Appendix A: Responses to AA/DEIS Comments

Appendix A is located on Volume 1 DVD

Appendix A provides a response to the 729 comments received during the Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS) public review and comment period. Chapter 9 is included as the introduction to this Appendix as it includes a summary of and common themes in the comments received.

Following Chapter 9, an alphabetized index is provided. The comments have been categorized by Agency, Elected Official, Organization, and individuals alphabetized by the commenter's last name or agency/organization representing.

9. AA/DEIS Public Comments Summary

9.1 Introduction

The Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS) for the Red Line Corridor Transit Study was approved on September 2, 2008. Subsequently, the document was made available to the public and appropriate federal, state, and local agencies for review and comment. (Refer to the Distribution List in the Appendix of the AA/DEIS, pages A-6 and A-7.) The formal Notice of Availability was published in the Federal Register on October 3, 2008 initiating the 90-day public review and comment period (October 3, 2008 through January 5, 2009). Comments received during this period were in the form of written correspondence (which included letters, emails, and comment forms) and verbal testimony at one of four public hearings held for the project. For additional information about the public involvement associated with the AA/DEIS, refer to **Chapter 8** of this Final Environmental Impact Statement (FEIS).

Changes to this Chapter since the AA/DEIS

This is a new chapter for the FEIS. This chapter summarizes the comments received during the 90-day public comment period and provides the context for **Appendix A** of this FEIS where the official response to each of the 729 comments including six petitions received is provided. Issues raised in the comments have also been addressed throughout this FEIS where appropriate.

9.2 Summary of Comments Received

Of the total comments received, 164 comments were from elected officials, agencies, or organizations, 559 from individuals, and six petitions. During the 90-day public review and comment period there were multiple ways comments could be submitted to the Maryland Transit Administration (MTA): email or online comment form through the project website, oral testimony at four public hearing meetings, letters addressed to the MTA or Federal Transit Administration (FTA), or hard copy comment forms available at the public hearings or locations where the document was available for public review. A summary of the comments received by method is listed below. Please note that some organizations and individuals commented using more than one method or submitted multiple emails, letters, comment forms, or testimonies. Each individual comment has been counted once, regardless of who submitted the comment.

9.3 Response to Common Themes in Comments Received

The comments received included many common themes or issues raised. The following is a summary of the most common themes and issues raised in the AA/DEIS comments received and a response is shown in *italics.*

9.3.1 Support for Red Line Project

Comments were received which did not specify support for a specific alternative, as presented in the AA/DEIS, but supported the Red Line project in general and emphasized the need for transit improvements in the Baltimore Region.

The Preferred Alternative presented in the FEIS improves transit in the Baltimore Region, as your comment recommends. The Preferred Alternative is a light rail transit line, with tunnels under

downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements, along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line Build Alternative.

9.3.2 Requesting the No-Build Alternative

Comments were received requesting selection of the No-Build Alternative, rather than support the Red Line project. While some comments provided no justification for this request, others suggested that the project is not needed, the resultant impacts to residences would not justify the need, or MTA should focus on improving existing services.

The No-Build Alternative represents the future conditions of transportation facilities and services in 2035 if the Red Line is not built. The No-Build Alternative integrates forecasted transit service levels, highway networks and traffic volumes, and demographics for the year 2035 for projects identified in the 2011 Baltimore Regional Transportation Board's Constrained Long Range Plan (CLRP), Plan It 2035. The CLRP consists of the existing highway and transit network as well as planned and programmed (committed) transportation improvements. The No-Build Alternative represents a continued investment in regional and local transportation projects, but does not address the purpose and need of reducing travel times, increasing transit accessibility, providing transportation choices for east-west commuting, or supporting community revitalization and economic development opportunities.

Under the No-Build Alternative, existing and future populations along the study corridor would continue to be served by the local bus system, with only planned and programmed transit improvements. Congestion on the roadways and highways would continue to negatively impact the reliability of travel by automobile and bus. The No-Build Alternative end-to-end transit travel time in 2035 is projected to be 79 minutes, whereas The Preferred Alternative would operate with an end-to-end transit travel time of 45 minutes, nearly half the travel time of the No-Build Alternative.

The Preferred Alternative would improve the quality of east-west transit service along the project study corridor by providing frequent and reliable service. Light rail traveling in a dedicated right-of-way would not be subject to congested roadway conditions, resulting in dependable, on-time service. The Preferred Alternative would provide park-and-ride facilities and feeder bus service to enhance access to the rail transit service and expanding the ridership

market. The Preferred Alternative will not require any acquisition of real property that would result in an involuntary residential displacement.

Chapter 7 of the FEIS compares the No-Build Alternative with the Preferred Alternative while providing detailed information on transit efficiency and accessibility, transportation choices, system wide transit connections, and community revitalization and economic development.

9.3.3 Support for Alternative 4C

Several comments were received expressing support of Alternative 4C as presented in the AA/DEIS. Other comments noted support for Alternative 4C with various modifications.

The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was light rail in mode, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS.

9.3.4 Support for a Heavy Rail Alternative

Comments were received stating that a heavy rail alternative should be studied in the AA/DEIS.

Two alternatives which incorporated Heavy Rail were considered in the AA/DEIS for the Red Line. They were described in Chapter 2, page 29 of the AA/DEIS. Each of these alternatives was proposed by members of the public.

The first of the two alternatives was a full Heavy Rail Alternative from Social Security Administration to Greektown, 14.3 miles. This alternative was estimated to cost $2.383 Billion in 2007 dollars. The alternative was not carried forward through full analysis in the AA/DEIS due to its high capital cost as compared to Light Rail and Bus Rapid Transit Alternatives being studied. The Preferred Alternative for the Red Line in the FEIS has a cost of $2.575 Billion in year-of-expenditure dollars. The year-of-expenditure dollars are based on a schedule that has the Red Line opening in 2021 and escalation occurring at a rate of +3.1 percent per year. Escalating the previously studied Heavy Rail Alternative capital cost at the same rate that is being used for the Preferred Alternative, with a project opening in 2021 and a mid-point of construction in the year 2018, yields a year-of-expenditure capital cost of $3.334 Billion. This cost estimate for Heavy Rail is $759 Million higher than the Preferred Alternative. This 30 percent cost differential still renders the Heavy Rail Alternative as too costly when compared with the Preferred Alternative.

In addition, there are other aspects of this proposed Heavy Rail Alternative that could bring into question its feasibility, could lead to higher capital costs, and/or create environmental impacts that would need to be addressed. These include constructing adjacent to the Amtrak Northeast corridor and within Amtrak right-of-way; constructing connections with the existing Baltimore Metro and the need to shut down Metro service while that construction occurred, likely six to nine months at a minimum; additional property takes along Amtrak right-of-way; visual impacts of an aerial alignment from Orangeville to Greektown; potential 4(f) impacts from being in a tunnel under Leakin Park due to associated ventilation or emergency egress that may be required; and viability of an at-grade alignment along I-70.

The second of the two alternatives was not a full Heavy Rail Alternative, but a combination of three modes – Heavy Rail, Light Rail, and Streetcar. The Heavy Rail component extended the existing Metro from Johns Hopkins Hospital to the Johns Hopkins Bayview Medical Center. From Centers for Medicare & Medicaid Services (CMS) to the western portion of downtown, the Alternative would be light rail similar to the Preferred Alternative. Upon entering downtown, the light rail would be surface to Camden Yards, and then would be in tunnel to the existing Charles Center Metro Station. The third component would be a streetcar from Camden Yards, with surface operations along Pratt Street and through Harbor East, Fell's Point, Canton, Canton Crossing, and Haven Street to the Amtrak right-of-way, ending at Edison Highway. The streetcar alternative would run in mixed traffic along the surface. This Alternative was estimated to have a capital cost of $1.8 Billion in 2007 dollars. Escalated at 3.1 percent per year yields a cost of $2.518 Billion in year-of-expenditure dollars. This cost is comparable to the Preferred Alternative, just as it was similar to the costs of the light rail and bus rapid transit alternatives in the AA/DEIS. The reasons this alternative were not studied further in the AA/DEIS are:

- *Many east-west trips through the corridor would require transfers due to the multiple modes, increasing transit travel time and decreasing ridership.*
- *The entire streetcar component requires sharing lanes with traffic, which degrades both vehicular traffic movements, as well as transit travel times, and would reduce ridership.*
- *Introducing a new mode, streetcar, requires an additional new maintenance facility for streetcars and introduces a new mode of transit to Baltimore, which does not improve transit efficiency.*

Refer to Section 2.4.2 in the Alternatives Technical Report – 2012 Update for additional information, located in Appendix I.

9.3.5 Economic Development/Employment

Many comments were received from organizations and individuals citing the benefit of the Red Line in improving the job market. The reasons cited included: improved access to jobs and the creation of permanent and construction jobs.

The MTA and Baltimore City are working on workforce development programs that are intended to lead to future employment and training opportunities for local area residents, as well as expanded opportunities for local small (disadvantaged) businesses. The intent is for the area economy to benefit from the job creation and economic development the Red Line project can

generate. The MTA anticipates having a policy and program in place before construction contracts are advertised for the Red Line project.

9.3.6 Home/Property Loss

The AA/DEIS stated several times that there would be no residential displacements with any of the Red Line Alternatives, including the Preferred Alternative. However, many comments were received from residents on the west side of the project study corridor concerned about the loss of their home or property from the Red Line.

The Preferred Alternative will not require any acquisition of real property that would result in an involuntary residential displacement. The majority of the Red Line would be constructed within the public right-of-way; however, there are areas where the Red Line would require additional property. There will be the need to acquire "sliver takes" or narrow strips of property from some residential properties adjacent to and along the Red Line. Just compensation will be paid for all land that is acquired. These partial property acquisitions will leave the majority of land in the ownership of the current proprietor. A listing of property acquisitions is included in Appendix K of the FEIS.

9.3.7 Protection of Homes During Construction

Several comments were received asking how the MTA would ensure building foundations are not compromised during the construction of the Red Line.

It would be necessary to use protective measures to support building foundations as part of tunnel or station excavation, where unavoidable. These measures are often utilized to reduce potential for damage caused by construction-induced movement.

Both the Cooks Lane Tunnel and Downtown Tunnel alignments and stations have been planned to avoid construction beneath existing buildings and other structures wherever possible. However, there are a few areas where this cannot be avoided. In addition, in some other areas, existing structures would be very close to excavation sites or the tunnel's alignment. In both of these cases, a variety of measures, including underpinning, grouting, and building external support frames or bracing structures would be used to protect nearby structures during and following construction. Types of protective measures for the Red Line include ground improvements, bracing structures, and underpinning nearby structures. Prior to construction, pre-construction conditions would be documented through baseline surveys and visual inspections for buildings that are directly adjacent to the alignment. These conditions can then be compared with any changes after construction and may be used as the basis for compensation.

9.3.8 Project Disproportionately Affects Minority and Low-income Communities

Eight organizations or individuals submitted comments stating the opinion that the project violates environmental justice legislation or Title VI of the Civil Rights Act. These comments were from organizations or individuals on the west side of the project study corridor who felt their comments were not being heard or addressed. They felt their communities were being

impacted by a surface alignment when other communities had tunnel alignments, and that their communities would not benefit from the Red Line.

The FTA Office of Civil Rights has reviewed the environmental justice and Title VI complaints and either dismissed or found them insufficient. The FTA has not found any violation of Title VI of the Civil Rights Act, or the Community Right to Know Act.

In addition, Section 5.4 of the FEIS sets forth the detailed analysis performed to evaluate whether the Red Line would have a disproportionately high and adverse human health and environmental effects to minority and low-income communities that would result from the construction and operation of the Preferred Alternative. Since the AA/DEIS was published, the MTA has continued extensive public outreach with communities throughout the corridor, updated the environmental justice analysis with the 2010 US Census data, and continued coordinating with the FTA Office of Civil Rights. Refer to FEIS Chapters 5 and 8.

Overall, the Red Line would improve accessibility for all communities including low-income and minority populations. While some impacts would occur within these communities, the impacts of the project on minority and low-income communities are not disproportionately high and adverse, and the project benefits these same communities by providing improved accessibility and faster, more reliable transit.

9.3.9 Inadequate Public Outreach

Comments were received stating that citizens were not notified of the project or the public hearings.

The Baltimore Red Line planning study included a comprehensive public involvement program that was integral to the overall study effort. Public involvement activities began in Spring 2003 with the distribution of direct mail and e-mails announcing scoping meetings to approximately 84,280 homeowners and businesses, 214 associations and community groups, and over 1,450 individual e-mail addresses. Between 2004 and 2007, the MTA held five sets of open houses. From November 2004 to May 2005, four rounds of Community Workings Groups were held. Letters and project fact sheets were mailed to 249 religious institutions March 2005. Seventy-eight community meetings were held between September 2005 and March 2008. In 2006, the Maryland General Assembly passed a bill creating the Red Line Citizens' Advisory Council (CAC). The CAC advised the MTA on impacts, opportunities and community concerns about the Baltimore Red Line through the duration of the planning study. From 2010 to 2012 seventeen Station Area Advisory Committees (SAACs) were formed to provide input on the Red Line project development. Each of the SAACs met approximately ten times during that time frame.

Between project initiation and the 2008 public hearing, MTA developed 9 separate project newsletters distributed to the Red Line mailing list. Additionally, regular (monthly/bi-monthly) e-newsletters have been distributed to subscribers to the project's e-mail registry. Throughout planning, project information was made available at 34 resource hubs throughout the project area. MTA also made available a Red Line project website (www.baltimoreredline.com). Downloadable materials included a map and simulation of the Preferred Alternative, photos,

fliers, e-newsletters, news articles, brochures, videos. Refer to Chapter 8 of the FEIS for additional information.

9.3.10 Rodent Control During Construction

Several comments were received expressing concern of rodent infestations in homes during construction of the Red Line.

Construction contractors will be required to implement rodent (mouse and rat) control programs.

9.3.11 Red Line and Bikes

Several comments were received regarding the Red Line accommodating bicycles, incorporating trail-to-rail in the design, and accommodating bicycles on the street.

Accommodate cyclists on transit line: The Red Line will allow bicycles on trains and will have accommodations for bicycles at Red Line stations.

Maximize trail by rail: Trails adjacent or parallel to the Red Line were considered during the development of the Preferred Alternative for the FEIS, but were not included in the definition of the Preferred Alternative due to additional capital cost and/or right-of-way impacts.

Share the road: The majority of the Preferred Alternative is not surface light rail within a roadway. However, in one location where light rail will be located in the median, the road will be revised to include a seven foot wide bike lane. That location is along Boston Street between Hudson Street/Montford Avenue to Eaton Street.

9.3.12 Concerns of Increased Crime

A common reason given in comments for not supporting the project was that the Red Line would result in increased crime in their community.

The Red Line is being designed with safety and security measures. Vehicles, station platforms, and parking lots will include closed circuit video cameras for observation and enforcement. The project design will also incorporate features to optimize sight lines for enhanced security. The MTA police force will patrol light rail vehicles, stations, and other project infrastructure.

9.3.13 Pedestrian Safety along Edmondson Avenue and Boston Street

A common theme in the comments received was that the Red Line in the median of Edmondson Avenue or Boston Street would make it unsafe for pedestrians.

The Red Line project would include designated pedestrian crossings along Edmondson Avenue and Boston Street. The Americans with Disabilities Act (ADA)-compliant crosswalks will have traffic signals with indications for safe pedestrian movements. The traffic signals will provide adequate time for pedestrians to walk across the entire width of Edmondson Avenue and Boston Street. Pedestrian refuge medians would be provided in the center of Edmondson Avenue and Boston Street for increased safety.

9.3.14 Requesting a Tunnel under Edmondson Avenue and Cooks Lane

Generally, these comments requested that if the Red Line is built it be placed underground as opposed to on the surface through Cooks Lane and/or along Edmondson Avenue.

The Preferred Alternative is located on the surface (at grade), generally within the median of Edmondson Avenue between the Cooks Lane Tunnel portal and the West Baltimore MARC station. There is adequate right-of-way available to construct light rail in the median without the need to purchase or relocate any residential homes. As such, an underground alternative is not needed to preserve adjacent land use. Also, the impact assessments for resources along Edmondson Avenue indicate that a surface alternative is feasible in this area of the project (see the FEIS, Chapter 2 and the Alternatives Technical Report – 2012 Update for more detail). In the AA/DEIS, tunnel alignments were studied under Edmondson Avenue/Franklin Street between Cooks Lane and Calverton Road. The major reason that a tunnel alignment was not pursued was cost. In order to design and construct that portion of the project underground, the cost of the project would increase by $525 million in year of expenditure dollars. Refer to Chapter 2 of the FEIS for additional information.

9.3.15 Effects on Traffic on Edmondson Avenue with the Red Line

Several comments noted that a surface alignment on US 40/Edmondson Avenue would result in traffic problems in their community. Traffic analysis for the Preferred Alternative has been updated in support of the FEIS. This analysis for US 40/Edmondson Avenue is summarized in the response below. Refer to **Chapter 4** of the FEIS and the *Traffic and Parking Technical Report* in **Appendix I** for additional information.

Building the Red Line transit system would require that changes be made to a number of roadways along the Red Line project study corridor. Currently, on Edmondson Avenue, three lanes are provided during the peak hour in the peak direction. Under the Preferred Alternative the three available lanes would be reduced to two lanes in each direction to accommodate the Red Line in the median.

Street patterns may be modified in a number of other ways including: new turn restrictions, removing signals, closing some median openings, and installing new traffic signals at several intersections along the Red Line alignment where the light rail would cross the roadway. The plans and profiles provided in the Volume 2 of the FEIS provide greater detail on these roadway modifications.

Traffic volumes along Edmondson Avenue, without the Red Line, are projected to increase by approximately 18 percent by 2035. With the Red Line, traffic volumes are expected to remain relatively unchanged compared to current conditions, due to the reduction in lanes and capacity to accommodate the Red Line in the median.

Levels of Service (LOS) were evaluated at signalized intersections along Edmondson Avenue for both the 2035 No-Build and the 2035 Build Condition. The assessment indicates the following changes in LOS:

- *Edmondson Avenue at Winans Way – From (A) to (C) during (PM) peak hour*

- *Edmondson Avenue at Swann Avenue – From D (D) to C (E) during AM (PM) peak hour*
- *Edmondson Avenue at Edmondson Shopping Center – From A (A) to B (C) during AM (PM) peak hour (Converted from signalized to unsignalized intersection in Build conditions)*
- *Edmondson Avenue at Wildwood Parkway – From B (B) to D (D) during AM (PM) peak hour*
- *Edmondson Avenue at Allendale Street – From A to C during AM peak hour*
- *Edmondson Avenue at Hilton Street – From A to D during AM peak hour*

LOS was evaluated at unsignalized intersections along Edmondson Avenue. The assessment indicated the following change in LOS:

- *US 40 (Edmondson Avenue) at Denison Street – From F (F) to A (B) during AM (PM) peak hour as it is converted to signalized intersection in build year*

During construction, impacts to the public would be minimized through the implementation of Traffic and Transportation Management Plans. Access to local businesses would be provided where possible with existing or temporary driveways; however, there may be some instances where access cannot be maintained. In these cases, other accommodations would be arranged with the property owner. Specific mitigation would be developed during Final Design to determine the maximum number of lanes which may be closed during peak traffic hours, maintenance and removal of traffic control devices, efficient traffic detours, and construction schedule restrictions. A detailed outreach plan will be developed prior to construction.

9.3.16 Parking Impacts along US 40/Edmondson Avenue

One reason frequently expressed in opposition to the Red Line on US 40/Edmondson Avenue was the loss of on-street parking in their community.

The implementation of the Red Line will require the elimination of some parking spaces along the corridor. Under the Preferred Alternative 58 on-street parking spaces would be eliminated along Edmondson Avenue between Cooks Lane and Franklintown Road. For those parking spaces that remain along Edmondson Avenue, vehicles may be parked 24-hours a day. MTA will work with the contractor to develop a plan to minimize the temporary loss of parking during construction. Refer to the Traffic and Parking Technical Report in Appendix I for additional information.

9.3.17 Support for a Tunnel under Fleet Street over Aliceanna Street

Several comments were received from residents in the Fell's Point neighborhood supporting a tunnel through their community over a surface option. Some of these comments expressed support for a tunnel alignment beneath Fleet Street instead of Aliceanna Street.

The Preferred Alternative for the Red Line now includes a tunnel through Fell's Point under Fleet Street not Aliceanna Street with the Harbor East Station located at Fleet Street and Central Avenue and the Fell's Point Station at Fleet Street and Broadway. With the decision to have a portal at Boston Street and Hudson Street/Montford Avenue, a tunnel under Fleet Street

provided a better geographic transition. A tunnel from Fleet to Boston Streets only required one horizontal curve. A tunnel from Fleet to Aliceanna Streets would have required an additional curve which would have increased capital costs and increased travel time.

9.3.18 Supports Red Line but not an Alignment on Boston Street (Canton)

Comments were received requesting that an alternative alignment be selected that would not include Boston Street. Some of these comments requested the Red Line alignment be shifted to Eastern Avenue and Fleet Street. Because of the existing street widths, sidewalk widths, and building face locations, Eastern Avenue and Fleet Street could not be widened for the inclusion of light rail. All of the surface options were deemed infeasible because of the impacts to parking or impacts to roadway capacity and local access.

In selecting the Preferred Alternative there were many critical considerations including quality of transit service, projected transit ridership, cost-effectiveness, land use/transportation integration, economic development potential, environmental impacts, impacts to communities, and public and stakeholder input. To meet the project's purpose and need, it was important to connect people with key activity centers such as the Social Security Administration, University of Maryland downtown, central business district, Harbor East, and Johns Hopkins Bayview Medical Center campus. Transit connections to MARC and existing Metro and Central Light Rail were also critical to meeting the purpose and need.

The Boston Street corridor was selected as part of the Preferred Alternative because it represented the option with the least parking and traffic impacts when compared to the other surface options along Eastern Avenue and Fleet Street. It was also $412 million less to construct than a tunnel under Eastern Avenue. Ridership projections for the option along Boston Street were also comparable to options in the Eastern Avenue/Fleet Street corridor. Refer to the Alternatives Technical Report – 2012 Update for additional information.

9.3.19 Supports an Alignment on Eastern Avenue not Boston Street

Several comments noted support for the AA/DEIS Alternative 4D, which included a tunnel under Eastern Avenue, or support for a surface alignment on Eastern Avenue or Fleet Street as an alternative to a Boston Street alignment. The AA/DEIS included analysis of the three surface alignments as Eastern-Fleet one-way couplets and a tunnel under Eastern Avenue.

Various alternatives were analyzed in the AA/DEIS to use the Eastern Avenue/Fleet Street corridors. These alternatives were not selected as part of the Preferred Alternative due to lack of feasibility or high capital costs. Key reasons that the Eastern/Fleet Alternatives were not selected are described below.

Tunnel Option: A tunnel alternative along Eastern Avenue from the downtown area to the Norfolk Southern right-of-way, north of Eastern Avenue, was considered. The costs of this alternative, due to both the tunnel and underground stations, would increase the cost of the Red Line by $412 million, in year of expenditure dollars.

Eastern-Fleet surface LRT Option: Three surface options were considered in the AA/DEIS. The first option maintained two-way traffic on Eastern Avenue and Fleet Street with elimination of all parking on one side of each street. Light rail tracks would be separated with one directional track along Eastern Avenue and the other directional track along Fleet Street. Each of the other two surface options created one-way streets on both Eastern Avenue and Fleet Street with one lane for traffic, one lane for light rail, and two lanes for parking. Due to the existing street widths, sidewalk widths, and building face locations, Eastern Avenue and Fleet Street could not be widened for the inclusion of light rail. All of the surface options were deemed infeasible because of the impacts to parking or impacts to roadway capacity and local access.

Refer to the Alternatives Technical Report- 2012 Update for additional information.

In a letter dated May 7, 2012, FTA and MTA received a report recommending additional consideration of light rail alternatives located on Eastern Avenue. Refer to b'more mobile, "The Case for Eastern Avenue on The Red Line" (May 2012) included in *Appendix H of the Alternatives Technical Report – 2012 Update,* included in **Appendix I** of the FEIS. The report claimed that an Eastern Avenue route would serve more local users overall, and that it would better serve transit users in minority and low-income neighborhoods and therefore was more consistent with principles of environmental justice. FTA responded in a letter dated May 25, 2012, noting that environmental justice issues were being analyzed and would be addressed in the FEIS. In addition, MTA responded in a letter dated October 1, 2012. The MTA responses addressed the specific issues raised in the report in more detail and reaffirmed MTA's preference for the Boston Street alignment. The MTA cited several reasons, including: (1) the Boston Street alignment is more consistent with the project's purpose and need because it provides a direct connection to the Canton area; (2) the proposed alignment along Boston Street is consistent with environmental justice requirements; and (3) the cost and impact of an Eastern Avenue route, whether surface or tunnel, would be substantially greater than estimated in the b'more mobile report. FTA has reviewed MTA's response to the b'more mobile report and concurs with MTA's response. Refer to the *Alternatives Technical Report – 2012 Update, Appendix H* for additional information and copies of the b'more report and response letter.

9.3.20 Extend the Tunnel Further East Under Boston Street

Some comments received stated support for extending the tunnel further to the east under Boston Street. The Preferred Alternative includes a tunnel under a portion of Boston Street from Aliceanna Street to Hudson Street, transitioning to the surface and continuing in the median of Boston Street to South Conkling Street.

There is adequate right-of-way available to construct light rail in the median without the need to purchase or relocate any residential homes or businesses. As such, an underground alternative is not needed to preserve adjacent land use. Also, the impact assessments for resources along Boston Street indicate that a surface alternative is feasible in this area of the project (see the FEIS, Chapter 2 and the Alternatives Technical Report – 2012 Update for more detail). The major reason that a tunnel alignment was not pursued along Boston Street was cost. In order to design and construct that portion of the project underground, the cost of the

project would increase by $210 million, in year of expenditure dollars. Refer to the Alternatives Technical Report – 2012 Update for additional information.

9.3.21 Effects on Traffic on Boston Street with the Red Line

Several comments noted that traffic congestion on Boston Street is a current problem that would get worse with a Red Line surface alignment on Boston Street. Traffic analysis for the Preferred Alternative has been updated in support of the FEIS. This analysis for Boston Street is summarized in the response below.

Building the Red Line transit system would require that changes be made to a number of roadways along the Red Line alignment corridor. Currently, two travel lanes in each direction are provided during the peak hour in the peak direction along Boston Street between Hudson Street and South Lakewood Avenue. Between South Lakewood Avenue and Clinton Street there are currently two travel lanes in each direction at all times. Under the Preferred Alternative, there would be one travel lane in each direction at all times for the entire length of Boston Street.

Street patterns may be modified in a number of other ways, including: new turn restrictions and removing or installing new traffic signals at several intersections along the Red Line alignment where the light rail would cross high volume side streets. The detailed plans and profiles provided in the Volume 2 of the FEIS provide greater design detail. Refer to Chapter 4 of the FEIS and the Traffic and Parking Technical Report in for additional information.

Without the Red Line, traffic volumes along Boston Street, north of Montford Avenue, are projected to increase by approximately 33 percent by 2035 and volumes east of Conkling Street are projected to increase by 56 percent by 2035. With the Red Line by 2035, traffic volumes along Boston Street are projected to increase by 22 percent north of Montford Avenue and increase by 25 percent east of Conkling Street.

Levels of Service (LOS) were evaluated at signalized intersections along Boston Street for both the 2035 No-Build and the 2035 Build Condition. The assessment indicated the following changes in LOS:

- *Boston Street at Aliceanna Street – From (F) to (B) during (PM) peak hour*
- *Boston Street at Montford Ave – From E to D during AM peak hour*
- *Boston Street at Ellwood Ave – From (A) to (D) during (PM) peak hour (Converted from signalized to unsignalized in Build conditions)*
- *Boston Street at Clinton Street – From F to E during AM peak hour*
- *Boston Street at Old Boston Street – From D (C) to E (E) during AM (PM) peak hour*

LOS was evaluated at unsignalized intersections along Boston Street. The assessment indicated the following changes in LOS:

- *Boston Street at Leakin Street – From F to better F during AM peak hour*

- *Boston Street at Safeway – From (D) to (A) during (PM) peak hour as it is converted to a signalized intersection in the Build year*
- *Boston Street at Kenwood Ave – From F (F) to D (D) during AM (PM) peak hour as it is converted to a signalized intersection in the Build year*
- *Boston Street at East Ave – From F to C during AM peak hour as it is converted to a signalized intersection in the Build year*
- *Boston Street at Bayliss Street – From F to B during AM peak hour*

During construction, impacts to the public would be minimized through the implementation of Traffic and Transportation Management Plans. Access to local businesses through existing or temporary driveways would be provided where possible; however, there may be some instances where access cannot be maintained. In these cases, other accommodations would be arranged with the property owner. Specific mitigation would be developed during Final Design to determine maximum number of lanes closed during peak traffic hours, maintenance and removal of traffic control devices, efficient traffic rerouting measures, and scheduling of construction activities within the roadways for times other than peak traffic periods.

