



HANOVER STREET CORRIDOR STUDY *includes the Vietnam Veterans Memorial Bridge*



Interagency Advisory Group (IAG) Meeting #2
Tuesday, July 19, 2016 – 2:30 PM to 4:00 PM

MEETING NOTES

MEETING ATTENDEES

Name	Organization
Tyson Byrne	MD Department of Transportation
Danyell Diggs	MD Transit Administration
Jill Lemke	MD Port Administration
Melissa Williams	MD Transportation Authority
Raven Thompson	Baltimore Development Corporation
Kate Brower	Baltimore City Recreation & Parks
Stacy Montgomery	Baltimore City Commission for Historical & Architectural Preservation
Valorie LaCour	Baltimore City Department of Transportation – Planning Division
Betty Smoot	Baltimore City Department of Transportation – Planning Division
Linda Taylor-Newton	Baltimore City Department of Transportation – Planning Division
Brenton Flickinger	Baltimore City Department of Planning
Grishae Blackette	Baltimore City Department of Transportation – Transit Bureau
Janie Tiedeman	AECOM
Josh Crunkleton	AECOM
Nick Corda	AECOM
Christine Graziano	AECOM
Odessa Phillip	Assedo Consulting
Gayle Watkins	Assedo Consulting

MEETING PURPOSE

The purpose of the meeting was to present existing conditions data and the economic market analysis of the Hanover Street Corridor Study to the Interagency Advisory Group (IAG).

DISCUSSION

Betty Smoot, Baltimore City Department of Transportation (BCDOT) Lead Transportation Planner for the project, began the meeting by welcoming attendees to DOT and asked each person at the table to give their name and the agency represented.

Following initial introductions, Odessa Phillip, Community Outreach Manager for the project, explained that the project team intends to post all IAG and Community Advisory Panel (CAP) meeting minutes to the project website showing the name of the IAG member and their organization. Odessa asked if everyone would be comfortable with the information being shared as long as no phone numbers or email addresses would be included on the website. Odessa also asked MDTA to review the prior meeting notes to confirm that all included information was ready for the public to review.

Janie Tiedeman, Project Manager for the Study Team, began the PowerPoint presentation. She explained that the existing conditions tech memo is the first deliverable for the Hanover Street Corridor Study and

will be included as part of the final report for the study. Janie mentioned that the project team would be sharing the information in the presentation with the CAP, as well as the general public at the September 15, 2016 public meeting. Janie stated that the next phase of the project will include the analysis of the existing transportation network.

BRIDGE/STRUCTURES DISCUSSION

Nick Corda, Lead Bridge Engineer for the Study Team, provided information about the Vietnam Veterans Memorial Bridge. He indicated that there are actually five bridges in the corridor – the Vietnam Veterans Memorial Bridge, as well as two where Hanover Street crosses the CSX Railroad tracks (owned by Baltimore City) and the ramp structures onto and from northbound and southbound I-95 (owned by MDTA).

Nick explained that the Vietnam Veterans Memorial Bridge is a historic structure, built in 1916 and rehabilitated in 1970 and 1992, and has a Rall style moveable span which is a unique operating system for the drawbridge. There are only two or three bridges like this in the country. Last year, the bridge was only opened two times for recreational use. It was partially opened six times for maintenance purposes as well. This fact is important to the team as we assess the long-term question of whether being able to open the bridge is a design requirement.

A review of the historical records for the bridge show that the bridge has a concrete and timber pile design and in the middle spans, there are sections which look like arches but are in fact structural steel trusses that are encased in concrete in the shape of an arch.

There are potential concerns about the steel rivets which are beneath the concrete encasement because they have not been individually evaluated. Steel riveted connections are known to have specific structural life.

Nick explained one recommendation from this study could be in-depth structural testing in a future stage of project development, similar to what has been done on other bridges in the City.

Brent Flickinger asked what the rated maximum volume/capacity ratio is for the bridge (how many vehicles can/should travel across the bridge daily and whether it is underutilized). Traffic information such as this will be analyzed in the next phase of the project.

EXISTING CONDITIONS DISCUSSION

Josh Crunkleton, Project Engineer for the Study Team, discussed the roadway characteristics and existing conditions of the Hanover Street corridor. He highlighted the pedestrian and bicycle facilities, truck route information, transit routes and facilities, traffic data collection, and a summary of crash data in the project corridor.

Brent asked if crash data at intersections in and approaching Brooklyn could be reviewed when looking at the overall traffic operations and if the study area could be extended to the south. Betty responded that this study's limits extend only to Reedbird Avenue.

