

HANOVER STREET CORRIDOR STUDY

includes the Vietnam Veterans Memorial Bridge



Public Information Meeting
Thursday, September 15, 2016



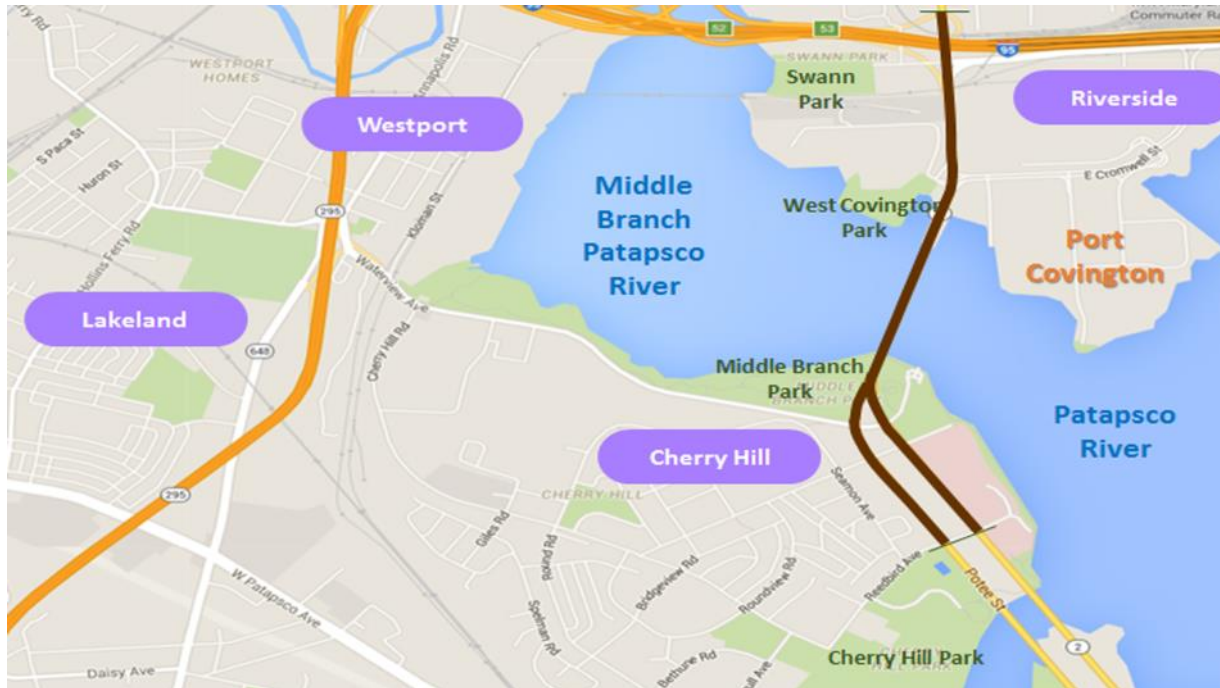
Tonight's Presentation

- Welcome
- Introductions
- The Corridor
- Funding
- Goals
- Team Members
- Study Process
- Project Schedule
- Findings to Date
- Next Steps
- Q&A



Hanover Street Study Corridor

- Extends 1.4 miles along Hanover Street from Wells Street to Reedbird Avenue
- Includes the historic Vietnam Veterans Memorial Bridge



Study Funding

Federal Grant Funding Availability

- Since 2009, Congress has dedicated nearly \$4.6 billion to fund transportation projects that have a significant impact on the Nation, a region or a metropolitan area
- These grants are highly competitive!

Baltimore City Grant Award

- In 2014 the USDOT awarded Baltimore City a \$1.1 MM TIGER Grant to study the Vietnam Veterans Memorial Bridge and the adjacent Hanover Street corridor
- Baltimore City provided a \$700,000 match

The word "TIGER" is written in a large, bold, sans-serif font. The letters are filled with a black and orange diagonal striped pattern. A small paw print icon is located inside the letter 'R'.

