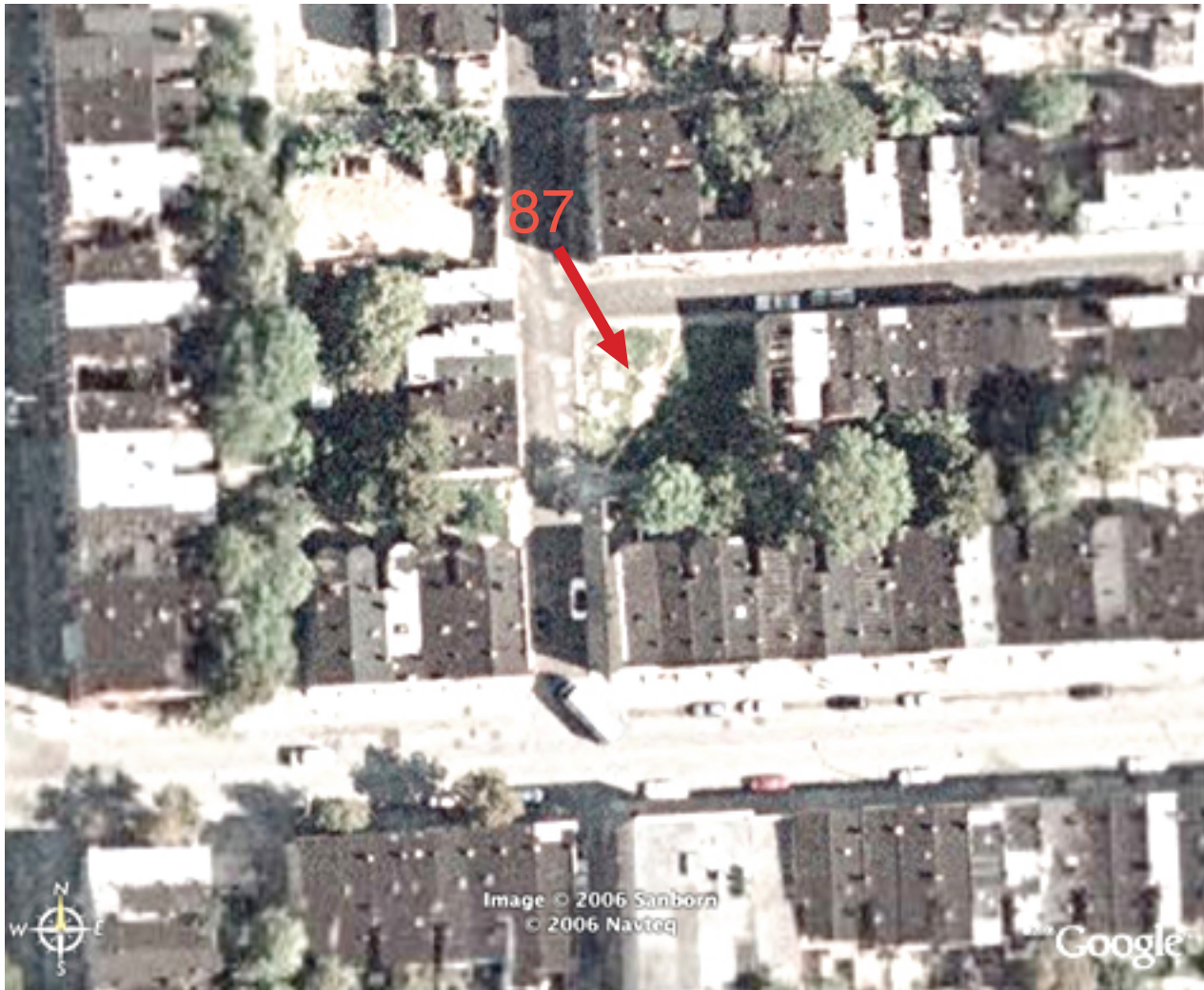
Southeast corner of Llewelyn and N Broadway

Sanctioned Route: 101'

Collectively Determined Route: 74'

Time Saved: **7.4 Seconds**





Southeast corner of Crystal and N Regester St.

Sanctioned Route: 115'

Collectively Determined Route: 84'

Time Saved: **8.5 Seconds**



Southeast corner E Oliver and Ensor St.

Sanctioned Route: 139'

Collectively Determined Route: 94'

Time Saved: **12.3 Seconds**





Northeast corner E Oliver and Brentwood St.

