



# **HANOVER STREET BRIDGE MULTIMODAL CORRIDOR PLAN**

*Connecting Communities Through Investment*

**UNITED STATES DEPARTMENT OF TRANSPORTATION  
TIGER DISCRETIONARY GRANT FY 2014**

**Location: Baltimore City, Maryland  
Type of Application: Project Planning  
Type of Eligible Applicant: Local Government  
Funds Requested: \$1.1 Million**

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# Executive Summary

## Background

Over the last two decades, Baltimore has become challenged by aging infrastructure, loss of population, uneven land use patterns, inefficient transportation connections, and geographic isolations of quality affordable housing making it increasingly difficult to meet the mobility, employment, housing and economic needs of the City's residents. Baltimore City's unique geography positions it for growth and change, creating opportunities for successful smart growth and development.

Baltimore City Department of Transportation (BCDOT), in partnership with the Maryland Port Administration (MPA), private industry and community partners has identified the Hanover Street Bridge corridor as a major barrier to multimodal transportation. Connectivity between the distressed communities in south Baltimore, employment, and services is severely hindered by the existing bridge. Nearly 50% of the households in South Baltimore do not have access to a vehicle, according to the 2011 U.S. Census Bureau's American Community Survey (ACS). Residents are dependent on other modes of transportation to gain access to employment centers, education, healthcare, healthy food options, and core city services.

The Hanover Street Bridge has an open grate bascule span that is nearly impossible for bicyclists to safely traverse. Pedestrian movements are equally difficult as the sidewalks are narrow and damaged. Baltimore's ports are growing and users of Fairfield and Masonville auto terminals travel the Hanover Street Bridge corridor – the most direct route to I-95. Other industrial business sectors rely on Hanover Street corridor for freight movement into and through Baltimore City. Vehicular traffic volumes along the Hanover Street corridor continue to increase as the industry and port activities increase. This adds additional physical stress on the structure and impacts mobility. The result is a challenging transportation corridor for motorists and an inhospitable one for non-motorized modes of transportation.

At a cost of \$150 million, the City acknowledges that an in-kind replacement of the nearly 100-year-old bridge will not meet the current and future multimodal transportation needs of Baltimore citizens. Improvements to protect the vehicular and freight movements are required to maintain and improve the economic competitiveness of South Baltimore and the City center. The goal of this project is to create a truly multimodal people movement corridor requiring an intensive planning effort before bridge engineering



begins. This is the TIGER grant planning effort – the Hanover Street Bridge Multimodal Corridor Plan: Connecting Communities Through Investment.

## The Project

**The Hanover Street Bridge Multimodal Corridor Plan (“The Plan”) will establish a framework for Baltimore City's investment in transportation, education, recreation, regional competitiveness and economic development.** The study will identify feasible methods of rehabilitating or replacing the Hanover Street Bridge, improve multimodal corridor accessibility and freight access and highlight ways to enhance access to economic opportunities and recreational amenities, quality of life, and safety throughout the corridor.

In addition to improving the structure, there is an amazing opportunity to expand the project beyond the engineering elements and to make improvements and create connections for nearby communities.

# Executive Summary

The neighborhoods south of the bridge are largely low income, suffer from high unemployment, and experience other quality of life issues. Establishing improved transit, pedestrian, and bicycle linkages to the economic opportunities, services, education, food options, health providers, and other amenities in the downtown area would greatly help to improve these conditions.

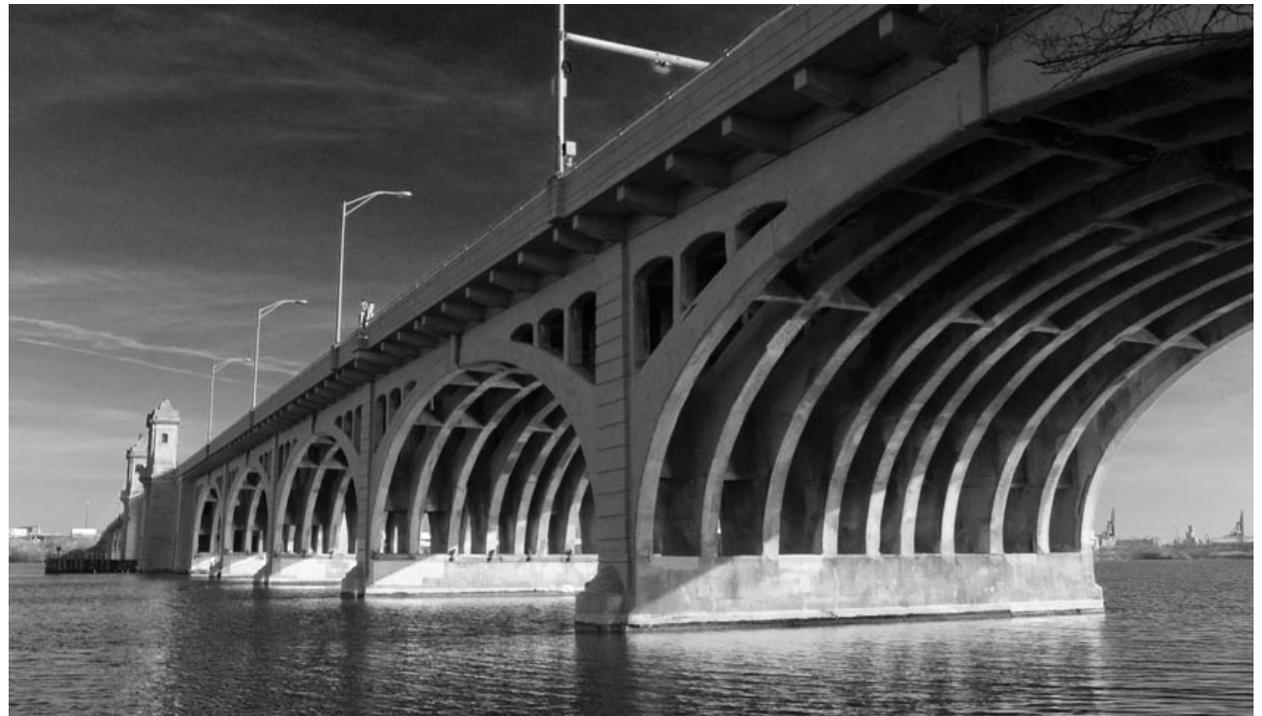
The Plan will form the ladders of opportunity to residents of South Baltimore communities – improving multimodal access and connectivity to employment, educational, recreational, and transportation alternatives. These new opportunities and investments will further the Mayor Stephanie Rawlings-Blake's goal to bring 10,000 new families to Baltimore City in 10 years. The Plan will ensure that smart reinvestment and rehabilitation of our transportation infrastructure will bring growth and attract investments to the area.

