



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



Interagency Advisory Group (IAG) Meeting #1
Tuesday, June 21, 2016 – 1:00 PM to 3:00 PM

MEETING NOTES

MEETING ATTENDEES

Name	Organization
Tyson Byrne	MD Department of Transportation
Kate Dailey	MD Department of Commerce
Danyell Diggs	MD Transit Administration
Jill Lemke	MD Port Administration
Dennis Simpson	MD Transportation Authority
Patrick Terranova	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
Gladys Hurwitz	Baltimore City Department of Transportation – Planning Division
Greg Bauer	Baltimore City Department of Transportation – Bridge
Caitlin Doolin	Baltimore City Department of Transportation – Transit Bureau
Nikia Mack	Baltimore City Department of Transportation – Transit Bureau
Graham Young	Baltimore City Department of Transportation – Traffic
Brenton Flickinger	Baltimore City Department of Planning
Ethan Cohen	Mayor's Office of Economic/Neighborhood Development
Janie Tiedeman	AECOM
Josh Crunkleton	AECOM
Odessa Phillip	Assedo Consulting
Gayle Watkins	Assedo Consulting

MEETING PURPOSE

The purpose of the meeting was to kick-off communications with the Hanover Street Corridor Study's Interagency Advisory Group (IAG).

DISCUSSION

Valorie LaCour, Baltimore City Department of Transportation (BCDOT) Planning Division Chief, began the meeting by welcoming attendees to DOT. She provided a brief background on the project and encouraged the attendees to engage and work with the project team throughout the process.

Odessa Phillip, Community Outreach Manager for the project, asked each person at the table to give their name and the agency they represented.

Following initial introductions, Betty Smoot, lead Transportation Planner for the project, explained the roles and responsibilities of the IAG which is to primarily share information about current and future projects adjacent to the corridor. Additionally, the IAG can provide valuable input that will help the Study

Team develop a comprehensive transportation plan that considers the current and future needs of the region and businesses along the corridor. The IAG will have the opportunity to review and provide feedback on any recommendations developed through the planning process.

Janie Tiedeman, Project Manager for the Study Team, began the PowerPoint presentation. She explained that the project is a two-year study of the Vietnam Veterans Memorial Bridge and corridor, extending from Wells Street to Reedbird Avenue. She indicated that the purpose of the project is to identify the steps needed to develop a recommendation about the bridge – if it should be repaired or replaced. She discussed the project goals and touched on ways that the team will gather information to provide DOT with guiding principles to advance the future of the corridor while examining various elements such as transportation, education, recreation, regional competitiveness, and economic development. The final product will be an implementation plan that could be used for a future project involving the structure and the corridor.

Janie gave an overview of the process that the team will use throughout the study and discussed the milestone schedule that the team will use to advance the work. The project will include traffic studies, examining non-motorized uses in the corridor (pedestrian and bicycle access), marine uses, and regional and local economic studies.

Josh Crunkleton, Project Engineer for the Study Team, provided information about work that has been completed to date including data collection, project mapping, a team field visit and the development of public outreach plans and communication strategies.

Odessa provided an overview of the project team that will assist with the study, including both the Community Advisory Panel (CAP) and the IAG. The CAP is comprised of representatives from local businesses and community leaders. The CAP will help the Study Team understand how the corridor is currently being used, advise on the changes the communities have expressed a desire to see, and help the team frame the project message to the general public.

The IAG is comprised of individuals from federal, state, and local agencies and are tasked with providing information on current and future projects adjacent to the corridor. Both the CAP and IAG will provide valuable input into the process to help the Study Team develop a comprehensive plan that considers the current and future needs of the region and residents and businesses along the corridor.

Tyson Byrne, Maryland Department of Transportation, asked if the IAG and the CAP will interact. Valorie explained that the two groups are about the same size and will meet separately at project milestones. She also informed that a large public meeting is being planned for September 2016. Odessa added the importance of protecting business and development interests while the study advances. Tyson suggested that Sagamore Development have representation in both groups. Betty acknowledged this suggestion but also indicated that the team would not want one group on the CAP to have a stronger voice than the others by being permitted to participate in both discussions. Also, BCDOT has to be careful of inviting private entities to be a part of a working group that is purposed for the public entities. This could be ill perceived by the general public and is not favored. The Maryland Transportation Authority is working closely with Sagamore Development and would be able to relay any key info to the IAG as necessary.

Brent Flickinger, Baltimore City Department of Planning, asked how the CAP and IAG members were chosen. Valorie explained that that active community associations and stakeholders were selected based

on their proximity to the study area, and are not exclusive. Valorie encouraged IAG meeting members to let Odessa know of any business or community group/organization that may want to be included. Odessa confirmed that the South Baltimore Neighborhood Association, Cherry Hill Community Coalition, and two separate Lakeland community groups are part of the CAP. Also, representatives from Sagamore Development and Under Armour attended the CAP meeting and shared development plans. Ethan Cohen, Mayor's Office of Economic/Neighborhood Development, added that the individuals from Ridgely's Delight listed from the CAP were actually representing the Local Development Corporation (LDC) rather than communities that should be part of the Hanover project and should be listed as such on the meeting notes.

Brent asked what information will be presented at the five upcoming public meetings. Odessa said that the first communication with the public will be in the form of a newsletter to be distributed in July 2016, and that the first public meeting will be held in September. Janie deferred to the project schedule to be discussed later in the presentation.