Sanctioned Route: 412'

Collectively Determined Route: 288'

Time Saved: **33.9 Seconds**



South corner of Bloom and Brunt St.

Sanctioned Route: 140'

Collectively Determined Route: 104'

Time Saved: **8.5 Seconds**





Northwest corner of Cumberland and Baker St.

Sanctioned Route: 86'

Collectively Determined Route: 54'

Time Saved: **8.7 Seconds**



West corner of Robert and Division St.

Sanctioned Route: 124'

Collectively Determined Route: 85'

Time Saved: **10.7 Seconds**





Northwest corner of Preston and N Aisquith St.

Sanctioned Route: 146'

Collectively Determined Route: 103'

Time Saved: **11.7 Seconds**



Lot North of E Eager and Caroline and Eden St., respectively

- 1.) Sanctioned Route: 465'  
Collectively Determined Route: 325'

Time Saved: **38.3 Seconds**

- 2.) Sanctioned Route: 514'  
Collectively Determined Route: 368'

Time Saved: **39.9 Seconds**





Northwest E Chase and Brentwood St., Southwest  
E Biddle and Barclay

95.) Sanctioned Route: 163 '  
Collectively Determined Route: 119'

Time Saved: **12 Seconds**

96.) Sanctioned Route: 171 '  
Collectively Determined Route: 126'

Time Saved: **12.3 Seconds**



Northwest corener of Laurens and N Fremont Ave.

Sanctioned Route: 140'

Collectively Determined Route: 77'

Time Saved: **17.2 Seconds**





Northwest corner of Laurens and N Calhoun St.

Sanctioned Route: 230'

Collectively Determined Route: 163'

Time Saved: **18.3 Seconds**



Triangle framed by Fremont, Myrtle and Mosher St.

1.) Sanctioned Route: 170'  
Collectively Determined Route: 120'

Time Saved: **13.6 Seconds**

2.) Sanctioned Route: 366'  
Collectively Determined Route: 65'

Time Saved: **82.2 Seconds**





West corner W LaFayette St. and Mrytle, East corner  
W LaFayette St. and Fremont via parking lot

- 1.) Sanctioned Route: 223'  
Collectively Determined Route: 174'

Time Saved: **13.4 Seconds**

- 2.) Sanctioned Route: 516'  
Collectively Determined Route: 289'

Time Saved: **62 Seconds**



Low rises, Ensor St., McAleer Ct. and Sterling St.

Time Saved: **3 @  $\approx$  6 Seconds Each**





Northwest corner of E Monument and N Central Ave.

Sanctioned Route: 554'

Collectively Determined Route: 388'

Time Saved: **45.4 Seconds**



North and West corners of W Hoffman and Argyle St.

103.) Sanctioned Route: 173'  
Collectively Determined Route: 121'

Time Saved: **14.2 Seconds**

104.) Sanctioned Route: 143'  
Collectively Determined Route: 107'

Time Saved: **9.8 Seconds**





North Corner of Dolphin and Myrtle St.

Sanctioned Route: 126'

Collectively Determined Route: 84'

Time Saved: **11.5 Seconds**



Southeast corner of W LaFayette and N Fremont Ave.

Sanctioned Route: 133'

Collectively Determined Route: 107'

Time Saved: **7.1 Seconds**





Southeast corner of W LaFayette and N Mount St.

Sanctioned Route: 313'

Collectively Determined Route: 223'

Time Saved: **7.1 Seconds**



Northwest corner of W LaFayette and N Mount St.

Sanctioned Route: 195'

Collectively Determined Route: 130'