## The Grant

The City of Baltimore Department of Transportation is requesting \$1.1 million in TIGER Discretionary Grant FY 2014 funds for the Plan. The City has secured \$700,000 in matching funds to leverage the federal grant money.

## Expected Outcomes

The planning study will result in a corridor plan for the area designed to encourage development and private investment in the Middle Branch Waterfront and surrounding area. It will identify multimodal, bridge, and roadway typical sections that can best meet the needs of residents, businesses and commuters. Transforming the existing Hanover Street Bridge over Middle Branch into a multimodal connection to the City center will open up new opportunities to the disadvantaged populations south of the City.



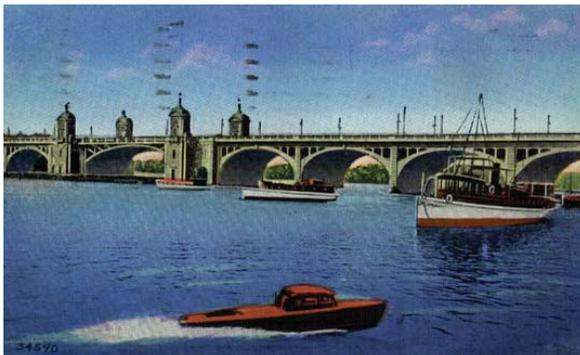
# Project Description

## Project Location

The Hanover Street Bridge Corridor extends approximately 1.4 miles from Wells Street to Reedbird Avenue in south Baltimore, Maryland. This arterial roadway supports residential, commercial and industrial land uses in the larger Middle Branch community.

## Hanover Street Bridge

The existing bridge (BC-5210) carrying Hanover Street over Middle Branch and the Patapsco River was constructed in 1916. The bridge is 2,023 feet long, 72-foot wide and is comprised of 37 spans, including one open grated bascule span for large ship marine openings. Both ends of the bridge are signalized and the bridge deck includes two general use travel lanes in each direction and a center reversible lane for peak directional traffic. There are narrow sidewalks on both sides of the structure.



## What is the Hanover Street Bridge Multimodal Corridor Plan?

The comprehensive Corridor Plan for the Hanover Street Bridge Corridor will include both a design master plan for the Hanover Street Bridge and an investment implementation plan for

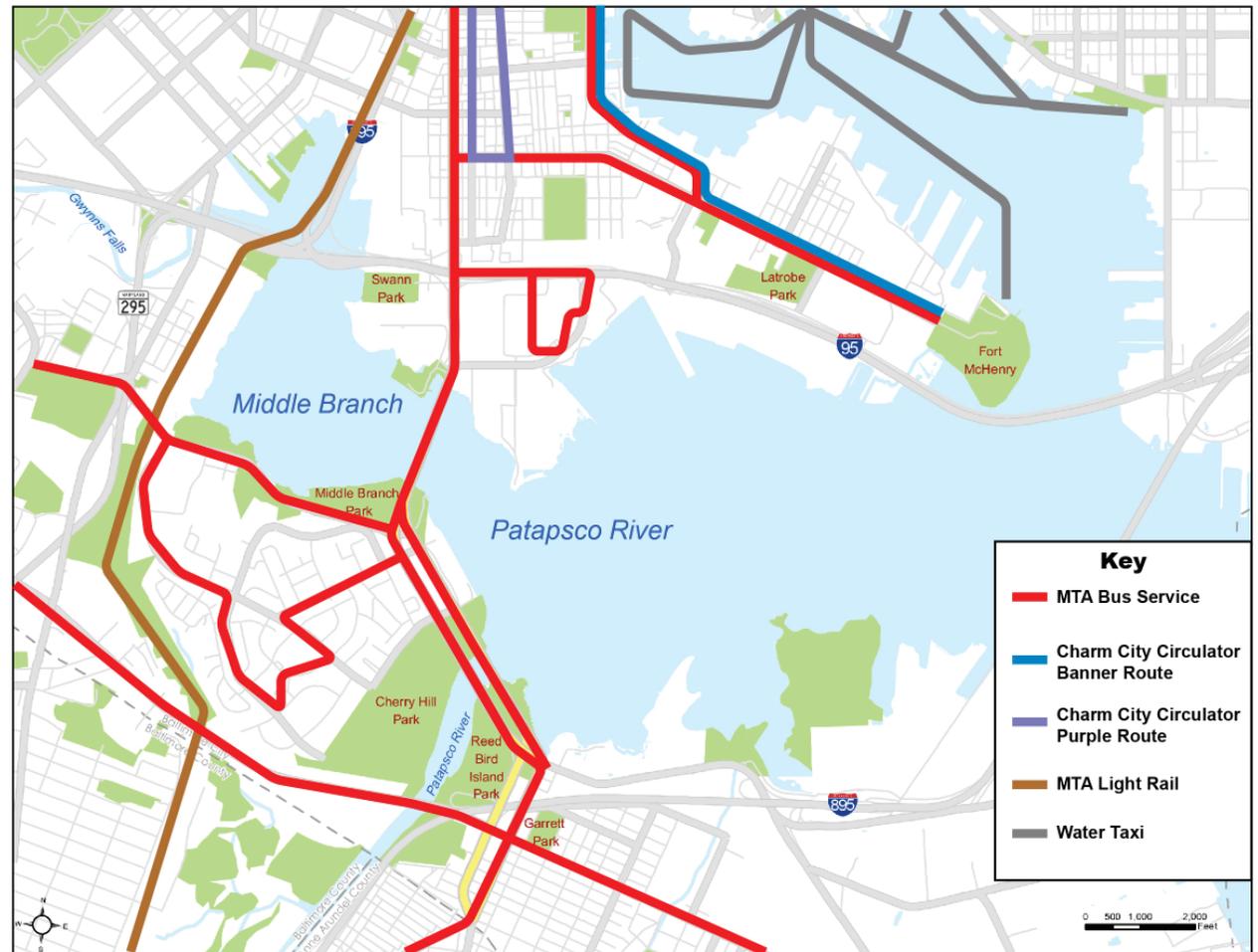
local transportation connections and community integration. Collectively, these documents will be the culmination of a comprehensive planning study that evaluates a variety of alternatives to the existing structure and adjacent roadway network.

