

# West Side Traffic Planning Study

## City of Cumberland, MD

City Project: 21-13-BR

# Open House Public Meeting

## Welcome

Welcome to today's Open House Public Meeting. The project team, including the City of Cumberland, CSX, and HDR, has completed the Draft Report for the West Side Traffic Planning Study. The focus of this project was to address traffic circulation issues pertaining to existing restrictions at the four CSX railroad crossings in Cumberland's West Side. The two main objectives of this public open house are to present the Draft West Side Traffic Planning Study and receive input and feedback from stakeholders and the general public.

This open house is from 4:00 pm to 7:00 pm and **there will be no formal presentation**. This meeting is intended to be informal to maximize the interaction between the citizens and project team. We invite you to browse the displays and encourage dialogues with the project team. A comment sheet is included in this package and additional sheets are available at the sign-in desk.

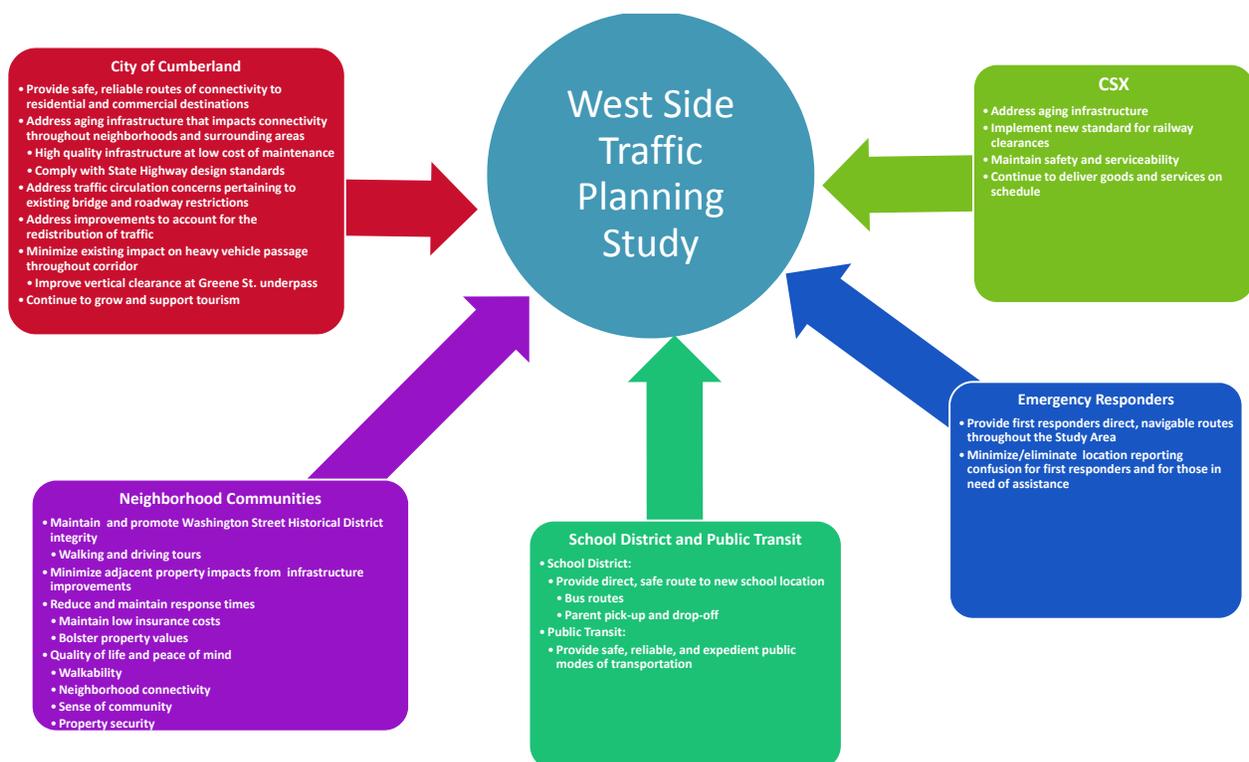
## Purpose and Goals

The purpose of this traffic planning study is to evaluate the current traffic patterns for vehicles, cyclists, pedestrians, and rail to balance the needs of each mode to provide the most-feasible, cost-effective solutions to address the bridge structural deficiencies in the West Side neighborhood. The main goals of this study were

- to increase the vertical clearance at the Greene Street Bridge,
- comply with modern railroad bridge replacement guidelines,
- improve neighborhood traffic circulation, and
- maintain neighborhood connectivity and historical integrity.