Time Saved: **17.8 Seconds**



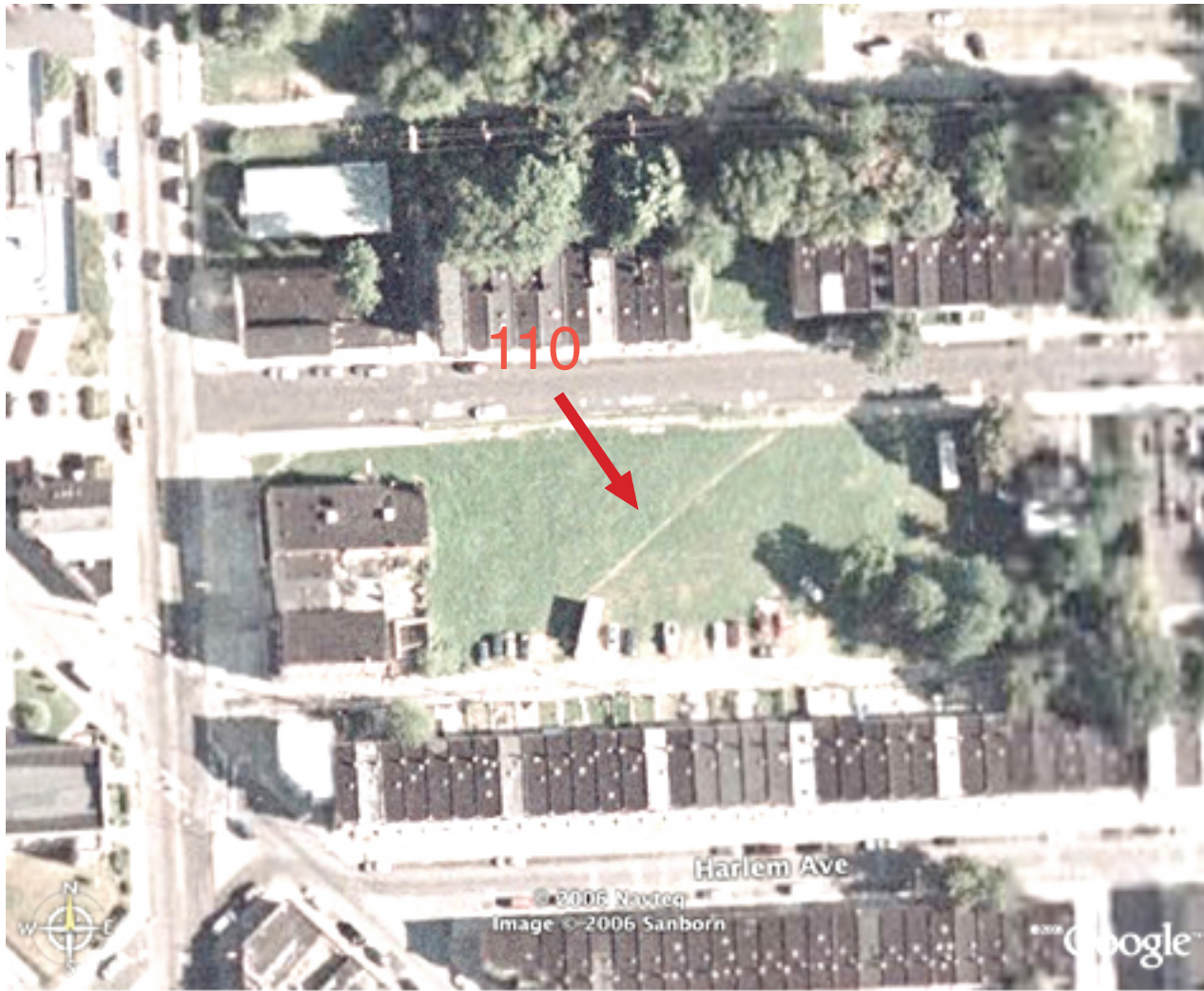


Southwest corner of W LaFayette and N Fulton St.

Sanctioned Route: 303'

Collectively Determined Route: 228'

Time Saved: **20.5 Seconds**



Southeast corner of Rayner Ave. and N Poplar Grove St.

Sanctioned Route: 476'

Collectively Determined Route: 388'

Time Saved: **24 Seconds**





Northeast corner of W Fulton and N Mount St.

Sanctioned Route: 316'

Collectively Determined Route: 232'

Time Saved: **23 Seconds**



Northeast corner of Harlem Ave. and N Carey St.

Sanctioned Route: 148'

Collectively Determined Route: 106'

Time Saved: **11.5 Seconds**





Northwest corner of Harlem Ave. and N Fremont St.

Sanctioned Route: 169'

Collectively Determined Route: 131'

Time Saved: **17.8 Seconds**



Northwest corner of E Fayette and N Port St.

Sanctioned Route: 195'

Collectively Determined Route: 136'

Time Saved: **16.1 Seconds**





Northeast corner of W Fayette and N Central Ave.

- 1.) Sanctioned Route: 741'  
Collectively Determined Route: 276'

Time Saved: **127 Seconds**

- 2.) Sanctioned Route: 417'  
Collectively Determined Route: 252'

Time Saved: **45.1 Seconds**



Connecting Fremont across W 40 express way

Sanctioned Route: 2418'

Collectively Determined Route: 461'

Time Saved: **534 Seconds**





Southwest corner of W Mulberry and S Arlington St.