9.3.22 Parking Impacts on Boston Street

One reason expressed in several comments received in opposition to the Red Line on Boston Street was the loss of on-street parking in their community.

The implementation of the Red Line will require the elimination of parking spaces along the corridor. Currently, there are 239 total parking spaces, 161 full-time and 78 part-time parking spaces, along Boston Street between Hudson/Montford to Haven Street. Under the Preferred Alternative, 126 parking spaces (both on-street and off-street) would be displaced. For those parking spaces that remain along Boston Street, vehicles may be parked 24-hours a day. The proposed park-and-ride at the Brewers Hill/Canton Crossing Station could provide temporary parking spaces during construction. Refer to Chapter 4 of the FEIS and the Traffic and Parking Technical Report for additional information.

9.4 Reponses to Comments

A response has been prepared for each comment received during the AA/DEIS public review and comment period and is presented in **Appendix A** of the FEIS. For ease of finding a specific comment these have been categorized by Agency, Elected Official, Organization, and individuals alphabetized by the commenter's last name or agency/organization representing. An alphabetized index is also provided.

Index of Comments Received

Agency Comments		
Name	**ID Number**	**Page Number**
Advisory Council on Historic Preservation	1	A-1
Baltimore City Department of Planning	2	A-2
Baltimore City Department of Public Works	3	A-4
Baltimore City Department of Transportation	4	A-5
Baltimore City Health Department	5	A-7
Baltimore City Housing Planning and Development	6	A-9
Baltimore City Housing Planning and Development	7	A-11
Baltimore City Red Line Coordinator, Danyell Diggs	8	A-12
Maryland Department of Planning	9	A-14
Maryland Department of Planning	10	A-15
U.S. Environmental Protection Agency	11	A-20
Elected Official Comments		
Name	**ID Number**	**Page Number**
Carter, Jill - Maryland State Delegate	12	A-24
Cole, William - Baltimore City Councilmember	13	A-25
Cummings, Elijah – U.S. Congressman (by Madhur Bansal)	14	A-26
Cummings, Elijah – U.S. Congressman (by Lucinda Lessley)	15	A-28
Cummings, Elijah – U.S. Congressman (by Darryl Yates)	16	A-29
Dixon, Sheila - City of Baltimore Mayor	17	A-31
Holton, Helen L. - Baltimore City Councilmember	18	A-37
Holton, Helen L. - Baltimore City Councilmember	19	A-40
Kraft, James - Baltimore City Councilmember	20	A-42
Oaks, Nathaniel - Maryland State Delegate	21	A-44
41st Legislative District - Maryland General Assembly, Jill P. Carter, Lisa A. Gladden, Nathaniel T. Oaks, Samuel I. Rosenberg	22	A-45
Organization Comments		
Name	**ID Number**	**Page Number**
The ACI Group	23	A-47
American Civil Liberties Union of Maryland	24	A-49

American Federation of State, County, and Municipal Employees	25	A-51
American Institute of Architects, Baltimore	26	A-52
Anchorage Homeowners Association, Inc.	27	A-53
Anchorage Tower Condominium Association	28	A-54
The Arc of Baltimore	29	A-58
Baltimore Area Convention and Visitors Association	30	A-60
Baltimore Area Convention and Visitors Association	31	A-61
Baltimore Building and Construction Trades Council	32	A-63
Baltimore City Community College	33	A-64
Baltimore Development Corporation	34	A-66
Baltimore Development Corporation	35	A-68
Baltimore Heritage, Inc.	36	A-70
Baltimoreans Against Disability Discrimination	37	A-71
The Baltimore Life Companies	38	A-72
Baltimore Office of Promotion & the Arts	39	A-73
Baltimore Workforce Investment Board	40	A-74
B'More Mobile	41	A-76
Canton Community Association	42	A-79
Canton Square Homeowners Association	43	A-83
Canton Square Homeowners Association	44	A-84
Catholic Relief Services	45	A-86
Central Church of Christ	46	A-87
Central Maryland Transportation Alliance (by Brian O'Malley)	47	A-88
Central Maryland Transportation Alliance (by Scot Spencer)	48	A-90
Charles Street Development Corporation	49	A-91
Chesapeake Bay Foundation	50	A-92
Citizens Advisory Council	51	A-93
Citizen's Planning and Housing Administration	52	A-99
City Center LLC	53	A-101
Cookley Community Baptist Church	54	A-102
Development Advisory Committee	55	A-103
Doracon Development, LLC	56	A-105
Downtown Partnership of Baltimore, Inc.	57	A-106

Edgewood Neighborhood Association	58	A-107
Edmonson Village Community Association	59	A-110
Edmonson Village Community Association	60	A-111
Emerging Technology Centers	61	A-112
Evergreen Protective Association	62	A-113
Fells Point Community Organization	63	A-115
Fells Point Development Corporation	64	A-116
Fells Point Task Force	65	A-117
Fells Prospect Community Association	66	A-123
The Franklintown Community Association	67	A-125
Greater Baltimore Committee	68	A-127
Greater Baltimore Urban League	69	A-129
Greater WestHills Association	70	A-130
Greater WestHills Association	71	A-132
Greektown CDC	72	A-134
Gwynns Falls Trail Council	73	A-135
[Gwynns] Falls Trail Council	74	A-137
Gwynns Falls Watershed Association	75	A-139
H&S Bakery, Inc.	76	A-142
H&S Properties Development Corp.	77	A-143
Hale Properties	78	A-144
Hale Properties	79	A-145
Hippodrome Hatters	80	A-146
Hunting Ridge Community Assembly, Inc.	81	A-147
Hunting Ridge Community Assembly, Inc.	82	A-148
Hybrid Development Group, LLC	83	A-150
International Association of Bridge, Structural and Ornamental Ironworkers Local Union No. 16	84	A-152
International Union of Operating Engineers, Local 37	85	A-154
Irvington Community Association	86	A-155
Job Opportunities Task Force	87	A-156
Job Opportunities Task Force	88	A-157
Johns Hopkins Medicine	89	A-158
Johns Hopkins Medicine Bayview Medical Center	90	A-160

Johns Hopkins Real Estate	91	A-162
Johns Hopkins Real Estate	92	A-164
Kernan Orthopedics and Rehabilitation	93	A-166
Laborers Local 710	94	A-167
La Cité Development	95	A-169
Lafayette Square Association in Harlem Park Community	96	A-170
League of Women Voters	97	A-171
Legg Mason	98	A-172
Litecast, LLC	99	A-173
Litecast, LLC	100	A-174
Living Classrooms Foundation	101	A-175
Lyndhurst Community Association	102	A-176
Mahogany, Inc.	103	A-177
Mahogany, Inc.	104	A-178
Mahogany, Inc.	105	A-179
Marketplace at Fells Point	106	A-180
Marriott Hotels & Resorts	107	A-181
Maryland Minority Contractors	108	A-182
Maryland PIRG	109	A-184
Maryland Science Center	110	A-185
The Mayor's Bicycle Advisory Committee	111	A-186
McDaniel College	112	A-190
Mercy Medical Center	113	A-191
Metropolitan Baltimore Council, AFL-CIO Unions	114	A-193
Mid-Atlantic Regional Council of Carpenters	115	A-195
Miles & Stockbridge, P.C.	116	A-197
Mt. Holly-Saratoga-Mulberry-Lyndhurst Community Association	117	A-199
National Academy Foundation High School	118	A-202
Neighborhood Organization Works	119	A-203
North Shore at Canton, Inc.	120	A-206
Obrecht Commercial Real Estate, Inc.	121	A-207
Old Goucher Business Alliance	122	A-208
One Less Car	123	A-210

Parks & People Foundation	124	A-212
Pennoni Associates	125	A-215
PHH Arval	126	A-216
Progressive Maryland	127	A-217
Riggs, Counselman, Michaels & Downes, Inc.	128	A-218
Riggs, Counselman, Michaels & Downes, Inc.	129	A-219
Rognel Heights Community Association	130	A-220
Rognel Heights Community Association (by Don Sherrod)	131	A-221
Rognel Heights Community Association (by Don Sherrod)	132	A-222
Rognel Heights Community Association (by Don Sherrod)	133	A-224
Rognel Heights Community Association (by Don Sherrod)	134	A-226
Rognel Heights Community Association (by Don Sherrod)	135	A-228
SB & Company, LLC	136	A-230
SB & Company, LLC	137	A-231
Security Square Associates	138	A-232
Security Square Mall	139	A-233
Security West Building Owners	140	A-235
Southwest Development Committee	141	A-236
Southwest Better Community Association	142	A-238
Southwest Better Neighborhood Association, Inc.	143	A-242
Struever Bros. Eccles & Rouse	144	A-245
Ten Hills Community Association	145	A-246
Transit Riders Action Council of Metropolitan Baltimore (by Edward Cohen)	146	A-249
Transit Riders Action Council of Metropolitan Baltimore (by Edward Cohen)	147	A-251
Transit Riders Action Council of Metropolitan Baltimore (by Edward Cohen)	148	A-253
Transit Riders Action Council of Metropolitan Baltimore (by Edward Cohen)	149	A-255
Transit Riders Action Council of Metropolitan Baltimore (by Christopher Field)	150	A-257
Transit Riders Action Council of Metropolitan Baltimore (by Christopher Field)	151	A-259
Transit Riders Action Council of Metropolitan Baltimore (by Christopher Field)	152	A-261
Transit Riders Action Council of Metropolitan Baltimore (by Christopher Field)	153	A-263
United Steel Workers	154	A-273
University of Maryland, Baltimore County	155	A-275
University of Maryland Medical System	156	A-276

Uplands Community Association	157	A-278
The Walters Art Museum	158	A-280
Waterfront Coalition	159	A-281
Waterfront Partnership of Baltimore, Inc.	160	A-286
Westview Park Community Association	161	A-287
1st Mariner Arena	162	A-290
02 Financial, LLC	163	A-291
1199 SEIU United Healthcare Workers East	164	A-292
Individual Comments		
Name	**ID Number**	**Page Number**
Individual comments are listed alphabetically, by last name	165 - 723	A-293 – A-1,093
Petitions		
Name	**ID Number**	**Page Number**
Petitions are listed alphabetically, by organization name	724 - 729	A-1,094 – A-1,157

Appendix A: Responses to DEIS Comments - Agency

Preserving America's Heritage

January 5, 2009

Ms. Diane Ratcliff
Director
Office of Planning
Maryland Transit Administration
6 Saint Paul St.
Baltimore, MD 21202-1614

RE: *Draft Environmental Impact Statement for Red Line Corridor*
Baltimore, Maryland

Dear Ms. Ratcliff:

The Advisory Council on Historic Preservation (ACHP) recently received a copy of the Draft Environmental Impact Statement for the referenced undertaking. Our comments pursuant to the National Environmental Policy Act of 1969 (NEPA) were requested. We have no comments pursuant to NEPA at this time.

While the documentation provided indicates that the proposed undertaking may adversely affect historic properties, we have no record of receiving notification of adverse effects from the Federal Transit Administration (FTA) regarding this undertaking as is required under our regulations, "Protection of Historic Properties" (36 CFR Part 800). Please continue to consult with the Maryland State Historic Preservation Office (SHPO) and other consulting parties to complete the requirements of the Section 106 process. In the event FTA determines, in consultation with the Maryland SHPO, that the proposed undertaking may adversely affect properties listed or eligible for listing in the National Register of Historic Places, please provide the required notification and documentation to ACHP in accordance with 36 CFR § 800.6(a)(1) and § 800.11(e).

If you have any questions or would like to discuss this matter, please contact Blythe Semmer by telephone at (202) 606-8552 or by e-mail at bsemmer@achp.gov.

Sincerely,

Charlene Dwin Vaughn

Charlene Dwin Vaughn, AICP
Assistant Director
Office of Federal Agency Programs
Federal Permitting, Licensing, and Assistance Section

RECEIVED
JAN 9 2009
DIRECTOR'S OFFICE
OFFICE OF PLANNING

ADVISORY COUNCIL ON HISTORIC PRESERVATION
1100 Pennsylvania Avenue NW, Suite 803 • Washington, DC 20004
Phone: 202-606-8503 • Fax: 202-606-8647 • achp@achp.gov • www.achp.gov

The Effects Determination Report, prepared in accordance with Section 800.11(e), and the Section 106 Programmatic Agreement have been completed for the Red Line project. Refer to the Section 106 Effects Technical Assessment and the Section 106 Programmatic Agreement included in the Appendices of the FEIS.

SHEILA DIXON
Mayor

GARY W. COLE
Acting Director

December 22, 2008

Ms. Dianne Ratcliff
Director of Planning
Maryland Transit Administration
6 St. Paul Street, 9th Floor
Baltimore, MD 21202

RE: Red Line DEIS Comments

Dear Ms. Ratcliff,

This is to inform you that the Baltimore City Department of Planning supports the Red Line alignment known as the 4C Alternative. This is the 14+ mile light rail system that will connect Woodlawn, vicinity of Social Security Administration, through downtown and to the Bayview Medical Center in Southeast Baltimore.

The Department of Planning has reviewed the DIES for the various alignments and has concluded that the 4C Alternative best address the majority of the concerns of the communities, while still remaining fiscally achievable. Additionally, it is our expectation that this project will leverage millions transit dollar investments to achieve community revitalization goals, provide new job opportunities, assist in the growth and development of MBE and WBE firms, and create a greener and cleaner environment.

Thus, the Department of Planning urges the MTA to recommend to Governor O'Malley to formally designate Alternative 4C as the locally preferred alternative. Please include these comments in the official DEIS record. If you have questions or require additional information regarding this matter, do not hesitate to contact me at 410-396-8337.

Sincerely Yours,

Gary W. Cole
Acting Director
Baltimore City Department of Planning

BALTIMORE CITY PLANNING COMMISSION
Charles L. Benton, Jr. Building · 417 East Fayette Street · Eighth Floor · Baltimore, MD 21202-3416
Plan · Preserve · Prosper

The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

Page 2

RE: Red Line DEIS Comments

cc:

The Honorable Mayor Sheila Dixon
Mr. Andrew Frank, Deputy Mayor
Mr. Al Foxx, Director of Baltimore City Department of Transportation
Ms. Danyell Diggs, Baltimore City Department of Transportation
Mr. Henry Kay, Mass Transit Administration

CITY OF BALTIMORE
SHEILA DIXON, Mayor

DEPARTMENT OF PUBLIC WORKS
OFFICE OF THE DIRECTOR
600 Abel Wolman Municipal Building
Baltimore, Maryland 21202

December 19, 2008

Ms. Dianne Ratcliff
Director of Planning
Maryland Transit Administration
6 St. Paul Street, 9th Floor
Baltimore, MD 21201

RE: Red Line DEIS Comments

Dear Ms. Ratcliff:

Our mission at the Department of Public Works is to enhance and sustain a healthy quality of life for every citizen and customer in Baltimore City. We support the Red Line because it will be a key component in making Baltimore cleaner, greener, healthier and safer.

Automobile dependence in our urban environment has basically reached its limit. Traffic jams, accidents and the resulting driver fatigue/frustration can hinder our city's growth. Our concrete and asphalt world has resulted in stormwater runoff - a major source of pollution in our Chesapeake Bay. Road reconstruction, needed because of so much traffic, can negatively impact our underground utilities.

Building the Red Line will help reduce traffic. It will bring more green space to Baltimore, protect our infrastructure and protect our streams, harbor and the Bay.

I want to specifically advocate for Alternative 4C. It will maximize these environmental benefits for the Red Line project. Light Rail makes the most sense. It is cleaner, faster, and more reliable than buses. Second, having surface transit accessible in residential areas is crucial for its success. Construction of surface transit creates great opportunities for increasing green space that will reduce stormwater runoff. Finally, and logically, a tunnel through the dense downtown area will ensure the efficiency of this system.

The Red Line will be crucial in improving the quality of life for all Marylanders and our visitors. When it is built, the Baltimore region will join other "user-friendly", innovative cities in providing options and opportunity in what must become a cleaner, greener world.

Sincerely,

David E. Scott, P.E.
Director

DES:klk

Visit Our Website @ www.baltimorecity.gov

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The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

CITY OF BALTIMORE
SHEILA DIXON, Mayor

DEPARTMENT OF TRANSPORTATION
ALFRED H. FOXX, Director
417 E. Fayette Street
Baltimore, Maryland 21202

December 17, 2008

Ms. Diane Ratcliff
Director of Planning
Maryland Transit Administration Office of Planning
6 St. Paul Street
9th Floor
Baltimore, MD 21202

DEC 23 2008

Re: Red Line Options on Central Avenue

Dear Ms. Ratcliff,

The City of Baltimore Department of Transportation (DOT) has been informed about two possible surface options for the Red Line alignment along Central Avenue. DOT currently has a Central Avenue Streetscape and Storm Drain Rehabilitation Project in the design stage which is scheduled to begin construction in the summer of 2010.

DOT understands that the surface Light Rail Transit (LRT) alignments along Central Avenue are not the preferred alternative, but that there are potential options if MTA decides to reduce the planned tunnel length for Alternate 4C. DOT would like to make sure that MTA is aware that there is a large, shallow and very old arch culvert below the middle of Central Avenue from Orleans Street to the harbor called the Harford Run Storm Drain. One of the surface options shows the LRT going down the middle of Central Avenue over the old culvert.

The Harford Run Storm Drain was built in the 1880's out of brick, stone and mortar which has a cover of one foot from the street surface elevation to the top of the culvert. It is in need of significant repair and the arch has even flattened out some over the last 130 years. DOT does not have the funds to reconstruct the old culvert. However, in the design stage we are currently looking at different options to reinforce the old culvert with a new lining system as a value engineering approach. The 30% Preliminary design plans for the Central Avenue Project were submitted to MTA in August 2008 and the 60% Semi-Final plans will be submitted in March 2009. The reinforcing lining system is being designed to accommodate truck live loads and will extend the service life of the culvert for an additional 75 years.

While the surface LRT options down Central Avenue are considered unlikely by MTA, DOT would like to make it clear that the culvert is not being designed to handle train loads due to the additional costs and reduction of hydraulic capacity. If a surface LRT does indeed come down Central Avenue, the safer and more affordable option would be to move the LRT alignment far enough away from the centerline to eliminate the loading effects on the old culvert. However, that option might remove two travel lanes and both parking lanes which would need to be reviewed by the DOT Traffic Division.

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The Preferred Alternative for the Red Line does not include surface light rail on Central Avenue. The Preferred Alternative would be underneath Fleet Street as it crosses beneath Central Avenue. The Harbor East Station would be located east of Central Avenue between Central Avenue and Eden Street.

Red Line Options on Central Avenue
12/16/08
Page 2 of 2

DOT understands the need and importance for the Red Line. We are very excited about Baltimore getting a new major transit system and are looking forward to working with MTA on this project which will be great for the City of Baltimore.

REGARDS,

MS. MARGARET B. MARTIN, PE
CHIEF, TRANSPORTATION ENGINEERING & CONSTRUCTION DIVISION

cc: Mr. Alfred Foxx, DOT Director
Mr. Jamie Kendrick, DOT Deputy Director
Mr. Randall Scott, Acting Chief, Traffic Division
Ms. Danyell Diggs, DOT Red Line Coordinator
Mr. Bimal Devkota, Engineering Supervisor
Mr. Lorenzo Bryant, MTA Project Manager
Mr. Jamie McDonald, DOT Project Manager

CITY OF BALTIMORE
SHEILA DIXON, Mayor

HEALTH DEPARTMENT
JOSHUA M. SHARFSTEIN, M.D., Commissioner
210 Guilford Avenue
Baltimore, MD 21202

January 5, 2009

Ms. Dianne Ratcliff, Director of Planning
Maryland Transit Administration
6 St. Paul Street, 9th Floor
Baltimore, MD 21201

RE: COMMENTS ON RED LINE DRAFT ENVIRONMENTAL IMPACT STATEMENT

Dear Ms. Ratcliff,

The Baltimore City Health Department's mission is to promote and protect the health of Baltimore residents. As such, we would like to register our support for the proposed Red Line project, as our review of the Draft Environmental Impact Statement and of the public health literature make it clear that the Red Line has the potential to have many beneficial effects on the health of Baltimore City residents.

Over the past several months, the Baltimore City Health Department has assisted the Baltimore City Department of Transportation with a thorough review of the possible health impacts, both beneficial and detrimental, of the Red Line project. The results of this review are summarized in the Red Line Transit Project Health Impact Assessment submitted separately by the Mayor.

Briefly, this assessment concluded that the Red Line has the potential to improve the health of Baltimore residents by improving air quality along the corridor, by increasing access to health promoting resources such as jobs, education, health care, social services, and healthy foods, and by increasing incidental physical activity among individuals who will use public transportation instead of automobiles. In addition, any increases in the quality of life and economic conditions spurred by the Red Line project will also lead to health improvements given the strong link between economic conditions and health outcomes.

These benefits will be maximized by the implementation of the recommendations included in the Health Impact Assessment, which include:

- Using Light Rail, as this is the most health-beneficial transportation option of those currently being considered,
- Including public health experts in decision-making bodies so that decisions will take into account public health priorities,

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The Preferred Alternative presented in the FEIS improves transit in the Baltimore Region, as your comment recommends. The Preferred Alternative is a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line Build Alternative.

The MTA received the Health Impact Assessment Report submitted as part of the Mayor's comments on the AA/DEIS. The recommendations from the City of Baltimore Health Department are being included in design decisions and will be included in construction activities.

- Designing the surface sections of the Red Line in ways that will minimize the risk of traffic-related accidents, encourage walking and bicycling, increase green space, and maximize the opportunities for transit-oriented development.

While the Red Line is expected to have positive health impacts in the long-term, there is the potential for short-term deleterious effects during the construction phase. These include sleep and developmental disruptions due to noise pollution, decreased respiratory health and exposure to toxic substances due to construction dust and emissions, and increased exposure to infectious diseases through increased rodent activity. In order to minimize these potential negative impacts, we strongly recommend:

- Using "clean construction" methods that minimize dust pollution and emissions,
- Early planning and using integrated pest management for rodent control,
- Placing equipment as far as possible from schools, homes and other sensitive areas.

Baltimore City faces many public health challenges. On average Baltimore residents die 6 years earlier than the average Maryland resident, due to increase rates of cardiovascular diseases, cancer, homicides, and a host of other poor health outcomes. To the extent that the proposed Red Line is successful in increasing physical activity rates, in increasing access to health-promoting resources, and in decreasing automobile transportation, and to the extent that the construction phases are managed to minimize negative health impacts, the Red Line will have a positive impact on health in Baltimore. The Baltimore City Health Department therefore supports the implementation of the Red Line development.

Sincerely,

Joshua M. Sharfstein, M.D.
Commissioner of Health

12 MS. NICOLE EARLE: Good afternoon. Nicole
13 Earle. First name, N-I-C-O-L-E. Last name is Earle,
14 E-A-R-L-E. I'm here on behalf of the Baltimore Housing
15 Planning and Development. I'm the Project Manager for
16 the Uplands Development. That's being done on Route 40
17 and Edmondson Avenue.
18 Edmondson Avenue is going to become a great
19 corridor for a transit oriented development which the
20 Red Line will provide. The Uplands Development is
21 going to be over an 1,100 unit, mixed-income
1 neighborhood which is going to be a great asset. It
2 will provide different housing types from rental
3 opportunities to for-sale opportunities, townhouses,
4 condos, single-family, community center, some
5 commercial retail possibly.
6 We're looking at the Red Line as a great
7 asset to this development. With the Red Line and with
8 this development that we're planning, this is going to
9 be one of the model community development activities on
10 the East Coast. It will make this a totally wonderful
11 opportunity for residents to be in Baltimore and have
12 housing opportunities like they would in the suburban
13 areas and be able to be in the city. With the Red Line
14 on Edmondson Avenue, with a stop in or close to
15 Uplands, will provide folks the opportunity to travel
16 to the central area for work opportunities, for play
17 opportunities, for educational opportunities, and also
18 to be able to go to the surrounding areas as well.
19 So we're looking at this transit
20 development with a Red Line stop close to Uplands,
21 hopefully, as a great asset. We're in total support of
1 the development. I was fortunate to go on one of the
2 tours to one of the states. We went to Portland to see
3 what they were doing there. It provided an opportunity
4 to see how it can be done and how it can be done well.
5 I know that several community members have
6 concerns, as they should. But what that trip showed is
7 that there is a good way to do it. There are models,

Baltimore City Housing Planning and Development's comments are located under IDs 6 and 7; the responses to these comments are combined below.

The Preferred Alternative presented in the FEIS improves transit in the Baltimore Region, as your comment recommends. The Preferred Alternative is a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line Build Alternative.

In selecting the Preferred Alternative there were many critical considerations including quality of transit service, projected transit ridership, cost-effectiveness, land use/transportation integration, economic development potential, environmental impacts, impacts to communities, and public and stakeholder input. To meet the project's purpose and need, it was important to connect people with key activity centers such as the Social Security Administration, University of Maryland downtown, Central

8 there are best practices that Baltimore City and the
9 state can take and implement in Baltimore. Yes, there
10 are obvious lessons to be learned from how it was done
11 in the past. But I am sure that with the best
12 practices that we've learned in Portland and several
13 other cities that we visited, we can do it right and
14 make this city and make the Uplands development a great
15 opportunity and living option for our residents.
16 What I'd just advise the different
17 communities, whether it be in Edmondson Village and all
18 the surrounding areas, and all the other areas the Red
19 Line might go through, is get engaged. This is an
20 opportunity for community residents, as I learned in
21 Portland, to get involved in the process. Voice your
1 concerns. Voice your needs and they can be met.
2 So it's not to say stop this, it's a bad
3 thing. It's going to be a detriment. Figure out what
4 it is that you need and voice your concerns. Get
5 involved in the process. It can only be a positive.
6 So I'm completely for it. I see that my
7 time is up. Good luck. Get it done. Let's go. It's
8 a great project.

Business District, Harbor East, and Johns Hopkins Bayview Medical Center Campus. Transit connections to MARC and existing Metro and Light Rail were also critical to meeting the purpose and need.

The Preferred Alternative was selected with tunnel segments in the most congested surface areas in the corridor, where there was not a viable surface option.

Red Line Corridor Transit Study
AA/DEIS Comment Form

Only comments received by 5:00 PM on January 5, 2009 will be included in the Public Hearing Record for the Red Line Corridor Transit Study.

PLEASE PRINT

Name: NICOLE EARLE Organization: Baltimore Housing

Address: 417 E. Fayette Street

City: Baltimore State: MD Zip Code: 21202

I/We wish to submit the following comments on this project:

I think that surface should be the prefered alternative because it will support economic development more. I visited Portland and that is a great model But I am concerned at the disproportionate treatment of communities either you tunnel all the way or not at all. It hard to ~~mark~~ make the argument that you can't tunnel a 1 mile area that will make the difference in the budget but you can find the money for all the other tunnels. It is clear why the Edmondson Village and surrounding communities are crying foul. write from a personal position not City position

4 MS. DANYELL DIGGS: Sure. Good morning.
5 My name is Danyell Diggs, D-A-N-Y-E-L-L, Diggs,
6 D-I-G-G-S. Address is 417 East Fayette Street,
7 Baltimore, Maryland. And I'm standing, I'm here as a
8 city's Red Line coordinator. The Red Line transit
9 project is the most important transportation project in
10 our region and for our generation. It is the next leg
11 of our Baltimore region rail system plan and will tie
12 together several rail transit lines we already had in
13 Baltimore.
14 But one of the things I want to talk about
15 is if we just, if what we just get from the Red Line is
16 just a transportation project, then we haven't did our
17 job as a city. The Red Line will spur neighborhood
18 revitalization in Uplands, Poppletown and Greektown.
19 It will connect our economic centers, like the
20 University of Maryland Medical Center and Johns Hopkins
21 Bayview.
1 The Red Line is an opportunity to create
2 thousands of jobs and millions of dollars in economic
3 opportunity for the local minority and women in
4 businesses. And it is an opportunity to train the next
5 generation of architects, engineers, electricians, and
6 carpenters on a project that will pass right through
7 their neighborhood.
8 The Red Line is an opportunity to make
9 Baltimore cleaner and greener as a new transit riders
10 leave their cars at home and reduce the number of
11 diesel spewing buses from neighborhoods in east and
12 west Baltimore. They suffer right now from the highest
13 rates of asthma in the state. We can create new and
14 green infrastructure with trees and landscaping and
15 repair water and sewer lines and better stormwater
16 management practices.
17 Now, we know this Red Line project is going
18 to be very challenging. And we know that there will be
19 construction impacts, noise, dust, vibration, changes
20 in traffic and parking patterns and disruption in small
21 business owners and neighborhoods. That's going to

The Preferred Alternative presented in the FEIS improves transit in the Baltimore Region, as your comment recommends. The Preferred Alternative is a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line Build Alternative.