# Project Description

The Hanover Street Bridge serves as a gateway from South Baltimore to the City's urban core, and is frequently used as a secondary route for Baltimore's booming ports. As the ports enhance and expand their services, the number of freight vehicles utilizing this bridge will continue to rise. The bridge serves as a crucial link for local and regional commuters and commercial users. Improving the structure is a unique opportunity to transform the existing barrier into a multimodal connection between the City center and the residential and recreational areas to the south. The neighborhoods south of the bridge experience high poverty and unemployment rates. Improving this corridor to enhance pedestrian, bicycle and transit linkages will enhance access to economic opportunities and amenities in the downtown area.

## Design Master Plan for Hanover Street Bridge

The design master plan will guide concept development and create a blueprint for the replacement bridge to meet current and future multimodal needs. It will establish a framework for Baltimore City's investment in transportation, education, recreation, regional competitiveness and economic development within the communities of South Baltimore. The planning study will examine safety and design improvements for the existing bridge replacement. It



will also identify strategies for creating multimodal accessibility, balancing the needs of corridor stakeholders, and maintaining traffic during bridge construction. It will evaluate the need for a draw span in the future.

## Investment Implementation Plan

The investment implementation plan will provide guiding principles for investment and development in the Middle Branch waterfront and surrounding areas. This plan will encourage private and public investments to improve freight and multimodal corridor accessibility, enhance

# Project Description

access to economic opportunities and recreational amenities, and improve overall quality of life throughout the corridor.

The bridge is a vital link for local and regional commuters and commercial users. Improving the structure provides a unique opportunity to transform the existing barrier into a multimodal connection between the City center and the residential and recreational areas to the south. With the high poverty and unemployment rates experienced by the communities surrounding the corridor, these enhancements will improve citywide and regional connections to economic opportunities and amenities.

## Public Involvement

The study will include an extensive public outreach component that engages the adjacent residential communities, property and business owners, and other corridor users throughout the planning process. Stakeholders will provide input regarding community priorities and offer insight into the functional needs for the roadway network. The innovative outreach plan will engage people from all walks-of-life, celebrate the history of the bridge and its adjacent communities, raise visibility and viability of the corridor to potential investors, and gather community buy-in for the project.



The City's comprehensive strategy to reinvest in transportation infrastructure is critical to realizing potential economic, health and social benefits in South Baltimore. Receiving a federal grant such as TIGER will be the catalyst to spur investment and development within the communities.

## Goals

The Plan will seek to identify the best solutions to improve safety, enhance multimodal connectivity, avoid congestion and provide for a state of good repair. The proposed solutions will aim to attract future development and private investment and prepare the corridor to become the gateway area of revitalization with improved connection to existing trails, parks and other transit opportunities.

The specific work plan outcomes will be to:

- Rehabilitate or replace the Hanover Street Bridge
- Increase multimodal corridor accessibility
- Eliminate barriers to economic and social growth
- Improve access to jobs and recreational amenities
- Enhance local community quality of life through improved accessibility
- Enrich local and regional economic viability
- Provide safety improvements
- Improve freight access



The work plan for the Hanover Street Bridge multimodal corridor plan is described in 6 milestones for 2 concurrent work efforts the Design Master Plan and the Investment Implementation Plan. We have structured the work plan components to allow comprehensive data collection and analysis.

## Assess Existing Conditions & Collect Data

The Hanover Street Bridge Multimodal Corridor Plan will capitalize on the public and private investment potential for this area. An initial comprehensive assessment will identify strengths, weaknesses, opportunities and challenges within the Middle Branch Area. To accomplish this goal, an existing conditions assessment will review the following elements:

- Appropriate Large and Small Area Master Plans
- Middle Branch Community Demographics
- Existing and Proposed Zoning
- Recent Bridge Inspection Reports
- Local Building and Neighborhood Typology
- Site Photographs

Several broad studies have been conducted for this region but they did not provide economic and investment

analysis to guide the City. (see <http://www.baltimorecity.gov/Government/AgenciesDepartments/Transportation/TIGER.aspx> for full plan) Those studies include:

**The Middle Branch Master Plan** (adopted 2007), developed by the Baltimore City Department of Planning includes a vision to:

- Ensure that opportunities for economic development integrate and support the Middle Branch ecosystem, existing communities and the unique character and location of the Middle Branch.
- Build a safe, accessible, sustainable transportation system to support Baltimore's natural waterfront with a mix of uses and incomes in new development patterns to enhance community life in and around the Middle Branch Master Plan area.
- Preserve historic, cultural and natural resources for public enjoyment and heritage tourism development.