Stacy Montgomery from the Baltimore City Commission for Historical & Architectural Preservation noted that the Vietnam Veterans Memorial Bridge was added to its Baltimore Inventory of Historic Places, which is a non-regulatory list.

Danyell Diggs requested that the team make sure to include Express Bus routes on the mapping for existing transit. MTA does not yet have forecast information for BaltimoreLink, which has a planned implementation date of June 2017.

Melissa Williams suggested that all public involvement staff for the various projects in the study area meet to coordinate efforts on timing so that the public does not get the different projects confused. She said that traditional public involvement methods alone may not work best in this instance. Odessa explained that the IAG has included individuals from each of these projects to help minimize any confusion. Betty will follow-up to organize a potential meeting time for the public involvement staff.

Melissa asked if the project team could share the public involvement strategy for the Hanover Street Corridor Study with MDTA. MDTA and BCDOT are coordinating NEPA outreach (September/October timeframe) for the I-95 access project associated with Port Covington development.

Odessa explained that the Hanover Street Corridor Study and South Baltimore Complete Streets project teams have developed specific project brands (logos, color schemes, etc.) that should help the public differentiate between the projects. A project newsletter will be distributed to the project mailing list this summer to help explain the Hanover Street Corridor Study to the public and agencies. The first round of Public Meetings will be held in September. The team hopes that the advisory groups will be able to share information with community members and help keep the projects clear in the mind of the public as well.

ECONOMIC MARKET ANALYSIS DISCUSSION

Christine Graziano, Lead Economist for the Study Team, presented data about the economic market analysis for the study area. She indicated that the study gathered data from a number of sources including: review of data from area master plans and interviews with property and business owners and community leaders. One of the findings is that the study area consists of young, working-aged adults, which is very encouraging. Generally, large numbers of young people in an area indicate a large child population. The fact that there are working aged-people can lead to potential economic growth.

The area also shows a large educational divide, which coupled with the economic divide, creates challenges for the region. The general conclusion is that connecting job training and employers with residents is a key goal.

Transit connections are very challenging between residential areas and the Fairfield Industrial Area, from residences to downtown, and even within the communities. During the interview process, frustration was expressed about the Charm City Circulator not picking up residents in Cherry Hill despite the fleet being housed in Cherry Hill. Food deserts are located in the southern portion of the study area and there are not incentives to create new supermarkets due to the lack of demand and the existence of two supermarkets north of the Vietnam Veterans Memorial Bridge, highlighting the need for corridor connectivity.

Brent asked why the economic study area did not merge Cherry Hill and Westport. Valorie LaCour, BCDOT Planning Division Chief, explained that the map was generated based upon geography. Odessa expressed concern that the public may ask the same question, so the team should clearly explain during the presentation that the sub areas were determined based solely on geographic locations.

Odessa asked how the list of stakeholders to interview for the process was developed. Christine explained that some individuals were members of the IAG and CAP and that the Baltimore Development Corporation assisted with the list, as well.

Christine then mentioned that maintaining industrial space is important to the business community and that attracting business is easier in industrial areas. The Vietnam Veterans Memorial Bridge is considered a key to new development, including the potential for Port Covington. Brent asked if industrial rents were compared between Fairfield and Locust Point since there is a difference and Christine responded that they were examined.

Brent stated that New Era Academy in Cherry Hill is starting a trade program on Logistics and also asked Betty if the team reviewed the economic study that had been done for Brooklyn/Curtis Bay. Brent offered to send this study to Betty.

ADDITIONAL DISCUSSION

Tyson Byrne asked if people are expressing concern about the aesthetics of the bridge. This topic was brought up during interviews and also during the previous CAP meeting. The bridge is viewed as an iconic structure in the City, admired by many people.

Janie provided an overview of the schedule and reiterated that the final deliverable for the project will be a master plan document for the corridor that can be used to guide the recommendation and advance the project.

Odessa closed the meeting and thanked everyone for coming. She also encouraged IAG members to email her with any thoughts, concerns or questions (odessa.phillip@baltimorecity.gov).

Action items	Person responsible	Deadline
Resend Melissa and Dennis meeting notes from IAG Meeting #1	Odessa	
Coordinate public involvement staff meeting with Melissa	Betty	
Email Project Newsletter to the IAG	Odessa/Betty	
Email Public Meeting invitation to the IAG	Odessa/Betty	
Email the Brooklyn/Curtis Bay Economic Study to Betty	Brent	