With the submission of the City of Baltimore's comment, which included copies of the Red Line Community Compact and the Health Impact Assessment, during the AA/DEIS comment period these documents became part of the official project record.

1 happen. But the real challenge is to mitigate these
2 impacts and to turn them into opportunities to improve
3 our communities.
4 The City of Baltimore is pleased that more
5 than 60 communities, civic businesses, institutions and
6 partners have signed on the Red Line Community Compact
7 which serves as a guide for moving forward with this
8 project. And we would like to ask that the Red Line
9 Community Compact be formally entered into the public
10 hearing recorded on the Draft Environmental Impact
11 Statement. Thank you.

MDP
Maryland Department of Planning

Martin O'Malley
Governor
Anthony G. Brown
Lt. Governor

Richard Eberhart Hall
Secretary
Matthew J. Power
Deputy Secretary

September 26, 2008

Ms. Diane Ratcliff
Director, Office of Planning
Maryland Transit Administration
6 St. Paul Street
Baltimore, MD 21202-1614

STATE CLEARINGHOUSE REVIEW PROCESS
State Application Identifier: MD20080925-0955
Reply Due Date: 11/09/2008
Project Description: Alternative Analysis/Draft Environmental Impact Statement: Red Line Corridor Transit Study: from western Baltimore County to eastern Baltimore City
Project Location: Baltimore City and Baltimore County
Clearinghouse Contact: Bob Rosenbush

Dear Ms. Ratcliff:

Thank you for submitting your project for intergovernmental review. Your participation in the Maryland Intergovernmental Review and Coordination (MIRC) process helps to ensure that your project will be consistent with the plans, programs, and objectives of State agencies and local governments.

We have forwarded your project to the following agencies and/or jurisdictions for their review and comments: the Maryland Departments of Health & Mental Hygiene, Transportation, Public Safety and Correctional Services, Natural Resources, Housing and Community Development, Budget & Management, General Services; the Maryland State Department of Education, the Baltimore Metropolitan Council; Baltimore County, Baltimore City; and the Maryland Department of Planning; including the Maryland Historical Trust. A composite review and recommendation letter will be sent to you by the reply due date. Your project has been assigned a unique State Application Identifier that you should use on all documents and correspondence.

Please be assured that we will expeditiously process your project. The issues resolved through the MIRC process enhance the opportunities for project funding and minimize delays during project implementation.

If you need assistance or have questions, contact the State Clearinghouse staff noted above at 410-767-4490 or through e-mail at brosenbush@mdp.state.md.us. Thank you for your cooperation with the MIRC process.

Sincerely,

Linda C. Janey, J.D., Assistant Secretary
for Clearinghouse and Communications

LCJ:BR

08-0955_NRR.NEW.doc

RECEIVED
SEP 30 2008
OFFICE OF PLANNING
PROJECT DEVELOPMENT

301 West Preston Street • Suite 1101 • Baltimore, Maryland 21201-2305
Telephone: 410.767.4500 • Fax: 410.767.4480 • Toll Free: 1.877.767.6272 • TTY Users: Maryland Relay
Internet: www.MDP.state.md.us

Maryland Department of Planning comments are located under IDs 9 and 10; the responses to these comments are combined below.

Comments from the various state agencies and City of Baltimore are acknowledged. Listed below are responses to the various comments received.

The MTA acknowledges there will be no taking of real property from the University System of Maryland without prior consultation with the University of Maryland Medical System and the University of Maryland.

The MTA will maintain communication with the Maryland Department of Public Safety and Correctional Services (DPSCS) relative to the acquisition of any DPSCS-owned land.

Transit Supportive Land Use Patterns, Policies and Programs

The specific comments on land use and TOD in the DEIS are noted. Data and information on land use and TOD have been updated and are included in the FEIS in Chapter 5. Additionally, a land use and TOD template was prepared and submitted to the FTA as part of the New Starts Application to enter PE/FEIS. This New Starts land use template included information on many of the State and local land use initiatives mentioned in the comments. The Indirect and Cumulative Effects (ICE) Analysis includes updated information on TOD within the Red Line project study corridor. Both positive and negative effects to land use are included in the ICE Analysis. The ICE Analysis may be found in Chapter 5 of the FEIS.

Environmental Justice

Chapter 5 of the FEIS includes an evaluation of both positive and negative potential effects, as well as mitigation strategies for impacts to Environmental Justice populations.

MDP
Maryland Department of Planning

Martin O'Malley
Governor
Anthony G. Brown
Lt. Governor

Richard Eberhart Hall
Secretary
Matthew J. Power
Deputy Secretary

December 31, 2008

Ms. Diane Ratcliff
Director, Office of Planning
Maryland Transit Administration
6 St. Paul Street
Baltimore, MD 21202-1614

STATE CLEARINGHOUSE RECOMMENDATION
State Application Identifier: MD20080925-0955
Applicant: Maryland Transit Administration (MTA)
Project Description: Alternative Analysis/Draft Environmental Impact Statement (DEIS): Red Line Corridor Transit Study: from western Baltimore County to eastern Baltimore City
Project Location: Baltimore City, and Baltimore County
Approving Authority: U.S. Department of Transportation
Funds: Federal: $1,204,000,000.00 State: $ 0.00 Local: $ 0.00 Other: $ 0.00
Recommendation: **Consistent with Qualifying Comments and Contingent Upon Certain Actions**

Dear Ms. Ratcliff:

In accordance with Presidential Executive Order 12372 and Code of Maryland Regulation 14.24.04, the State Clearinghouse has coordinated the intergovernmental review of the referenced project. This letter constitutes the State process review and recommendation based upon comments received to date. This recommendation is valid for a period of three years from the date of this letter.

Review comments were requested from the Maryland Departments of Health & Mental Hygiene, Transportation (MDOT), Public Safety and Correctional Services, Natural Resources, Housing and Community Development, Budget & Management, General Services, the Maryland State Department of Education, the University System of Maryland, the Baltimore Metropolitan Council, Baltimore County, Baltimore City, and the Maryland Department of Planning, including the Maryland Historical Trust. The Maryland Department of Natural Resources has not submitted comments. **This recommendation is contingent upon the applicant considering and addressing any problems or conditions that may be identified by their review. Any comments received will be forwarded.** The Maryland Department of Housing and Community Development, and Baltimore City had no comments.

The University System of Maryland, the Maryland Department of Public Safety and Correctional Services, and the Maryland Department of Planning, including the Maryland Historical Trust found this project to be generally consistent with their plans, programs, and objectives, but included these qualifying comments.

The University System of Maryland stated that "there should be no taking of real property without prior consultation between appropriate parties including the University of Maryland Medical System, and the University System of Maryland."

301 West Preston Street • Suite 1101 • Baltimore, Maryland 21201-2305
Telephone: 410.767.4500 • Fax: 410.767.4480 • Toll Free: 1.877.767.6272 • TTY Users: Maryland Relay
Internet: www.MDP.state.md.us

Other Comments

The project schedule can be found on the Red Line project website (www.baltimoreredline.com).

Updated information on jobs in the project study corridor can be found in Chapter 5 of the FEIS.

Updated information on planned and programmed transportation improvements in the project study corridor is included in Chapter 2 of the FEIS under the description of the No-Build Alternative.

The FEIS documents that bicycle parking would be provided at Red Line stations.

Ms. Diane Ratcliff
December 31, 2008
Page 2

The Maryland Department of Public Safety and Correctional Services (DPSCS) submitted these qualifying comments. "DPSCS requests that the MTA maintain clear, concise, and timely communication with staff in the DPSCS' Office of the Secretary. This is especially important if DPSCS–owned land is affected by directly adjacent, or encumbering project work. Ensuring inter-departmental communication is essential to maintain access to and operations of correctional facilities, parole and probation offices, and other mandatory, 24/7 operations of the Department of Public Safety and Correctional Services. Land acquisition (strip, parcel, or otherwise) should be communicated directly to DPSCS prior to any transfer of ownership."

The Maryland Department of Planning stated that the Baltimore Red Line Transitway Project would provide a high-quality transitway as an alternative to automobile travel in helping to reduce regional congestion and benefiting the environment. The Project would provide a viable transportation for minority (67% of the total population in the study area) or low-income (23% of the total population in the study area) populations, and serve as a catalyst for potential transit-oriented revitalization and development along the Red Line corridor. The Red Line corridor is located entirely within the Priority Funding Areas of Baltimore City, and Baltimore County.

Other than Alternative 1-No-Build and Alternative 2-TSM, the Red Line Project is consistent with the State's Planning Policies, and Smart Growth initiatives. A high-quality, build alternative will provide a much-needed, transportation alternative in the Baltimore Region to help to achieve the transportation and smart growth land use goals of State, regional and local governments. The Applicant should coordinate planning and design work with local historic district commissions where historic resources are affected.

Overall, the DEIS document provided all of the required information and materials which are organized in a format that is easy to read and browse.

The following are specific comments on the DEIS, provided so that these items will be addressed in the Final Environmental Impact Statement.

Transit-supportive land use patterns, policies, and programs

- Although the DEIS discussed State and local transit-oriented development (TOD) efforts in various chapters and sections, more detailed information on State and local TOD policies and programs should be provided and highlighted in the "Land Use" section of Chapter 4. Overall, the TOD discussions in the DEIS do not thoroughly reflect the proactive approaches that the State, Baltimore City and Baltimore County have been taken so far. We believe that "transit-supportive land use patterns, policies, and programs," one of six criteria for rating a New Starts Project (referring to funding guidelines established by the Federal Transit Administration), is not adequately addressed in the DEIS. We suggest that the following information be included in Chapter 4 as appropriate:

(1) The State's TOD strategy and projects are described on this website: http://www.mdot-realestate.org/tod.asp. In addition, in 2008 Maryland passed Senate Bill 204, TOD legislation, that defines TOD as a transportation purpose enabling MDOT to use transportation funding to promote TOD in transit station areas (http://mlis.state.md.us/2008rs/billfile/sb0204.htm). This information should be included.

Ms. Diane Ratcliff
December 31, 2008
Page 3

Transit-supportive land use patterns, policies, and programs (continued)

(2) Baltimore City's TOD efforts are discussed in the Appendices of its current Comprehensive Plan (http://www.baltimorecity.gov/government/planning/compplan/downloads/current_version/14%20Appendices.pdf). The following efforts by the City should be discussed in Chapter 4: (a) The City's TOD Guiding Objectives were developed; (b) The City, in coordination with the State, conducted TOD pilot projects (e.g., State Center, West Baltimore MARC and Reisterstown Plaza); (c) The City developed TOD Development Guidelines; and (d) The City intends to create a TOD zoning district for existing and future transit station areas. The City Planning Department should be contacted for possible updates on its TOD efforts.

(3) Baltimore County's TOD policies and programs should also be discussed, in addition to, the Owings Mills Town Center TOD effort (if any).

- Page S-5 Enhancing the Region
  The DEIS may also include the following information in this section: currently, in the Baltimore region only about 8% of housing units and 19% of jobs are within ½ mile radius of existing transit station areas (Source: Baltimore Regional TOD Strategy prepared by Reconnecting America, and the Center for Transit-Oriented Development). A Red Line transitway would improve the region's transit accessibility to housing and jobs.

- Page 8 – Chapter 1
  The DEIS may add the following information in the last paragraph on page 8: as a result of the West Baltimore MARC Station TOD study, Baltimore City adopted the West Baltimore MARC Station Area Master Plan in 2008. In addition to using planned and proposed development to help to determine the alignment and station locations for the Red Line, MTA/MDOT, in coordination with localities, should also pro-actively encourage planned and proposed development to be transit-oriented. For Table 1-3 and Figure 1-6, are there any planned and proposed development in the Baltimore County area?

- Page 26 – 27, Transit-Oriented Development
  The DEIS should point out that in addition to these major TOD opportunities, the planned and proposed development along the Red Line corridor would be transit supportive and that any future redevelopment around any future Red Line station would be managed by transit-supportive, local land use policies and regulations that either are in place today or will be developed by Baltimore County or City.

- Page 64, Land Use
  In the Summary box, add "but in a beneficial way" in the following sentence: "The Red Line also has the potential to induce new development or spur redevelopment throughout the corridor, thus affecting land use**, but in a beneficial way**."

- Page 66, Future Land Use
  The new development projects in Baltimore County mentioned on page 66 are not shown on Figure 4-4.

Ms. Diane Ratcliff
December 31, 2008
Page 4

Transit-supportive land use patterns, policies, and programs (continued)

- Page 100, Indirect and Cumulative Effects
  It should be recognized that not all indirect and cumulative effects are negative. For the Red Line project, the overall indirect and cumulative land use effects would be positive and beneficial. Therefore, the discussions in the Summary box should be modified to indicate such potential positive effects. Some sentences in the second paragraph of the Summary box should be changed. For instance, (a) "The indirect and cumulative effects would be minor due to…existing Smart Growth law, land use plans, and zoning regulations in place…" We note just the opposite. Due to the Smart Growth law, and land use plans and zoning regulations, TOD will be encouraged. And it is the State and local jurisdictions' hope that the Red Line project would provide substantial development and redevelopment opportunities to the corridor in a beneficial way. (b) Delete or change the sentence, "No future development projects are dependent on the completion of the Red Line." Several major TOD, perhaps, are dependent on the building of the Red Line.

  In addition, discussions in "Indirect and Cumulative Effects on Socioeconomic Resources" should be modified to recognize the beneficial land use effects of the Red Line.

Environmental Justice

- Page 58, Potential Impacts
  Potential gentrification impacts and mitigation strategies should be discussed. Building the Red Line would bring future development and redevelopment opportunities to minority and low-income neighborhoods in many positive ways. However, gentrification could occur along with the new development. Revitalization efforts in minority and low-income neighborhoods should include the implementation of strategies to mitigate negative effects to neighborhood residents. These mitigation strategies include: providing affordable housing, job training, and incentives for hiring neighborhood residents. The State should work with Baltimore City and County, for the benefit of the residents along the Red Line corridor, to provide job training and implement priority hiring practices for corridor residents.

Other Comments

- Page S-7: the Project Completion Schedule should be provided for public information.
- Page 17 – Reverse Commuters to Social Security Administration (SSA), Centers for Medicare & Medicaid Services (CMS), Security Square Mall, and surrounding businesses: it will be helpful to provide SSA and CMS's current and future job numbers. The DEIS indicates that there are 32,000 jobs along Security Boulevard, and will be 40,000 jobs by 2030. Are these SSA jobs only?
- Page 31, Table 2-2: some projects in the table are for "study only." Clarification should be made in the table. For instance, the Red Line is only included for study only.
- Page 51, Bicycle Access: The DEIS should point out that bicycle parking would be provided at Red Line stations.

The Maryland Historical Trust stated that it will continue to work with MTA to complete the Section 106 review process.

Ms. Diane Ratcliff
December 31, 2008
Page 5

The Maryland Departments of Health & Mental Hygiene, General Services, Budget & Management, Transportation, the Maryland State Department of Education, the Baltimore Metropolitan Council, and Baltimore County found this project to be consistent with their plans, programs, and objectives.

The Baltimore Metropolitan Council stated that "the Red Line Corridor Transit Study, from western Baltimore County to eastern Baltimore City, is not inconsistent with the Region's overall transportation needs."

The State Application Identifier Number must be placed on any correspondence pertaining to this project. The State Clearinghouse must be kept informed if the approving authority cannot accommodate the recommendation.

Please remember, you must comply with all applicable state and local laws and regulations. If you need assistance or have questions, contact the State Clearinghouse staff person noted above at 410-767-4490 or through e-mail at brosenbush@mdp.state.md.us. **Also please complete the attached form and return it to the State Clearinghouse as soon as the status of the project is known.** ***Any substitutions of this form must include the State Application Identifier Number.*** **This will ensure that our files are complete.**

Thank you for your cooperation with the MIRC process.

Sincerely,

Linda C. Janey

Linda C. Janey, J.D., Assistant Secretary
for Clearinghouse and Communications

LCJ:BR

cc: Beth Cole - MHT
Elizabeth Barnard - DHMH
Barbara Bice - MSDE
Cindy Johnson - MDOT
David Bezanson - DPSCS
Greg Golden - DNR
John Griener - DHCD
Chadfield Clapsaddle - DBM
Gerry Krebs - DGS
Jessie Bialek - BLCO
Andrea Houseman - BCIT
Mary Logan - BMC

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JAN-05-2009 15:37 P.02/05

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION III
1650 Arch Street
Philadelphia, Pennsylvania 19103-2029

January 5, 2009

Ms. Diane Ratcliff
Maryland Transit Administration
6 Saint Paul Street, 9th Floor
Baltimore Maryland 21202

Re: Red Line Corridor Transit Study, Alternatives Analysis/Draft Environmental Impact Statement, Baltimore Maryland, September 2008 (CEQ No. 20080385)

Dear Ms. Ratcliff,

In accordance with the National Environmental Policy Act (NEPA) of 1969, Section 309 of the Clean Air Act and the Council on Environmental Quality regulations implementing NEPA (40 CFR 1500-1508), the U.S. Environmental Protection Agency (EPA) has reviewed the Alternatives Analysis/ Draft Environmental Impact Statement (AA/DEIS)for the Red Line Corridor Transit Study, referenced above. The document is complete and written in a manner easily readable by the public and agencies. The document is rated by EPA as LO-1; LO indicating that the EPA lacks any objections to all alternatives. The numerical rating of 1 indicates that EPA believes the information presented in the document is complete. A summary of EPA's rating criteria is attached.

The AA/DEIS evaluates social, historical and environmental impacts of a range of alternatives: a baseline no build alternative, a Transportation System Management (upgrades of existing services), six variations of Bus Rapid Transit (BRT A-F; alternatives with slightly different routes, amount of dedicated transitway, tunneling and grade separation), and four variations of Light Rail Transit (LRT A-D; alternatives with different amount of tunneling and grade separation). Environmental impacts of each alternative are generally minor. Wetland impacts range for the build alternatives from 0 to 0.16 acres, stream impacts from 12 to 456 linear feet, forest impacts of between 4.86 acres to 26.31 acres and park impacts range from 0 to 0.1 acres. Table 6-1 presents a useful summary of impacts; reference to it in Chapter 4 would be helpful. EPA supports evaluation and incorporation of design that can potentially reduce environmental impacts such as pervious surface for the LRT transitway, low impact development BMPs for park and rides that may be included in the infrastructure project, research into low emissions vehicles for the BRT option (possibility of partial zero emissions hybrid buses), and low emissions equipment use during construction. Maintaining small or further minimization of impacts to streams and wetlands should be pursued through design. Design or right of way purchase that can protect or enhance stream buffer or floodplain function may be considered.

The EPA comments are noted that the DEIS is complete and rated LO-1. Also noted are EPA's comments on seeking mitigation for environmental impacts identified with a proposed action (the Preferred Alternative). EPA comments that Environmental Justice analysis in the DEIS was thorough are noted.

The Indirect and Cumulative Effects (ICE) analysis has been revised in response to EPA's comments. A complete list of planned development and transportation projects within the ICE boundary has been included. The ICE boundary has been defined and is shown on a map. The complete ICE analysis, including a detailed discussion of the potential indirect and cumulative effects, is included in the ICE Technical Report and a summary is provided in Chapter 5.24 of the FEIS.

JAN-05-2009 15:38 P.03/05

2

Environmental Justice analysis identified populations of concern, potential impacts and sources of concern during project implementation. The evaluation was thorough and conclusions sound. A short indirect and cumulative effects (ICE) analysis was provided in the document. Discussion of cumulative effects could be improved by indicating if any specific foreseeable projects are planned in the area of the ICE study boundary that may impact resources (cultural or natural) that are affected by the proposed project. It would be helpful to include a map showing the geographic boundary determined for the ICE analysis; the boundary was not clearly identified by the text. Trend analysis of the resources of concern was not discussed for the selected timeframe of the ICE study.

Thank you for providing EPA with the opportunity to review this project. If you have questions regarding these comments, the staff contact for this project is Ms. Barbara Rudnick; she can be reached at 215-814-3322.

Sincerely,

William Arguto
NEPA Team Leader
Office of Environmental Programs

Attachment

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JAN-05-2009 15:38 P.04/05

RATING THE ENVIRONMENTAL IMPACT OF THE ACTION

- **LO (Lack of Objections)** The review has not identified any potential environmental impacts requiring substantive changes to the preferred alternative. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposed action.
- **EC (Environmental Concerns)** The review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impact.
- **EO (Environmental Objections)** The review has identified significant environmental impacts that should be avoided in order to adequately protect the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or a new alternative). The basis for environmental Objections can include situations:
  1. *Where an action might violate or be inconsistent with achievement or maintenance of a national environmental standard;*
  2. *Where the Federal agency violates its own substantive environmental requirements that relate to EPA's areas of jurisdiction or expertise;*
  3. *Where there is a violation of an EPA policy declaration;*
  4. *Where there are no applicable standards or where applicable standards will not be violated but there is potential for significant environmental degradation that could be corrected by project modification or other feasible alternatives; or*
  5. *Where proceeding with the proposed action would set a precedent for future actions that collectively could result in significant environmental impacts.*
- **EU (Environmentally Unsatisfactory)** The review has identified adverse environmental impacts that are of sufficient magnitude that EPA believes the proposed action must not proceed as proposed. The basis for an environmentally unsatisfactory determination consists of identification of environmentally objectionable impacts as defined above and one or more of the following conditions:
  1. *The potential violation of or inconsistency with a national environmental standard is substantive and/or will occur on a long-term basis;*
  2. *There are no applicable standards but the severity, duration, or geographical scope of the impacts associated with the proposed action warrant special attention; or*
  3. *The potential environmental impacts resulting from the proposed action are of national importance because of the threat to national environmental resources or to environmental policies.*

RATING THE ADEQUACY OF THE DRAFT ENVIRONMENTAL IMPACT STATEMENT (EIS)

- **1 (Adequate)** The draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis or data collection is necessary, but the reviewer may suggest the addition of clarifying language or information.
- **2 (Insufficient Information)** The draft EIS does not contain sufficient information to fully assess environmental impacts that should be avoided in order to fully protect the environment, or the reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analyzed in the draft EIS, which could reduce the environmental impacts of the proposal. The identified additional information, data, analyses, or discussion should be included in the final EIS.
- **3 (Inadequate)** The draft EIS does not adequately assess the potentially significant environmental impacts of the proposal, or the reviewer has identified new, reasonably available, alternatives, that are outside of the spectrum of alternatives analyzed in the draft EIS, which should be analyzed in order to reduce the potentially significant

JAN-05-2009 15:39 P.05/05

environmental impacts. The identified additional information, data, analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. This rating indicates EPA's belief that the draft EIS does not meet the purposes of NEPA and/or the Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS.

TOTAL P.05

Appendix A: Responses to DEIS Comments – Elected Officials

6 MS. JILL CARTER: Good morning. My name is
7 Jill Carter .
8 I am a state delegate that represents the
9 41st District in Baltimore. J-I-L-L C-A-R-T-E-R.
10 First, let me say that I'm proud to be here to
11 represent such a pro-active community that's here to
12 determine what is going to happen in terms of the
13 future of transportation to affect our neighborhoods
14 and impact the entire city and county.
15 I think that I'm here, as you are, to
16 listen to the will of the people and what we're hoping
17 and having trust in is that the concerns will be
18 addressed, they will be met, and that these hearings
19 are not an exercise in futility but will actually
20 determine the path that we will go on in terms of the
21 Red Line.
1 The good citizens that live in this area
2 have expended their tax dollars for years and years and
3 seen a lot of the gains downtown and other areas of the
4 city but very few gains here in this neighborhood,
5 these neighborhoods. I think that I've been to a lot
6 of community meetings and so I know there is a
7 diversity of opinion about what should happen, but I
8 think that the number one compelling issue is that we
9 focus on not the expense of what the transition will
10 cost, not the expense of it, but what's going to be
11 best for the people that live in these neighborhoods.
12 Not what's going to be best for the people
13 who want to come outside of the city and into the city
14 to work or whatever, for pleasure, but what is going to
15 be the best for the people that actually live in these
16 communities.
17 And so, I just want to further express that
18 following the hearings and once I have heard from
19 everyone as you will, I will be submitting to you a
20 position statement and I believe be joined with, and
21 Delegate Oaks is here too, and I'm sure he's going to
1 say something, but we will, you know, be submitting, as
2 a delegation, a position paper, on what we think that you should do. Thank you.

MTA acknowledges that Ms. Carter attended the hearing to listen to the concerns of her constituents and will continue to express her input to the MTA.

BALTIMORE CITY COUNCIL

WILLIAM H. COLE IV — Eleventh District

CHAIR: SPECIAL COMMITTEE FOR PROPERTY TAX RELIEF
COMMUNITY DEVELOPMENT SUBCOMMITTEE
VICE CHAIR: TAXATION & FINANCE
MEMBER: EDUCATION
LAND USE AND TRANSPORTATION

CITY HALL, ROOM 527
100 N. HOLLIDAY STREET, BALTIMORE, MARYLAND 21202
TELEPHONE: 410-396-4816
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william.cole@baltimorecity.gov

January 5, 2009

Ms. Dianne Ratcliff
MTA Office of Planning
6 St. Paul St., 9th Floor
Baltimore, MD 21202

RE: RED LINE DEIS HEARING COMMENTS

Dear Ms. Ratcliff:

I am writing to express my strong support for the Red Line Transit Project, a significant portion of which would traverse my district which includes portions of West Baltimore and Downtown. Specifically, I am supportive of Alternative 4C, which provides for two strategically placed tunnels along the corridor and surface alignments in other areas. This alternative appears to strike a balance between the significant cost of tunneling and the many concerns raised by community groups along the corridor.

One important feature of Alternative 4C is that it reuses and focuses attention on U.S. Route 40, the "highway to nowhere", which has long been a scar on West Baltimore. Constructing the Red Line in the median of this roadway provides not only for fast and reliable travel, but also the opportunity to rethink how this area can function to the benefit of the communities that it ripped through more than 30 years ago. Reconnecting neighborhoods like Harlem Park, Franklin Square and Poppleton will be a significant benefit of the Red Line project.

Please include in the DEIS hearing record this letter of support for the Red Line Transit Project.

Sincerely,

William H. Cole IV
Councilmember

The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

4 MS. MADHUR BANSAL: Hello. My name is
5 Madhur Bansal. M-A-D-H-U-R. Last name Bansal,
6 B-A-N-S-A-L. I'm here on behalf of Congressman Elijah
7 Cummings. We wrote this letter regarding his position
8 on the Red Line which is addressed to Secretary John
9 Porcari.
10 Dear Secretary Porcari, I write today to
11 comment on proposed Red Line transit project. This
12 extremely critical project will connect East and West
13 Baltimore and offer not only the citizens of my
14 district, but the entire City of Baltimore and the
15 surrounding region, a critical new public transit
16 service that promises to improve mobility in the heart
17 of Baltimore.
18 As you are aware, I've worked to secure as
19 much federal funding as possible for this project, and
20 I will seek authorization for the project, and
21 additional federal funding for it, in the next
1 transportation authorization as it is developed in
2 2009.
3 I feel that this project will offer our
4 region a once in a lifetime opportunity to reduce
5 congestion and dramatically increase the effectiveness
6 and efficiency of our entire transportation network in
7 a manner that minimizes environmental impacts.
8 Like many residents throughout Baltimore, I
9 look forward to learning additional specific details of
10 the proposed alignments now under consideration.
11 However, I'm confident that the benefits this project
12 will bring to Baltimore will greatly outweigh the
13 inconveniences that may experienced as the project is
14 constructed.
15 A world class transportation system is
16 essential to the livelihood of our communities and the
17 mobility of the State of Maryland as a whole. I
18 encourage all of our local, state and federal
19 stakeholders to carefully listen to the public comments
20 offered by local residents to ensure that the alignment
21 finally chosen truly meets all of the mobility and

The Preferred Alternative presented in the FEIS improves transit in the Baltimore Region, as your comment recommends. The Preferred Alternative is a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line Build Alternative.

1 economic development needs of our region. I would also
2 ask that the residents of this area remain patient and
3 optimistic as the final details are assembled.
4 I applaud Mayor Sheila Dixon, and all of
5 the city and state transportation officials, for their
6 hard work on this project. I look forward to working
7 with everyone involved to make this opportunity a
8 reality for Baltimore. Thank you.