The figure below visually displays the project stakeholders and their respective goals for this study.

## Stakeholder Goals

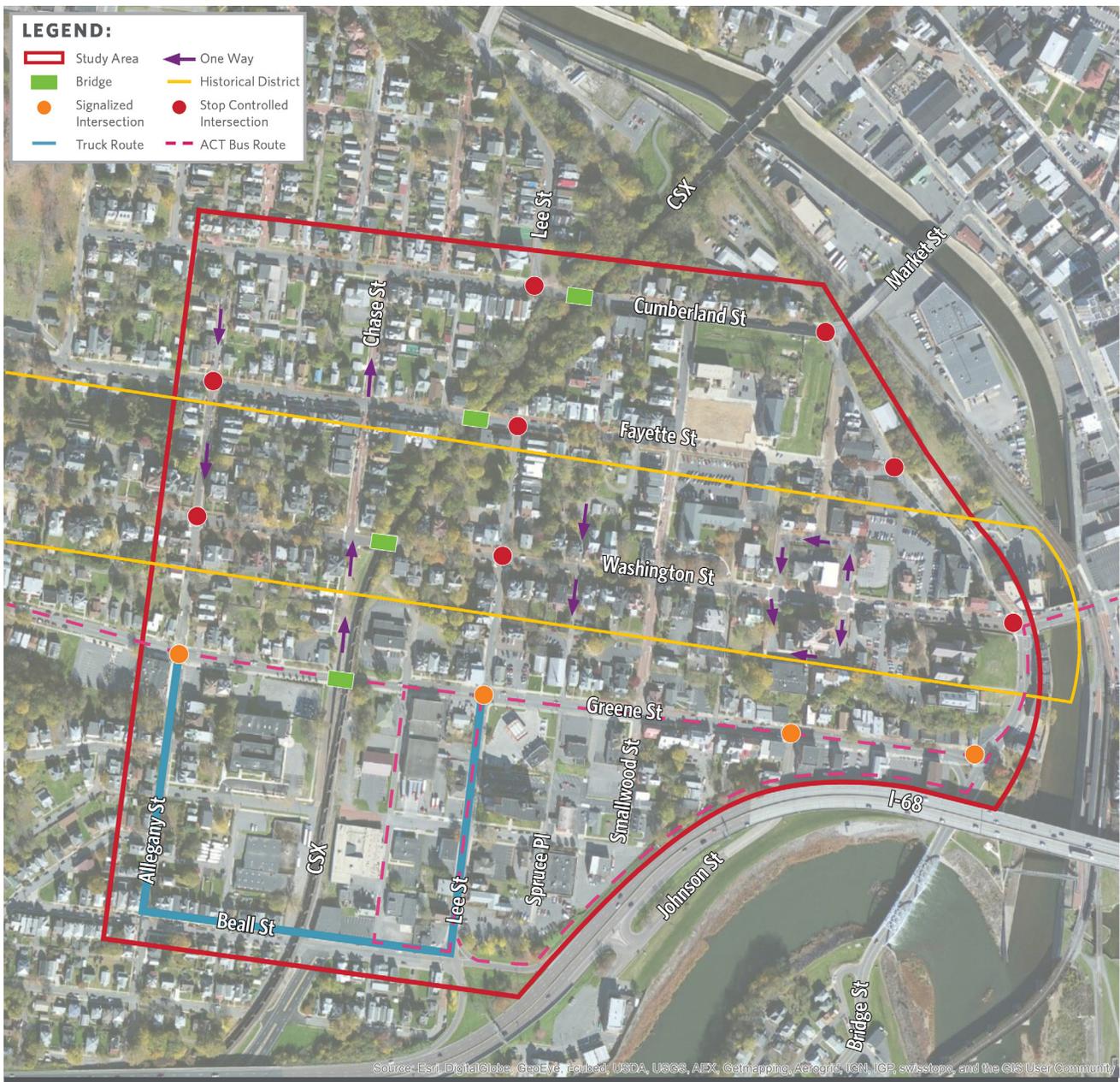


## Study Area

The West Side neighborhood is bound by Wills Creek to the east and I-68 to the south. CSX railroad runs north-south and bisects the West Side between Chase and Lee Streets. Within the study area there is a railroad overpass for Greene Street and three bridges spanning

