



CATHERINE E. PUGH
MAYOR



HANOVER STREET CORRIDOR STUDY

includes the Vietnam Veterans Memorial Bridge



Interagency Advisory Group (IAG) Meeting
Wednesday, April 26, 2017

MEETING NOTES

MEETING ATTENDEES

<u>Name</u>	<u>Organization</u>
Valorie LaCour	Baltimore City Department of Transportation (BCDOT)
Nikia Mack	BCDOT
Linda Taylor-Newton	BCDOT
Patrick Terranova	Baltimore Development Corporation (BDC)
Stacy Montgomery	Baltimore City Commission for Historical Architectural Preservation (CHAP)
Holly Arnold	Maryland Transit Administration (MTA)
Tyson Byrne	Maryland Department of Transportation (MDOT)
James Harkness	Maryland Transportation Authority (MDTA)
Jill Lemke	Maryland Port Administration (MPA)
Dennis Simpson	AECOM
Josh Crunkleton	AECOM
Odessa Phillip	Assedo Consulting
Tyler Thomas	Assedo Consulting
Lauren Campbell	Assedo Consulting

The purpose of the meeting was to present potential bridge typical section information to the Interagency Advisory Group (IAG), gather insightful feedback through a group exercise, and solicit feedback on the presentation and exercise to be used at upcoming meetings with the Community Advisory Panel (CAP) and the public.

The meeting started with introductions and the following information was presented:

- The study purpose is to identify improvements to the Vietnam Veterans Memorial Bridge and Hanover Street Corridor to address accessibility, connectivity, and safety for bicycles, pedestrians, transit, automobiles, and freight
- An overview of existing adjacent projects (I-95 Access Improvements Study and Port Covington development) and a brief explanation of how these projects can potentially impact the Hanover Street Corridor Study
- The final deliverable for this project will be a plan to upgrade and enhance the Hanover Street corridor and Vietnam Veterans Memorial Bridge
- The team is currently working on the “Identify Design Opportunities and Constraints” task through Summer 2017
- Pedestrians and cyclists currently share narrow space in the automobile-oriented corridor with passenger, transit and commercial vehicles



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- The “Design Opportunities and Constraints” task will examine study area destinations and the multimodal desire lines that could potentially connect those areas
- A reminder that the role of the IAG is to help guide the team in providing clear information to the public at each stage of the project

Work Completed to Date

- The team has:
 - Collected and reviewed existing conditions data from previous plans, studies, and inspection reports
 - Conducted an economic market analysis, including stakeholder interviews
 - Reviewed and analyzed the existing transportation network, including existing demand and safety and capacity of existing facilities
- The project team is continuing to conduct public outreach by holding a series of meetings with the IAG and CAP stakeholder groups and following those with a public information meeting.

Design Opportunities

The following potential bridge typical sections were presented and discussed – example dimensions were included, but are subject to change:

- Bridge widening is not structurally feasible to add pedestrian/bicycle or vehicle space
- Option A: No-Build – not a “do nothing” option; this option involves maintaining the existing bridge
- Option B – maintain the existing bridge and improve the roadway approaches
- Option C – rehabilitate the bridge within the existing 70’ wide footprint between the towers
 - Sub-options include reducing the number of travel lanes to four (depending on the results of future traffic analysis), reducing vehicle lane widths, adding barrier separation between travel directions and between pedestrians/bicycles and vehicles, and various pedestrian/bicycle facilities
- Option D – rehabilitate the bridge within the existing 70’ wide footprint between the towers and also build a new adjacent pedestrian/bicycle bridge connecting Middle Branch Park to West Covington Park
 - All sub-options included in Option C could be considered with this option
- Option E – build new bridge to accommodate all modes of travel and demolish the existing bridge (to be determined based on the results of future traffic analysis)



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Next Steps

- May 23, 2017 Public Meeting
- Evaluate future demand and traffic conditions, including the effect of Port Covington development
- Continue to refine and develop potential bridge typical sections
- Continue to develop options to accommodate traffic and improve safety, connectivity, and accessibility
- Develop overall aesthetic plan for the corridor
- Develop costs and impacts of the various concepts

Bridge Typical Section Exercise

Following the presentation and sharing of potential options developed by the project team, the IAG was invited to brainstorm other potential bridge rehabilitation configurations (Option C) that fit within the existing 70' footprint. The configurations were then drawn on the white board and discussed by the Study Team. This exercise was designed to allow each member of the IAG to understand the constraints that the Study Team must work with to generate new ideas for the corridor, as well as investigate potential options that were not previously presented.

Questions/Discussion

The following questions and additional items were discussed:

- The City has an upcoming bridge re-decking project slated for FY 2019 which could allow for changes in the bridge typical section to be implemented in the near term.
- In the discussion regarding construction of a new bridge, it was asked if the full bridge could be closed to allow reconstruction. Closing the bridge may not be a viable option because of the impact to all other traffic in the corridor.
- The team does not currently have any cost estimates for bridge rehabilitation or reconstruction options.
- The team acknowledged that mapping showing proposed development by Sagamore would be helpful.
- Suggestion to create maps showing potential options in both elevation and plan view to help provide a visualization of what the typical sections would look like
- A tunnel option was not explored by the team due to significant costs
- Suggestion to create a Baltimore version of the New York High Line by building an adjacent pedestrian bridge next to the existing bridge



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- The City does not recommend decreasing lane widths below 11' to accommodate larger vehicles such as buses and trucks
- Tolling options are not being considered as part of this study
- The potential for future pedestrian/bicycle connectivity with the CSX swing bridge was noted
- Invitations will be sent for the Public Meeting to be held May 23, 2017 at MedStar Harbor Hospital.