19 MS. LUCINDA LESSLEY: Hi, I'm Lucinda
20 Lesley, L-U-C-I-N-D-A, L-E-S-S-L-E-Y. I actually
21 represent Congressman Cummings. His address is at 1010
1 Park Avenue. I want everybody to understand I've heard
2 the comments that have been made here and will convey
3 them to the congressman. There's a letter that he's
4 submitting for the record, which I will read into the
5 record today.
6 Dear Secretary Porcari, I write today to
7 comment on the proposed Red Line transit project. This
8 project will connect east and west Baltimore and offer
9 not only the citizens of my district but the entire
10 city of Baltimore and the surrounding region a new
11 public transit service that promises to improve
12 mobility in the heart of Baltimore.
13 As you are aware, I have worked to secure
14 as much federal funding as possible for this project
15 and I will seek authorization for the project and
16 additional federal funding for it in the next Federal
17 Transportation Authorization as is developed in 2009.
18 I feel that this project will offer our region an
19 opportunity to reduce congestion and dramatically
20 increase the effectiveness and efficiency of our
21 transportation network in a manner that minimizes
1 environmental impacts. A world class transportation
2 system is essential to the livelihood of our
3 communities and the mobility of the State of Maryland
4 as a whole.
5 I encourage all of our local state and
6 federal stakeholders to carefully listen to the public
7 comments offered by local residents to ensure that the
8 alignment finally chosen truly meets all of the
9 mobility and economic development needs of our region.
10 I ask all of the residents of this area remain patient
11 and optimistic as the final details are assembled, and
12 I urge the MTA to give primary importance to hearing
13 the comments of the community.
14 I applaud Mayor Sheila Dixon and all of the
15 city and state transportation officials for their work
16 on this project and I look forward to working with all
17 to make this opportunity a reality for Baltimore. Thank you.

The Preferred Alternative presented in the FEIS improves transit in the Baltimore Region, as your comment recommends. The Preferred Alternative is a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line Build Alternative.

20 MR. DARRYL YATES: Good evening, everyone.
21 I'm good to go. Can everybody hear me? Okay. Good
1 evening, everyone. My name is Darryl Yates and I'm
2 from the office of Elijah E. Cummings and I'll be
3 reading a letter on his behalf. The name is Darryl,
4 D-A-R-R-Y-L, last name Yates, Y-A-T-E-S.
5 I write today to comment on the proposed
6 Red Line transit project. This extremely critical
7 project will connect East and West Baltimore and offer
8 not only the citizens of my district, but the entire
9 city of Baltimore and its surrounding region a critical
10 new public transit service that promises to improve
11 mobility in the heart of Baltimore.
12 As you are aware, I have worked to secure
13 as much federal funding as possible for this project
14 and I will seek authorization for the project and
15 additional federal funding for it in the next federal
16 transportation authorization as it is developed in
17 2009.
18 Like many residents throughout Baltimore, I
19 look forward to learning additional specific details of
20 the proposed alignments now under consideration.
21 However, I feel that this project will offer our region
1 a once-in-a-lifetime opportunity to reduce congestion
2 and dramatically increase the effectiveness and the
3 efficiency of our entire transportation network in a
4 manner that minimizes environmental impacts.
5 A world class transportation system is
6 essential to the livelihood of our communities and the
7 mobility of the State of Maryland as a whole. I
8 encourage all of our local, state and federal stake
9 holders to carefully listen to the public comments
10 offered by local residents to ensure that the alignment
11 finally chosen truly meets all of the mobility and
12 economic development needs of our region.
13 I would also ask that the residents of this
14 area remain patient and optimistic as the final details

The Preferred Alternative presented in the FEIS improves transit in the Baltimore Region, as your comment recommends. The Preferred Alternative is a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line Build Alternative.

15 are assembled. I applaud Mayor Sheila Dixon and all of
16 the city and state transportation officials for their
17 hard work on this project. I also applaud the Mayor's
18 commitment, which I share, to ensuring that this
19 project benefits local businesses, particularly small
20 and disadvantaged businesses.
21 I look forward to working with all of you
1 to make this opportunity a reality for Baltimore.
2 Sincerely, Elijah E. Cummings, Member of Congress.
3 Thank you.

Sent: Mon 12/29/2008 9:18 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

December 29, 2008
Diane Ratcliff
Director of Planning
Maryland Transit Administration
6 St. Paul Street, 9th floor
Baltimore, MD 21202

Re: Comments on the Red Line Draft Environmental Impact Study

Dear Ms. Ratcliff:
This letter is to confirm and voice Baltimore City's strong commitment and full support for the proposed Red Line Light Rail Alternative 4C. As the Mayor of Baltimore City and a resident living along the red line corridor, I am confident that this alignment will provide us with a world class transportation system as well as generate jobs, present economic opportunities and revitalize communities.
I have attached my comments on the Red Line Draft Environment Impact Statement. I ask that you include these comments as well as the Community Compact and Health Impact Assessment in the official record of the Red Line Draft Environmental Impact Statement.
Sincerely,

Mayor Sheila Dixon

Community Compact and Health Impact Assessment
With the submission of the City of Baltimore's comment, which included copies of the Red Line Community Compact and the Health Impact Assessment, during the AA/DEIS comment period these documents became part of the official project record.

City of Baltimore Statement on Preferred Red Line Alternative
The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

Not a Single Residential Property Needs to be Acquired for the Project
The Preferred Alternative will not require any acquisition of real property that would result in an involuntary residential displacement. The majority of the Red Line would be constructed within the public right-of-way; however, there are areas where the Red Line would require additional property.

City of Baltimore Statement on Preferred Red Line Alternative

The Red Line Transit Project is the most important transportation project in our region and for our generation. It is the next leg of our Baltimore Region Rail System Plan and will tie together the several rail transit lines we already have in Baltimore; it is an opportunity to reduce travel times for bus riders in Edmondson Village and Rosemont, and to help manage the traffic associated with tremendous economic growth in places like Fells Point and Canton. But if all that we get from the Red Line is a transportation project, then we haven't done our job. The Red Line will spur neighborhood revitalization in Uplands, Poppleton, and Greektown; it will connect our economic centers like the University of Maryland Medical Center and Johns Hopkins Bayview. The Red Line is an opportunity to create thousands of jobs and millions of dollars in economic opportunity for local minority- and women-owned business; and, it is an opportunity to train the next generation of architects, engineers, electricians and carpenters on a project that will pass right through their neighborhood.

The Red Line is an opportunity to make Baltimore cleaner and greener as new transit riders leave their cars at home. Neighborhoods in East and West Baltimore along the line currently suffer from some of the highest rates of asthma in the State; the Red Line will reduce the number of cars and the number of diesel-spewing buses traveling through these neighborhoods, helping residents breathe easier. The Red Line will provide the opportunity to create a new green infrastructure with trees and landscaping, and allow us to repair water and sewer lines and implement better stormwater management practices.

And yet we know that the Red Line is fraught with challenges, too. We know that there will be construction impacts – noise, dust, vibration, changes in traffic and parking patterns, and, disruptions to small business owners and to neighborhoods. The real challenge is to mitigate these impacts and to turn them into opportunities to improve our communities. The City of Baltimore is pleased that more than 60 community, civic, business, and institutional partners have signed on to the Red Line Community Compact, which serves as our guide for moving forward with the project. We ask that the Red Line Community Compact be formally entered into the public hearing record of the Draft Environmental Impact Statement.

There will be the need to acquire "sliver takes" or narrow strips of property from some residential properties adjacent to and along the Red Line. Just compensation will be paid for all land that is acquired. These partial property acquisitions will leave the majority of land in the ownership of the current proprietor. A listing of property acquisitions is included in Appendix K of the FEIS.

Strategic Use of Tunneling

The Preferred Alternative includes tunnel under Cooks Lane and downtown and does not include a full tunnel under Edmondson Avenue or Boston Street as the comment recommends.

A Brand New Edmondson Avenue

Improvements will be made to Edmondson Avenue as part of the Red Line project.

Serves Southeast Baltimore's Growth Corridor

The Red Line will serve the developments listed in the comment and this will also help meet project purpose and need.

Fleet Street Tunnel

The Preferred Alternative includes a tunnel under Fleet Street which extends to Boston Street near Hudson and Montford Streets.

Cooks Lane Tunnel- Eastern Portal

The Cooks Lane tunnel portal on Edmondson Avenue and Boston Street tunnel portal have been located to maintain road access to the optimum feasible level.

Univertisty of Maryland Biopark

The Poppleton Station has been moved south as part of the tunnel alignment under Fremont Avenue.

City's Preferred Alternative: Alignment 4C (with modifications)
The City of Baltimore prefers that the Maryland Transit Administration select and implement Alternative 4C with modifications outlined below. Alternative 4C is responsive to many of the concerns raised by communities along the corridor and is fiscally-responsible in the context of the federal New Starts program. Many details remain to be worked out during the Preliminary Engineering and Final Design stages of the project, but we believe that Alternative 4C stands out as the best, most practical for the following reasons:

Not a single residential property needs to be acquired for the project. A great scar on our City is the former Interstate 70, which displaced more than 1,400 residents in West Baltimore in the 1970s. We are incredibly sensitive to the pain caused by that decision and have pledged that we will not support the "taking" of any residential properties along the alignment. In addition, non-residential acquisitions are minimal for this Alternative. Of the 9 non-residential acquisitions required, 6 are owned by City or State agencies. Baltimore City pledges to make these properties available to the project at no cost or relocation expense.

Strategic use of tunneling. By placing tunnels strategically under Cooks Lane and under downtown to the eastern edge of Fells Point, Alternative 4C overcomes some of the most difficult traffic engineering obstacles in the corridor, limits property and construction impacts, and makes travel times attractive to choice transit riders in the corridor. While the City would, of course, prefer to have a tunnel under Edmondson Avenue and Boston Street, we recognize that the costs of such tunnels do not nearly equate to the ridership or travel time benefits.

A brand new Edmondson Avenue. When I-70 was not built through Leakin Park and Edmondson Village, but stub sections remained on both ends of the alignment, communities along Edmondson Avenue took on the brunt of the traffic and disruption, with relatively little benefit. Thousands of cars pour through Edmondson Avenue every day, but very few people stop along the way. A surface alignment along Edmondson Avenue provides an opportunity to reclaim the street for the neighborhoods of Edmondson

Poppleton Area Station
The Harlem Park station would be located in the lower level of US 40 between Calhoun and Carey Streets.

Charles Center
A pedestrian tunnel between the Charles Center Metro Station and the Red Line Inner Harbor Station is included as part of the Preferred Alternative.

The Yellow Line would be a separate project from the Red Line. The Yellow Line would be able to be accommodated with the current profile of the Red Line. The Yellow Line would be accommodated at a lower elevation than both the existing Metro tunnel under Baltimore Street, and the Red Line under Lombard Street.

Lombard Street Tunnel and Station Entrances
The Government Center / Inner Harbor Station as defined in the DEIS, has been removed from the Preferred Alternative.

Edmondson Village
In working with the Station Area Advisory Committee, a mid-block station location was selected between Swann and Athol Avenues. An off-street bus transfer facility at Edmonson Village is not part of the Red Line project.

Village. Under Alternative 4C, travel lanes would be narrowed, full-time parking would be provided at all hours of the day, and new pedestrian safety measures would be installed. All of this can be done within the existing public right-of-way, although temporary construction easements may be required. Alternative 4C also assumes that Edmondson Avenue would be fully reconstructed with a new roadbed, new streetlight poles and other utilities, new curb and sidewalk, and other streetscaping features. Taken together, these improvements will create a brand new Edmondson Avenue.

Serves Southeast Baltimore's growth corridor. The area between President Street and I-95 to the east represents Baltimore's fastest growing area. New developments are going up at Harbor East, Harbor Point, Fells Point, Brewer's Hill, Canton Crossing, Greektown and the Johns Hopkins Bayview campus. Assuming only half of the planned development occurs by 2012, 22 of the 34 critical intersections in the corridor will fall to a failing Level of Service without any transportation capacity improvements. The City is putting in place a number of traffic mitigation strategies including shuttle buses, bicycle lanes, etc., to maintain existing

LOS through 2012; however, without a major transportation capacity investment like the Red Line, the area will be unable to accommodate significant new development which is otherwise permitted by law.

Modifications to Alternative 4C

While Alternative 4C is a very attractive alternative, there are a few small adjustments which should be made when developing the Locally Preferred Alternative. These recommendations respond to concerns raised by communities in the corridor and will help to capture the full ridership and community revitalization benefits of the Red Line:

Fleet Street Tunnel. We support the request by the Fells Point Development Corporation and other area organizations to have the eastern tunnel traverse Fleet Street rather than Aliceanna, particularly once east of Central Avenue. (The City supports a station at Aliceanna and Central in order to best serve the Harbor East and Harbor Point developments.) Under this modification, there would be a station at Fleet Street and Broadway and a portal to Boston

Street near Fleet Street and Chester Street. By having the portal at Fleet and Chester, it then may be possible to have a surface station within a comfortable walking distance of Patterson Park and the communities immediately to its west. Should funds permit, the City's preference would be to extend the Fleet Street Tunnel to Boston Street near Montford Avenue and the American Can Company (Portal "N").

Cooks Lane Tunnel – Eastern Portal – In the case of the Cooks Lane tunnel, the tunnel portal needs to be designed in such a way as to not conflict with the circulation patterns of the Hunting Ridge neighborhood and planned redevelopment of Uplands; the Boston Street tunnel portal needs to be designed in such a manner as to limit neighborhood disruption and business interruption.

University of Maryland Biopark. We urge that the portal on the west side of Martin Luther King, Jr. Boulevard be put as far south as possible so as to allow for a surface station near MLK and Baltimore Street, allowing for a close connection to the University of Maryland Biopark.

Poppleton Area Station. In order to capture synergy with the planned Poppleton redevelopment, we urge that the station in the lower level of US 40 be aligned with Carey Street.

Charles Center. In order to achieve the vision of the Baltimore Region Rail System Plan, the greatest care must be given to achieve a high quality transfer between the Red Line and the Green Line at Charles Center. This can be achieved with a pedestrian tunnel with moving walkways that is designed in such a way to ultimately allow for the Yellow Line to run perpendicular to the Red and Green Lines.

Lombard Street tunnel and station entrances. In order to align with the City's Pratt Street initiative, we urge that station entrances be as near as possible to Pratt Street at the Convention Center and at Government Center/Inner Harbor.

Edmondson Village – We urge MTA to work closely with Pennrose Properties, the Southwest Development Committee and the various

community organizations near the Edmondson Village station to carefully place the surface station in such a manner so as to support the Uplands redevelopment plan. Quality urban design, strong safety and security features, and good community connections are of the utmost importance at the Edmondson Village station. Further, we are aware of the community concerns about a significant bus transfer point at Edmondson Village and urge that every precaution be taken to not detract from the revitalization projects under development. Adding a major bus transfer point would, in our opinion, be detrimental to the ongoing community revitalization efforts. We urge that no off-street bus transfer facility be placed at this location.

Sent: Mon 1/5/2009 4:36 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Dear Ms. Ratcliff,
As the City Council representative for the 8th district I am sending comments that are the culmination of conversations, discussions and correspondence from the people I represent. The overall sentiment of my constituents of the 8th district is for underground tunneling from the I-70 park & ride to Hilton St. along the Edmondson Ave corridor. As I have studied the DEIS, spoken with representatives from Baltimore City Department of Transportation and the MTA, I am convinced more than ever that the voices and concerns of the people I represent have been ignored, marginalized and disregarded for the years that this study has been underway.

There are several factors that give me grave concern about the favored alternative, 4C, that many are supporting outside of the 8th district and I will enumerate a few of them:

-- -- the flawed formula mandated for use by the Federal Transit Administration;
-- environmental justice inequities presented by the plan;
-- the West Hills community being left out /excluded from the environmental justice thresholds;
-- vehicular access modification from the point of the train coming above ground to Hilton St.;

Helen L. Holton's comments are located under IDs 18 and 19; the responses to her comments are combined below.

The Preferred Alternative includes a tunnel under Cooks Lane.

The Preferred Alternative is located on the surface (at-grade), generally within the median of Edmondson Avenue between the Cooks Lane Tunnel portal and the West Baltimore MARC station. There is adequate right-of-way available to construct light rail in the median without the need to purchase or relocate any residential homes. As such, an underground alternative is not needed to preserve adjacent land use. Also, the impact assessments for resources along Edmondson Avenue indicate that a surface alternative is feasible in this area of the project (see the FEIS, Chapter 2 and the Alternative Technical Report – 2012 Update for more detail). In the AA/DEIS, tunnel alignments were studied under Edmondson Avenue/ Franklin Street between Cooks Lane and Calverton Road. The major reason that a tunnel alignment was not pursued was cost. In order to design and construct that portion of the project underground, the cost of the project would increase by $525 million in year of expenditure dollars. Refer to Chapter 2 of the FEIS for additional information.

The FTA Office of Civil Rights has reviewed environmental justice and Title VI complaints and either dismissed or found them insufficient. The FTA has not found any violation of Title VI of the Civil Rights Act or the Community Right to Know Act.

In addition, Section 5.4 of the FEIS sets forth the detailed analysis performed to evaluate whether the Red Line would have a disproportionately high and adverse human health and environmental effects to minority and low-income communities that would result from the construction and operation of the Preferred Alternative. Since the AA/DEIS was published, the MTA has continued extensive public outreach with communities throughout the corridor, updated the environmental justice analysis with the 2010 US Census data, and continued coordinating with the FTA Office of Civil Rights. Refer to FEIS Chapters 5 and 8.

-- side streets along Edmondson Ave being adversely impacted by ingress/egress access to Edmondson Ave;

-- nothing addressing public safety issues along the entire alignment;

-- not effectively addressing community impact on a heavily used pedestrian roadway (Edmondson Ave.).

These are just some of the deficiencies of this report, there are others that would require additional time to sit with representatives of the MTA, the citizens and constituents of the 8th district, and myself to discuss at length.

The fact that the above ground portion of Edmondson Ave in the 8th district is the only portion of the entire alignment that is heavily residential on both sides of the street and that this seems acceptable to disrupt the livelihood of families to preserve other areas along the alignment that would better serve above ground.

Almost none of my constituents support alignment 4C for the Red Line. As I have been an advocate for improved mass transit, 4C is not an alignment I can support and therefore I stand with the citizens of my district lending our voices together from residents to houses of worship to businesses in the 8th district.

For the record I would like to say that the following community groups listed along with numerous individuals and institutions have expressed their concerns and preferences to me regarding the Red Line with a preference for underground tunneling or no build:

Overall, the Red Line would improve accessibility for all communities including low-income and minority populations. While some impacts would occur within these communities, the impacts of the project on minority and low-income communities are not disproportionately high and adverse, and the project benefits these same communities by providing improved accessibility and faster, more reliable transit.

Building the Red Line transit system would require that changes be made to a number of roadways along the Red Line alignment corridor. Currently, on Edmondson Avenue, three lanes are provided during the peak hour in the peak direction. Under the Preferred Alternative the three available lanes would be reduced to two lanes in each direction to accommodate the Red Line in the median.

Street patterns may be modified in a number of other ways including: new turn restrictions, removing signals, closing some median openings, and installing new traffic signals at several intersections along the Red Line alignment where the light rail would cross the roadway. The plans and profiles provided in Volume II of the FEIS provide greater detail on these roadway modifications.

Traffic volumes along Edmondson Avenue, without the Red Line, are projected to increase by approximately 18% by 2035. With the Red Line, traffic volumes are expected to remain relatively unchanged compared to current conditions, due to the reduction in lanes and capacity to accommodate the Red Line in the median.

Levels of Service (LOS) were evaluated at signalized intersections along Edmondson Avenue for both the 2035 No-Build and the 2035 Build Condition. The assessment indicates the following changes in LOS:

- Edmondson Ave. at Winans Way – From (A) to (C) during (PM) peak hour
- Edmondson Ave. at Swann Ave. – From D (D) to C (E) during AM (PM) peak hour

West Hills Community
Hunting Ridge Community
Lyndhurst Community
Rognel Heights Community
Southwest Better Neighborhoods Community
Irvington Community

I would be more than happy to further the dialogue to have something we all can support and live with. Thank you.

Best regards,

Helen L. Holton

Councilwoman Helen L. Holton
Baltimore City Council, 8th District
City Hall, Room 518
100 N. Holliday Street
Baltimore, MD 21202

- Edmondson Ave. at Edmondson Shopping Center – From A (A) to B (C) during AM (PM) peak hour (Converted from signalized to unsignalized intersection in Build conditions)
- Edmondson Ave. at Wildwood Pkwy – From B (B) to D (D) during AM (PM) peak hour
- Edmondson Ave. at Allendale Street – From A to C during AM peak hour
- Edmondson Ave. at Hilton Street – From A to D during AM peak hour

LOS was evaluated at unsignalized intersections along Edmondson Avenue. The assessment indicated the following change in LOS:

- US 40 (Edmondson Ave.) at Denison St. – From F (F) to A (B) during AM (PM) peak hour as it is converted to signalized intersection in Build year

During construction, impacts to the public would be minimized through the implementation of Traffic and Transportation Management Plans. Access to local businesses would be provided where possible with existing or temporary driveways; however, there may be some instances where access cannot be maintained. In these cases, other accommodations would be arranged with the property owner. Specific mitigation would be developed during Final Design to determine the maximum number of lanes which may be closed during peak traffic hours, maintenance and removal of traffic control devices, efficient traffic detours, and construction schedule restrictions. A detailed outreach plan will be developed prior to construction.

The Red Line project would include designated pedestrian crossings along Edmonson Avenue. The ADA-compliant crosswalks will have traffic signals with indications for safe pedestrian movements. The traffic signals will provide adequate time for pedestrians to walk across the entire width of Edmondson Avenue. Pedestrian refuge medians would be provided in the center of Edmondson Avenue for increased safety.

Constructing light rail along the length of Edmondson Avenue in tunnel by the cut and cover method, as opposed to tunnel boring, would still be

7 MS. HELEN HOLTON: Okay. Good afternoon.
18 My name is Helen Holton, H-E-L-E-N, H-O-L-T-O-N,
19 council member for the 8th district, Baltimore City.
20 My address is 100 North, City Hall, 100 North Holiday
21 Street, Room 518, Baltimore, Maryland, 21202.
1 I'm here to comment on the documents and
2 basically what I'd like to say is that I'm glad that
3 there's this comment period going on but from my
4 conversations with constituents in the 8th District,
5 there's not an alignment that is proposed that is of a
6 consensus agreement or a majority agreement of the
7 residents of the 8th district. And so, I don't support
8 any of the alignments at this time.
9 I would hope, as I did participate in one
10 of the transit tours that took place last month, I went
11 to Los Angeles and had the opportunity to speak with
12 MTA representatives there, residents of their Resident
13 Advisory Council, and also to ride along the line
14 looking at what they decided were similar venues in
15 Baltimore. And I also learned about some alternatives
16 that I would like to have Maryland MTA look at and
17 consider. I understand that the current configuration,
18 even 4C, is over the projected target cost and so
19 there's still some adjustments that need to be made to
20 bring it into the cost containment that we're to be
21 within.
1 In L.A., they have done what is called a
2 covered trench, which is beneath the surface. It is
3 not as extensive as tunneling, 50-60 feet underground.
4 It still allows you to maintain street surface while
5 having the line. I think that one of the things that I
6 was most impressed with there is that the level of
7 community involvement in the process. I will say that
8 MTA here is doing a better job of seeking to engage the
9 community but we still need to do more.
10 There are a lot of people that don't know
11 about the Red Line, they don't know the ramifications

significantly more expensive than constructing the surface alignment that is presently part of the Preferred Alternative. The estimate for tunnel along Edmondson Avenue is $525 Million dollars more than surface. Although cut and cover could potentially decrease the $525 Million dollar cost, it would be only a minor reduction. In addition, construction impacts would be significantly greater with cut and cover than with bored tunnel, including wider limits of disturbance.

The Baltimore Red Line planning study included a comprehensive public involvement program that was integral to the overall study effort. Public involvement activities began in Spring 2003 with the distribution of direct mail and e-mails announcing scoping meetings to approximately 84,280 homeowners and businesses, 214 associations and community groups, and over 1,450 individual e-mail addresses. Between 2004 and 2007, the MTA held five sets of open houses. From November 2004 to May 2005, four rounds of Community Workings Groups were held. Letters and project fact sheets were mailed to 249 religious institutions March 2005. Seventy-eight community meetings were held between September 2005 and March 2008. In 2006, the Maryland General Assembly passed a bill creating the Red Line Citizens' Advisory Council (CAC). The CAC advised the MTA on impacts, opportunities and community concerns about the Baltimore Red Line through the duration of the planning study. From 2010 to 2012 seventeen Station Area Advisory Committees (SAACs) were formed to provide input on the Red Line project development. Each of the SAACs met approximately ten times during that time frame.

Between project initiation and the 2008 public hearing, MTA developed 9 separate project newsletters distributed to the Red Line mailing list. Additionally, regular (monthly/bi-monthly) e-newsletters have been distributed to subscribers to the project's e-mail registry. Throughout planning, project information was made available at 34 resource hubs throughout the project area. MTA also made available a Red Line project website (http://www.baltimoreredline.com/). Downloadable materials included a map and simulation of the Preferred Alternative, photos, fliers, e-newsletters, news articles, brochures, videos.

Refer to Chapter 8 of the FEIS for additional information.

2 or impacts of it. And I think that we have more work
13 to do
14 What my position is at this point is that
15 the Red Line, through the 8th District, would be
16 beneath the surface. I'm not wedded to any modality
17 beneath the surface but I think that beneath the
18 surface from the comments, views and opinions that I've
19 received from constituents in the 8th District is the
20 overwhelming response that has been received. And so,
21 at this point in time, that would be my comment, my
1 opinion, in terms of the Red Line as it pertains to the
2 8th District.
3 I will say I am in support of the Red Line
4 conceptually, that we do need to improve mass-transit
5 transportation with an east-west line. I just think
6 that we have some more work to do before we get to a
7 place where we have come up with a configuration that
8 would be most pleasing and reflective of the people, at
9 least in the 8th District, as it is concerned. Thank
10 you.

In selecting the Preferred Alternative there were many critical considerations including quality of transit service, projected transit ridership, cost-effectiveness, land use/transportation integration, economic development potential, environmental impacts, impacts to communities, and public and stakeholder input. To meet the project's purpose and need, it was important to connect people with key activity centers such as the Social Security Administration, University of Maryland downtown, Central Business District, Harbor East, and Johns Hopkins Bayview Medical Center Campus. Transit connections to MARC and existing Metro and Light Rail were also critical to meeting the purpose and need.

JAMES B. KRAFT
COUNCILMAN
FIRST DISTRICT

ERIN MCVAY
LEGISLATIVE AIDE

MAYA GARZA
ADMINISTRATIVE AIDE

CHAIR
JUDICIARY AND LEGISLATIVE INVESTIGATIONS COMMITTEE

VICE CHAIR
PUBLIC SAFETY AND HEALTH COMMITTEE
LAND USE AND TRANSPORTATION COMMITTEE

CITY COUNCIL MEMBER
MARYLAND MUNICIPAL LEAGUE (CHAIR, LEGISLATIVE COMMITTEE)
COMMISSION ON HISTORICAL AND ARCHITECTURAL PRESERVATION

BALTIMORE CITY COUNCIL

November 14, 2008

Ms. Dianne Ratcliff
MTA Office of Planning
6 St. Paul St., 9th Floor
Baltimore, MD 21202

Re: Red Line DEIS hearing comments

Dear Ms. Ratcliff:

Please be advised that I strongly support the Red Line Transit Project, a significant portion of which would traverse my district in Southeast Baltimore. Specifically, I am supportive of Alternative 4C with modifications described below, which provides for two strategically placed tunnels along the corridor and surface alignments in other areas. This alternative strikes a balance between the significant cost of tunneling and the many concerns raised by community groups along the corridor.

My support for Alternative 4C includes the following modifications:

- Tunnel under Fleet Street instead of Aliceanna, consistent with the recommendation of the Fells Point Development Corporation, Fells Point Community Organization and others;
- Extending the tunnel portal as far east as possible on Boston Street to avoid the narrow width of the Boston/Aliceanna intersection; and,
- Further analysis of a Boston Street alignment which uses the south side of the street rather than the median, an option which may cause less long-term traffic impact and conflict, especially once past Harris Creek.

Southeast Baltimore faces significant traffic congestion and parking shortages, which will only grow worse as Canton Crossing, Brewer's Hill, Harbor East, Harbor Point and the Bayview campus are fully built out. These are important projects for the City's growth and economic development, but must be balanced against the lack of east-west transportation capacity in Southeast Baltimore. The Red Line will play a crucial role in meeting this capacity need. The Red Line can play a positive role in encouraging revitalization at and north of the Broadway Market, which is part of the reason the community organizations support the Fleet Street tunnel alternative. It can also be an asset to the Greektown community, which is currently studying transit-oriented development opportunities.

Please include in the DEIS hearing record this letter of support for the Red Line Transit Project. If you have any questions with regard hereto, then please do not hesitate to contact me. Otherwise, thank you for your attention to this matter.

Very truly yours,

James Kraft

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NOV 20 2008

cc: The Honorable Sheila Dixon
Mr. Jamie Kendrick
Ms. Danyell Diggs

100 NORTH HOLLIDAY STREET, ROOM 503 · BALTIMORE, MARYLAND 21202
TEL: (410) 396-4821 · FAX: (410) 347-0547
EMAIL: JKRAFT@BALTIMORECITYCOUNCIL.COM

The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

The Preferred Alternative includes a tunnel under Fleet Street. The tunnel extends to Hudson Street in the Canton area. The Preferred Alternative did extend the tunnel further east on Boston Street than one of the potential options at Aliceanna Street and Boston Street, which is referred to in your letter. From Hudson Street east, the Preferred Alternative is located on the surface (at-grade), generally within the median of Boston Street between Hudson Street and South Conkling Street.