**The Middle Branch Transportation Plan** (2011), developed by Baltimore City Department of Transportation supports the Middle Branch Master Plan by:

- Promoting new developments and renewal of existing communities

- Encouraging walking, bicycling, water transport and public transportation at major transit nodes and light rail stations
- Enhancing circulation within and around neighborhoods
- Improving regional access to the Baltimore and Washington D.C. metro areas for public and private transportation modes
- Assessing the usage and capacity of the current transportation infrastructure and adding targeted capacity, facilities and connections
- Developing policies and procedures to guide future transportation planning, to implement the transportation strategies and to manage and sustain the transportation system

Leveraging the previous investments and recent study findings will help to establish a firm foundation for developing a safe multimodal solution to enhance accessibility and quality of life within the study area and adjacent communities.

## Study Existing Transportation

An analysis of the existing transportation network in the study area will help further identify growth opportunities and potential barriers to multimodal connectivity currently experienced by residents and

commuters. This assessment will include a study of the:

- Roadway Network with Lane Configurations
- Utilities & Lighting
- Maintenance & Landscaping
- Drainage
- Current Traffic Conditions
- Safety Data
- Pedestrian Facilities (Sidewalks and Crosswalks)
- Bicycle Accommodations
- Bus Routes and Transit Facilities

## **Develop and Implement a Comprehensive and Robust Public Outreach Strategy**

Public outreach is a fundamental element of the Hanover Street Bridge Multimodal Corridor Plan. The study will engage a diverse set of stakeholders ranging from new and long-time residents, business owners, City and State agencies, and bicycle and universal accessibility advocacy groups. Their input will help the City identify key stakeholder preferences, priorities and concerns. Early input on project related issues will help the City properly define the project priorities and allow the stakeholders to feel a sense of ownership of the project. Understanding the demographics of the community and

maintaining flexibility in the creation of an outreach plan that uses a combination of methods including:

- Identifying key stakeholders
- Establishing a project mailing list
- Engaging stakeholders for input on preferences, priorities and concerns
- Hosting and attending public meetings
- Developing and maintaining a project website
- Creating project collateral materials

All of these elements are essential to ensuring that the entire community has been included in the process and given the opportunity to provide input.

## **Conduct Economic Market Analysis**

The economic market analysis will assess the current economic development outlook and identify future growth potential within the area, if the proper transportation and accessibility improvements are made to the Hanover Street Corridor.

The market analysis will include the following elements and zoning district growth potentials:

- Market Context
- Residential

- Office Space
- Business
- Industrial
- Hotel
- Mixed Use
- Planned Unit Development

## **Identify Design Opportunities and Constraints**

The Plan will focus on evaluating design opportunities that address the overall problem statement and identifying constraints that could impact constructability. The Hanover Street Bridge Multimodal Corridor Plan will identify transportation elements that help to leverage current improvements while providing a catalyst for private investment.

The roadway and intersection design elements will embrace a holistic multimodal approach to the transportation corridor, striking a balance between vehicular, transit, bicycle and pedestrian accommodations. Access improvements to existing or planned developments as well as safety and ADA accessibility concerns will be evaluated closely.

The bridge design opportunities and constraints will focus on design elements such as multimodal surface accommodations and constraints associated with vertical clearances under

the bridge and future access agreements for larger ships. The level of detail required for the bridge design components will identify the potential size and type of structure, plus and major constructability concerns or cost implications, but will stop short of developing any preliminary design level recommendations. Coordination with the Coast Guard, local marina owners and the public will be a major focus as bridge elements are developed and vetted among key agency partners and stakeholders.

## Develop Corridor Plan Document (Guiding Principles)

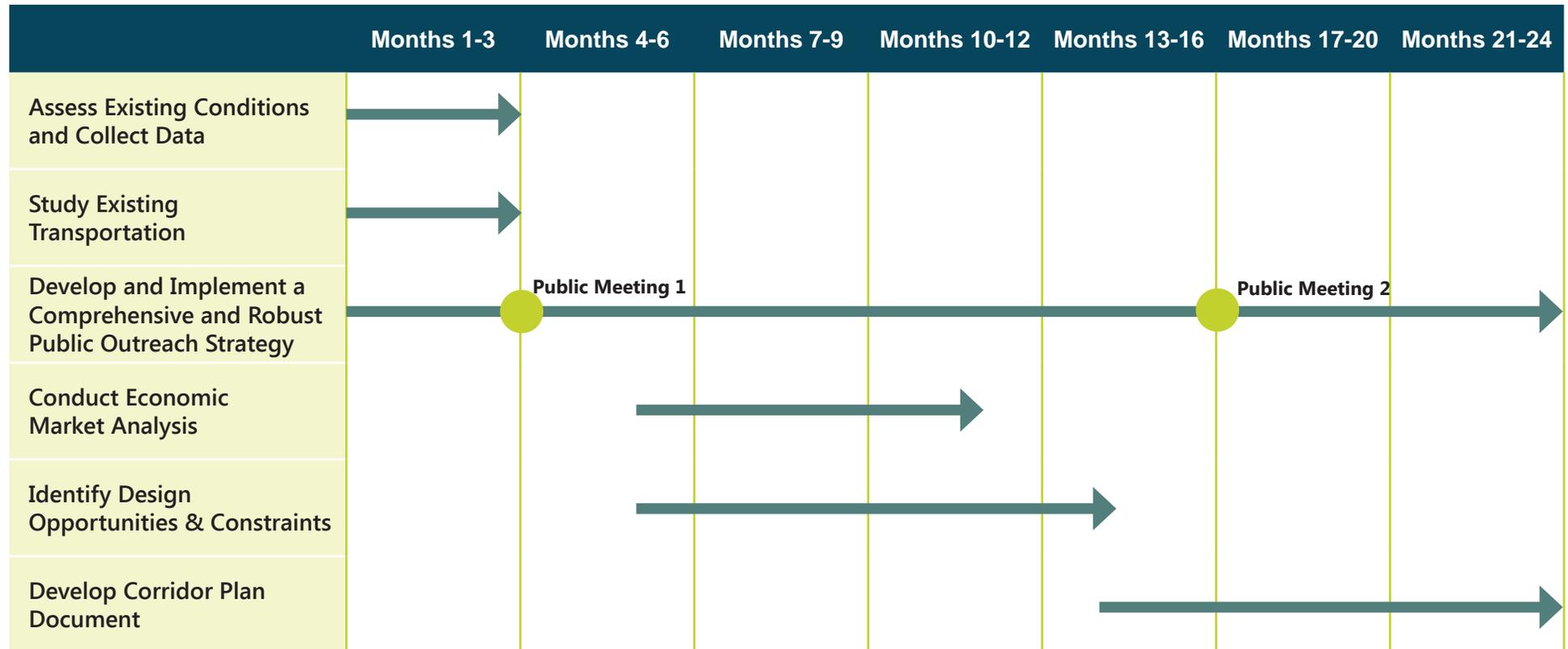
The culmination of the work plan effort is the development of the Hanover Street Bridge Multimodal Corridor Plan, which will serve as the guiding principle for all design related elements along the corridor. The plan will outline the recommendations, key constraints and design elements needed to move the project into design and ultimately construction. The corridor plan will not dictate alternatives, but will provide the tools to use when developing the ultimate design alternatives as it relates to lane configurations, multimodal accommodations and the functional bridge elements.