Sanctioned Route: 162'

Collectively Determined Route: 110'

Time Saved: **14.2 Seconds**



Southwest corner of W Mulberry and Schroeder St.

Sanctioned Route: 292'

Collectively Determined Route: 203'

Time Saved: **24.3 Seconds**





Northwest corner of Laurretta Ave. and N Monroe St.

Sanctioned Route: 147'

Collectively Determined Route: 107'

Time Saved: **10.9 Seconds**



Northwest corner of Alley parallel to W Saratoga St.  
and S Gilmor St.

Sanctioned Route: 516'

Collectively Determined Route: 380'

Time Saved: **37.2 Seconds**





Northwest corner of W Lexington and South Carrollton Ave.

Sanctioned Route: 175'

Collectively Determined Route: 118'

Time Saved: **15.6 Seconds**



Northeast corner of E Baltimore and Aisquith St.

Sanctioned Route: 171'

Collectively Determined Route: 118'

Time Saved: **14.5 Seconds**





Southeast corner of E Pratt and Bethel St.

Sanctioned Route: 162'

Collectively Determined Route: 125'

Time Saved: **10.1 Seconds**



Southwest corner of W Baltimore St. and S Poppelton St.

Sanctioned Route: 119'

Collectively Determined Route: 78'

Time Saved: **11.2 Seconds**





Southeast corner of Lexington and S Amity

Sanctioned Route: 166'

Collectively Determined Route: 123'

Time Saved: **11.7 Seconds**



Northwest corner of W Fayette and S Amity St.

Sanctioned Route: 139'

Collectively Determined Route: 87'

Time Saved: **14.2 Seconds**





Corners of W Fayette, parallel alley, and N Mount St.

127.) Sanctioned Route: 190'  
Collectively Determined Route: 132'

Time Saved: **15.8 Seconds**

128.) Sanctioned Route: 249'  
Collectively Determined Route: 176'

Time Saved: **19.9 Seconds**



Northwest corner of W Fayette and S Fulton St.  
(largest distance)

Sanctioned Route: 341'

Collectively Determined Route: 250'

Time Saved: **24.9 Seconds**





Southwest corner of W Fayette and S Gilmor St.

Sanctioned Route: 126'

Collectively Determined Route: 86'

Time Saved: **10.9 Seconds**



Alley along S Morely St. to commercial center on  
Caton Ave.

Sanctioned Route: 877'

Collectively Determined Route: 242'

Time Saved: **173.5 Seconds**





Southwest corner of Boyd and South Catherine St.

Sanctioned Route: 401'

Collectively Determined Route: 312'

Time Saved: **24.3 Seconds**



Southwest corner of Hollins and S Willard St.

Sanctioned Route: 100'

Collectively Determined Route: 86'

Time Saved: **3.8 Seconds**





Corners of W Pratt, Fredrick Ave. and McPhail St.

134.) Sanctioned Route: 605'  
Collectively Determined Route: 519'

Time Saved: **23.5 Seconds**

135.) Sanctioned Route: 224'  
Collectively Determined Route: 156'

Time Saved: **18.6 Seconds**



Northwest corner of McHenry and S Norris St.

Sanctioned Route: 133'

Collectively Determined Route: 94'

Time Saved: **10.7 Seconds**





Southeast corner of Bethel and Gough St.

Sanctioned Route: 192'

Collectively Determined Route: 136'

Time Saved: **15.3 Seconds**



Near bend in Key Highway, accross from Federal Hill

Sanctioned Route: 133'

Collectively Determined Route: 94'