There is adequate right-of-way available to construct light rail in the median without the need to purchase or relocate any residential homes or businesses. As such, an underground alternative is not needed to preserve adjacent land use.

Also, the impact assessments for resources along Boston Street indicate that a surface alternative is feasible in this area of the project (see the FEIS, Chapter 2 and the Alternative Technical Report – 2012 Update for more detail). The major reason that a tunnel alignment was not pursued along Boston Street was cost. In order to design and construct that portion of the project underground, the cost of the project would increase by $210 million, in year of expenditure dollars. Refer to the Alternatives Technical Report – 2012 Update for additional information.

The surface alignment is in the median of Boston Street, which was determined to be more feasible than a surface alignment on south side of Boston Street. The alignment on the south side of Boston Street would have greater impact to property and vehicular access to adjacent residences.

7 MR. NATHANIEL OAKS: Nathaniel Oaks,
8 N-A-T-H-A-N-I-E-L. Oaks, O-A-K-S. Well, I'm not going
9 to be redundant, I'm basically coming up to listen to
10 the concerns of the community. I have my own ideas but
11 as a representative of the people I'm coming to hear
12 what you wanted to say, then I'm going to take that
13 back.
14 We have not been briefed in reference to
15 the finding of the committee that we put together of
16 citizens to work on this issue for the Red Line with
17 MTA. So we're getting that briefing, I think, on the
18 18th or the 19th but I want to hear what you have to
19 say. I do have another commitment, I will stay here as
20 long as I can, and I will try to echo the feelings of
21 the community.
1 Again, like Delegate Carter said, I don't
2 think we need to be considering what the course is as
3 much as what's best for the community. We don't need
4 the east side or the west side and the north side and
5 the south side, so I'm coming to listen to see what is
6 going to be presented to you all and what you're going
7 to present to them and I will come back with my
8 findings. Thank you. I turn to face you because
9 that's who I really represent and I just want to make
10 sure that you all understand what my presence
11 represents. Thank you.

MTA acknowledges that Mr. Oaks attended the hearing to listen to the concerns of his constituents and will continue to express input to the MTA.

LISA A. GLADDEN
SENATOR

JILL P. CARTER
DELEGATE

NATHANIEL T. OAKS
DELEGATE

SAMUEL I. ROSENBERG
DELEGATE

THE MARYLAND GENERAL ASSEMBLY
ANNAPOLIS, MARYLAND 21401-1991
41ST LEGISLATIVE DISTRICT
BALTIMORE CITY

November 21, 2008

Ms. Dianne Ratcliff
Director of Planning
Maryland Transit Administration
6 St. Paul Street, 9th Floor
Baltimore, MD 21201

RE: Red Line DEIS Comments

Dear Ms. Ratcliff:

We write to express our support for the Red Line Transit Project, which if implemented properly, could bring significant benefits to the 41st Legislative District, the City of Baltimore, and the Baltimore region. We believe that the Red Line can be an asset and catalyst in realizing the community revitalization goals – both residential and commercial – of our constituents.

Of course, we all wish that the Red Line could be in a tunnel along the Edmondson Avenue corridor. In the best interest of our constituents, we urge MTA's support for this alternative, known as 4D. The need to treat each affected community fairly is a paramount consideration for our support of this very important project.

We are mindful, however, of the extraordinary cost of tunnel and underground station alternatives in this area and that pursuing such an alternative would likely push the Red Line well beyond the cost-effectiveness index so critical to obtaining federal funds. Should the Locally Preferred Alternative include a surface alignment on Edmondson Avenue (Alternative 4C), we must ensure that no homes are taken for the Red Line, that right-of-way impacts are minimized, and that pedestrian safety is taken very seriously during the design and construction phases of the project.

Going forward, economic inclusion is important to the success of the Red Line project. We vigorously support a preference in hiring for construction jobs for the project to residents of those legislative districts in which the Red Line will be constructed or in adjacent districts. We are committed to seeking any legislative changes necessary to accomplish this objective.

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The Preferred Alternative presented in the FEIS improves transit in the Baltimore Region, as your comment recommends. The Preferred Alternative is a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line Build Alternative.

The Preferred Alternative is located on the surface (at-grade), generally within the median of Edmondson Avenue between the Cooks Lane Tunnel portal and the West Baltimore MARC station. There is adequate right-of-way available to construct light rail in the median without the need to purchase or relocate any residential homes. As such, an underground alternative is not needed to preserve adjacent land use. Also, the impact assessments for resources along Edmondson Avenue indicate that a surface alternative is feasible in this area of the project (see the FEIS, Chapter 2 and the Alternative Technical Report – 2012 Update for more detail). In the AA/DEIS, tunnel alignments were studied under Edmondson Avenue/ Franklin Street between Cooks Lane and Calverton Road. The major reason that a tunnel alignment was not pursued was cost. In order to design and construct that portion of the project underground, the cost of the project would increase by $525 million

In summary, the Red Line is an important opportunity for the City of Baltimore and the Baltimore region. Working closely with community groups and meeting their goals and desires wherever possible is equally important; this must be a focus of the MTA. We hope that you will do everything possible to balance the competing need for federally-defined "cost-effectiveness" and the minimization of negative impacts on our communities.

Yours truly,

Lisa A. Gladden Jill P. Carter Nathaniel T. Oaks Samuel I. Rosenberg

cc: Director Al Foxx

in year of expenditure dollars. Refer to Chapter 2 of the FEIS for additional information.

The Preferred Alternative will not require any acquisition of real property that would result in an involuntary residential displacement. The majority of the Red Line would be constructed within the public right-of-way; however, there are areas where the Red Line would require additional property. There will be the need to acquire "sliver takes" or narrow strips of property from some residential properties adjacent to and along the Red Line. Just compensation will be paid for all land that is acquired. These partial property acquisitions will leave the majority of land in the ownership of the current proprietor. A listing of property acquisitions is included in Appendix K of the FEIS.

The MTA and Baltimore City are working on workforce development programs that are intended to lead to future employment and training opportunities for local area residents, as well as expanded opportunities for local small (disadvantaged) businesses. The intent is for the area economy to benefit from the job creation and economic development the Red Line project can generate. The MTA anticipates having a policy and program in place before construction contracts are advertised for the Red Line project.

Appendix A: Responses to DEIS Comments - Organizations

The ACI Group

1820 Lancaster Street
Suite 200
Baltimore, Maryland 21231

410-534-4800
410-534-4810 fax
www.theacigroup.com

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NOV - 3 2008
OFFICE OF PLANNING
PROJECT DEVELOPMENT

October 30, 2008

Red Line
c/o Office of Planning
6 St. Paul St. 9th Floor
Baltimore, MD 21202

RE: SUPPORT FOR RED LINE ALTERNATIVE 4C

Dear Office of Planning,

My company, The ACI Group, is currently located in the Fell's Point area of Baltimore City and has been based in Baltimore for over 20 years. The ACI Group is also a member of the Greater Baltimore Committee, on whose board I serve. I support the Red Line Alternative 4C that has been endorsed by the GBC. I cite the following reasons for my support:

- The Red Line Alternative 4C supports the growth of new and established businesses. Currently there are 7,500 businesses employing more than 192,000 workers within the vicinity of the Red Line Alternative 4C corridor. Locations with new emerging development such as Inner Harbor East and Uplands, will be accessible through the new transit system. This will make it easier for Baltimore area residents get to jobs, shopping, schools, medical facilities, entertainment and more. With convenient and accessible routes, the Red Line Alternative 4C will spur revitalization efforts at Security Square Mall, Edmonson Village, Canton Crossing, Greektown, and around the West Baltimore MARC station.

- Red Line Alternative 4C construction could begin as early as 2012. This project is estimated to generate 17,000 construction jobs. The multiplier effect of this $1.6 billion investment could mean $3.5 billion for the Baltimore metro area.

- Baltimore is fortunate to host many leisure destinations such as Oriole Park at Camden Yards, M&T Bank Stadium, 1st Mariner Arena, the Baltimore Convention Center, the National Aquarium in Baltimore, the Hippodrome Theatre, and Harbor Place. These venues already attract more that 12,000,000 people annually and the Red Line Alternative 4C offers additional incentives for tourists and local residents to travel along the corridor.

- The Red Line Alternative 4C offers Baltimore region residents decent travel options at affordable prices. Commuters currently using automobiles could reduce travel costs by 30-50 percent on average by opting to use the Red Line Alternative 4C. Using the proposed transit system over existing bus routes will reduce transit times by 48 percent (or 39 minutes) from one end of the corridor to the other. This time-efficient system will provide faster transportation for those working, studying, or visiting education and health care centers.

- While automobiles are one of the largest sources of air pollutants, the Red Line Alternative 4C has the potential to reduce air pollution of 566 kilograms per day. There are more than 42,000

The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

people per day projected to use the Red line Alternative 4C, which means there is potential to eliminate 67,000 fewer automobile vehicle miles per day.

The Red Line Alternative 4C will create a 21st century transportation system that will make Baltimore more competitive with other cities that already have a network of interconnected transit lines, it is the best option for expanding the Baltimore region's mobility, and it is our best option for maintaining Baltimore's good business climate and quality of life.

I urge your full support for Red Line Alternative 4C.

Sincerely,

Drew Krimski
President/CEO

Sent: Tue 12/30/2008 12:10 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Barbara Samuels
American Civil Liberties Union of Maryland
3600 Clipper Mill Road, Suite 350
Baltimore, MD, 21211

Barbara Samuels's comments:

Under all alternatives under consideration, the eastern terminus of the Red Line would be the Bayview Station. This is a missed opportunity and is contrary to Environmental Justice principles. The current phase of the Red Line should continue at least as far as O'Donnell Heights, a predominantly low-income minority community which is slated for a large mixed use, mixed income redevelopment project. The 2002 Baltimore Regional Transit Plan recommends routing the Red Line from Bayview to O'Donnell Heights and then on to Dundalk and Turners Station. If the initial phase of the Red Line continues from Bayview to O'Donnell Heights, the new development can be planned as a "Transit Oriented Development." This has the potential to leverage additional state and federal funding for the redevelopment. As you may know, the Housing Authority of Baltimore City is preparing a HOPE VI application for submission in mid-2009 and designation of the site as a TOD would enhance the competiveness of the application. In addition, the O'Donnell Station would serve the new business park being constructed on the site of the former GM plant, located immediately adjacent to the southwest of the O'Donnell Heights site. At the western end of the line, we urge you to consider extending the Red Line west to Howard County, specifically to the intersection of Rte 40 and Rte 29 in Ellicott City. This part of Howard County is a higher density residential area and the source of a significant portion of the traffic congesting the western approaches into downtown Baltimore. Yet, the Ellicott City area does not have any regular MTA bus or rail service that could connect it to Social Security and downtown (the only service is the MTA morning and evening commuter service and the Howard County transit connections to Columbia) by any form of MTA is very poorly connected by transit to Social Security and downtown Baltimore. While a Red

The Preferred Alternative extends to two major employment centers at the west and east ends, Centers for Medicare and Medicaid (CMS) and the Johns Hopkins Bayview Medical Center Campus. The initial project from CMS to Bayview was based on meeting project purpose and need. Extensions of the Red Line to O'Donnell Heights, Dundalk and Turner's Station to the east and Ellicott City and Howard County to the west would be part of future considerations. The current Preferred Alternative meets the project purpose and need.

Line connection to Ellicott City may be deferred for a future phase of construction, at the very least, MTA should provide a park and ride lot in Ellicott City and regular 7 day/week bus service that connects to the Red Line at Social Security and the Cooks Lane/Rte 40 in tersection. A regular bus line on Rte 40 from Ellicott City to Baltimore City would also provide access to retail and commercial areas along Rte 40 in Baltimore County. It would also provide service and open access to the natural and recreational amenities at Patapsco State Park. This state park is currently inaccessible to the transit dependent low income and largely minority population of Ellicott City, western Baltimore County and Baltimore City, despite being located in close proximity to these high density residential areas. The current lack of regular MTA transit service to Ellicott City is also an Environment Justice problem that can be addressed through construction of the Red Line and establishment of feeder bus routes. Thank you for consideration of these comments. Please do not hesitate to contact us if you have questions or wish further input on these Environmental Justice issues. Barbara Samuels Managing Attorney for Fair Housing ACLU of Maryland

Council 67
AFSCME
We Make America Happen

AMERICAN FEDERATION OF STATE, COUNTY AND MUNICIPAL EMPLOYEES, AFL-CIO

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Glenard S. Middleton, Sr.
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December 23, 2008

Ms. Dianne Ratcliff
Director of Planning
Maryland Transit Administration
6 St. Paul Street, 9th Floor
Baltimore, MD 21201

RE: Red Line DEIS Comments

Dear Ms. Ratcliff:

On behalf of the 20,000 members of AFSCME Council 67, I am writing in strong support of the proposed Red Line Transit Project. We understand that many community, civic and business organizations are lending their support specifically to Alternative 4C, which includes both tunnel and surface construction along the 14-mile corridor from Woodlawn to the Johns Hopkins Bayview campus. We join these organizations in expressing support for Red Line Alternative 4C.

Many AFSCME members rely on a mode of travel other than a private auto. Our members find bus travel in Baltimore to be slow, unreliable and an inefficient use of their time. Constructing a rapid, high-capacity Red Line will lower travel times for our members to get to and from work and thus improve the quality of their lives. For example, a member of our union who lives in the Edmondson Village area could take as long as 35 minutes to get downtown by bus; the Red Line would reduce the trip to less than 15 minutes. This is a significant time savings.

We urge that the Red Line proceed from planning to construction as quickly as possible. Please include these comments in the official hearing record for the Red Line Draft Environmental Impact Statement. Thank you for your consideration.

Sincerely,

Glenn Middleton
Executive Director
AFSMCE Council 67

cc: Ms. Danyell Diggs, Baltimore City DOT
Mr. Jamie Kendrick, Baltimore City DOT
Otis Rolley, III, Central MD Transportation Alliance

The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

AIABALTIMORE

BALTIMORE CHAPTER

THE AMERICAN INSTITUTE OF ARCHITECTS

December 29, 2008

Diane Ratcliff
Director, Office of Planning
Red Line, Maryland Transit Administration (MTA)
6 St. Paul Street, 9th floor
Baltimore, MD 21202

Dear Madam:

The Baltimore chapter of the American Institute of Architects (AIABaltimore), representing the local architecture profession, offers support for the expansion of Baltimore's transit system. The Red Line is not just an alternative means of transportation, rather, it is a strong community and economic development tool for neighborhoods throughout east and west Baltimore. AIABaltimore believes the Red Line to be an indispensible tool to create a cleaner, greener, livable Baltimore.

AIABaltimore strongly encourages the Red Line team to continue to develop strategies to create and enhance neighborhood identities, coordinate and focus development within the transit corridor and make successful intermodal connections. Together these strategies will make the Red Line an effective catalyst for urban rejuvenation.

Successful urban design and architecture strategies around stations and along the corridor will help foster a sense of place for new and old neighborhoods, as well as key institutional and civic destinations. These places are the portals to our city and neighborhoods, and so they need to welcome and provide safe and convenient access for visitors as well as regular riders. The Red Line must be designed with great consideration to the human scale to enhance the spatial experience of our streets and places. Streetscape improvements and station designs need to create vibrant spaces that strengthen the identities of the many communities along this transit corridor.

Coordination between land use and transit is the key to make the Red Line a vital tool for community redevelopment. Currently, there are many underutilized parcels throughout the Red Line corridor. Working to create synergistic relationships between public and private land owners and transit providers will lead to active and healthy places throughout the transit corridor. Well-calibrated transit-oriented development principles should be applied to opportunity sites to achieve the appropriate character, scale, densities, and mixes of land uses. Creating development opportunities along the transit corridor adds additional demand (value) for transit and helps mitigate environmental deterioration caused by sprawling development on green field sites.

In order for the Red Line to provide quality regional transit service, MTA must capitalize on the creation of intermodal facilities. The Red Line needs to create clear and direct connections with other modes of transportation at all scales, from subways to bikeways. Major redevelopment sites, like the Baltimore Arena, offer potential opportunities to unite the many fragmented existing transit services within the context of a truly urban center. Additionally, the experience at these transit nodes must be well-designed to enhance the experience of transit, by offering convenience and comfort to riders.

AIABaltimore believes the Red Line is an important smart growth tool for restoring and creating communities throughout the Baltimore region. Making transit an accessible, focal point in neighborhoods, coordinating transit-oriented development opportunities, and making strong intermodal connections will help Baltimore become a better place to live, work and play.

Sincerely,

RECEIVED JAN 5 2009

Peter Doo, AIA, LEED AP
President

Karen Lewand, Hon. AIA
Executive Director

11 1/2 WEST CHASE STREET
BALTIMORE MARYLAND 21201
410.625.2585
FAX 410.727.4620
www.aiabalt.com
info@aiabalt.com

The Preferred Alternative presented in the FEIS improves transit in the Baltimore Region, as your comment recommends. The Preferred Alternative is a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with comments on the need for the Red Line Build Alternative.

Sent: Sun 1/4/2009 11:38 PM
To: MTA Red Line
Subject: DEIS Comment

Baltimore Red Line Official AA/DEIS Comment

ANCHORAGE HOMEOWNERS ASSOCIATION, INC.
2421 Boston Street
Baltimore, Maryland 21224

Sent via email.
January 4, 2009
Ms Diane Ratcliff
MTA Director of Planning
6 St. Paul Street, 9th Floor
Baltimore, Maryland 21202

Dear Ms Ratcliff:

On behalf of the Anchorage Homeowners Association, I wish to state our opposition to Red Line Alternative 4C in its current form. Our objections to this alternative are exactly the same as those expressed in a letter to you from the Canton Community Association (CCA) dated December 28, 2008 (copy attached).

Our Board of Directors and residents have attended numerous meetings and planning sessions on this issue, and while we support the need for improved public transportation in Baltimore City, we are convinced that a double-tracked light rail line in the median of Boston Street from Aliceanna to Conkling Streets is an extremely shortsighted solution which will cause major problems while offering limited benefits.

Sincerely,
Margaret K. Carvella
Anchorage Homeowners Association, Inc.
Canton, Maryland
Attachment

In selecting the Preferred Alternative there were many critical considerations including quality of transit service, projected transit ridership, cost-effectiveness, land use/transportation integration, economic development potential, environmental impacts, impacts to communities, and public and stakeholder input. To meet the project's purpose and need, it was important to connect people with key activity centers such as the Social Security Administration, University of Maryland downtown, Central Business District, Harbor East, and Johns Hopkins Bayview Medical Center Campus. Transit connections to MARC and existing Metro and Light Rail were also critical to meeting the purpose and need.

The Boston Street corridor was selected as part of the Preferred Alternative because it represented the option with the least parking and traffic impacts when compared to the other surface options along Eastern Avenue and Fleet Street, and was $412 million less in year of expenditure dollars to construct than a tunnel under Eastern Avenue. Ridership projections for the option along Boston Street were also comparable to options in the Eastern Avenue / Fleet Street corridor. Refer to the Alternatives Technical Report – 2012 Update for additional information.

Anchorage Tower
Condominium Association

December 31, 2008

Diane Ratcliff, Director, Office of Planning MTA

Re: Red Line Statement 12/11/08

Dear Ms. Ratcliff:

The purpose of this letter is to respond to the Red Line Corridor Transit Study. The residents of the Anchorage Tower Condominium recognize and support the need for improved mass transit in Baltimore, and to limit traffic through our neighborhoods. However, we do not favor having an above ground light rail system along Boston St. in Canton as depicted in the Red Line Transit Study as the 4C alternative.

While not a designated option, we **do** support a tunnel under Boston St from Aliceanna St. to Haven St. We would also support the 4D alternative as it tunnels under the residential areas preserving existing traffic and parking lanes in both Highlandtown and Canton.

We find absolutely **no** support for dedicated surface lanes on Boston Street. Particularly egregious is the arrival of underground transit onto the Boston St. surface either at Aliceanna or near the American Can complex. We feel having dedicated mass transit lanes on Boston and the portal barriers sacrifices the community in order to serve two large mixed use developments at Harbor East/Harbor Point and Canton Crossing/Brewers Hill.

It is our belief that the 4C alternative will be detrimental, for the following reasons:

- The 4C alternative will adversely impact traffic flow along Boston St.. The proposed light rail, with dedicated mass transit lanes on Boston St. and accompanying portal barriers, will reduce the 4 lane road to 2 lanes from Aliceanna St. to Clinton St. Boston St. is already subject to traffic gridlock (Level of Service F) during certain times of the day. Once further development at Canton Crossings and Brewery Hill takes place, traffic will worsen.
- The 4C Alternative will significantly reduce parking currently available on Boston St.

2515 Boston Street Baltimore, MD 21224 (410) 522-2365

In selecting the Preferred Alternative there were many critical considerations including quality of transit service, projected transit ridership, cost-effectiveness, land use/transportation integration, economic development potential, environmental impacts, impacts to communities, and public and stakeholder input. To meet the project's purpose and need, it was important to connect people with key activity centers such as the Social Security Administration, University of Maryland downtown, Central Business District, Harbor East, and Johns Hopkins Bayview Medical Center Campus. Transit connections to MARC and existing Metro and Light Rail were also critical to meeting the purpose and need.

The Boston Street corridor was selected as part of the Preferred Alternative because it represented the option with the least parking and traffic impacts when compared to the other surface options along Eastern Avenue and Fleet Street, and was $412 million less in year of expenditure dollars to construct than a tunnel under Eastern Avenue. Ridership projections for the option along Boston Street were also comparable to options in the Eastern Avenue / Fleet Street corridor. Refer to the Alternatives Technical Report – 2012 Update for additional information.

There is adequate right-of-way available to construct light rail in the median without the need to purchase or relocate any residential homes or businesses. As such, an underground alternative is not needed to preserve adjacent land use. Also, the impact assessments for resources along Boston Street indicate that a surface alternative is feasible in this area of the project (see the FEIS, Chapter 2 and the Alternative Technical Report – 2012 Update for more detail). The major reason that a tunnel alignment was not pursued along Boston Street was cost. In order to design and construct that portion of the project underground, the cost of the project would increase by $210 million, in year of expenditure dollars. Refer to the Alternatives Technical Report – 2012 Update for additional information.

Building the Red Line transit system would require that changes be made to a number of roadways along the Red Line alignment corridor. Currently, two travel lanes in each direction are provided during the peak hour in the peak direction along Boston Street between Hudson Street and South Lakewood

Anchorage Tower
Condominium Association

- Boston Street has been designated as a Scenic Byway by the state of Maryland. A light rail train will destroy this designation. 4C also violates the Context Sensitive Solutions (CSS) of the National Trust in that it will not "preserve scenic, aesthetic, historic and environmental resources."
- A light rail line will isolate the Canton community on the south side of Boston St. It is currently difficult for pedestrians to walk across Boston St., because there are only 3 cross walks on Boston St. from Aliceanna St. to Haven St., a distance of 1 ½ miles. A surface light rail line will make it more difficult for pedestrians to traverse across Boston St.
- The city of Baltimore has previously spent significant funds transforming Boston St. into a beautiful "boulevard". A light rail train will destroy these esthetics, and will adversely compromise the character of the neighborhood.

It is unfortunate that many political, developer and business leaders seem to be steamrolling 4C weeks before all public comment is due. We want better transit, but we want it to support our residents not destroy a significant part of our community.

Sincerely yours,

Peter Arend

President, Anchorage Tower Condominium

Cc: Governor O'Malley, Mayor Dixon, Councilman Kraft, Senator Della, Delegate Hammen, Delegate Krysiak, Delegate McHale, Senator Mikulski, Senator Cardin, Congressman Sarbanes

2

2515 Boston Street Baltimore, MD 21224 (410) 522-2365

Avenue. Between South Lakewood Avenue and Clinton Street there are currently two travel lanes in each direction at all times. Under the Preferred Alternative, there would be one travel lane in each direction at all times for the entire length of Boston Street.

Street patterns may be modified in a number of other ways, including: new turn restrictions and removing or installing new traffic signals at several intersections along the Red Line alignment where the light rail would cross high volume side streets. The detailed plans and profiles provided in the Volume 2 of the FEIS provide greater design detail. Refer to Chapter 4 of the FEIS and the Traffic and Parking Technical Report in Appendix I for additional information.

Without the Red Line, traffic volumes along Boston Street, north of Montford Avenue, are projected to increase by approximately 33% by 2035 and volumes east of Conkling Street are projected to increase by 56% by 2035. With the Red Line by 2035, traffic volumes along Boston Street are projected to increase by 22% north of Montford Avenue and increase by 25% east of Conkling Street.

Levels of Service (LOS) were evaluated at signalized intersections along Boston Street for both the 2035 No-Build and the 2035 Build Condition. The assessment indicated the following changes in LOS:

- Boston Street at Aliceanna Street – From (F) to (B) during (PM) peak hour
- Boston Street at Montford Ave – From E to D during AM peak hour
- Boston Street at Ellwood Ave – From (A) to (D) during (PM) peak hour (Converted from signalized to unsignalized in Build conditions)
- Boston Street at Clinton Street – From F to E during AM peak hour
- Boston Street at Old Boston Street – From D (C) to E (E) during AM (PM) peak hour

LOS was evaluated at unsignalized intersections along Boston Street. The assessment indicated the following changes in LOS:

- Boston Street at Leakin Street – From F to better F during AM peak hour
- Boston Street at Safeway – From (D) to (A) during (PM) peak hour as it is converted to a signalized intersection in the Build year
- Boston Street at Kenwood Ave – From F (F) to D (D) during AM (PM) peak hour as it is converted to a signalized intersection in the Build year
- Boston Street at East Ave – From F to C during AM peak hour as it is converted to a signalized intersection in the Build year
- Boston Street at Bayliss Street – From F to B during AM peak hour

During construction, impacts to the public would be minimized through the implementation of Traffic and Transportation Management Plans. Access to local businesses through existing or temporary driveways would be provided where possible; however, there may be some instances where access cannot be maintained. In these cases, other accommodations would be arranged with the property owner. Specific mitigation would be developed during Final Design to determine maximum number of lanes closed during peak traffic hours, maintenance and removal of traffic control devices, efficient traffic rerouting measures, and scheduling of construction activities within the roadways for times other than peak traffic periods.

The implementation of the Red Line will require the elimination of parking spaces along the corridor. Currently, there are 239 total parking spaces, 161 full-time and 78 part-time parking spaces, along Boston Street between Hudson/Montford to Haven Street. Under the Preferred Alternative, 126 parking spaces (both on-street and off-street) would be displaced. For those parking spaces that remain along Boston Street , vehicles may be parked 24-hours a day. The proposed Park-and-Ride at the Canton Crossing Station could provide temporary parking spaces during construction. Refer to Chapter 4 of the FEIS and the Traffic and Parking Technical Report in Appendix I for additional information.

The National Scenic Byways Program is a Federal Highway Administration program established to help recognize, preserve and enhance selected roads throughout the US. A portion of Boston Street within the project

study corridor is part of the Star-Spangled Banner Scenic Byway, a 100+ mile byway that provides views of and access to historic resources. The Red Line would not affect the function or designation of the Boston Street route as part of the scenic byway.

The Red Line would have positive and negative impacts on the visual experience. The visual impacts of the Preferred Alternative were fully assessed and are documented in the Visual and Aesthetic Resources Technical Report, which is a supporting document to the FEIS. Design details of the transitway, stations, ancillary buildings, and landscaping has been carefully considered to be congruent with the existing environment, particularly in sensitive areas such as historic districts in order to minimize the visual impact to the community.

The Red Line project would include designated pedestrian crossings along Boston Street. The ADA-compliant crosswalks will have traffic signals with indications for safe pedestrian movements. The traffic signals will provide adequate time for pedestrians to walk across the entire width of Boston Street. Pedestrian refuge medians would be provided in the center of Boston Street for increased safety.