As development opportunities become more prevalent within the expanded study area, the plan will provide guidance to the City, developers, and investors. These governing principles will allow the City of Baltimore to continue taking a proactive approach to development.



## Schedule

The Hanover Street Bridge Multimodal Corridor Plan will be obligated six months following grant award, well in advance of the September 30, 2016 statutory deadline. The Hanover Street Bridge Multimodal Corridor Plan will be completed within 24 months.



# Project Parties

**Baltimore City Department of Transportation** will serve as the grant recipient and technical oversight for the Plan. The City is in the process of developing its Complete Streets Manual that will govern and provide technical guidance for design elements based on context and typology linkages. This new manual will provide a framework for future design and planning studies within the City, including the Hanover Street Bridge Multimodal Corridor Plan. It will outline surface transportation design elements related to bicycle and pedestrian accommodations, vehicular movements and transit accessibility. The City will also provide guidance and technical expertise related to the Bridge replacement and rehabilitation concepts during the development.

The Hanover Street Bridge corridor will serve as a gateway into southern Baltimore and will be that common thread for development access and quality of life improvements especially within that part of the City, therefore the list of project parties having a vested interest in the success of this project is substantial. Some of the departmental agencies providing additional guidance and advice on this will include:

**Baltimore City's Department of Planning** was instrumental in providing technical expertise and guidance during the development of the Middle Branch Master Plan and Transportation Plan. The Hanover Street Bridge Corridor is a major component of those plans helping to foster economic, social and transportation improvements within the area.

**Baltimore Housing** will participate in ensuring transportation improvements support ongoing neighborhood stabilization and redevelopment efforts.

**Department of Recreation and Parks** will provide oversight for the studies evaluation of park related improvements and will help to paint the picture of what the park connection could mean for recreational and health improvements including improved access to the Gwynn Falls Trail system in South Baltimore.

**Maryland Transit Administration** with the vast amount of transit options in the area including light rail, and buses. The MTA will be an excellent partner as the plans evaluate transit options under their control as well as connectivity with City run transit options.

**Maryland Department of Transportation and Maryland State Highway Administration** are key partners within the State and since the Hanover Street Bridge Corridor fall along a state route their support and guidance will also be a critical element to the plans' success.

**Maryland Port Administration** will provide support for the regional freight movement through this part of the City travelling to and from their marine terminals via the Hanover Street Corridor.

**Baltimore City Health Department** will participate in ensuring transportation improvement support neighbor and community health initiatives.



# Grant Funds & Sources, Work Plan Cost Breakdown

## Grant Funds & Sources

Source	Total
TIGER FY 2014 Funds Requested	\$1,100,000
Baltimore City Matching Funds	\$700,000
<b>Total</b>	<b>\$1,800,000</b>

## Work Plan Cost Breakdown

Task	Total Project Costs
Assess Existing Conditions and Collect Data	\$140,000
Study Existing Transportation	\$160,000
Develop and Implement a Comprehensive and Robust Public Outreach Strategy	\$260,000
Conduct Economic Market Analysis	\$280,000
Identify Design Opportunities and Constraints	\$680,000
Develop Corridor Plan Document	\$280,000
<b>Total</b>	<b>\$1,800,000</b>

## State of Good Repair

The bridge carrying Hanover Street over Middle Branch was constructed in 1916. In accordance with the Federal Highway Administration's National Bridge Inspection Condition Ratings, the Hanover Street Bridge deck, superstructure, and substructure are each in Fair Condition. This is only one rating above a structurally deficient rating. Increased truck volume has reduced the useable lifespan of the bridge.

The Hanover Street corridor currently carries approximately 1,500 trucks a day. The nearby I-95 and I-895 interstate facilities each carry approximately 3,500 trucks per day, so the Hanover Street Bridge carries almost half as many trucks as the surrounding interstates. Baltimore City asset management prioritization has identified this bridge as necessary for the transportation network to contribute to a strong economy and ensure the vital movement of goods and services.

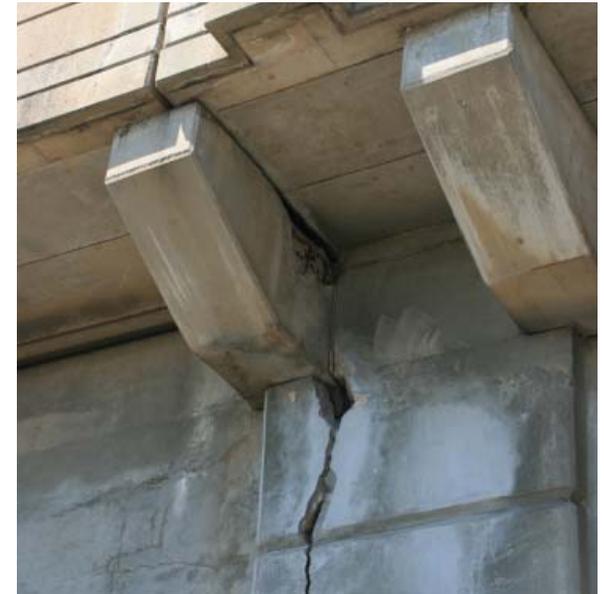
In addition, the Hanover Street corridor also offers the following vital functions in the region:

- Redundant movement for providing non-interstate north-south connectivity to I-95, I-895 and South Baltimore.