Study Goals

Identify ways to improve the Vietnam Veterans Memorial Bridge and Hanover Street corridor by:

- Improving accessibility for local and regional motorists to and from the Port of Baltimore
- Promoting better connectivity between Local Bus and Light Rail services
- Providing the surrounding communities with safe and reliable access to key quality of life resources
- Maintaining a critical link between existing and planned bicycle and pedestrian trails
- Improving freight-related safety and accessibility

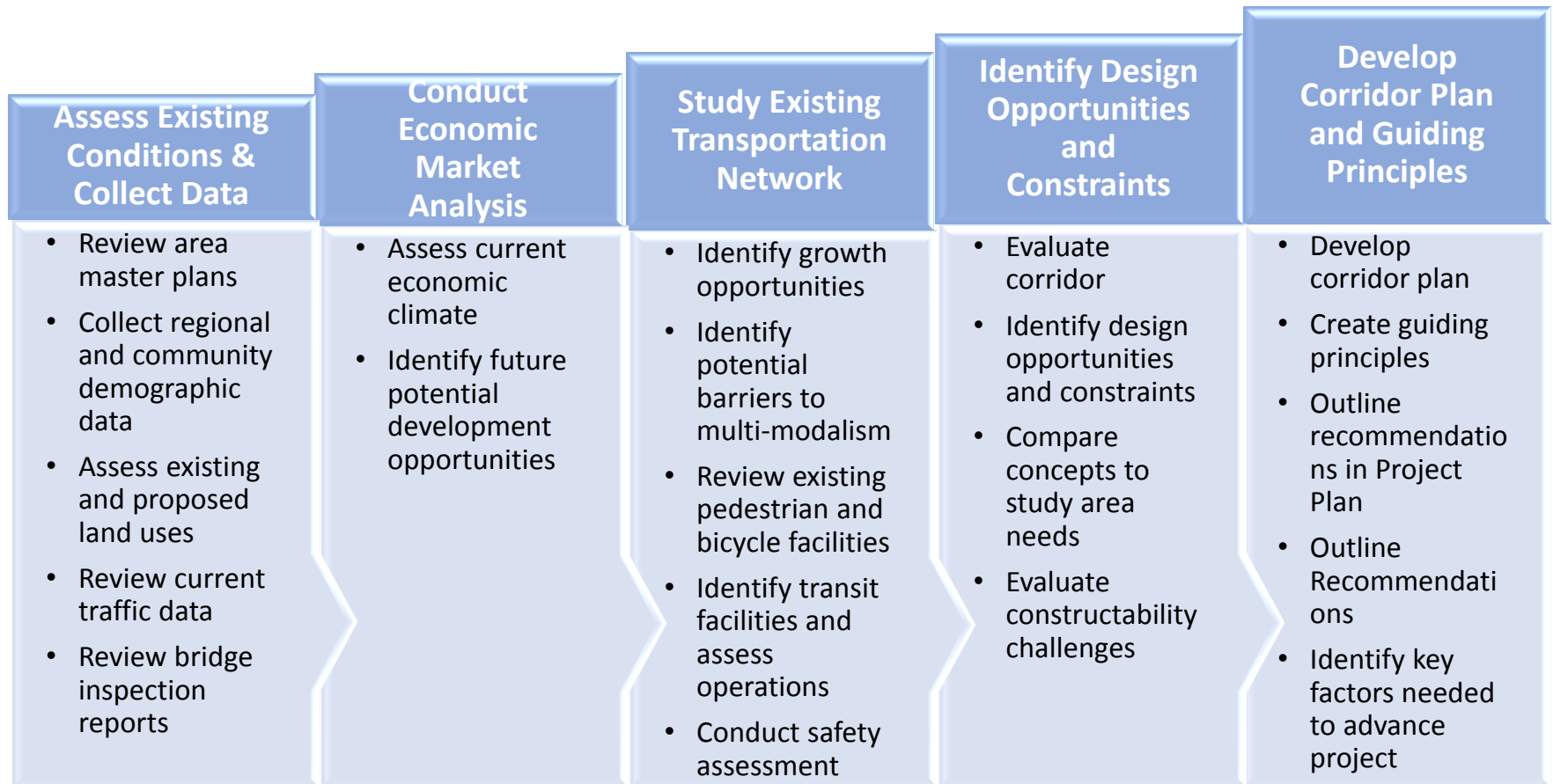


Study Team

- Baltimore City Department of Transportation (BCDOT) – Project Owner
- Community Advisory Panel (CAP) – Panel of residents and business owners in the study area
- Interagency Advisory Group (IAG) – Agency representatives and local staff
- Consultant Team – AECOM, Assedo Consulting, Sabra Wang, and Straughan Environmental
- YOU, the interested Public!