Dennis Simpson, Maryland Transportation Authority (MDTA), stated that MDTA is conducting a NEPA Study, in cooperation with BCDOT and funded by Port Covington, to support the Port Covington project and that the final decision would be made in November 2017, which would be ahead of the concept and development phase of the Hanover Street Corridor Study. There will be separate public involvement associated with the MDTA NEPA process. It was determined that MDTA and BCDOT should coordinate and share data collection to avoid redundancies since the two study areas overlap from Wells Street to Cromwell Street.

Brent mentioned that Sagamore Development has already applied for Tax Increment Financing (TIF) funding for specific I-95 improvements and asked how that impacts the Hanover Street Corridor Study. Valorie shared that several applications have been submitted for minor I-95 improvements including Key Highway and northbound Hanover Street to southbound I-95. Dennis added that the Key Highway improvements involve adding lanes. Valorie indicated that the costs of these projects ranged from \$500-700 million. Much of the work will be done through the NEPA Study. It was stated that the I-95 improvements have nothing to do with the TIF. Valorie confirmed that these two BCDOT projects are happening concurrently (the Hanover Street Corridor Study and Port Covington NEPA Study) and said that both projects have received funding and approvals.

Brent asked about the status of the South Baltimore Complete Streets (Horseshoe Casino area) project. Valorie advised that it would be completed on or around June 30, 2016. She also said that the Hanover Street Corridor Study and Port Covington/I-95 projects are coordinated with not only BCDOT and MDTA, but the Baltimore City Department of Public Works (DPW) and other city agencies. Betty confirmed that DPW was invited to be a part of the IAG.

Betty showed a map/display board to the IAG members of the corridor study area. Odessa explained that the team conducted an informal survey of the CAP members to determine how they currently use the bridge and the corridor. In the CAP meeting, members were asked to use color-coded push pins on the study area map/board to indicate where they live, work, and a place that they regularly frequent within the project area.

Kate Brower, Urban Planner at the Baltimore City Department of Recreation and Parks, asked about the study's focus with regard to recreation and parks and informed the Project Team and the IAG that

Recreation and Parks is planning expansion in the study area. Betty will follow-up with Kate to request the plans/studies for the area. Janie confirmed that the Middle Branch is part of the study including data collection on how often the bridge opens for recreational uses such as rowing and sailing. Kate asked the Project Team to consider the shoreline of the Middle Branch in the study. Janie mentioned collaboration with the Coast Guard and other marine uses are included in the study. Valorie said that the Coast Guard discussions provide information about opportunities as well as constraints.

Janie noted that the study data includes truck volumes, so the team can analyze freight movement in the corridor. In summary, all of the current study materials will be used in any future NEPA study as part of the environmental, cultural, socioeconomic studies of the bridge.

Janie provided an overview of the schedule and mentioned that the corridor plan and guiding principles document phase is scheduled for completion next Fall. Results and concepts will incorporate input from CAP and IAG groups, as well as the general public.

Danyell Diggs, MD Transit Administration (MTA), asked how the study relates to the new MTA BaltimoreLink system. Janie asked Danyell to have BaltimoreLink route and ridership forecasting information forwarded to the project team to incorporate into the study. Betty will follow-up with Danyell regarding this information.

Ethan asked for clarification on the existing conditions of the bridge in relation to the study. Janie explained that once the existing conditions are confirmed and documented as the baseline of the study, the study team will conduct technical studies of existing and future conditions to understand the scope and cost of improvement options, as well as all of the steps in the project development process. All of this information will be shared with the project stakeholders for input throughout the study.

Odessa gave an overview of the Project Team's field visit, including some site photos. Safety on the bridge is a major issue since freight vehicles are close to the sidewalks used by pedestrians and cyclists. There is beauty in the corridor, showcased by parks and water views. The stairway leading from the bridge down to the Gwynns Falls Trail (separate structure from the bridge) is in very poor condition with no connection through the mud and grass to reach the trail. Josh added that this lack of trail connectivity was specifically brought up in the CAP meeting. Additionally, the CAP informed the project team that the community wants improved facilities for public transit. Danyell Diggs offered MTA's BaltimoreLink group to coordinate with the study team to answer questions about public transit.

Stacy Montgomery, Baltimore City Commission for Historical & Architectural Preservation (CHAP), commented that more pictures are needed of the beautiful and iconic bridge for inclusion in future public presentations. Stacy also suggested maintaining the existing architecture of the bridge structure.

Valorie encouraged IAG members to email thoughts, opinions, and concerns to Odessa (odessa.phillip@baltimorecity.gov) anytime and to talk about the Hanover Street Corridor Study to community associations, business partners, families and friends to cultivate a collective voice for the project.

Odessa closed the meeting and thanked everyone for participating.

Action Items	Person Responsible	Deadline
Email the CAP invitation list to the IAG	Odessa	
Verify that the Mt. Winans community is represented in the CAP	Odessa	
Email IAG meeting summary and PDF of presentation to the IAG	Odessa	
Email CAP meeting summary to the IAG	Odessa	
Follow up with MTA (Danyell Diggs) for BaltimoreLink route and ridership forecasting information	Betty	
Follow-up with Recreation and Parks (Kate Brower) to request their plans/studies for the Study Area	Betty	