



**GREENWAY TRAFFIC FLOW**  
**MEETING NOTES**  
**TUESDAY AUGUST 16, 2005**  
**1:00 PM to 1:35 PM**  
**Able Wolman House, 3<sup>rd</sup> Floor**  
**3213 North Charles Street**

- ◆ **ATTENDANCE** ⇒  
Greenway Community Association: Jere Hamill, Louise Toomey, Shelia Garrity  
Johns Hopkins University: Larry Kilduff, Salem Reiner, Mark Demshak  
RK&K / WRT: David Wallace
- ◆ **COPIES** ⇒  
Ralph Wheeler, Baltimore City DOT  
All Charles Street Stakeholders (use distribution list for July 19, 2005 Stakeholder's meeting)
- ◆ **Purposes** ⇒ As a follow-up to the July 19, 2005 Charles Street Stakeholder meeting, David Wallace volunteered to meet with the Greenway Community Association to discuss one-way versus two-way traffic on Greenway (reference 4<sup>th</sup> bullet on page 5 of 7). Also attached to the July 19, 2005 meeting minutes was a conceptual sketch of two-way traffic flow for Greenway.
- ◆ **Community Recommendation** ⇒ On behalf of the Greenway Community Association, Louise Toomey indicated that she had polled the majority of the residents along Greenway; she offered the following positions:
  - Greenway Community Association is strongly opposed to two-way traffic service on Greenway; their preference is to keep Greenway one-way southbound as it now exists. It was their opinion that one-way Greenway works better for their residents, as well as better accommodates JHU student move-in / move-out and JHU lacrosse camps.
  - Greenway Community Association also supports closing 34<sup>th</sup> Street as is being considered by Johns Hopkins University.
- ◆ **34<sup>th</sup> Street** ⇒ Although a follow-up meeting will be held to discuss 34<sup>th</sup> Street closure/design issues, Larry Kilduff stated that JHU will fund the necessary reconstruction of 34<sup>th</sup> Street in order to accommodate its conversion from a street to a pedestrian corridor.
- ◆ **Pedestrian Crossing @ University Parkway** ⇒ Greenway community representatives expressed concern about pedestrian crossings at University Parkway, and their repeated requests to the City for better demarcation of pedestrian cross-walks as well as larger signs for no turn on red. A sketch of a modified intersection to reduce the length of the cross-walk was offered.

DWW/sms

cc: All present + All Charles Street Stakeholders

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