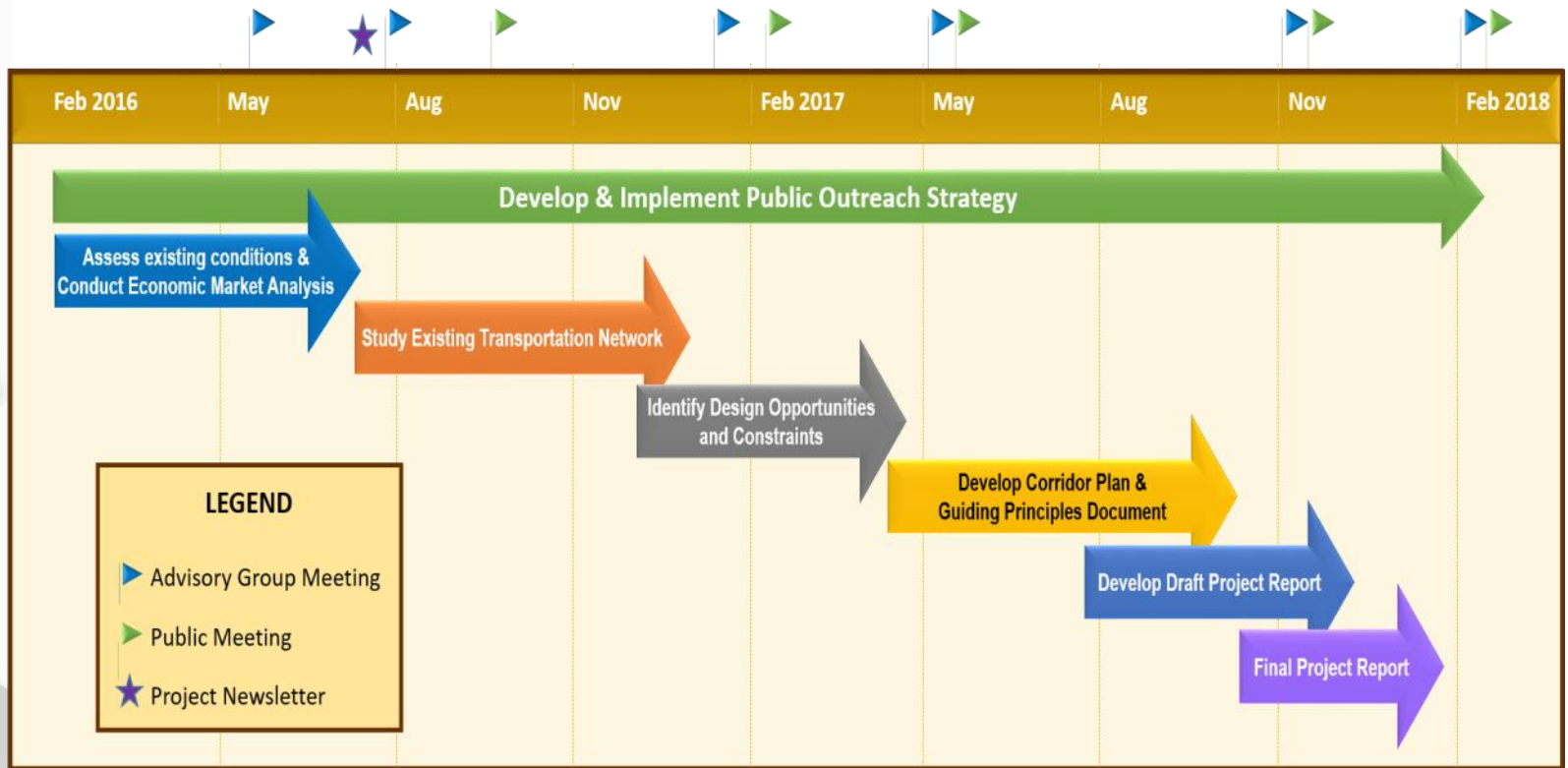


Study Process



Solicit Public and Agency Feedback and Refine

Study Schedule

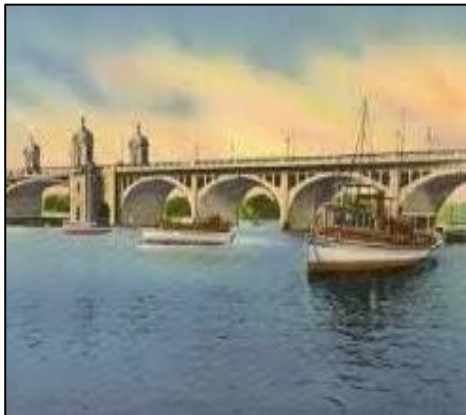


Study Findings to Date



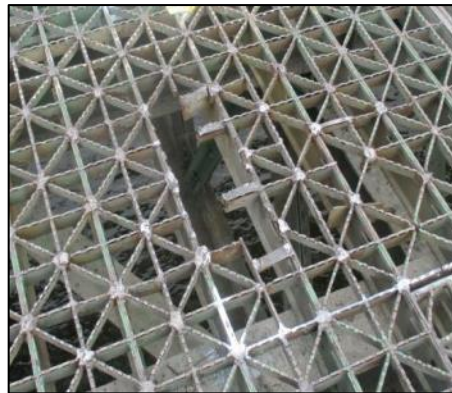
Vietnam Veterans Memorial Bridge

- Built in 1916 – rehabilitated in 1970 and 1992
- Length: 2,290' (0.43 miles)
- Width: 72' total, 60' roadway (5 lanes)
- Movable (bascule) main span
 - 2015 bridge openings: 2 times for recreation/sailboats, 0 times for commercial vessels, 6 times (partially) for maintenance



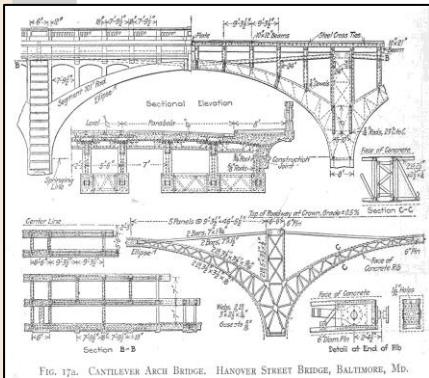
Vietnam Veterans Memorial Bridge

- Annual inspections include assessment of:
 - Condition of concrete/steel grid bridge deck
 - Condition of sidewalks
 - Condition of electrical/mechanical operating systems (movable span)
 - Condition of concrete encasement of steel superstructure



Vietnam Veterans Memorial Bridge

- Annual inspections don't include assessment of:
 - Condition of concrete and timber piles
 - Condition of concrete encased structural steel
 - Condition of structural steel – movable and approach spans



Hanover Street Multimodal Corridor

- Street lighting
- Pavement condition
- Sidewalks, ADA ramps, and crosswalks
- Bicycle lanes and connections
- Connectivity to Gwynns Falls Trail for bicyclists and pedestrians
- Truck safety, accessibility, and routing
- Transit needs and accessibility
- Water taxi plans