10 MR. GREG DERWART: Good afternoon. My name
11 is Greg Derwart, G-R-E-G D-E-R-W-A-R-T. I live at
12 13513 Long Green Pike in Baldwin and I'm the Chief
13 Operating Officer for The Arc of Baltimore in Towson, a
14 non-profit organization that serves over 3,000
15 individuals with developmental disabilities in
16 Baltimore City and Baltimore County. I also serve on
17 the Greater Baltimore Committee's Built Environment and
18 Regional Transportation Committee.
19 On behalf of The Arc and the GBC, I'm
20 pleased to recommend to you today that we implement
21 Option 4C, the Light Rail Transit Option. With tunnels
1 under Cooks Lane as well as under Lombard Street, from
2 Martin Luther King Boulevard continuing under Eastern
3 Avenue to Aliceanna Street at Boston Street.
4 Option 4C is our best alternative for the
5 following reasons. It provides the fewest disruptions,
6 has the most advantages for residents, and provides the
7 greatest number of economic opportunities. It
8 minimizes community impact by utilizing tunnels under
9 Cooks Lane, Downtown Baltimore and Fells Point.
10 It opens an economic development window
11 around transit stations that could lead to thousands of
12 jobs and residential units being built. It provides a
13 quick way for those working, studying, or visiting
14 education and healthcare centers to get where they need
15 to go. It makes Baltimore more competitive with other
16 cities that already have a network of interconnected
17 transit lines.
18 Option 4C also ties together the new east-
19 west transit line to the exiting Light Rail Line, the
20 Metro Line, and the MARC Commuter Rail Stations.
21 Option 4C does not displace any families. It provides
1 residents of the Baltimore region with travel options
2 at affordable prices. It offers fast, clean, and
3 non-polluting transportation.
4 It gives access to a 192,000 jobs along the

The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

5 Red Line Corridor making it a true job line and it
6 speeds travel time for 42,000 users each weekday. It
7 takes thousands of polluting vehicles off the road. It
8 will be the least costly to operate once it is built
9 and it gives the region mobility, an essential element
10 of a good business climate and quality of life.
11 Specifically for people with disabilities,
12 Light Rail Transit can provide an advantage over Bus
13 Rapid Transit for the following reasons. Light Rail
14 Transit stations can be safer than many bus stop
15 locations. Light Rail Transit routes can be more
16 reliable and timely than bus routes. And Light Rail
17 Transit Stations are definitely more accessible than
18 most bus stop locations.
19 Like many other direct support service
20 providers, The Arc of Baltimore's mission is to ensure
21 that people with developmental disabilities have
1 maximum opportunities to actively participate in all
2 aspects of community life and this option would help us
3 with that mission.

Baltimore

12th Floor
100 Light Street
Baltimore, MD 21202

p 410.659.7300
p 800.343.3468
f 410.727.2308

www.baltimore.org

October 30, 2008

Red Line
c/o Office of Planning
6 St. Paul Street, 9th floor
Baltimore, MD 21202

Red Line Coordinator:

Transportation is one of the most important issues facing Baltimore today and in the next decade. If we are to remain an appealing city in which to live and destination to visit, we must take action now to improve our infrastructure. The Red Line is a necessary investment to make Baltimore more competitive with other cities that already have a network of interconnected transit lines. As a member of the Greater Baltimore Committee (GBC), the Baltimore Area Convention and Visitors Association (BACVA) supports Red Line Alternative 4C, the option endorsed by GBC.

Tourism is one of Baltimore's top industries. It generates $3.8 billion in visitor spending; $1.09 billion in federal, state and local tax revenue; and 79,000 jobs in the Baltimore region alone. Tourism is a highly competitive industry and we must do everything we can as a city, state and destination to enhance the visitor experience, and that includes providing a cohesive transportation system that makes it easier for visitors to get around. Travelers, whether here for business or pleasure, want to explore a destination and enjoy a city as residents do, but are often discouraged from doing so in Baltimore because of the lack of transportation options. The Red Line Alternative 4C will provide that transportation and be a critical link to the north-south Light Rail, Metro Subway and MARC trains.

BACVA markets and promotes Baltimore to leisure travelers, conventions, meetings and group tours around the country and world. One of the major challenges we face is getting visitors from the Inner Harbor to our surrounding neighborhoods, museums, restaurants, shops and attractions. There's no doubt that if we make it easier for visitors to get around, they will spend more money while they are here. More visitor spending means more jobs for the hospitality industry and more taxes generated for our local, state and federal governments.

The Red Line is the first major expansion of transit in the Baltimore region in 25 years, and, therefore, we must move it to the fast track. That is why BACVA supports Red Line Alternative 4C.

Sincerely,

Tom Noonan

Tom Noonan
President & CEO

Baltimore Area Convention and Visitors Association

Baltimore Area Convention and Visitors Association comments are located under IDs 30 and 31; the responses to these comments are combined below.

The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

The Preferred Alternative will provide access for visitors and tourists in Baltimore to recreational and tourism sites in the Baltimore region.

16 MR. TOM NOONAN: Good afternoon. I'm Tom
17 Noonan. T-O-M, N-O-O-N-A-N. I'm the President of the
18 Baltimore Convention and Visitors Association located
19 at 100 Light Street, 12th Floor, Baltimore, Maryland,
20 21202.
21 Great tourism towns have great public
1 transportation. Great neighborhoods have great public
2 transportation. Transportation is one of the key
3 factors facing Baltimore today and the next decade.
4 If we were to remain an appealing city in
5 which to live and to work and to visit as a
6 destination, we must now take action to improve our
7 infrastructure. The Red Line is a necessary investment
8 to make Baltimore more competitive with other cities
9 that already have a great network of interconnecting
10 transit lines. As a member of the Greater Baltimore
11 Committee, BCVA supports Red Line Alternative 4C, the
12 option endorsed by the GBC.
13 Tourism is a highly competitive industry
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15 destination to enhance the visitor experience. That
16 includes providing a cohesive transportation system
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18 Visitors want to explore a destination and
19 enjoy a city as residents do. But they are often
20 discouraged from doing so in Baltimore because of a
21 lack of transportation options. The Red Line
1 Alternative 4C will provide that transportation and be
2 a critical link to the north/south Light Rail, Metro
3 subway and MARC trains.
4 There is no doubt that if you make it
5 easier for visitors to get around, they will spend more
6 money while they are here.
7 More visitor spending means more jobs in
8 the hospitality industry, more tax generated for our
9 local, state and federal governments.
10 Tourism is one of Baltimore's top
11 industries. It generates $3.8 billion dollars
12 annually. That includes $1.9 billion in federal, state

13 and local tax revenue and 79,000 jobs here in
14 Baltimore. The Red Line is the first major expanse of
15 transit in the Baltimore region in 25 years and,
16 therefore, we must move on it at a fast track.
17 This is the next generation for us. This
18 is what gets Baltimore to the next level as a tourism
19 destination. Its public transportation. Thanks very
20 much.

Baltimore Building and Construction Trades Council
AFL - CIO
5913 Harford Road • Baltimore, Maryland 21214
410-426-9415
Fax: 410-426-9438

J. P."Buddy" Cefalu
Vice President

Roderick "Rod" Easter
President

Charles Driscoll
Secretary Treasurer

December 16, 2008

Ms. Dianne Ratcliff
Director of Planning
Maryland Transit Administration
6 St. Paul Street, 9th Floor
Baltimore, Maryland 21201

RE: Red Line DEIS Comments

Dear Ms. Ratcliff:

On behalf of the 14,000 members of the Baltimore Building Trades Council, I am writing in strong support of the proposed Red Line Transit Project. We understand that many community, civic and business organizations are lending their support specifically to Alternative 4C, which includes both tunnel and surface construction along the 14-mile corridor from Woodlawn to the John Hopkins Bayview campus. We join these organizations in expressing support for Red Line Alternative 4C.

The Red Line will mean reduced traffic and gas consumption all resulting in a cleaner, greener and more efficient public transportation system for Baltimore. Construction of the Red Line would mean construction jobs for union members resulting in income and benefits for their families, many of which live in Baltimore City and County. We look forward to working on this project utilizing our skilled journeymen and women. Also, we have registered apprenticeship opportunities that will help young citizens of Baltimore and the surrounding areas enter into construction careers.

We urge that the Red Line proceed from planning to construction as quickly as possible. Please include these comments in the official hearing record for the Red Line Draft Environmental Impact Statement. Thank you for your consideration.

Sincerely,

Rod Easter,
President, Baltimore Building & Construction Trades Council

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The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

The MTA and Baltimore City are working on workforce development programs that are intended to lead to future employment and training opportunities for local area residents, as well as expanded opportunities for local small (disadvantaged) businesses. The intent is for the area economy to benefit from the job creation and economic development the Red Line project can generate. The MTA anticipates having a policy and program in place before construction contracts are advertised for the Red Line project.

Baltimore City Community College

Changing Lives...Building Communities

OFFICE OF THE PRESIDENT
Carolane Williams, Ph.D.
President
Main Building, Rm. 137
LIBERTY CAMPUS
2901 Liberty Heights Avenue
Baltimore, MD 21215-7893

LIBERTY CAMPUS
2901 Liberty Heights Avenue
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HARBOR CAMPUS
Bard Building
600 E. Lombard Street
Baltimore, MD 21202-4073

BUSINESS AND CONTINUING EDUCATION CENTER
710 E. Lombard Street
Baltimore, MD 21202-4047

REISTERSTOWN PLAZA CENTER
6764A Reisterstown Road
Baltimore, MD 21215-2306

November 6, 2008

Red Line Project
c/o MTA's Office of Planning
6 Saint Paul St. 9th Floor
Baltimore, MD 21202

To Whom It May Concern:

I am writing this letter to express Baltimore City Community College's full support for the Red Line Project, specifically, Alternative 4-C. BCCC is Maryland's only state-sponsored community college. For over 60 years, we have served the educational needs of this community. In fact, since our founding, some 30,000 people have graduated the College with associate's degrees.

In our view, 4-C is the most practical approach to address the region's future transit needs. The Southwest Corridor, one of Baltimore's most heavily populated areas, provides a unique opportunity to improve transit options for all city residents.

4-C will cause the least disruption and provide the best opportunity for economic development – a badly needed commodity in this area. Also, communities along the route will experience minimum impact during construction due to tunneling under Cooks Lane and Edmondson Avenue through downtown and Fells Point.

Just as importantly, 4-C will open up Transit Oriented Development opportunities around transit stations, which could bring thousands of new jobs to city residents. Currently, those who live along this corridor have few transit options to get to and from work or school. The way we see it, a disconnect seems to exist with other modes of transit. 4-C will provide quick links for those working, studying or visiting educational and health centers. Additionally, 4-C promises to connect the new east-west transit line to existing Light Rail, Metro and MARC commuter stations.

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NOV 13 2008

General Information 410-462-8300 • MD Toll-Free 1-888-203-1261 • TTY 1-800-735-2258
State of Maryland • Martin O'Malley, Governor
www.bccc.edu

The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

Page 2
Red Line Project

It is anticipated the project will generate up to 192,000 new jobs and speed travel times for an expected 42,000 daily riders. While the project will cost up to $1.6 billion and construction may not begin until 2012, the economic benefit to the region could be as high as *$3.6 billion*.

In order for Baltimore to take its place among 21st century cities, we need a 21st century, well connected transit system!

For these reasons, you can count on BCCC's full support of Alternative 4-C. We urge you, as soon as possible, to make this project a reality.

Sincerely yours,

Carolane Williams, Ph.D.
President

CW/dfs

c: Governor Martin O'Malley
Secretary John D. Porcari
Greater Baltimore Committee
Maryland's Congressional Delegation
Baltimore City Legislative Delegation
Baltimore City Council

19 MR. TERRANCE HANCOCK: Good afternoon. I'm
20 Terrance Hancock with the Baltimore Development
21 Cooperation. First name is spelled T-E-R-R-A-N-C-E,
1 last name H-A-N-C-O-C-K. And I'm an economic
2 development officer with Baltimore Development
3 Cooperation, South Charles Street, Suite 1600,
4 Baltimore, 21201.
5 It is the recommendation of the Baltimore
6 Development Cooperation that the Maryland Department of
7 Transportation and Maryland Transit Administration
8 select Alternative 4C with the proposed Red Line
9 transit project. Alternative 4C is the light rail
10 option that has the highest cost benefit racial of all
11 the options under consideration.
12 Alternative 4C provides a number of
13 benefits for the city and general and economic
14 development and particulars. These include increase in
15 jobs and tax revenue generations, community
16 revitalization and development, business growth,
17 increase retail opportunities in underserved areas,
18 transit-oriented development opportunities, employment
19 accessibility and training and access to post secondary
20 and education.
21 Alternative 4C provides communities along
1 the Cooks Lane Corridor and Fells Point a tunnel option
2 that will have a positive effect on their
3 neighborhoods. It is particularly encouraging that the
4 Red Line will be seen as a catalyst for development in
5 some of the cities, neighborhoods, that need
6 revitalization.
7 Secondly, it is understand that Alternative
8 4C will have minimal business displacements which is
9 crucial to daily business activities in commercial
10 districts.
11 Alternative 4C will provide the development
12 community with confidence that the city and its
13 partners at the state are reinvesting in communities
14 and creating opportunities for economic development.

Baltimore Development Corporation comments are located under IDs 34 and 35; the responses to these comments are combined below.

The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

15 Alternative 4C will improve Inter Modal
16 activity within the existing public transportation
17 network. Lack of Inter Modal connectivity is seen as
18 the major factor in increasing vehicle miles traveled
19 throughout the region and the lack of success of
20 reverse commute employment access programs.
21 Providing connections to job accessibility
1 for city residents can greatly benefit the Baltimore
2 region as a whole. BBC is looking forward to
3 construction of the Red Line and continue working with
4 the MTA on this development. Thank you.

BALTIMORE
DEVELOPMENT CORPORATION

November 5, 2008

Ms. Diane Ratcliff
Director
Maryland Transit Administration
Office of Planning
6 St. Paul Street, 9th Floor
Baltimore, MD 21202

Dear Ms. Ratcliff

It is the recommendation of the Baltimore Development Corporation (BDC) that the Maryland Department of Transportation (MDOT) and Maryland Transit Administration (MTA) select Alternative 4C for the proposed Red Line transit project. Alternative 4C is a light rail option that has the highest cost benefit ratio of all the options under consideration.

Alternative 4C provides a number of benefits for the City in general and economic development in particular. These include:

- increase in jobs and taxes,
- community revitalization and development,
- business growth,
- increased retail opportunities in underserved areas,
- transit oriented development opportunities,
- employment accessibility and training,
- access to post-secondary education

In addition, Alternative 4C provides communities along the Cooks Lane / Edmondson Avenue corridors and Fells Point a tunnel option that will have a positive effect on their neighborhoods. It is particularly encouraging that the Red Line will be seen as a catalyst for development in some of the City's neighborhoods that need revitalization.

Secondly, it is understood that Alternative 4C will have minimal business displacements which is crucial to daily business activities in commercial districts Alternative 4C will provide the development community with confidence that the City and its partners at the State are reinvesting in communities and creating opportunities for transit oriented development (TOD).

Alternative 4C will improve intermodal connectivity within the existing public transportation network. Lack of intermodal connectivity is seen as a major factor in increasing vehicle miles traveled (VMT) throughout the region and the lack of success of

36 S. Charles Street • Suite 1600 • Baltimore, MD 21201-3015 • t 410 837 9305 • f 410 837 6363 WWW.BALTIMOREDEVELOPMENT.COM

Ms. Diane Ratcliff
Red Line DEIS
Page 2 of 2

reverse commute employment access programs. Providing a connection to job accessibility for City residents can greatly benefit the Baltimore region as a whole.

BDC is looking forward to construction of the Red Line and continuing working with you on its development. If you have any questions regarding this recommendation, please do not hesitate to contact Mr. Terrance Hancock of my staff. Mr. Hancock may be reached at 410.779.3830 or via email at thancock@baltimoredevelopment.com.

Sincerely,

M.J. Brodie
President

cc: Ms. Danyell Diggs, Red Line Coordinator, Department of Transportation
Mr. Terrance Hancock, Economic Development Officer, BDC

BALTIMORE HERITAGE
WORKING TOGETHER TO PRESERVE AND PLAN BALTIMORE'S FUTURE
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Johns W. Hopkins
Executive Director

December 22, 2008

Red Line Planning Group
c/o MTA Office of Planning
6 St. Paul Street, 9th Floor
Baltimore, MD 21202

Dear Red Line Coordinator:

On behalf of Baltimore Heritage, Inc., I am pleased to write in support of Red Line Alternative 4-C.

We believe that this alternative offers great opportunities to preserve and revitalize historic districts across the city. The proposed route would cross thirteen neighborhoods that already are designated historic districts, and many more that should be. The approach in Alternative 4-C will provide vital community and economic development to many neighborhoods and the commitments laid out in the Community Compact will go a long way in preserving the historic character that is essential for the growth and health of our neighborhoods.

For nearly one hundred years, Baltimore City had an enviable rail system with over 400 miles of tracks served by streetcars. This system was successful because it served Baltimore's neighborhoods. A new light rail line following Alternative 4-C will begin to reconnect our historic neighborhoods and serve the people who live there. For this reason, we offer our support and ongoing assistance.

Sincerely,

Will Backstrom
President

Johns Hopkins
Executive Director

cc: Danyell Diggs
Jamie Kendrick

The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

There are 25 historic districts within the Red Line historic architecture area of potential effects (APE), which have been identified through the Section 106 process. The MTA is continuing coordination with the Maryland Historic Trust with regard to Section 106 requirements.

2 MR. BOB REUTER: My name is Bob Reuter.
3 I'm officially Representing Baltimoreans Against
4 Disability Discrimination, P.O. Box 23777, Baltimore,
5 Maryland, 21203.
6 COURT REPORTER: Spell your last name?
7 MR. BOB REUTER: R-E-U-T-E-R. This meeting
8 is being held illegally and it's being held in an
9 inaccessible facility in violation of the ADA and the
10 Americans with Disabilities Act. The meeting should be
11 declared null and void and any comments made here
12 tonight declared null.
13 This meeting is held in a building that has
14 two flights of stairs up to it and a ramp that is at
15 least one in four, if not steeper. Totally in
16 violation of ADA. Photographs can be sent and will be
17 sent to the Federal Department of Transportation.
18 Thank you.

The meeting location for this hearing, the first of four hearing locations for the AA/DEIS, had insufficient ADA access. Upon discovering the access issue, Mr. Reuter's testimony was received outside of the hearing room. In addition, access for all three other locations for the AA/DEIS hearings were reviewed and were fully ADA accessible. The MTA developed specific procedures to screen all future meeting sites for ADA accessibility and throughout the rest of the project study, all sites for public meetings were compliant.

Other testimony received at this hearing has been made part of the official hearing record.

The Baltimore Life
COMPANIES

L. John Pearson CLU
Chairman, President and
Chief Executive Officer

November 12, 2008

Red Line
c/o Office of Planning
6 St. Paul Street, 9th Floor
Baltimore, MD 21202

To Whom It May Concern:

As a member of the Greater Baltimore Committee, I am writing to express my support for Red Line Alternative 4C, the option endorsed by the GBC.

The area business community recognizes the importance of an effective mass transit system. As the growth of the Baltimore metropolitan area continues, the necessary infrastructure to sustain that growth is essential. The GBC believes that Red Line Alternative 4C is the optimal choice, creating a 21st century transportation system for Baltimore area residents. In addition, this project will generate 17,000 construction jobs at a time of increasing unemployment. It will support emerging new development at Inner Harbor East and Uplands, while encouraging revitalization efforts at Security Square Mall, Edmondson Village, Canton Crossing, and Greektown.

We urge approval of Red Line Alternative 4C.

Sincerely,

L. John Pearson

cc: The Honorable Martin O'Malley
The Honorable John D. Porcari
The Honorable Barbara A. Mikulski
The Honorable Benjamin L. Cardin
The Honorable Wayne Gilchrest
The Honorable C. W. "Dutch" Ruppersberger
The Honorable John Sarbanes
The Honorable Donna Edwards
The Honorable Steny H. Hoyer
The Honorable Roscoe Bartlett
The Honorable Elijah Cummings
The Honorable Chris Van Hollen, Jr.

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The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

BALTIMORE
OFFICE OF PROMOTION & THE ARTS

December 10, 2008

Diane Ratcliff
Director of Planning
Maryland Transit Administration
6 St. Paul Street, 9th Floor
Baltimore, MD 21202

Dear Ms. Ratcliff:

This letter is to confirm and voice our strong commitment for the proposed Red Line Light Rail Alternative 4C.

We recognize the huge positive impact the Red Line Alternative 4C will be in linking the north-south Light Rail, Metro Subway, and MARC trains, creating a 21st century transportation system.

We endorse the Alternative 4C approach because it will:

- Be 47% less expensive to operate over time.
- Provide convenient transportation to city attractions and cultural venues.
- Generate an estimated 17,000 in construction jobs.
- Increase accessibility to BOPA programs, events, and partner organizations (e.g. arts, culture and attraction venues) a core BOPA mission
- Provide additional transportation alternatives for BOPA employees
- Engage communities and expand the Public Arts program at transit stops (a key component of the Mayor's Cleaner/Greener initiative)

Please consider BOPA 100% behind this vital project.

Respectfully yours,

William B. Gilmore
Executive Director

RECEIVED DEC 15 2008

cc: Danyell Diggs, Mayor's Red Line Coordinator

7 EAST REDWOOD STREET SUITE 500 BALTIMORE MARYLAND 21202
tel: 410 752 8632 fax: 410 385 0361 web: WWW.PROMOTIONandARTS.COM
SHEILA DIXON, MAYOR

The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

417 E. Fayette Street
Suite 468
Baltimore, Maryland 21202
Voice 410-396-1910
Fax 410-752-6625
www.baltoworkforce.com

BALTIMORE WORKFORCE INVESTMENT BOARD

October 31, 2008

Red Line Project
c/o Diana Ratcliff
Maryland Transit Administration
Office of Planning
6 St. Paul Street, 9th Floor
Baltimore, Maryland 21202

Dear Ms. Ratcliff:

On behalf of the Baltimore Workforce Investment Board (BWIB), I am writing to express our strong support for the proposed Red Line Transit Project. As you know, this 14-mile east-west transit line would run from Woodlawn in Baltimore County, through downtown Baltimore, ultimately terminating on the eastside at the Johns Hopkins Bayview Medical Center. In these challenging economic times, a major public works project, such as the Red Line, has the potential to provide employment opportunities for many Baltimore residents, now and in the future.

Within the vicinity of the Red Line Corridor, there are roughly 7,500 businesses, which collectively employ more than 192,000 individuals. The completed Red Line will serve to improve resident access to major employer hubs, such as the east/west-side biotech parks, Johns Hopkins Hospital, the University of Maryland Medical Center, and significant hospitality/tourism venues. Additionally, this transit line would spur the redevelopment of areas around the 20 -25 proposed stations along the corridor.

Moreover, the construction of the Red Line itself will result in job creation. As the Draft Environmental Impact Statement notes, the project will consist of the construction of tunnels, surface lines, and transit stations. These tasks can only be completed through the hiring of thousands of construction workers, and ongoing jobs for others who would be responsible for the operation and maintenance of the system. Employment opportunities such as these would offer wages and benefits to numerous Baltimore families, strengthening their ability to be economically self-sufficient.

Sheila Dixon
Mayor
City of Baltimore

John W. Ashworth, III
Chairman
Baltimore Workforce Investment Board
Senior Vice President-Network Operations
University of Maryland Medical Systems
Associate Dean, University of Maryland School of Medicine

Karen L. Sitnick
Director
Mayors Office of Employment Development

The Preferred Alternative presented in the FEIS improves transit in the Baltimore Region, as your comment recommends. The Preferred Alternative is a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line Build Alternative.

The MTA and Baltimore City are working on workforce development programs that are intended to lead to future employment and training opportunities for local area residents, as well as expanded opportunities for local small (disadvantaged) businesses. The intent is for the area economy to benefit from the job creation and economic development the Red Line project can generate. The MTA anticipates having a policy and program in place before construction contracts are advertised for the Red Line project.

Ms. Diana Ratcliff
October 31, 2008
Page Two

In order for Baltimore to be the economically vibrant community that we desire, it is essential that a reliable and responsive transit network is in place. The proposed Red Line is an integral piece of this equation. Baltimore cannot truly reach its utmost potential, nor can its residents take full advantage of existing and future employment opportunities, without a 21st century public transit system.

Therefore we respectfully convey our strong support for the adoption of the Red Line Transit Project, as envisioned within the Draft Environmental Impact Statement.

Sincerely,

John W. Ashworth, III
Chairman, Baltimore Workforce Investment Board
Senior Vice President-Network Operations, and
Associate Dean, University of Maryland School of Medicine,
University of Maryland Medical Systems

cc: The Honorable Sheila Dixon, Mayor, City of Baltimore
Karen Sitnick, Director, Mayor's Office of Employment Development
Danyell Diggs, Red Line Project Coordinator, Baltimore City Department of Transportation
Jeffrey Smith, Executive Liaison for Public Policy, Mayor's Office of Employment Development

7 MR. ART COHEN: Yes. Good afternoon. I am
8 Art Cohen, that's A-R-T, last name C-O-H-E-N. Resident
9 of Management. Washington in Baltimore City. My home
10 address is 6106 West Cliff Drive, Baltimore, 21209.
11 I am here as the convenor of B'More Mobile,
12 an advocacy group created in the spring of 2006, which
13 acts to increase the role of people in transportation
14 planning throughout the Baltimore region. I also serve
15 as a member of the Citizens Advisory Committee of the
16 Baltimore Regional Transportation Board and as an
17 advisor to the West Baltimore Coalition. B'More Mobile
18 has signed the Red Line Compact.
19 B'More Mobile is here today to support the
20 construction and operation of the Red Line from Bayview
21 Hospital on the east to Woodlawn and Social Security on
1 the west. It is not B'More Mobile's role, however, to
2 take a position for or against any one of the 11
3 transit alternatives proposed in the Draft
4 Environmental Impact Statement.
5 Such positions are most properly taken by
6 the people, communities, businesses, and other
7 interests located within the proposed alignment for the
8 Red Line. However, B'More Mobile does oppose the so-
9 called No-Build Alternative.
10 Whatever alignment is chosen, the Red Line
11 will represent great improvement both for current
12 transit riders and future potential ones.
13 Over the past week, I've attended each of
14 the four hearings and have heard a wide assortment of
15 opinions expressed. Whether for or against the Red
16 Line, there have been people justifiably concerned
17 about, among other things, noise, vibration, on- street
18 parking, safety for pedestrians and during construction
19 disruption of businesses and residential life, the
20 greater presence of rats and dust.
21 There has been fear expressed by many, of
1 the possible loss of property value of their homes and
2 businesses. And of the potential negative affects of
3 the Red Line on the quality of life.

The MTA is a signatory of the Baltimore City Red Line Community Compact. The MTA considers the Community compact to be a framework of guiding principles to be applied to the Red Line project.

The Preferred Alternative presented in the FEIS improves transit in the Baltimore Region, as your comment recommends. The Preferred Alternative is a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line Build Alternative.

Two alternatives which incorporated Heavy Rail were considered in the AA/DEIS for the Red Line. They were described in Chapter 2, page 29 of the AA/DEIS. Each of these alternatives were proposed by members of the public.

The first of the two alternatives was a full Heavy Rail Alternative from Social Security Administration to Greektown, 14.3 miles. This alternative was estimated to cost $2.383 Billion in 2007 dollars. The alternative was not

4 On the other hand, there has also been
5 awareness of the possibility of significant community
6 and economic development to accompany the construction
7 of the Red Line and the benefits to all of a much
8 improved public transportation system.
9 There have been differences expressed over
10 light versus heavy rail, rail versus bus rapid transit,
11 and the amount of tunneling which should be undertaken
12 for the Red Line project.
13 B'More Mobile understands and supports the
14 need to thoroughly study all heavy rail alternatives.
15 Such study would represent thinking out-of-the-box and
16 if there's any time which calls for such thinking, it
17 is now.
18 B'More Mobile also favors eventually
19 creating and empowering a regional authority to plan
20 and manage transportation for our region. We must
21 recognize that the greatest, most immediate and
1 long-run benefit of the Red Line will be for the
2 younger residents of the Baltimore area, few of whom
3 have testified at these hearings. We have to provide
4 adequately for their future, especially because of the
5 mediocre transportation choices we have all had to live
6 with and to which so many of us have adjusted for so
7 many years.
8 Indeed, it would be short-sighted, although
9 quite human for us to oppose the Red Line simply
10 because of temporary inconvenience caused by its
11 construction or because we're unable to insist that one
12 particular alternative be constructed instead of
13 another.
14 There has rarely been a public
15 transportation proposal which has been free of public
16 opposition at the beginning. This is the time to state
17 our problems and concerns with the alternatives, inform
18 the MTA about what we fear and what we want and then
19 sit down at the table to negotiate for a common
20 solution to these problems and concerns.
21 We have as our models our nearby sister

carried forward through full analysis in the AA/DEIS due to its high capital cost as compared to Light Rail and Bus Rapid Transit Alternatives being studied. The Preferred Alternative for the Red Line in the FEIS has a cost of $2.575 Billion in year-of-expenditure dollars. The year-of-expenditure dollars are based on a schedule that has the Red Line opening in 2021 and escalation occurring at a rate of +3.1% per year. Escalating the previously studied Heavy Rail Alternative capital cost at the same rate that is being used for the Preferred Alternative, with a project opening in 2021 and a mid-point of construction in the year 2018, yields a year-of-expenditure capital cost of $3.334 Billion. This cost estimate for Heavy Rail is $759 Million higher than the Preferred Alternative. This 30% cost differential still renders the Heavy Rail Alternative as too costly when compared with the Preferred Alternative. In addition, there are other aspects of this proposed Heavy Rail Alternative that could bring into question its feasibility, could lead to higher capital costs, and/or create environmental impacts that would need to be addressed with associated costs, if the Alternative were to be studied more thoroughly. These include constructing adjacent to the Amtrak Northeast corridor and within Amtrak right-of-way, constructing connections with the existing Baltimore Metro and the need to shut down Metro service while that construction occurred, likely six to nine months at a minimum, additional property takes along Amtrak right-of-way, visual impacts of aerial alignment from Orangeville to Greektown, potential 4(f) impacts to being in tunnel under Leakin Park due to associated ventilation or emergency egress that may be required, and viability of an at-grade alignment along I-70.