- Hazardous material route since such vehicles are restricted from the I-895 and I-95 tunnels.
- Freight movement for extended cargo vehicles since trucks exceeding 48 feet in length are not permitted to use the I-895 tunnel.
- Evacuation and detour route for the peninsula of Locust Point and downtown Baltimore.
- Baltimore City spends approximately \$200,000 per year on maintenance for the bridge. The recent federal grant award to build additional rail access and storage at Maryland's Fairfield Marine Port, coupled with the widening of the Seagirt Marine Terminal to accommodate larger ships will only further exacerbate the deteriorating condition of the Hanover Street Bridge by increasing traffic and long-term safety concerns.



*Hanover Street Bridge deck*



*Hanover Street Bridge pier cap*

## Economic Competitiveness

The Investment Implementation section of the Hanover Street Bridge Multimodal Corridor Plan will create a climate for economic stability in this region. **The Hanover Street Bridge Corridor Plan will identify transportation network enhancements to remove accessibility barriers preventing smart growth and spur private development investment in the Middle Branch region.**

The team will conduct a market analysis that examines the full market potential to transition the Middle Branch area into a thriving destination with enhanced opportunities for employment, education, recreation and more. The plan will steer future development to the area and illustrate commitment to long-term transportation investment.

## Residential, Commercial and Industrial Development

The close proximity to downtown Baltimore, I-95, Anne Arundel, Baltimore and Howard Counties, and Washington D.C. position South Baltimore for commercial, residential and industrial development. A thorough study of the improvements that help to elevate the profile of this section of Baltimore can create an environment that spurs long-



term changes in land use and invites new partners to the region.

## Recent/Current Development

**The National Aquarium Center for Aquatic Life** is currently constructing a new 180,000 square foot facility directly adjacent to the Hanover Street Bridge. This will house the National Aquarium's research and development facilities.

Although this project is a welcome new addition, there has been a virtual disinvestment in this area as other parts of the City have begun to thrive. Hanover Street is an essential part of the viability of the Maryland Port network.

# Selection Criteria

## Potential Future Development

**Westport:** A significant amount of development planning for a new transit-oriented development in Westport occurred over the last 10 years. Sadly, however, the recent recession stopped further project advancement. Increased multimodal accessibility and linkages created by a rehabilitated Hanover Street Bridge corridor could help to spur future Westport Waterfront development.

**Port Covington:** This prime site was considered for a number of land uses including commercial, office, residential, and industrial (due to its deep-water port accessibility). Improving circulation along the corridor may address deficiencies and encourage developers to take an innovative approach to advance future growth.

The 2008 Middle Branch Master Plan identified the waterfront location, marinas and park space surrounding the bridge as attractive amenities to potential investors of commercial and residential properties. It also recognized the area as an ideal location for small businesses such as vendors, kayak or paddleboat rentals, marinas and eco-tourism, potentially providing both large and small-scale benefits to the corridor.

**Providing suitable multimodal access from the communities on the south end of the corridor to the north of the bridge will support and foster economic and social growth for the adjacent distressed communities.**

## Economic Competitiveness – Job Creation

Economic competitiveness and job

creation are supported by increased multimodal access for residents, employers and entrepreneurs. The engineering design and construction sectors can create new, sustainable jobs and training. The Transform Baltimore Zoning Plan anticipates continued development in this immediate vicinity, which would generate short-term and permanent employment opportunities.



## Economic Competitiveness – Freight Movement

In 2012, the Baltimore City Department of Transportation created the Commercial Vehicle Management Plan which designated Hanover Street as a truck route. Vehicles transporting hazardous materials are restricted from using the I-95 or I-895 tunnels, and the Harbor Tunnel also prohibits vehicles exceeding 48 feet in length. These restrictions have led to the Hanover Street Corridor becoming a major connection for freight movement.

As Baltimore's ports grow, the infrastructure that serves them must be fortified. Hanover Street Bridge crossing over Middle Branch is the most direct route to I-95 for the Port of Baltimore's Fairfield and Masonville auto terminals. Improved accessibility across the Hanover Street Bridge would ensure the ability of the infrastructure to support increased freight vehicle movements. Without investment in this critical corridor, commercial vehicles will begin to divert onto the local roadway network and could create unsafe travel conditions on roadways not designed to accommodate heavier truck movements.