Time Saved: **10.7 Seconds**



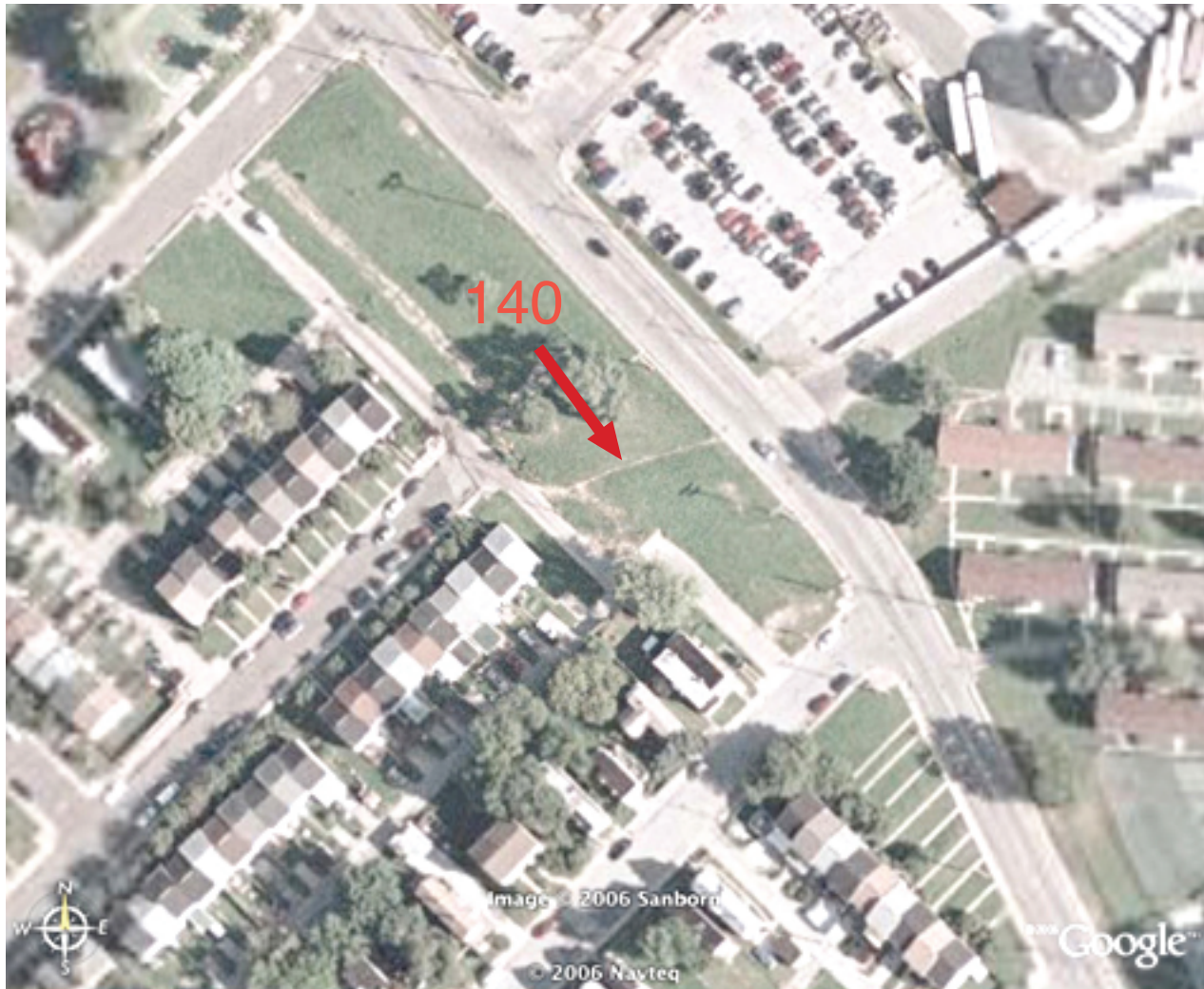


Southeast corner of Broening Hwy. and Bessemer Ave.

Sanctioned Route: 185'

Collectively Determined Route: 138'