The second of the two alternatives was not a full Heavy Rail Alternative, but a combination of three modes – Heavy Rail, Light Rail, and Streetcar. The Heavy Rail component extended the existing Metro from Johns Hopkins Hospital to the Johns Hopkins Bayview Medical Center. From CMS to the western portion of downtown, the Alternative would be light rail similar to the Preferred Alternative. Upon entering downtown, the light rail would be in surface to Camden Yards, and then would be in tunnel to the existing Charles Center Metro Station. The third component would be a streetcar from Camden Yards, with surface operations along Pratt Street and through Harbor East, Fells Point, Canton, Canton Crossing, and Haven Street to the is

1 metro areas of the District of Columbia and
2 Philadelphia. Today they already have truly regional
3 transportation systems worthy of the name. We should
4 aspire to no less for Baltimore and it's surrounding
5 region. Thank you

Amtrak right-of-way, ending at Edison Highway. The streetcar alternative would run in mixed traffic along the surface. This Alternative was estimated to have a capital cost of $1.8 Billion in 2007 dollars. Escalated at 3.1% per year yields a cost of $2.518 Billion in year-of-expenditure dollars. This cost comparable to the Preferred Alternative, just as it was similar to the costs of the light rail and bus rapid transit alternatives in the AA/DEIS. The reasons this alternative were not studied further in the AA/DEIS are:

- Many east-west trips through the corridor would require transfers due to the multiple modes, increasing transit travel time and decreasing ridership.
- All of the streetcar component requires sharing lanes with traffic, which degrades both vehicular traffic movements, as well as transit travel times, and would reduce ridership.
- Introducing a new mode, streetcar, requires an additional new maintenance facility for streetcars and introduces a new mode of transit to Baltimore, which does not improve transit efficiency.

Refer to Section 2.4.2 in the Alternatives Technical Report – 2012 Update for additional information.

Canton Community Association
P.O. Box 5125
Baltimore, MD 21224
410-342-0900
www.cantoncommunity.org
info@cantoncommunity.org

Sent via email.

December 28, 2008

Ms. Diane Ratcliff
MTA Director of Planning
6 Saint Paul Street, 9th Floor
Baltimore, MD 21202

Dear Ms. Ratcliff,

On behalf of the Canton Community Association (CCA), the CCA Board of Directors, and the over 5,000 homes represented by the CCA, I write to you to state the CCA's clear position on the proposed Red Line, specifically Alternative 4C. To be clear, while the Canton Community is very supportive of increased and improved public transportation in Baltimore City and in the Canton area, we do not support Red Line Alternative 4C in its current form. The following letter will detail CCA's understanding of the Red Line Alternative 4C, specify the reasons why CCA does not support Red Line Alternative 4C, and delineate modifications to Red Line Alternative 4C that CCA could potentially be amenable to, upon further review.

The CCA has been intimately involved in the Red Line study over the past few years by hosting presentations on the Red Line Study by design engineers from RKK Consulting Engineers, Whitman Requardt & Associates, and the MTA. Further, CCA has actively participated in Red Line Task Force meetings and discussions with other affected community groups. Recently, a representative from RKK Consulting Engineers explained the final Red Line study results, the proposed Red Line alternatives, and the forthcoming approval process. The engineers presented a summary of the design and the proposed five transit and location alternatives for the Red Line, including a "No Build" option. As the CCA understands it, Alternative 4C is a light rail system that traverses from Woodlawn to Johns Hopkins Bayview Medical Center through Baltimore city via a combination of surface and underground track mediums. The system will be surface track from Woodlawn to the west side of Baltimore City, underground track under President Street through Fleet Street and portal to surface track down Boston Street near or around the Captain James parking lot. At that point of transition to surface near or around the Captain James parking lot, the system would be surface light rail down Boston Street serving the Canton Crossing development and then the Johns Hopkins Bayview Medical Center. The cost is estimated to be $1.6 billion, which as it stands, does not meet the cost effectiveness standard to be eligible for Federal funding. The budget needs to be about $1.3 billion to meet the cost effectiveness standard. Once the final budget is trimmed to $1.3 billion, the project likely will be eligible for approximately $0.65 billion in Federal funding and the remaining balance to be funded by the City of Baltimore and the State of Maryland. The engineers also mentioned that it would cost an additional $0.2 billion to tunnel under Boston Street and surface via a portal near the Canton Crossing development (preferably east of South Haven Street to the existing rail lines to Bayview), rather than surface light rail down Boston Street. In the best-case scenario, the entire system would be completed by 2013.

The engineers from RKK Consulting Engineers and Whitman Requardt & Associates along with Jamie Kendrick from the Baltimore City Department of Transportation have mentioned that just recently, Red Line Alternative 4C has garnered endorsement and support from a few public officials (although it was made clear to the CCA that no decision has been finalized or approved yet). All groups have mentioned that the decision of which Red Line Alternative to pursue will be made by Baltimore City independently of the engineer's recommendations but to be eligible for Federal funding, any of the Alternatives would need strong local community support, including CCA's support.

In selecting the Preferred Alternative there were many critical considerations including quality of transit service, projected transit ridership, cost-effectiveness, land use/transportation integration, economic development potential, environmental impacts, impacts to communities, and public and stakeholder input. To meet the project's purpose and need, it was important to connect people with key activity centers such as the Social Security Administration, University of Maryland downtown, Central Business District, Harbor East, and Johns Hopkins Bayview Medical Center Campus. Transit connections to MARC and existing Metro and Light Rail were also critical to meeting the purpose and need.

Location on Boston Street

The Boston Street corridor was selected as part of the Preferred Alternative because it represented the option with the least parking and traffic impacts when compared to the other surface options along Eastern Avenue and Fleet Street, and was $412 million less in year of expenditure dollars to construct than a tunnel under Eastern Avenue. Ridership projections for the option along Boston Street were also comparable to options in the Eastern Avenue / Fleet Street corridor. The Preferred Alternative includes a tunnel to the intersection of Boston and Hudson Streets. Refer to the Alternatives Technical Report – 2012 Update for additional information.

Aggravated Traffic and Congestion

Building the Red Line transit system would require that changes be made to a number of roadways along the Red Line alignment corridor. Currently, two travel lanes in each direction are provided during the peak hour in the peak direction along Boston Street between Hudson Street and South Lakewood Avenue. Between South Lakewood Avenue and Clinton Street there are currently two travel lanes in each direction at all times. Under the Preferred Alternative, there would be one travel lane in each direction at all times for the entire length of Boston Street.

Street patterns may be modified in a number of other ways, including: new turn restrictions and removing or installing new traffic signals at several intersections along the Red Line alignment where the light rail would cross

Based on all the information that the CCA has cautiously reviewed, discussed, and analyzed to date, the CCA does not support Red Line Alternative 4C for the following reasons:

1. **Location on Boston Street**. The proposed Alternative 4C would service Canton via surface light rail along Boston Street. The CCA is comprised of over 5,000 homes, most of which are located north of Boston Street and north of the proposed light rail route (because of the waterfront to the south of Boston Street). Since most of the ridership studies that the CCA has reviewed suggest that a majority of potential riders will only utilize public transportation that is less than four blocks from their home, only a small number of households in Canton would likely opt to ride a surface light rail down Boston Street. Furthermore, the proposed route for Alternative 4C along Boston Street would target the least likely demographic needing public transportation. Subsequently, to maximize ridership and provide utility to the most likely rider demographic in Canton and neighborhoods north, the proposed route should bisect the greatest density of homes in the Canton and northern neighborhoods, most likely Fleet Street, Eastern Avenue, or Baltimore Street.
2. **Aggravated Traffic and Congestion**. Traffic along Boston Street, especially at peak hours, is a major issue for the residents of Canton and an issue that the residents of Canton are extremely sensitive to. CCA is certain that Red Line Alternative 4C will only exacerbate congestion along Boston Street. Furthermore, there is no coherent solution to the existing traffic problem across the railroad tracks on Boston Street. Redirecting Boston Street traffic into the Canton neighborhood northbound on Conkling Street to O'Donnell Street is not a viable or sensible solution.
3. **Decreased Parking Along Boston Street**. It is estimated that the number of parking spaces on the south side of Boston Street will be reduced by 161 spaces. Furthermore, the on street parking in the Canton neighborhood near and around proposed station areas will assuredly be consumed by commuters and non residents looking to park for free and commute to downtown Baltimore City to avoid paying parking fees. The reduced parking along Boston Street would create greater demand for parking on side streets in the Canton neighborhood. Parking in Canton is probably the single biggest issue and it is incredibly shortsighted to support a proposal that does not address this issue.
4. **Marginal Benefits to Those Most Greatly Affected**. A light rail system down Boston Street has only a diminutive benefit to the residents of Canton who ultimately will be the largest contributors to its cost. Commuters who pay no Baltimore City taxes will enjoy the greatest benefit along with large developers in the area, who already enjoy tax credits and substantially reduced real estate taxes. A dramatic public transportation system should ultimately be focused on alleviating the concerns of the constituents ultimately paying for it. As it exists, a light rail route down Boston Street is focused on non-Canton resident commuters. This is not a new concern from the CCA as its opinion of Red Line Alternative 4C has not changed in the past few years. Jamie Kendrick from the Baltimore Department of Transportation spoke at the October 2008 Fells Point Task Force meeting about why an east west corridor is necessary to solve future transportation needs and the thought process that has gone into the different options. The message was solely focused on benefits to those other than the communities impacted. It seemed that the planning of Red Line Alternative 4C was singularly directed on servicing the larger and newer developments in the city, such as Harbor East, Johns Hopkins Bayview Medical Center and Canton Crossing. Jamie Kendrick mentioned that Baltimore City has recently asked some developers to scale back the size, scope, and parking demands of projects until a point in the future when a transit system can accommodate the increased traffic. This has been done so that Baltimore City can maintain minimum mandatory traffic grading standards. It was disappointing to learn that the Red Line Alternative 4C was focused solely on alleviating parking and traffic concerns for future commuters only at the expense of the local residents, like Canton. Again, his presentation included no plan to alleviate current traffic problems along Boston Street.
5. **Potential For Increased Crime**. The large number of commuters accessing the light rail and the proposed stations in Canton will certainly bring a greater vulnerability to the residents of Canton.
6. **Noise pollution**. The Red Line Alternative 4C down Boston Street will unduly impose moderate station noises and severe light rail car wheel squeal on the residents of Canton. There is also expected to be vibrations impacts to the residents of Canton.
7. **Disruption of Existing Water Views**. Certain homes and residents will lose existing site lines because of the overhead catenary lines, rail stations and tracks.
8. **Density Demand**. How does this affect new development along Boston Street? Increased densities? Supply/demand? Parking in Baltimore City, driving to work versus using this service? What homeowners along Boston Street will use this service rather than driving five minutes to work downtown? Is there any

high volume side streets. The detailed plans and profiles provided in the Volume 2 of the FEIS provide greater design detail. Refer to Chapter 4 of the FEIS and the Traffic and Parking Technical Report in Appendix I for additional information.

Without the Red Line, traffic volumes along Boston Street, north of Montford Avenue, are projected to increase by approximately 33% by 2035 and volumes east of Conkling Street are projected to increase by 56% by 2035. With the Red Line by 2035, traffic volumes along Boston Street are projected to increase by 22% north of Montford Avenue and increase by 25% east of Conkling Street.

Levels of Service (LOS) were evaluated at signalized intersections along Boston Street for both the 2035 No-Build and the 2035 Build Condition. The assessment indicated the following changes in LOS:

- Boston Street at Aliceanna Street – From (F) to (B) during (PM) peak hour
- Boston Street at Montford Ave – From E to D during AM peak hour
- Boston Street at Ellwood Ave – From (A) to (D) during (PM) peak hour (Converted from signalized to unsignalized in Build conditions)
- Boston Street at Clinton Street – From F to E during AM peak hour
- Boston Street at Old Boston Street – From D (C) to E (E) during AM (PM) peak hour

LOS was evaluated at unsignalized intersections along Boston Street. The assessment indicated the following changes in LOS:

- Boston Street at Leakin Street – From F to better F during AM peak hour
- Boston Street at Safeway – From (D) to (A) during (PM) peak hour as it is converted to a signalized intersection in the Build year
- Boston Street at Kenwood Ave – From F (F) to D (D) during AM (PM) peak hour as it is converted to a signalized intersection in the Build year
- Boston Street at East Ave – From F to C during AM peak hour as it is converted to a signalized intersection in the Build year

anticipation that commuters will drive into Canton, park, and then take the light rail? This will also exacerbate the parking issue in Canton.

9. **Separation of Canton From its Historical Waterfront Nature**. A light rail system along Boston Street will inherently disrupt Canton's proud and distinguished maritime and waterfront history. For centuries, Canton has always been a waterfront community and strives to continue that tradition with all decisions into the immediate future. Boston Street in Canton has been designated a Maryland Scenic Byway and is part of the National Historic Seaport of Baltimore. Waterfront communities connected by this byway share rich traditions that only enhance their continued vitality.

Please know that the Canton Community Association has done much to listen, review, and provide comments to the Red Line study over the past few years. The residents of Canton are acutely aware of the need for responsible, planned public transportation systems that benefit the largest number of residents in the Canton and surrounding communities. The CCA also understands the sense of urgency for a practical system to be working as soon as possible. While Canton Community Association does not currently support Red Line Alternative 4C, it is amenable to continuing discussions about the proposed routes that service the greatest number of potential riders, most likely a route north of Boston Street. The CCA also believes that the continuance of an underground solution from Fells Point through Canton is substantially more beneficially accretive to the residents of Canton than a surface light rail solution. It may be more expensive, but the residents of Canton are ultimately paying for it and deserve to be impacted the least.

Please feel free to contact me if you have any questions or concerns. My cell phone number is 410-292-9311.

Sincerely,

Darryl J. Jurkiewicz
President, Canton Community Association
Canton Community Association Board of Directors

- Boston Street at Bayliss Street – From F to B during AM peak hour

During construction, impacts to the public would be minimized through the implementation of Traffic and Transportation Management Plans. Access to local businesses through existing or temporary driveways would be provided where possible; however, there may be some instances where access cannot be maintained. In these cases, other accommodations would be arranged with the property owner. Specific mitigation would be developed during Final Design to determine maximum number of lanes closed during peak traffic hours, maintenance and removal of traffic control devices, efficient traffic rerouting measures, and scheduling of construction activities within the roadways for times other than peak traffic periods.

Decreased Parking along Boston Street

The implementation of the Red Line will require the elimination of parking spaces along the corridor. Currently, there are 239 total parking spaces, 161 full-time and 78 part-time parking spaces, along Boston Street between Hudson/Montford to Haven Street. Under the Preferred Alternative, 126 parking spaces (both on-street and off-street) would be displaced. For those parking spaces that remain along Boston Street , vehicles may be parked 24-hours a day. The proposed Park-and-Ride at the Canton Crossing Station could provide temporary parking spaces during construction. Refer to Chapter 4 of the FEIS and the Traffic and Parking Technical Report in Appendix I for additional information.

Marginal Benefits to Those Most Greatly Affected

The Red Line will bring benefits to the communities located along the Red Line by providing improved transit access throughout the Baltimore Region. This will include access to activity centers and jobs along the Red Line, as well as activities centers and jobs along interconnecting rail and bus lines.

Potential for Increase Crime

The Red Line is being designed with safety and security measures. Vehicles, station platforms, and parking lots will include closed circuit video cameras for observation and enforcement. Project design will also incorporate

features to optimize sight lines for enhanced security. The MTA police force will patrol light rail vehicles, stations, and other project infrastructure.

Noise Pollution

MTA completed an assessment of noise and vibration impacts of the Preferred Alternative. The results are provided in the Noise and Vibration Technical Report and Chapter 5 of the FEIS.

Disruption of Existing Water Views

The Red Line would have positive and negative impacts on the visual experience. The visual impacts of the Preferred Alternative were fully assessed and are documented in the Visual and Aesthetic Resources Technical Report, which is a supporting document to the FEIS. Design details of the transitway, stations, ancillary buildings, and landscaping has been carefully considered to be congruent with the existing environment, particularly in sensitive areas such as historic districts in order to minimize the visual impact to the community.

Density Demand

The Red Line will help to support economic development in the corridor by providing non-vehicular access. The Red Line will provide access not only to downtown but to the greater Baltimore region through connections to other transit lines such as Baltimore Metro, Central Light Rail line, and MARC System. The Preferred Alternative includes a parking lot for Red Line users at Canton Crossing. This parking lot is being designed to accommodate 500 to 600 spaces.

Separation of Canton from Its Historical Waterfront Nature

The National Scenic Byways Program is a Federal Highway Administration program established to help recognize, preserve and enhance selected roads throughout the US. A portion of Boston Street within the project study corridor is part of the Star-Spangled Banner Scenic Byway, a 100+ mile byway that provides views of and access to historic resources. The Red Line would not affect the function or designation of the Boston Street route as part of the scenic byway.

Sent: Sun 1/4/2009 11:25 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

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teri mcbirney, president
Canton Square Homeowners Association

2912 O'Donnell Street
Baltimore, MD, 21224

teri mcbirney, president's comments:

This is being submitted on behalf of the Board and members of Canton Square Homeowners Association which is comprised of 133 townhouses. We vehemently oppose the Alternative 4C alignment solution for the Red Line Transit Project which Mayor Dixon has endorsed. We feel the quality of life that we have worked hard to build over the past 20 years in the neighborhood will be sacrificed with this solution. Parking and our visual environment, along with pedestrian traffic to the waterfront, will be impacted. Noise and vibrations will also be a major problem and the probablilty of crime in the area will increase. Most of these impacts have been documented in the Red Line Study. Canton is on the National Register of Historic Places and Boston Street has been designated by the state of MD as a Scenic Byway. The need to preserve Fells Point has been satisfied, but equal consideration has not been given to Canton. We support a tunnel under Boston Street to Haven Street which would preserve the residential area and existing parking and traffic lanes in Canton. Thank you.

Canton Square Homeowners Association comments are located under IDs 43 and 44; the responses to these comments are combined below.

There is adequate right-of-way available to construct light rail in the median without the need to purchase or relocate any residential homes or businesses. As such, an underground alternative is not needed to preserve adjacent land use. Also, the impact assessments for resources along Boston Street indicate that a surface alternative is feasible in this area of the project (see the FEIS, Chapter 2 and the Alternative Technical Report – 2012 Update for more detail). The major reason that a tunnel alignment was not pursued along Boston Street was cost. In order to design and construct that portion of the project underground, the cost of the project would increase by $210 million, in year of expenditure dollars. Refer to the Alternatives Technical Report – 2012 Update for additional information.

The implementation of the Red Line will require the elimination of parking spaces along the corridor. Currently, there are 239 total parking spaces, 161 full-time and 78 part-time parking spaces, along Boston Street between Hudson/Montford to Haven Street. Under the Preferred Alternative, 126 parking spaces (both on-street and off-street) would be displaced. For those parking spaces that remain along Boston Street , vehicles may be parked 24-hours a day. The proposed Park-and-Ride at the Canton Crossing Station could provide temporary parking spaces during construction. Refer to Chapter 4 of the FEIS and the Traffic and Parking Technical Report in Appendix I for additional information.

The Red Line would have positive and negative impacts on the visual experience. The visual impacts of the Preferred Alternative were fully assessed and are documented in the Visual and Aesthetic Resources Technical Report, which is a supporting document to the FEIS. Design details of the transitway, stations, ancillary buildings, and landscaping has been carefully considered to be congruent with the existing environment, particularly in sensitive areas such as historic districts in order to minimize the visual impact to the community.

December 31, 2008

Ms. Diane Ratcliff
Director, Office of Planning
MTA
6 St. Paul Street, 9th floor
Baltimore, MD 21202

Dear Ms. Ratcliff:

I am writing to you on behalf of the Board and the members of the Canton Square Homeowners Association which is comprised of 133 townhouses. While we recognize and support the need for improved mass transit in Baltimore, we are vehemently opposed to the Alternative 4C alignment solution for the Red Line Transit Project which has been endorsed by Mayor Dixon.

We would like you to be aware of the primary reasons that we are so strongly opposed to Alternative 4C. We have residents that moved to Canton in 1987 when the Canton Square townhouses were built. Over the years, these people, along with subsequent residents, have worked hard to develop the neighborhood. We feel that Alternative 4C, which would have surface lanes for light rail on Boston Street as well as a huge portal where the underground tunnel would emerge, would sacrifice our quality of life and severely impact our property values. Some of the major impacts, several of which are documented in the Red Line Study, include:

- Parking on the south side of Boston Street would be reduced by 161 spaces. Parking is already an ongoing problem in the neighborhood and this will be aggravated by commuters parking in the neighborhood.
- Crime may increase given the location of the station and the increased amount of traffic through the neighborhood.
- For pedestrian traffic, crossing Boston Street is currently a challenge. With Alternative 4C, pedestrians will be at greater risk given the trains and the size of the portal where the tunnel would emerge on Boston Street.
- Our surrounding visual environment, particularly of the waterfront, will be affected by the introduction of railroad tracks, rail stations, and an overhead centenary.
- Noise and vibrations will also be a major problem with Alternative 4C.

In addition to the above, Canton is on the National Register of Historic Places and Boston Street has been designated by the state of Maryland as a Scenic Byway. The need to preserve Fells Point has been satisfied, but we are befuddled and upset that equal consideration has not been given to Canton. We feel that our community is being sacrificed for the sake of the developers of the waterfront.

The Red Line project would include designated pedestrian crossings along Boston Street. The ADA-compliant crosswalks will have traffic signals with indications for safe pedestrian movements. The traffic signals will provide adequate time for pedestrians to walk across the entire width of Boston Street. Pedestrian refuge medians would be provided in the center of Boston Street for increased safety.

MTA completed an assessment of noise and vibration impacts of the Preferred Alternative. The results are provided in the Noise and Vibration Technical Report and Chapter 5 of the FEIS.

The National Scenic Byways Program is a Federal Highway Administration program established to help recognize, preserve and enhance selected roads throughout the US. A portion of Boston Street within the project study corridor is part of the Star-Spangled Banner Scenic Byway, a 100+ mile byway that provides views of and access to historic resources. The Red Line would not affect the function or designation of the Boston Street route as part of the scenic byway.

In selecting the Preferred Alternative there were many critical considerations including quality of transit service, projected transit ridership, cost-effectiveness, land use/transportation integration, economic development potential, environmental impacts, impacts to communities, and public and stakeholder input. To meet the project's purpose and need, it was important to connect people with key activity centers such as the Social Security Administration, University of Maryland downtown, Central Business District, Harbor East, and Johns Hopkins Bayview Medical Center Campus. Transit connections to MARC and existing Metro and Light Rail were also critical to meeting the purpose and need.

The Boston Street corridor was selected as part of the Preferred Alternative because it represented the option with the least parking and traffic impacts when compared to the other surface options along Eastern Avenue and Fleet Street, and was $412 million less in year of expenditure dollars to construct than a tunnel under Eastern Avenue. Ridership projections for the option along Boston Street were also comparable to options in the Eastern.

Page 2

We pay exorbitant property taxes to live in Baltimore City and we object to using our tax money to fund a transportation project that will be extremely detrimental to our neighborhood. We are in favor of a tunnel under Boston Street to Haven Street which would preserve the residential area and existing parking and traffic lanes in Canton.

Thank you for your attention.

Sincerely,

Teri McBirney
President
Canton Square Homeowners Association

Avenue / Fleet Street corridor. Refer to the Alternatives Technical Report – 2012 Update for additional information

The Red Line is being designed with safety and security measures. Vehicles, station platforms, and parking lots will include closed circuit video cameras for observation and enforcement. Project design will also incorporate features to optimize sight lines for enhanced security. The MTA police force will patrol light rail vehicles, stations, and other project infrastructure.

The effect of the Red Line on historic resources has been considered as part of the Section 106 process. The MTA is continuing coordination with the Maryland Historical Trust with regard to Section 106 requirements.

The Red Line is currently proposed to be funded by Federal transportation funds through the Federal Transit Administration New Starts Program and State of Maryland funds through the Consolidated Transportation Trust Fund. The State Transportation Trust Fund is a fund where Maryland transportation revenues (motor vehicle revenues, transit fares, airport fees, port fees, and other transportation revenues) are consolidated and used for highway, transit, port, airport, and other transportation operating and capital expenses. Taxes and fees in the Trust Fund are not based on any single project, but on the entire statewide transportation program.

CRS
CATHOLIC RELIEF SERVICES

228 West Lexington Street - Baltimore, Maryland 21201-3443 - 410.625.2220 www.crs.org

Red Line
c/o Office of Planning
6 St. Paul Street, 9th Floor
Baltimore, Md. 21202

Gentlemen:

CRS would like to lend its support the proposed expansion of the transit system known as the Red Line Light Rail Alternative 4C, which we understand is a 14 mile east to west transit line that will run from Woodlawn through downtown Baltimore.

In any public transportation initiative we hope there will be a consideration for mobility-related issues and quantifiable measures of safety and infrastructure quality. We currently employ 400 full time staff members at our downtown Lexington Street office, many of whom rely daily on safe public transportation. We endorse any efforts, balanced with other critical initiatives to improve transit that offers a favorable impact on congestion and provides a safe, cost-effective alternative for our staff's transportation to and from work.

We appreciate your efforts to make available an efficient transportation system that will benefit the citizens of Maryland.

Sincerely,

David F. Piraino
Executive Vice President
Human Resources

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OFFICE OF
PROJECT DEVELOPMENT

The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

18 MR. CLINTON MILES: Are we ready?
19 REPORTER: Yeah, go ahead.
20 MR. CLINTON MILES: My name is Clinton
21 Miles. I'm one of the ministers of the Central Church
1 of Christ and I'm representing that group today. We're
2 at 4301 Woodridge Road. That's in Baltimore, Maryland,
3 21229. And we're located right on Edmondson Avenue,
4 right at Woodridge across from where we're meeting
5 today, which is Edmondson High School.
6 And so that's what brings us here as an
7 interested party and we want to register our concern
8 and our support of the below ground transit and with
9 that we just feel that that would be something that
10 would maintain the aesthetic quality of the community
11 as well as giving the community an opportunity to grow
12 and to really be able to give us the opportunity to
13 work with the new community that's going to be here on
14 this side but also to work with the new shopping center
15 and to have it grow unrestricted.
16 We just feel that the above ground would
17 create restrictions that would be unfair to that type
18 of aesthetic growth and the quality of growth that we
19 expect in this area. And so we just support that
20 whole-heartedly, to see that below ground work being
21 done.

The Preferred Alternative is located on the surface (at-grade), generally within the median of Edmondson Avenue between the Cooks Lane Tunnel portal and the West Baltimore MARC station. There is adequate right-of-way available to construct light rail in the median without the need to purchase or relocate any residential homes. As such, an underground alternative is not needed to preserve adjacent land use. Also, the impact assessments for resources along Edmondson Avenue indicate that a surface alternative is feasible in this area of the project (see the FEIS, Chapter 2 and the Alternative Technical Report – 2012 Update for more detail). In the AA/DEIS, tunnel alignments were studied under Edmondson Avenue/ Franklin Street between Cooks Lane and Calverton Road. The major reason that a tunnel alignment was not pursued was cost. In order to design and construct that portion of the project underground, the cost of the project would increase by $525 million in year of expenditure dollars. Refer to Chapter 2 of the FEIS for additional information.