### Port of Baltimore Facts

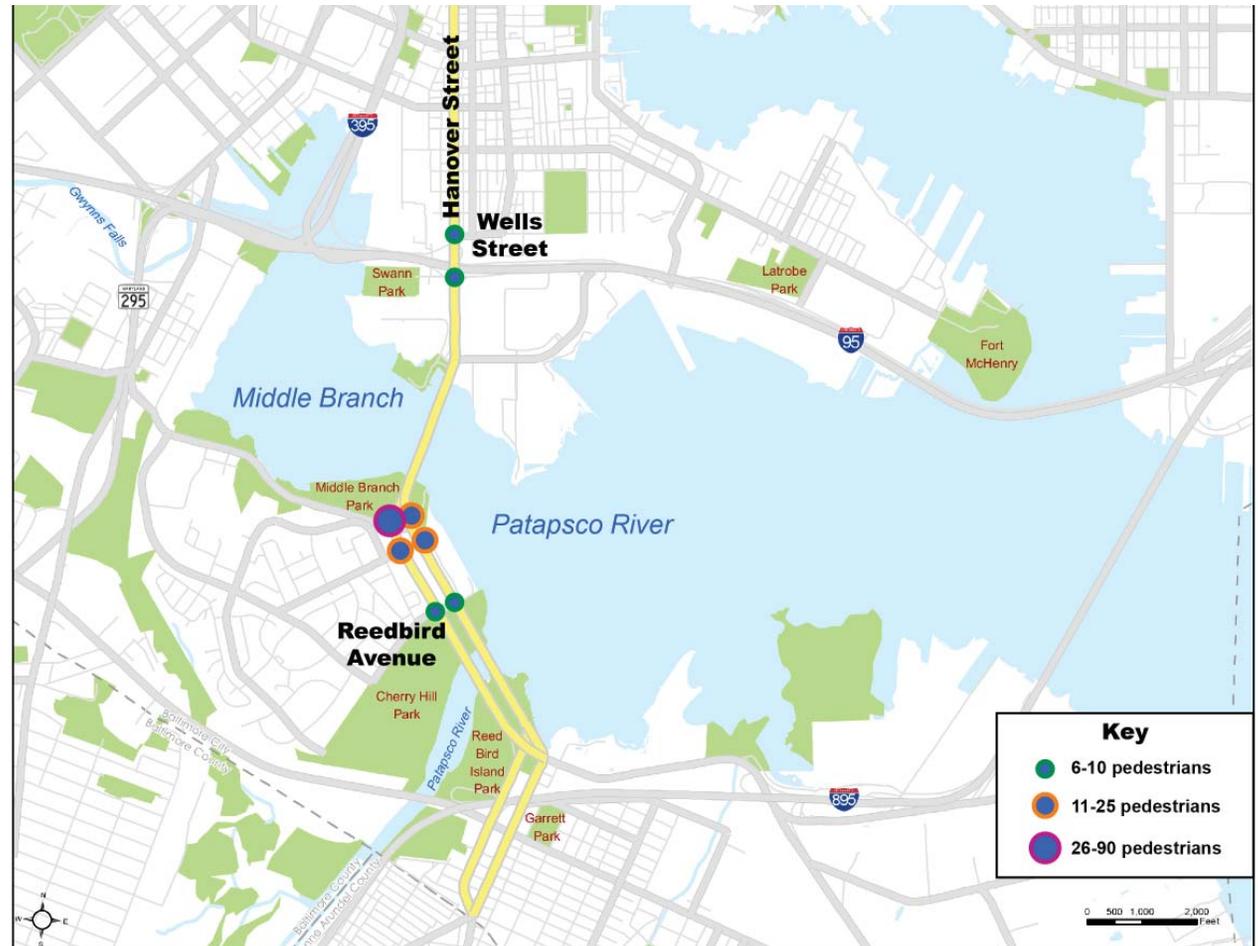
- The Port's public and private terminals moved 30.3 million tons of international cargo across its docks in 2013, valued at more than \$52 billion.
- The 2009 50-year, \$1.3 billion P3 with Ports America Chesapeake allows Port of Baltimore to make new infrastructure investments.
- The Port employs more than 14,600 people with \$3 billion in personal wages and salaries and over \$300 million in annual state and local taxes.
- Governor Martin O'Malley has credited the Port of Baltimore's success to "shrewd infrastructure investments, unique job-creating public-private partnerships, and long-term contracts with major international shipping companies."



## Quality of Life

The Baltimore City Comprehensive Master Plan recognizes that providing ladders of opportunity to residents and property owners and bringing communities together through accessibility, programming, services, and education will lead to improved quality of life for Baltimore residents. The plan will provide improved multimodal access and connectivity to recreational, employment and transportation alternatives to the distressed communities of South Baltimore. Providing improved multimodal access to Baltimore's Central Business District is critical to the area's vitality and success.

For example, 2012 US Census Bureau's American Community Survey (ACS) highlights the assertion that the Cherry Hill community to the south of the bridge could strongly benefit from reinvestment in South Baltimore. This area has a 12% unemployment rate. This is higher than the Baltimore average of 10.3%, and significantly higher than the 2012 national average of 8.2%. Roughly half of the households in Cherry Hill are at or near poverty level (48% earn less than \$25,000). This is double the poverty rate of Baltimore City (24%) and more than three times the national poverty rate (15%). The average total household



income is \$26,522, slightly above the \$23,000 average poverty threshold for a family of four.

Enhancing links to the job and education opportunities in the downtown core of Baltimore would provide ladders of opportunity for this community in need and with the proper engagement and

education of residents, have a profoundly positive effect on employment and poverty levels.

## Recreational Access

There are six public and private recreation facilities including the Baltimore Rowing Club, four swimming pools and the new Cherry Hill Community Center in close