Field Review of Existing Conditions



Overgrown sidewalk



Sidewalk narrowed by utility pole



Wooden ramps to cover gaps in sidewalk



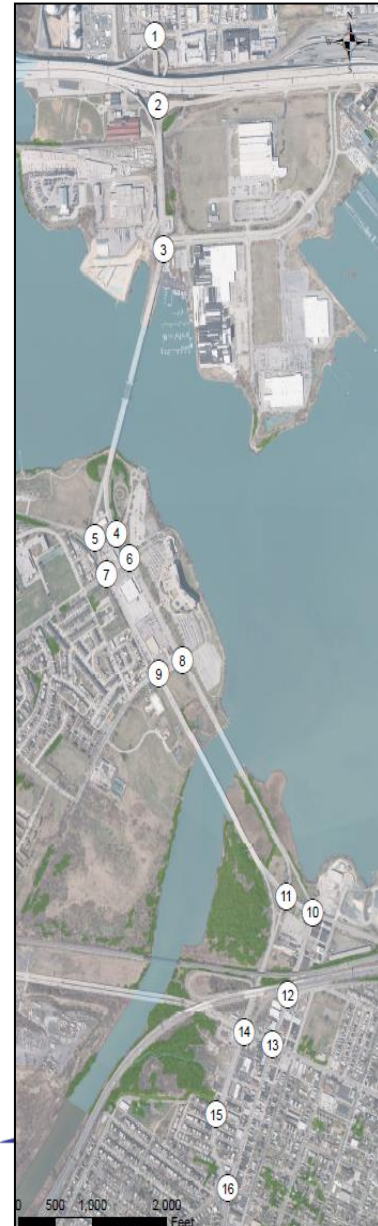
Stairwell to Gwynn's Falls access trail

Field Review of Existing Conditions



Traffic Volumes

- Total volumes
 - Approximately 37,500 total vehicles/day
 - 2,650 AM peak hour vehicles
 - 3,420 PM peak hour vehicles
- Truck volumes
 - Approximately 2,500 trucks per day
 - 160 AM peak hour trucks
 - 78 PM peak hour trucks
- Pedestrian and bicycle volumes
 - 5 pedestrians between 7-9 AM and 4-6 PM
 - 2 bicycles between 4-6 PM



Crash Data Summary

From 2010 through 2014:

- 229 crashes, 36% of which included injuries
- Most common types: Rear ends (25%), Sideswipes (24%), Angle Crashes (22%)
- Intersection with most crashes: Hanover Street at McComas Street (41)
- 5 pedestrian crashes
- 1 bicycle crash
- 3 of 6 bike/ped crashes at intersection of Potee Street at Waterview Avenue



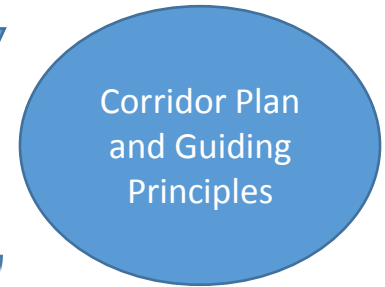
Economic Study



Gathering/analysis of
Demographic, Economic,
and Real Estate Data
Site Visit
Stakeholder Interviews
Review of Previous Plans



