



CATHERINE E. PUGH
MAYOR



HANOVER STREET CORRIDOR STUDY

includes the Vietnam Veterans Memorial Bridge



Community Advisory Panel (CAP) Meeting
Friday, April 28, 2017

MEETING NOTES

MEETING ATTENDEES

<u>Name</u>	<u>Organization</u>
Nikia Mack	Baltimore City Department of Transportation (BCDOT)
Linda Taylor-Newton	BCDOT
Gladys Hurwitz	BCDOT
Betty Bland-Thomas	South Baltimore Partnership
Jackson Fisher	Riverside Neighborhood Association
Jill Johnson	MedStar Harbor Hospital
Tyrese Jones	Cherry Hill Community Coalition
Bill Reuter	Casino LDC
Kristen Haas	STV representing Sagamore Development
Jan Eveland	Brooklyn/Curtis Bay Alliance
Dennis Simpson	AECOM
Josh Crunkleton	AECOM
Odessa Phillip	Assedo Consulting
Tyler Thomas	Assedo Consulting
Kristina Bigby	Assedo Consulting

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

Odessa Phillip, Community Outreach Manager for the project team, began by welcoming attendees to the meeting. All members introduced themselves and identified the community group/organization they represented.

Dennis Simpson, Consultant Project Manager, provided background information and discussed the goals of the project. Dennis also reviewed the barriers to multimodal safety, connectivity, and accessibility within the corridor. 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



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- 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
- A reminder that the role of the CAP 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

Josh Crunkleton, Consultant Project Engineer, provided an overview of some potential bridge typical sections under consideration by the Study Team for the Vietnam Veterans Memorial Bridge. 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



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- 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)

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 CAP was invited to brainstorm other potential bridge rehabilitation configurations (Option C) that fit within the existing 70' footprint. The configurations were then projected on the screen and discussed by the Study Team. This exercise was designed to allow each member of the CAP 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.
- The presentation will be made available on the BCDOT website along with the meeting summary – please contact Odessa if unable to access the files
- The Hanover Street study area is between Wells Street and Reedbird Avenue. When the TIGER Grant was originally written, a project limit was required that had a logical start and end point which could be constructed even if no other adjacent projects were completed. This concept is called independent utility.
- Potential corridor alternatives will contain pedestrian and bicycle improvements



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- The Study Team discussed walking across the bridge during the analysis of existing conditions and expressed an understanding of how uncomfortable it currently is for pedestrians and bicycles
- The team is currently brainstorming potential bridge typical sections. Pros and cons of the alternatives being examined will be considered as part of the Design Opportunities and Constraints task.
- The Vietnam Veterans Memorial Bridge is 100 years old. Many bridges can continue to operate safely for longer than this period, but will require additional maintenance. Life cycle costs continue to rise as the bridge gets older.
- When looking at the potential bridge typical sections, a CAP member asked about the widths shown for shared-use paths. Generally, even widths are standard for shared use paths with a minimum of eight feet for shared access for pedestrians and bicycles, but these dimensions are subject to change.
- A determination on fixing the bridge span or retaining a movable span will not be decided as part of this study. Coast Guard involvement will be critical in future phases of the project to determine the height requirement if a fixed bridge is chosen due to navigable water requirements.
- Demolishing a historic structure is a possible outcome if the analysis of alternatives leads to that decision
- BCDOT does not prefer reversible lanes due to safety concerns – this issue is magnified on the bridge as a result of the poor condition of the existing overhead signals and lane markings
- A standard travel lane is generally 12' wide; however, this width depends on the type of roadway and potential traffic
- A question was raised regarding the estimated population for the Sagamore/Port Covington development, which was unable to be answered at this meeting.
- When discussing traffic level of service (LOS), it was mentioned that this is not a measure of pedestrian comfort – crosswalk and pedestrian safety improvements will be incorporated
- The bridge was determined eligible for the National Register of Historic Places (NHRP) in 2001 – eligibility provides the same protections as being on the NHRP
- A continuous median barrier may be a potential option to separate travel directions on the bridge
- There are not any existing dedicated shared bus/bike lanes in Baltimore City – it was noted that these types of lanes are present in other areas
- Cost estimates will be prepared later in this study as potential options are examined further
- Regarding the truck flow direction in the corridor, trucks traveling southbound in the corridor may be traveling at different times than trucks traveling northbound due to Port activity and local delivery schedules.



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- CAP members reiterated that the Vietnam Veterans Memorial Bridge is currently an impediment to pedestrian travel due to safety concerns (narrow sidewalk adjacent to high-speed traffic, horizontal barrier at the movable span overlooking the water, etc.)
- A CAP member noted that the Study Team should keep local residents in mind and consider traffic from sporting events, future development, etc.
- Odessa reiterated that the purpose of the CAP is to ensure that the information we present is clear to the public; we present to the CAP first to solicit feedback.