Time Saved: **12.8 Seconds**



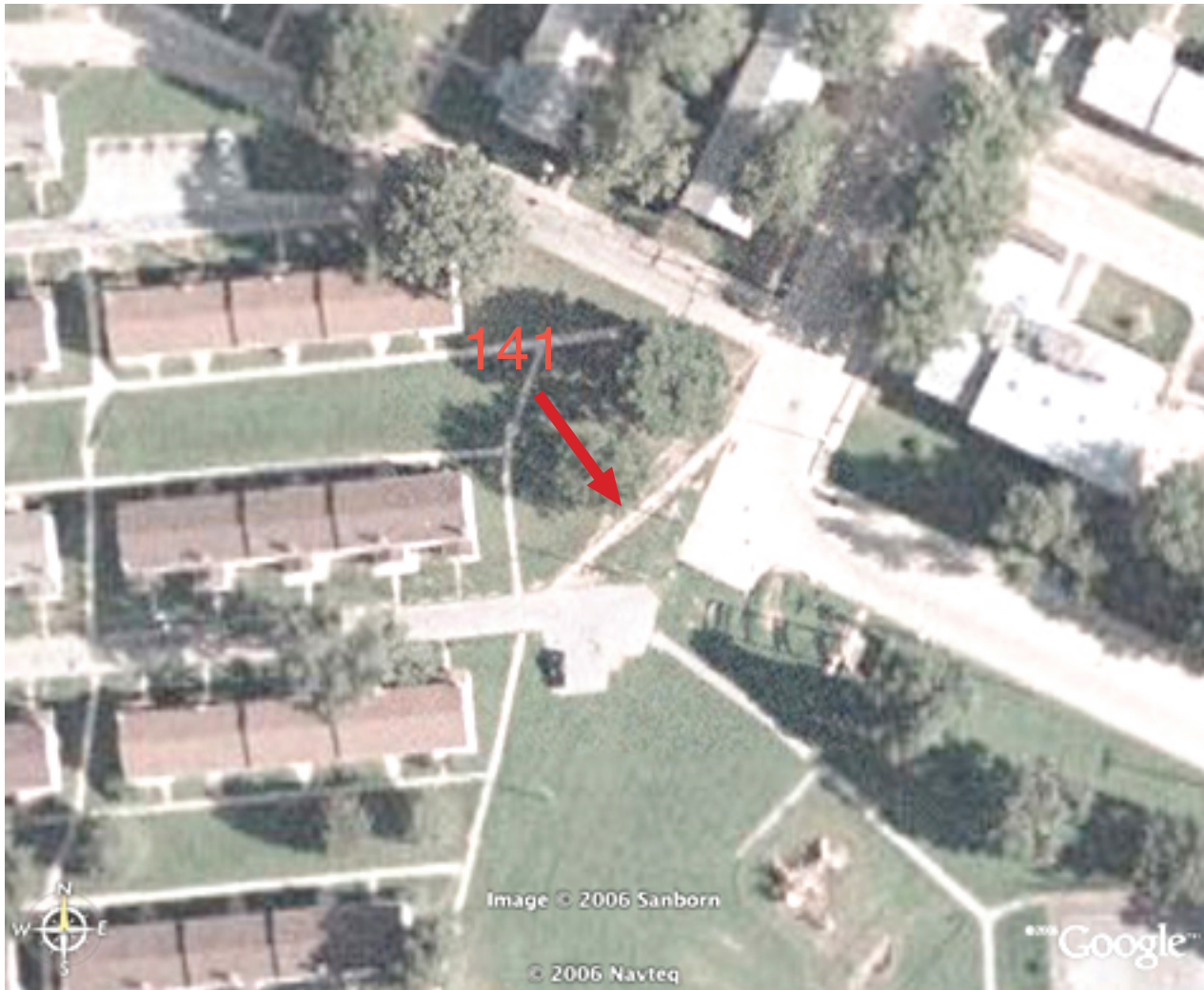
Lawn between Hollins Ferry Rd. and Ridgely St.

Sanctioned Route: 433'

Collectively Determined Route: 130'

Time Saved: **82.8 Seconds**





Connection between Huron and Maisel St.

Sanctioned Route: 203'

Collectively Determined Route: 141'

Time Saved: **16.9 Seconds**



Connection between Nevada St. and adjacent neighborhood via 295 off-ramp

Sanctioned Route: 3152'

Collectively Determined Route: 828'