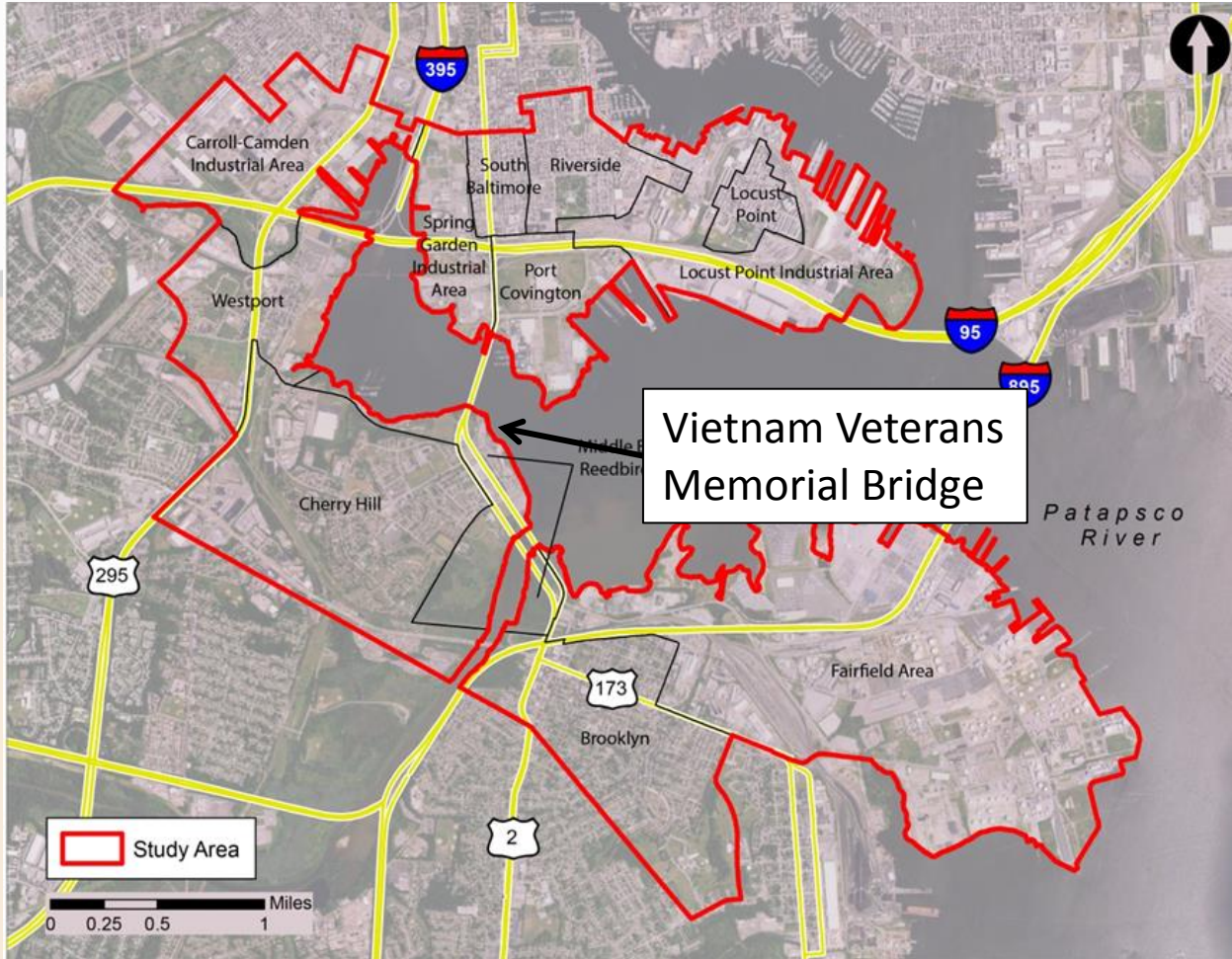
Strengths and weaknesses
identified through analysis
Potential barriers to
investment & strategies to
overcome
Economic importance of
bridge and the
components that are
needed by
business/community



Contribute and
respond to
principles and
recommendations



Economic Study Area



Stakeholder Interviews

- AGM Commercial Real Estate Advisors
- Baltimore Development Corporation
- Baltimore Industrial Group
- Carroll-Camden Business Association
- Cherry Hill Development Corporation
- Caves Valley Partners
- CBRE
- Chesapeake Real Estate Group
- Gold Commercial
- Maryland Port Administration
- MedStar Health Harbor Hospital
- Under Armour
- 28 Walker
- Hanover Street Shopping Center
- Maryland Department of Commerce
- Maryland Motor Truck Association
- Sagamore Development
- Strong Baltimore
- Westport Business Association



