



CATHERINE E. PUGH
MAYOR



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

Community Advisory Panel (CAP) Meeting
Monday, January 22, 2018



MEETING NOTES

MEETING ATTENDEES

<u>Name</u>	<u>Organization</u>
Linda Taylor-Newton	Baltimore City Department of Transportation
Jackson Fisher	Riverside Neighborhood Association
Dennis Plouf	South Baltimore Neighborhood Association
Bill Reuter	Ridgely's Delight Association
Betty-Bland Thomas	Sharp-Leadenhall Community
Kristen Haas	STV representing Sagamore Development Company
Jan Eveland	Greater Baybrook Alliance
Caroline Paff	Sagamore Development Company
D. Fajardo	
Dennis Simpson	AECOM
Josh Crunkleton	AECOM
Nick Corda	AECOM
Odessa Phillip	Assedo Consulting
Tyler Thomas	Assedo Consulting
Kyle Roberts	Sabra Wang & Associates

The purpose of the meeting was to present guiding principles of the study, potential bridge typical section information, and potential urban design concepts to the Community Advisory Panel (CAP) and gather knowledgeable feedback for the presentation to be used at the upcoming public meeting on February 5, 2018.

Odessa Phillip, Community Outreach Manager for the project team, began by welcoming attendees to the meeting. Following a brief introduction, all members introduced themselves to the CAP.

Dennis Simpson, Consultant Project Manager, reviewed the study overview/background, schedule, and feedback received from stakeholders and the public to-date. The following information was then presented:

Guiding Principles

Dennis Simpson presented the guiding principles that will inform the selection of corridor concepts, serve to guide design-related elements along the Hanover Street corridor, and



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establish a framework for the City to take a proactive approach for future phases of design and construction. These principles include:

- Considering the historic and cultural context of the Vietnam Veterans Memorial Bridge (aesthetics, architectural importance, cultural preservation, and bringing back the original purpose of the bridge to connect neighborhoods);
- Community revitalization to enhance current and future development and promote social and economic growth;
- Safety through increased space in the corridor for pedestrians, bicycles, and traffic calming;
- Enhanced multimodal connectivity; and
- Providing safe and reliable access to retail, employment, and recreation.

Preliminary Bridge Options

Nick Corda, Consultant Structural Engineer, provided an overview of the preliminary bridge options under consideration.

- **Option 1:** *Full deck replacement (roadway only)* – short-term maintenance work; replacement of the top slab of deck above the precast planks, not including the movable span or sidewalk. (total cost \$10 million in 2018 dollars)
- **Option 2:** *Hydrodemolition (roadway only)* – short-term maintenance work; replacement of the top surface of the deck with a concrete overlay, not including movable span or sidewalk replacement. (total cost \$8.0 million in 2018 dollars)
- **Option 3:** *Four-lane section* – replacement of bridge deck, including precast planks, replacement of movable span steel grid deck, and pedestrian paths, barriers between vehicular and bicyclists, and the installation of new lighting. (total cost \$30.0 million in 2018 dollars)
- **Option 3A:** *Four-lane section with movable span rehabilitation option* – replacement of bridge deck (full depth including precast planks), replacement of movable span steel grid deck and mechanical/electrical operating systems, bicycle and pedestrian paths, replacement of outside barriers, installing new barriers between vehicular traffic, pedestrians, and bicyclists, and the installation of new lighting. (total cost \$70.0 million in 2018 dollars)
- **Option 3B:** *Four-lane section with fixed span option* – structural modifications to permanently fix the existing movable span, concrete filled steel grating of existing movable span, replacing outside barriers, installing new barriers between vehicular



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traffic, pedestrians, and bicyclists, and the installation of new lighting. (total cost \$50.0 million in 2018 dollars)

- **Option 4:** *Separate pedestrian/bicycle bridge and general rehabilitation of the existing bridge to accommodate six travel lanes option* – construction of new parallel pedestrian/bicycle bridge; structural modifications to permanently fix the existing movable span, concrete filled steel grating of existing movable span, replacing outside barriers, installing new barriers between vehicular traffic, and the installation of new lighting. (total cost \$70.0 million in 2018 dollars)
- **Option 5:** *New six-lane bridge and demolition of existing bridge option* – demolition of existing bridge and construction of a new “signature” crossing (assuming a movable channel span), with dedicated pedestrian/bicycle paths. (total cost \$245.0 million in 2018 dollars)

Urban Design Concepts

Josh Crunkleton, Consultant Project Engineer, provided an overview of potential urban design concepts that are under consideration by the Study Team. These conceptual renderings are included in the presentation, are for information purposes, and are subject to change as the study progresses. Potential urban design elements include:

- Dedicated bicycle facilities,
- Enhanced bus shelters and benches for pedestrians
- Enhanced landscaping
- Enhanced public recreation space and art displays under the bridge (previously unused)
- Pedestrian lighting for enhanced safety
- Pedestrian stair connection to/from bridge and ground level
- Cleared vegetation on Gwynns Falls Trail to enhance safety
- Physical barrier separation between pedestrians and vehicular traffic on the bridge to enhance safety
- Enhanced pedestrian crosswalks
- Removed channelized right-turn movements to improve pedestrian safety



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Traffic Analysis

Kyle Roberts, Consultant Traffic Engineer, discussed existing and proposed Level of Service (LOS), and network level traffic analysis. The following information was provided:

- All intersections within the project study area limits operate at a LOS D or better during morning and evening peak hours under existing conditions.
- Lane configurations, improvements, and volumes for 2040 were coordinated with the MDTA I-95 Access Improvements Study.
- 2040 No-Build analysis
 - 3 intersections operate with LOS F during the AM peak hour
 - Hanover Street at Wells Street
 - Hanover Street at McComas Street
 - Hanover Street at Blue Street
 - 5 intersections operate with LOS E or LOS F during the PM peak hour
 - Hanover Street at Wells Street
 - Hanover Street at McComas Street
 - Hanover Street at Blue Street
 - Hanover Street at Red Street
 - Hanover Street at Cromwell Street
- 2040 Build analysis
 - 1 intersection operates with LOS E during the AM peak hour
 - Hanover Street at Wells Street
 - 2 intersections operate with LOS E or LOS F during the PM peak hour
 - Hanover Street at Wells Street
 - Hanover Street at McComas Street
 - Improved results due to roadway improvements, turn restrictions, and signal timing improvements
- Due to intersection queues north of bridge, the bridge cross section (4 lanes, 5 lanes, or 6 lanes) will not have a significant impact on corridor travel time

Next Steps

The next steps for the project include:

- February 5, 2018 public meeting at the Brooklyn Library
- Draft project report, including the outline of corridor recommendations, cost information, and identifying key factors needed to advance the project
- Final project report



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- Continued public outreach through summer 2018

Questions/Discussions

The following questions and additional items were discussed:

- Is the current state of the bridge failing?
 - With the information available to the team, the bridge is not considered to be failing.
- Is the movable span in decent enough condition to not need additional work at this time?
 - The movable span steel grid deck and the operating and mechanical systems require ongoing maintenance.
- What bridge option is currently preferred?
 - There is currently no preferred option. The team is evaluating all options and seeking public input.
- What happens to all the water when using the hydrodemolition method?
 - The hydrodemolition process would capture excess water, rather than having it flow into the Patapsco River.
- Does the reinforced steel in the structure need to be replaced?
 - Additional repairs can be determined once the top layer of concrete is removed in the redecking process.
- As our City is becoming denser, it seems to me that there is a need for a wider bridge with so many more people projected to move into the City even though \$245 million seems like a lot of money. If the bridge is 6 lanes wide, the streets that lead into that structure would still be only 2 or 4 lanes. We have some traffic calming on the Federal Hill side, but we have 2 or 3 new apartment dwellings with 400 or so people. How will we deal with the other streets when we look at that scenario?
 - That is outside of the study limits and would be one of the considerations for Baltimore City Department of Transportation in the future.
- Would the proposed potential pedestrian bridge follow the height of the existing bridge?
 - Yes, the proposed pedestrian bridge would be constructed at the same height as the existing bridge in the closed position. This option assumes that the existing bridge is permanently fixed in the closed position.



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- Is there a plan to improve the roadway beyond Wells Street for this study?
 - Wells Street is the northern terminus of the Hanover Street Corridor Study.
- Do the traffic forecasts account for a future light rail extension?
 - Yes, the traffic forecasts account for a future light rail extension.
- Caroline Paff mentioned that as part of the Port Covington project, Sagamore will be working with the City on system signal timing to help optimize the traffic flow.
- The group expressed concern about the increase in traffic along Hanover Street.
- A member of the group stated that in the AM peak period, Hanover Street is challenging to cross as a pedestrian due to the volume of vehicles coming down Hanover Street, and that this issue will have to be addressed.
 - Potential improvements would include enhanced pedestrian crossings at intersections.
- How will Baltimore City Department of Transportation determine whether the movable deck (basculer span) will stay?
 - Baltimore City Department of Transportation will work with the US Coast Guard to determine if the span can be permanently closed.
- Is there any chance that we could have a real project start date and idea of how to secure funding for the project?
 - This planning study is the first step of the process. Environmental documentation would be required next based on the bridge option that is chosen.

Action Items	Responsibility
Update IAG and CAP meeting materials on the BCDOT website	Odessa Phillip
Explore using the NextDoor app for meeting notifications	Odessa Phillip