# Selection Criteria

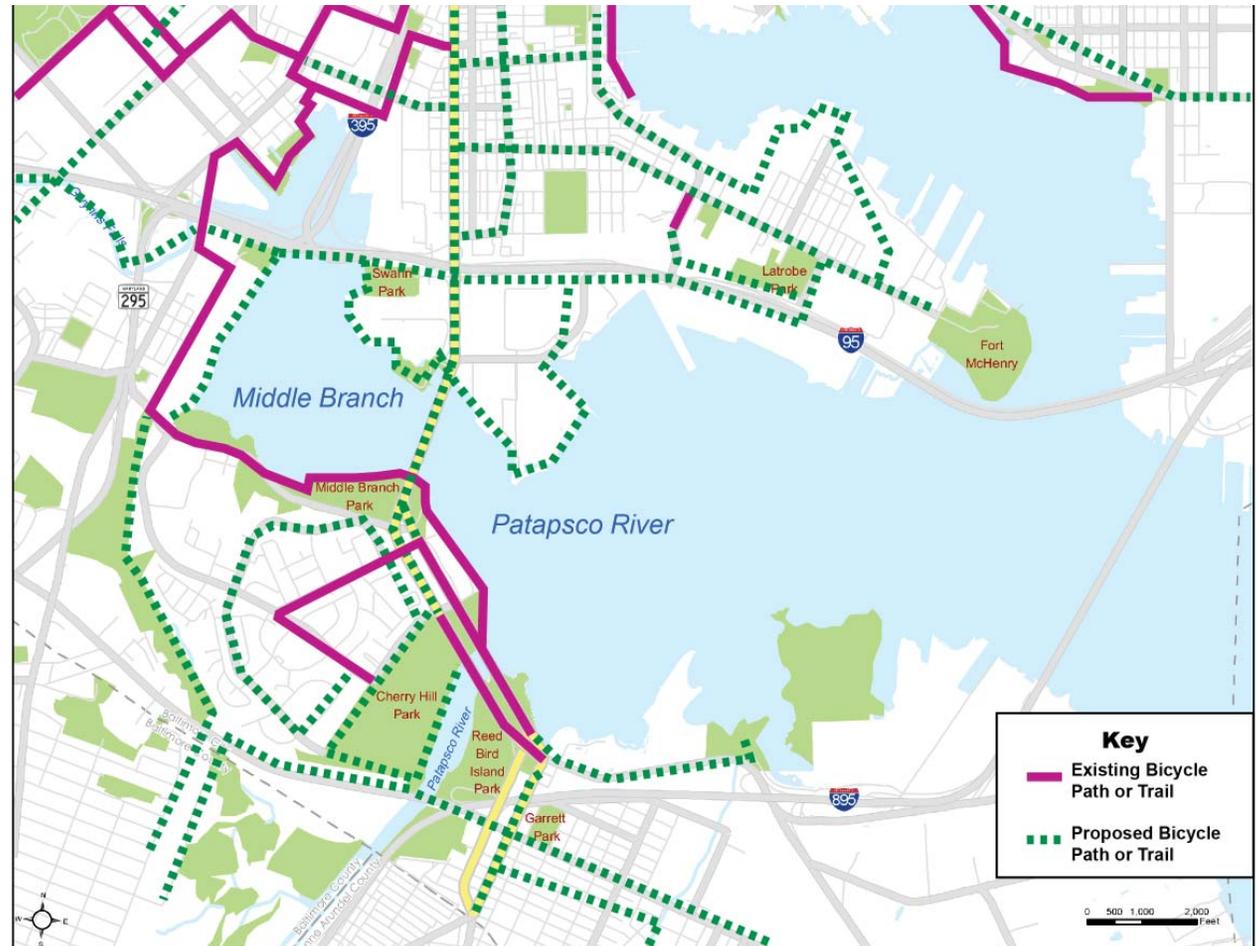
proximity to the corridor. Providing safe and reliable non-motorized access to these recreational opportunities is desirable.

A passive connection to parks including Middle Branch, Broening, and Swann Parks as well as future trails on the Aquarium Research Center property would be ideal. The accessibility to waterfront activities would support healthy living initiatives led by the City. The existing recreation system connects more than 30 neighborhoods in west and southwest Baltimore with parklands, unique urban environmental features, cultural resources, and historic landmarks. Improved access and revitalization in the area would encourage community members of all ages to help educate, support and protect the local community and resources.

## Education

The South Baltimore Learning Center provides tutoring, computer classes, career counseling and the opportunity to earn a high school diploma to educationally disadvantaged adults. Located just north of the study area and improved access within the corridor will allow for improved accessibility to the residents in the Cherry Hill community.

The Transform Baltimore Initiative, led by



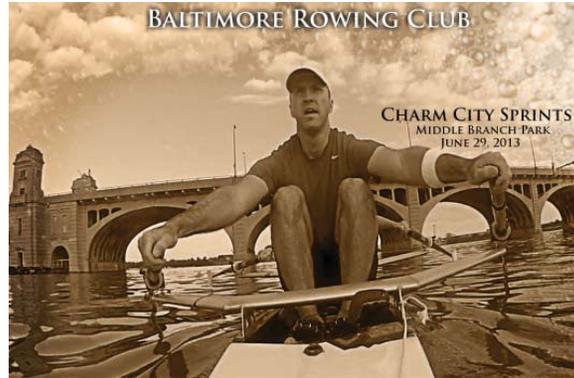
# Selection Criteria

Baltimore City Public Schools, is seeking to partner with other City agencies to implement long-standing neighborhood development plans. Entire communities are transformed when traditional and adult education is accessible and available. Stronger, more vibrant communities create opportunities.

## Access to Healthcare

MedStar Harbor Hospital provides a wide range of services to Baltimore residents. Direct access from downtown Baltimore to the hospital is provided via the Hanover Street Bridge. Due to the close proximity of the hospital to the bridge, extensive coordination would continue during the design and construction phases avoid impacts to emergency response times.

The communities in south Baltimore deserve the same access to the internationally renowned hospital systems in Baltimore - Johns Hopkins and University of Maryland – as all residents of Maryland. Maintaining a viable Hanover Street Bridge corridor is essential to equitable treatment for all Marylanders.



# Federal Wage Rate Certification

CITY OF BALTIMORE

STEPHANIE RAWLINGS-BLAKE, Mayor



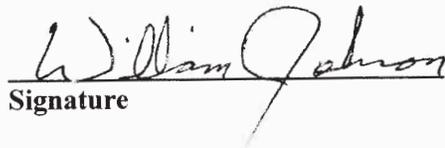
DEPARTMENT OF TRANSPORTATION

WILLIAM JOHNSON, Director  
417 E. Fayette Street, 5th floor  
Baltimore, Maryland 21202

April 23, 2014

**RE: Federal Wage Rate Certification  
TIGER VI Discretionary Grant for Hanover Street Bridge Multimodal Corridor  
Study**

I, William Johnson, hereby certify that the requirements of Subchapter IV of Chapter 31 of Title 40 of the United States Code (Federal Wage Rate Requirements) will be met in the utilization of any funds granted to the City of Baltimore Department of Transportation, as required under the FY 2014 Appropriations Act.

  
Signature

**Name:** William Johnson  
**Position:** Director  
**Applicant:** City of Baltimore, Department of Transportation  
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