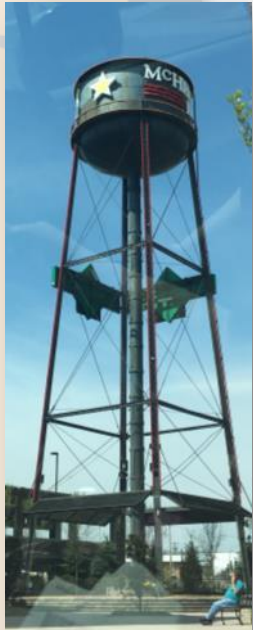
Real Estate & Business Environment

- Economic Study Area is successful and important to overall Baltimore region
- Previous plans/studies suggest need for bridge improvements, truck route improvements
- Logistics industry is a targeted cluster
- Port of Baltimore uses in particular have wider economic implications than the number of employees on-site
- Vietnam Veterans Memorial Bridge is a critical industrial link
 - Historic asset and emblematic to Baltimore
 - Carries substantial truck traffic
 - Link to Interstate and often used for toll avoidance



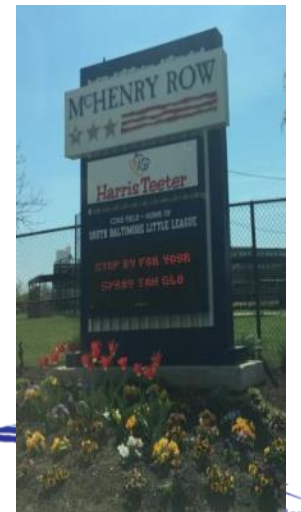
Economic Conditions: Jobs

- Residents—particularly south of the bridge—rely on transit for access to jobs
 - Low car ownership
 - Local employment areas not necessarily areas where residents work
- Area has a large working-age population: workforce development and access to jobs is important



Economic Conditions: Retail

- Little demand for additional large-scale retail in area in short term due to moderate household growth in the next several years
- Investment in infrastructure or economic development could positively impact demand
- Access and connections to transit and alternate modes critical for resident access to larger supermarkets



Includes the Vietnam Veterans Memorial Bridge



Economic Opportunities and Challenges

Opportunity	Challenges
Continue success of existing industrial space and additional industrial development and employment	<ul style="list-style-type: none">• Transportation costs, including tolls• Deteriorating or inadequate infrastructure (bridge and streets)
Further cultivate logistics industry	<ul style="list-style-type: none">• Transportation costs• Possible encroachment on waterfront industrial space
Provide neighborhood access to retail and services, especially grocery stores	<ul style="list-style-type: none">• Food desert• Over-supply/ under-demand• Low incomes and retail spending and low household growth in neighborhoods• Low vehicle access in food desert areas and inadequate transit connections



Next Steps

- Continue public and stakeholder outreach
- Develop detailed assessment of barriers to multimodal safety, connectivity, and accessibility
- Coordinate with related projects
 - Port Covington
 - I-95 Access Improvements
 - South Baltimore Complete Streets
- Identify design opportunities and constraints
- Develop Corridor Plan and Guiding Principles



We Need Your Input!

- Fill out and submit comment cards to us
 - Do we understand the corridor?
 - How do YOU use the corridor?
 - What needs should we be taking into consideration?
- Join our project mailing list
 - Send an email to Odessa.Phillip@baltimorecity.gov
 - Call our office at (410) 396-6856
- Visit <http://transportation.baltimorecity.gov/>
- Like us on Facebook
 - [facebook.com/baltimoretransportation/](https://www.facebook.com/baltimoretransportation/)
- Follow us on Twitter
 - [@BmoreCityDOT](https://twitter.com/BmoreCityDOT)
- Attend future public meetings



Questions?