Time Saved: **635 Seconds**



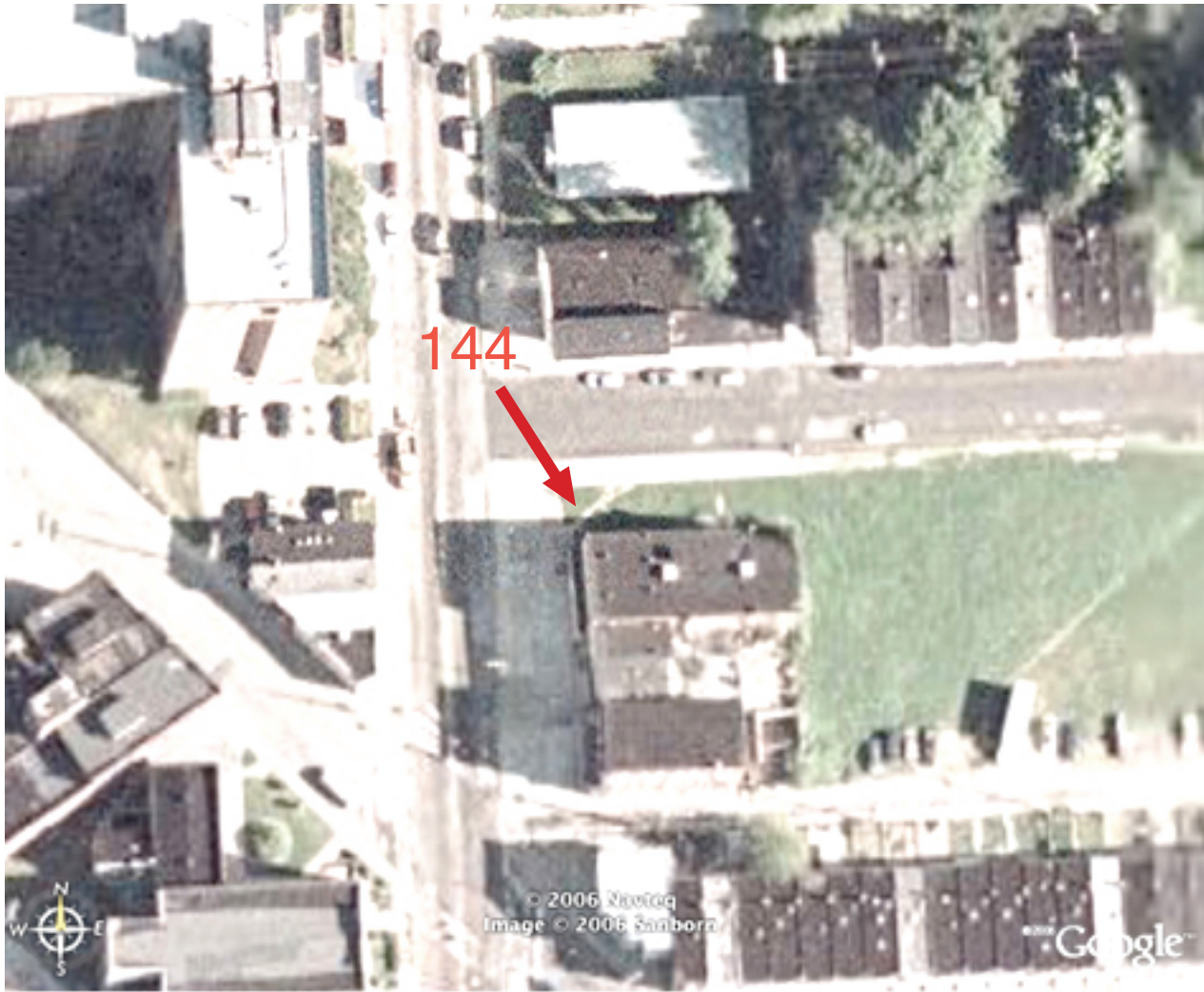


Connection between commercial center parking lot  
and dead end of Giles Rd.

Sanctioned Route: 154'

Collectively Determined Route: 109'

Time Saved: **12.3 Seconds**



Southeast corner of Rayner and Poplar Grover St.

Sanctioned Route: 112'

Collectively Determined Route: 76'

Time Saved: **9.8 Seconds**





Southwest corner of Ramsay and Poppelton St.

Sanctioned Route: 40'

Collectively Determined Route: 29'

Time Saved: **3 Seconds**

# Summary:

In this hastily completed Survey, 142 distinct instances\* of shortcuts across vacant space in Baltimore were found. This amounts to approximately 26,086 feet, or 4.9 miles of crow-line path defining approximately 50,062 feet, or 9.5 miles of otherwise city-sanctioned transit routes. In total, collectively determined routes omit 23,976 feet or 4.5 miles of city-planned routes. At 3.66 feet per second, this is a total savings of 6550.9 seconds, or 1.82 hours.

**Total Distance of Shortcuts:** 26,086 feet, ≈4.9 miles

**Total Distance of City-Sanctioned Routes Defined By Shortcuts:**

50,062 feet, ≈9.5 miles

**Total Distance Saved by Shortcuts:** 23,976 feet, ≈4.5 miles

**Total Time-In-Transit Saved:** 6550.9 seconds, ≈1.82 hours

\*Excluding those omitted due to ambiguity, and including those in close proximity, where several are marked with a single pin