the CSX track providing vehicular and pedestrian connectivity to the downtown area. These bridges currently have various deficiencies, including weight restrictions and restricted clearances.

## Study Area Map



## Alternatives Development

Through a series of project meetings, the study alternatives were developed and refined. At a meeting in March, 2015, five alternatives were presented to the City and CSX, and it was decided to add Alternatives 2A and 2B and present them to the project stakeholders in late April, 2015. The Draft Report presents all alternatives; however Alternatives 2, 2A, and 2B have been eliminated from further consideration as they did not meet the overall project goals. Also, the bridge structural depth did not provide enough design efficiency to reduce impacts to the neighborhood.

The alternatives development process was constrained mainly by the impact of an improvement at one bridge on the adjacent bridges. For example, any effort to increase clearance at Greene Street would impact the work being done to replace the Washington Street Bridge. Additional limitations included the impact to neighborhood traffic circulation and adjacent properties. The table below summarizes the combination of alternatives, as well as each alternative's estimated construction cost.

Alternative #	Greene Street Bridge	Washington Street Bridge	Fayette Street Bridge	Cumberland Street Bridge	Estimated Construction Cost	Eliminated from Consideration
1	↑	↑	X	+	\$3.80M	
2	↑	🚶	X	+	\$3.62M	YES
2A	↑	🚶	🚶	+	\$3.95M	YES
2B	↑	🚶	+	+	\$4.21M	YES
3	↑	X	X	+	\$3.44M	
4	↑	↑	↑	+	\$4.22M	
5	No Improvement	↑	↑	+	\$4.05M	

Key	
↑	Improved Clearance
+	Replaced with New Bridge
🚶	Replaced with Pedestrian Bridge
X	Removed from Service

## What We Learned

Through the alternatives development and evaluation process, three key findings must be emphasized to establish a shared understanding of the impacts of these alternatives:

1. The only way to improve the clearance at the Greene Street Bridge to 14'-4" is to raise the CSX track by 1'-6". Without a track raise, the Greene Street Bridge will continue to restrict the circulation of vehicles along the corridor and limit Greene Street's role as an I-68 emergency route. No improvement at Greene Street also fails to meet one of the City's principle goals of this study.
2. Any improvement at the Washington Street and Fayette Street Bridges, be it a roadway bridge or pedestrian bridge replacement, will significantly impact the neighborhood. To achieve the required clearance of 21'-9", the Washington Street Bridge will be raised 5'-0", and retaining walls of approximately 11'-0" would be required on the west side of the bridge to minimize property acquisitions.
3. Any alternative involving the replacement of a roadway bridge with a pedestrian bridge has been eliminated from consideration. Due to the optimized roadway bridge design, a pedestrian bridge would fail to meet the overall project goal of minimizing neighborhood impacts.

**Comments are due by July 30, 2015  
and should be sent to the City:**

Mr. John DiFonzo, P.E., City Engineer  
City of Cumberland, MD  
57 N. Liberty Street  
Cumberland, MD 21502

## Study Next Steps

Following this Open House Public Meeting and the receipt of comments, a Final Traffic Planning Study will be prepared. In this Final Study, the project team will make a recommendation for the best alternative to be carried forward for more detailed design and an evaluation for impacts based on the National Environmental Policy Act (NEPA).

## Why should you be involved in the project?

Comments on this project and its potential impacts are requested from the public to assist in the study and development of alternatives, resulting in the selection of a preferred alternative. The comments and suggestions you provide are important so the agencies involved can hear the concerns of the people who live and work in the area. Your input will be used to guide the study team as the project moves forward.