15 MR. BRIAN O'MALLEY: Brian, B-R-I-A-N.
16 Last name is O'Malley, O - apostrophe - M-A-L-L-E-Y.
17 I'm with the Central Maryland Transportation Alliance.
18 We are a coalition of area businesses and non-profit
19 leaders dedicated to improving travel efficiency within
20 Central Maryland. We have a vision towards a world
21 class transportation system for Central Maryland, and
1 see the Red Line as an essential early step.
2 We need rail trains, whether Light Rail or
3 subway. They carry more riders than buses. They've
4 been shown to attract more drivers to convert and use
5 transit. They are free from traffic.
6 Buses generally move in traffic with our
7 cars whereas trains are separated from traffic. A
8 boost in train ridership means less air pollution and
9 less dependence on oil.
10 We are supporters of the entire regional
11 rail system for the Baltimore region. The more
12 destinations that are connected by the system, the more
13 effective it becomes.
14 Right now, the glaring missing piece is the
15 east/west connection that the Red Line would provide.
16 It will allow rail riders to reach employment centers
17 such as the Social Security Administration, Security
18 Square Mall and Bayview Medical Center. It will allow
19 rail riders two points to transfer between MARC trains
20 and Baltimore Regional Rail. It will also connect
21 residents of the east and west side neighborhoods with
1 points on the existing rail system such as Penn Station
2 and BWI Airport. Colleges and universities, Johns
3 Hopkins Hospital and employment and shopping
4 destinations as far out as Owings Mills and Hunt
5 Valley.
6 Connections to employment, services and
7 other destinations are an important equity issue. The
8 cost of driving is a barrier for employment for low
9 income workers and rail provides a fast, reliable and
10 equitable link between where people live and job
11 centers, in particular, have an eye towards BRAC and

The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

12 the jobs that are coming to the State of Maryland and
13 connecting people with MARC opens up all new job
14 centers and opportunities.
15 The Central Maryland Transportation
16 Alliance supports the Red Line and has endorsed
17 Alternative 4C. We are aware that obtaining federal
18 funds for transit projects is highly competitive and
19 some of the alternatives are simply not cost effective
20 enough. Alternative 4C is more cost effective than
21 five of the other alternatives considered, but still
1 provides essential elements to keep riders moving free
2 from traffic.
3 Where there are arterial streets suitable
4 for surface rail, 4C uses a surface alignment. Where
5 the right-of-way is narrower, 4C uses tunnels.
6 Construction of the Red Line will move the Baltimore
7 region significantly closer to having the world class
8 transportation system we need. Thank you.

13 MR. SCOT SPENCER: Sure. I'm Scot Spencer,

14 S-C-O-T, S-P-E-N-C-E-R. My address is 2010 Park
15 Avenue, 21217. 1-T. I know how to spell my name. I'm
16 here with the Central Maryland Transportation Alliance
17 and I'm here to support the Red Line and Alternative 4C.
19 Baltimore is facing a lot of challenges and
20 there are lots of opportunities that come along with
21 the Red Line. Lots of communities that would be linked
1 by the Red Line are very low income and in households
2 where over half of the income goes to transportation,
3 the Red Line provides an alternative for folks to be
4 able to get to and from places within and around
5 Baltimore in a rapid and reliable way.
6 It would not be, it would be, I think,
7 ingenuous to say that there would not be disruption
8 during the construction of the Red Line, but a lot of
9 the Red Line is proposed to be underground and so there
10 would be a minimalization of disruption to those
11 families and those communities during the construction
12 of the Red Line process.
13 I am very appreciative of the fact that
14 there are a lot of people here today who are speaking
15 their minds and letting people know what their concerns
16 are because I think that's the only way to do it right
17 and to get it addressed and to get this project moving
18 forward. If we don't do it, what we will see will
19 probably be worse congestion, worse air quality, I
20 think the folks, and I don't live on Edmondson Avenue
21 and I don't know what their immediate impact will be, I
1 don't know what the immediate impact would be but I,
2 driving up and down Edmondson Avenue I already see the
3 impacts of increasing traffic congestion on that
4 community and I see the same thing happening on the
5 east-side of town.
6 I think it is very important that the Red
7 Line move forward in a way that is deliberate, that
8 allows for ample opportunity for resident engagement in
9 this process. And that, at the end of the day, will
10 connect residents to jobs, businesses, opportunity,
11 schools, churches, recreation, and all those things
12 that we need to have to have a healthy and productive city. Thank you.

The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

Charles Street Development Corporation
36 South Charles Street, 12th Floor Baltimore, Maryland 21201
Phone: 410.659.7767 Fax: 410.659.7773
www.charlesstreet.org

December 19, 2008

Ms. Dianne Ratcliff
Maryland Transit Administration
6 St. Paul Street, 9th Floor
Baltimore, MD 21201

RE: Comments on the Red Line Draft Environmental Impact Statement

Dear Ms. Ratcliff:

The mission of the Charles Street Development Corporation (CSDC) is, through public and private sector efforts, to promote this historic corridor from the Inner Harbor to Johns Hopkins University as the place to shop, work, dine, live and visit in a safe, hospitable, pleasing and culturally rich environment. Guided by a volunteer Board of Directors, the corporation will encourage vibrant retail and residential development in an environmentally sustainable manner. Improving transit to deliver travelers to and along the Charles Street corridor is an important part of our mission, as evidenced by this organization's commitment to the Charles Street Trolley, which may one day serve as the Yellow Line of the Baltimore Region Rail System Plan.

It is in this context that CSDC is pleased to endorse the Red Line Transit Project, and specifically Alternative 4C. This alternative provides for an underground station near the intersection of Lombard and Charles Streets, and will be connected by a pedestrian tunnel to the Charles Center Metro Station (Green Line). With this important connection, the Baltimore Region will take a major step towards achieving the vision of a well-connected and reliable rail-based transit system. The synergy of these lines coming together at Charles Center will enhance the viability of retail uses along this portion of Charles Street by drawing more pedestrians directly onto Charles Street

We urge the adoption of Red Line Alternative 4C as the region's "locally preferred alternative" and that this project be quickly advanced to design and construction.

Sincerely

Henry G. Hagan
Chairman

Board of Directo

Peter G. Angelos
Timothy D. Armbruste
Peter L. Bain
Darryl N. Banks
Robert L. Bogomolny
Doreen Bolger
Toby Bozzuto
Anthony S. Brandon
M.J. Brodie
Connie Caplan
Howard W. Chamber
James Cusack
Jerry L. Doctrow
Dale W. Dusman
Robert C. Embry, Jr.
J. Kirby Fowler, Jr.
Andrew Frank
David M. Funk
C. Richard Gamper, Jr
James O'C. Gentry
Kingdon Gould, Jr.
Yash Gupta
Henry G. Hagan
Mary Ann Henderson
David H. Hillman
Larry Kamanitz
Stanley Keyser
David Kornblatt
Bruce Looloian
Kate Markert
Thomas Marudas
Donald Mattran, Jr.
James T. McGill
John Oliver
Gregory L. Reed
Chris Regan
J. Michael Riley
William R. Roberts
James Rouse
Walter Schamu
Jeffrey Sharkey
Michael Shecter
W. Christopher Smith, Jr
Burton Sonenstein
Karen Stokes
Carl W. Struever
J. Richard Thomas
Frank K. Turner, Jr.
Thomas W. Valenti

Executive Director
Kristin Speaker

The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. The Preferred Alternative includes a pedestrian tunnel directly connecting the Red Line Inner Harbor Station with the Metro Charles Center Station. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

CHESAPEAKE BAY FOUNDATION
Saving a National Treasure

December 22, 2008

Ms. Diane Ratcliff
Maryland Transit Administration, Office of Planning
6 St. Paul Street, 9th Floor
Baltimore, MD 21202

RE: Baltimore Red Line DEIS

Dear Ms. Ratcliff:

Please accept this letter as the comment of the Chesapeake Bay Foundation, Inc. (CBF) on the Draft Environmental Impact Statement for the proposed Red Line in Baltimore. CBF has over 200,000 members, almost 100,000 of whom reside in Maryland. We have been, and continue to be, very supportive of this important project, and specifically an Option 4C light rail alternative.

This proposed 14-mile long east-west transit line is long overdue. Baltimore is beset by growing traffic congestion and delay, which has very real economic and social costs. Most of its road systems are operating at maximum capacity. At the same time, there is a need to support the kind of "smart growth" redevelopment that only a rail line can ensure. Other cities around the country have already jumped ahead of Baltimore in building this kind of adjunct to a 21st century transportation system; Maryland's major city cannot afford further delay.

According to the DEIS, some 42,000 persons per day would use the Red Line – 30 percent of whom would be new transit riders -- resulting in approximately 67,000 fewer daily automobile vehicle miles travelled (VMT) in the region; this is precisely the direction we need to head with respect to VMT. Urban traffic congestion needlessly wastes fuel and produces certain pollutants – primarily carbon monoxide (CO) that can have adverse health impacts in certain "hotspots." On the other hand, rail transit produces 75 percent less nitrogen oxide (NOx) pollution per capita than does cars, and almost no hydrocarbons or CO. The light rail alternatives are not expected to worsen NAAQS conditions or Clean Air Act non-attainment status, but will reduce criteria air pollutants. Eliminating car trips produces benefits that will redound to the health of city residents, the Chesapeake Bay, and climate change problems.

While modest public parkland impacts are possible, these can be effectively mitigated. Approximately 0.16 acres of wetlands are expected to be impacted by Alternative(s) 4, and there should be no significant adverse surface water quality effects.

Overall, we agree with the DEIS that the planned Option 4C will not produce significant adverse environmental impacts but will enhance the quality of life for the City and the region, and we fully support its moving forward toward funding, design, and construction.

Sincerely,

Kim Coble
Maryland Executive Director

PHILIP MERRILL ENVIRONMENTAL CENTER 6 HERNDON AVENUE ANNAPOLIS, MD 21403
410/268-8816 FAX: 410/268-6687 WWW.CBF.ORG

The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

RED LINE Corridor Transit Study

Citizens Advisory Council

December 31, 2008

Maryland Transit of Administration
Director of Planning
C/o Ms. Dianne Ratcliff
6 St. Paul Street, 9th Floor
Baltimore, MD 21201

Re: Red Line (CAC) DEIS Comments

Dear Ms. Ratcliff,

This is to inform you that on December 11, 2008, the Red Line Citizens Advisory Council voted to support the Red Line alignment 4C Alternative. Of the nine members present, 5 voted to support the 4C Alternative, 2 voted for the 4C Alternative with modifications, and two voted not to approve the 4C Alternative. Thus, the majority vote was for the 4C Alternative.

Also, during the meeting the redline CAC subcommittee provided a report dated December 1, 2008 of the AA/DEIS alternatives with comments (copy of report attached).

Additionally, various community members expressed concerns and preferences for segments of the alignment that travel through their perspective communities. Hopefully, they will send their concerns to you directly. Although, it's impossible to resolve all of these concerns, we would like to have (your) the MTA assessment as to how these concerns and preferences can be addressed moving forward.

In conclusion, moving forward, it is our hope that the CAC remains engaged in the planning process for the Red Line and it is allowed to help resolve the various concerns expressed by the communities.

Please feel free to contact me with any questions regarding this matter.

Sincerely,

Angela Bethea-Spearman
Angela Bethea -Spearman
Co-Chairwoman of the Red Line
Citizen Advisory Council

Cc. Mr. Henry Kay, MTA

Attachment: 1 - Redline CAC 12/01/08 Sub-Committee Report

Response to Cover Letter of Citizens Advisory Council Letter

The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

Citizens Advisory Council

REPORT COMMITTEE

December 11, 2008

The Red Line Citizens Advisory Council (CAC) Report Subcommittee met at 6:00 pm on Monday, December 1, 2008 in the Baltimore City Planning offices.

Members attending were:

Christopher B. Costello
Edward Cohen
Gary Cole
Robert Keith
Angela Bethea-Spearman

Also in attendance were:

Don Sherrod	-	Rognel Heights Association
Carmen Morosan	-	Baltimore City Planning Staff
Chris Blake	-	MTA
Thomas Hannan, PE	-	WR&A Red Line Team
Kenneth Goon	-	RK&K Red Line Team
Thomas Mohler	-	RK&K Red Line Team

The Report Subcommittee reviewed the Red Line alternatives included in the Draft Environmental Impact Statement (DEIS) and following lengthy discussions agreed to submit the following recommendations for consideration and approval by the CAC members at the December 11th meeting.

The Subcommittee received input from communities along the proposed Red Line that indicated that they would prefer the "No Build" alternative unless the following requirements are met, some of which would require additional study of the environmental impact:

WESTSIDE

Instead of the tunnel under Cooks Lane, extend the Red Line westward as far as Westview Mall, which would facilitate future extension of the line to Ellicott City.

The South West Development Committee indicated that the red line should be placed in tunnel on Edmondson Ave. from a point West of Cooks Lane and eastward to Wildwood Parkway at a minimum.

Other neighborhoods in this area have indicated the need for a tunnel between Cooks lane and Calverton Road as indicated in Alternative 4D, but only if it can be assured that any stations would be located on Edmondson Avenue and there would be minimal construction impact on Franklin Street.

DOWNTOWN

If a tunnel for the Red Line in the downtown area is approved, whether on Lombard Street or Fayette Street, the Mass Transit Administration (MTA) should make certain that it will accommodate the proposed "Yellow Line" connecting the Central Light Rail at M & T Stadium/Camden Station, the Red Line and the Baltimore Street (Green Line) Metro Station. In addition, the proposed underground pedestrian tunnel connecting the Red Line with the Green Line Metro at Charles Station should be planned in such a way that it will provide the most direct, convenient, accessible and seamless connection possible.

EASTSIDE

The proposed tunnel for Boston Street should be extended to Haven Street.

The portals to the proposed Red Line tunnel on the Eastside should be designed with flood doors in such a way as to protect against the potential hazard of flooding that might surpass the 100-year flood plan. The concern being that flooding could damage the Metro subway system in the primary tunnel.

-End of Subcommittee Report-

Response to Comments from Citizens Advisory Council Subcommittee

Westside

The Cooks Lane alignment was selected as part of the Preferred Alterantive to most directly serve major activity centers such as the Social Security Administration, Security Square Mall, and CMS. A tunnel was selected for Cooks Lane to minimize impacts that would have occurred with surface alternatives on Cooks Lane.

The Preferred Alternative is located on the surface (at-grade), generally within the median of Edmondson Avenue between the Cooks Lane Tunnel portal and the West Baltimore MARC station. There is adequate right-of-way available to construct light rail in the median without the need to purchase or relocate any residential homes. As such, an underground alternative is not needed to preserve adjacent land use. Also, the impact assessments for resources along Edmondson Avenue indicate that a surface alternative is feasible in this area of the project (see the FEIS, Chapter 2 and the Alternative Technical Report – 2012 Update for more detail). In the AA/DEIS, tunnel alignments were studied under Edmondson Avenue/ Franklin Street between Cooks Lane and Calverton Road. The major reason that a tunnel alignment was not pursued was cost. In order to design and construct that portion of the project underground, the cost of the project would increase by $525 million in year of expenditure dollars. Refer to Chapter 2 of the FEIS for additional information. Extending the tunnel from Cooks Lane to Wildwood Parkway, which would include an underground station at Edmondson Village, would increase capital cost by approximately $200 million. This section of Edmondson Avenue between Cooks Lane and Wildwood Parkway is the widest portion of Edmondson Avenue where surface light rail can best be accommodated.

Downtown

The Yellow Line would be a separate project from the Red Line. The Yellow Line would be able to be accommodated with the current profile of the Red Line. The Yellow Line would be accommodated at a lower elevation than both the existing Metro tunnel under Baltimore Street, and the Red Line under Lombard Street.

Citizens Advisory Council

REPORT COMMITTEE

INDIVIDUAL SUBCOMMITTEE MEMBER COMMENTS

December 11, 2008

Robert Keith (Page 1)

I would ask that the Council also consider additional information that also considers some of the comments from the engineers who assisted the Subcommittee members during our meeting.

While I agree that it is important to nail these alignments down at the Dec. 11 CAC meeting, we should also be aware that individuals and neighborhood groups can continue to comment up to Jan. 5. However, the Jan. 5 deadline must not and cannot apply to the CAC itself. I want to remind everyone of this section of our legislative mandate, applying to the Administration: "The Administration shall...solicit the advice of the Advisory Council before major project decisions are made."

Selection of the "locally preferred alternative" is the most major decision of all, and Mr. Henry Kay has agreed that we will be consulted about it, but the CAC cannot in good conscience give its final views until after we have reviewed all the public comments received up to Jan. 5. We also will need to see the cost-effectiveness calculations the MTA is making, in order to advise them as to what elements we feel should be left in or left out in the final recommended alternative.

It is very possible we will want to omit certain alignments, on both east and west sides, from the New Starts funding request, rather than accept compromises that the neighborhoods oppose. In that case we should ask for a Supplemental DEIS to consider the alignments we support, and ask that they be provided through additional separate funding. I obtained figures from Mr. Kay this week that show the 2002 Baltimore Region Rail System Plan projected a $2.7 billion Red Line, not the $1.6 billion project the MTA, GBC and Baltimore City currently support. The 2002 figures are included below.

WESTSIDE

From Wildwood Parkway, the line should operate on the surface of Edmondson Avenue to West Baltimore MARC Station and continue from there through the "Ditch" to MLK Boulevard and downtown.

Engineering issues: Community members have expressed a desire to continue the service by tunnel under Edmondson Avenue east of Wildwood Parkway, but the engineers advise that a bridge at Hilton Parkway precludes a tunnel alignment here, and there is not sufficient road width on Edmondson Avenue for a portal to bring it to the surface anywhere east of Wildwood Parkway.

As a possible alternative, the Red Line DEIS includes preliminary engineering of a tunnel under Franklin Street, bypassing Edmondson Avenue in the segment east of Wildwood Parkway, and returning to the surface of Edmondson Avenue at Calverton Street east of Hilton. However, we are advised that Allendale community groups oppose any Franklin Street alignment, even underground.

Eastside

There is adequate right-of-way available to construct light rail in the median without the need to purchase or relocate any residential homes or businesses. As such, an underground alternative is not needed to preserve adjacent land use. Also, the impact assessments for resources along Boston Street indicate that a surface alternative is feasible in this area of the project (see the FEIS, Chapter 2 and the Alternative Technical Report – 2012 Update for more detail). The major reason that a tunnel alignment was not pursued along Boston Street was cost. In order to design and construct that portion of the project underground, the cost of the project would increase by $210 million, in year of expenditure dollars. Refer to the Alternatives Technical Report – 2012 Update for additional information.

The Red Line will be constructed in compliance with all Federal and State floodplain requirements. In particular, entrances to underground stations and tunnels will be constructed above an elevation of 12.2 feet above mean sea level. The 100-year storm elevation with wave action is 11.2 feet above mean sea level. The established elevation for the Red Line is more conservative than the standing 100-year floodplain elevation as it accounts for the effects of wind and waves. An additional one foot has been added to the standard elevation to be even more conservative.

Response to Individual Subcommittee Member Comments

A Supplemental DEIS is not required for the Preferred Alternative.

Constructing light rail along the length of Edmondson Avenue in tunnel by the cut and cover method, as opposed to tunnel boring, would still be significantly more expensive than constructing the surface alignment that is presently part of the Preferred Alternative. The estimate for tunnel along Edmondson Avenue is $525 Million dollars more than surface.

Citizens Advisory Council

REPORT COMMITTEE

individual subcommittee member comments continued

Robert Keith (page 2)

The engineers see no adverse impact if the Red Line is tunneled under Franklin without a station stop at Allendale. This would free Edmondson Avenue of any dedicated light rail in the sector between Wildwood and Hilton, thus making room for a "makeover" that narrows the travel lines, calms traffic, widens the sidewalks and greenery, and justifies rehabilitation of the residences. Allendale transit needs would be served by a curb stop of the #40 "QuickBus." It is difficult to see how this makeover would be possible if two lanes of the street are taken up by light rail. The Subcommittee wants to supports the wishes of the community groups, but should have assurance that these groups are aware of all the engineering considerations brought up at the Subcommittee meeting on December 1st.

Engineering question: Participants in the recent trip to Los Angeles noted that the light rail line there dipped under some of the intersections in shallow trenches, so that the line was a mix of surface and underground as it went along. Would cut and cover trench and station platform be a possibility for the stretch between Cooks Lane and Wildwood Parkway, rather than full scale bored tunneling with deep underground station? Could that save some money, including station cost, while achieving the same result of taking the line and station off the surface?

Related transit service: The Red Line Alternative C shows a Park & Ride at the terminus of I-70, accessed by Cooks Lane, with service continuing to Social Security and the Centers for Medicare and Medicaid (CMM) west on Security Boulevard. This Security Boulevard service is now provided by #40 "QuickBus", established under the Ehrlich Administration as a forerunner or "stalking horse" for the Red Line, but this bus does not stop at the informal park & ride that already exists at the terminus of I-70. The reason given by MTA personnel is that a stop here would cost several minutes travel time.

If the MTA feels that an official Park & Ride here would justify investment of millions of Red Line dollars, it should be worth investing a few minutes of #40 "QuickBus" travel time as a test of the concept. The Subcommittee discussed a recommendation that the MTA clean up the present park & ride area and install a stop in each direction at the end of the freeway with a "cutout" for a bus stop already exists. As rider ship grows, extension of the Red Line into the area could be reconsidered.

DOWNTOWN

The 2002 Baltimore Region Rail System Plan states, on page 25:

"Good connections within the rail system are of utmost importance. The key transit hubs--Camden Station, Penn Station, West Baltimore, Madison Square, Lexington Market, and Charles Center--will provide direct transfer from one line to another. Each of these major transfer points must take advantage of the high volume of people coming and going at once, with a host of services and excellent customer information."

2

Developing a cut and cover option would decrease the $525 Million dollars but the resultant cost would be still be significantly higher than a surface transit alignment. In addition, construction impacts would be significantly greater with cut and cover than with bored tunnel, including wider limits of disturbance.

Since the Red Line is currently scheduled to begin operation in 2021, the MTA may consider implementing new bus service including new express bus service from the I-70 park-and-ride in advance of the Red Line operations.

Downtown

The Baltimore Regional Rail System Plan is a Vision Plan for a regional rail system in the greater Baltimore Area. It is a plan to guide MTA and MDOT in prioritizing projects for planning, design and construction.

The development of the Red Line Preferred Alternative is consistent with the 2002 Baltimore Regional Rail System Plan. The Preferred Alternative for the Red Line would have a connection with the Baltimore Metro, a connection with the existing light rail at Howard Street, a connection with the MARC at the West Baltimore MARC station, and a future connection with MARC at Johns Hopkins Bayview Medical Center. The connection between the Red Line and the Metro would be a direct connection via an underground pedestrian tunnel.

The Yellow Line would be a separate project from the Red Line. The Yellow Line would be able to be accommodated with the current profile of the Red Line. The Yellow Line would be accommodated at a lower elevation than both the existing Metro tunnel under Baltimore Street, and the Red Line under Lombard Street.

The extension of the current Metro service (the Green Line) would be a separate MTA initiative outside the scope of the Red Line project. The Preferred Alternative for the Red Line proposes service to Johns Hopkins

Citizens Advisory Council

REPORT COMMITTEE

individual subcommittee member comments continued

Robert Keith (page 3)

Clearly, "direct" in this case means escalator transfers, platform to platform, of intersecting rail lines, as the maps in the 2002 Plan show.
For engineering reasons, the MTA was unable to bring the Alternative 4C tunnel alignment in close touch with the Charles Center Metro station, as projected in the 2000 Plan maps, but fails to disclose this impediment in the body of the DEIS. The Executive Summary of the 2008 Red Line DEIS states on page 5-5:

"The Red Line will connect directly to the Central Light Rail line and Metro Subway, making combined east-west/north-south trips seamless."

There is no discussion of the Red Line Alternative C connection with Metro in the DEIS. The technical report on Stations includes a lengthy discussion of the Charles Center station, including references to Fayette Street tunnel alignment to the north, and the Lombard Street tunnel and station at Howard Street. A map is shown with a station at Lombard and Light Street and a pedestrian walkway to the Metro station on Baltimore Street, but there is no written description of this station and map or discussion of the walkway--which is over 600 feet long--about 200 feet longer than the walking distance between the Metro Subway and Central Light Rail line at Lexington Market. If ever a description of this vital link was written, it was omitted from publication.

The net result is that:
--The pedestrian connection between Red Line Alternative C and Metro is no better than the connection between Central Light Rail and Metro, and perhaps worse:
--The Metro is no better connected with Inner Harbor and Camden Yards under Alternative C than it is today; and
--The public has no way of knowing this from reading the DEIS.

In the vision of the 2002 plan, the connections between the Metro Subway, Red Line, Inner Harbor and Camden Station were to be accomplished by the "Yellow Line", which would continue to Penn Station and points north (see Downtown Detail map, pages 28-29 of the 2002 Plan Report.)

The Charles Center Metro station already has a portal in place to provide access to a future Yellow Line passing under the Subway at St. Paul Street. The MTA needs to make sure that any downtown Red Line tunnel and station design will accommodate the future "Yellow Line" as well.

Baltimore City and the MTA need to make sure this "Yellow Line" is included in the Baltimore Regional Transportation Board's Vision 2040 plan, with cost figures, when the BRTB starts working on the plan next year.

Bayview Medical Center Campus including two stations: the Bayview Campus and Bayview MARC. The MTA is proposing a new Bayview MARC station which would have a direct connection to the Red Line station. There is also an 650-space park-and-ride facility proposed at the Bayview MARC station.

Eastside

The Red Line will be constructed in compliance with all Federal and State floodplain requirements. In particular, entrances to underground stations and tunnels will be constructed above an elevation of 12.2 feet above mean sea level. The 100-year storm elevation with wave action is 11.2 feet above mean sea level. The established elevation for the Red Line is more conservative than the standing 100-year floodplain elevation as it accounts for the effects of wind and waves. An additional one foot has been added to the standard elevation to be even more conservative.

There is adequate right-of-way available to construct light rail in the median without the need to purchase or relocate any residential homes or businesses. As such, an underground alternative is not needed to preserve adjacent land use. Also, the impact assessments for resources along Boston Street indicate that a surface alternative is feasible in this area of the project (see the FEIS, Chapter 2 and the Alternative Technical Report – 2012 Update for more detail). The major reason that a tunnel alignment was not pursued along Boston Street was cost. In order to design and construct that portion of the project underground, the cost of the project would increase by $210 million, in year of expenditure dollars. Refer to the Alternatives Technical Report – 2012 Update for additional information.

The MTA is not performing a Supplemental DEIS for a Red Line extension to Westview and Ellicott City, a Red Line extension to the Travel Plaza and Dundalk/Turners Station, nor an extension of the Green Line from Johns Hopkins Hospital to Johns Hopkins Bayview Medical Center. The MTA is not performing a DEIS for the Yellow Line at this time.

Citizens Advisory Council

REPORT COMMITTEE

individual subcommittee member comments continued

Robert Keith (page 4)

EASTSIDE

The portal to the proposed Red Line tunnel on the Eastside should be designed in such a way as to protect against the potential hazard of flooding that might surpass the 100-year flood plan.

The proposed tunnel for Boston Street should be extended to Haven Street.

(NOTE: The east side tunnel alignment will be further discussed at a Waterfront Coalition meeting on December 9th and a Fell's Pont Task Force meeting December 10th, so I expect to have additional points to bring to the CAC meeting December 11th. I will put them on paper and try to get them to you prior to the meeting.

The Alternatives Subcommittee would like to recommend Alternative 4 C with the above modifications. We recommend the following in addition:

A. Consideration of a Supplemental DEIS covering the following:
--Extension of Red Line to Westview and Ellicott City;
--Extension of Red Line from Canton Crossing to Travel Plaza and Dundalk/Turners Station;
--Extension of Green Line from Hopkins Hospital to Bayview.

B. New DEIS for Yellow Line segment between Camden Station and Penn Station via Charles Center.

C. Amendment of BRTB Vision plans as appropriate.

Red Line by Segment, 2002 Rail System Plan:

SEGMENT	MILES	DESCRIPTION	COST
West Baltimore to City Line	3.0	Tunnel	$747,500,000
City Line to Security Mall	2.9	Aerial	$287,000,000
Security Mall to I-70 Park & Ride	0.9	Aerial	$90,000,000
Harlem Park to West Baltimore	0.8	At-Grade	$41,000,000
Harlem Park to East of Canton	4.4	Tunnel	$1,097,500,000
East of Canton to East Baltimore	1.8	Aerial	$178,000,000
East of Canton to E of O'Donnell Heights	1.5	Aerial	$148,000,000
E of O'Donnell Heights to Turners Station	3.1	At-Grade	$154,500,000
TOTAL	**18.4**		**$2,744,500,000**

4

2 MR. MEL FREEMAN: Mel Freeman. M-E-L, last
3 name, F-R-E-E-M-A-N. I'm President of the Citizen's
4 Planning and Housing Association located at 218 West
5 Saratoga, Baltimore, Maryland, 21201.
6 We, at the Citizen's Planning and Housing
7 Association, a 67-year old non-profit community action
8 organization, are here to support the Red Line. More
9 specifically, to support Light Rail Option 4C with
10 coordinated investments in nearby communities.
11 Those investments are outlined in the
12 Landmark Red Line Community Compact which was signed by
13 the Maryland Transit Administration, Sheila Dixon,
14 CPHA, and many others in this past month of September.
15 The Red Line represents a once in a
16 generation opportunity to make significant progress
17 towards a truly comprehensive transit system here in
18 Baltimore.
19 We, in Baltimore, know what it is like for
20 a transit plan to falter and to go unfulfilled. In
21 1965, we had a 71-mile transit system planned, much as
1 Washington, D.C. had its 103-mile plan. Theirs got
2 built. We only achieved one metro subway line.
3 We also know what it is like to build a
4 transit line with too little planning and investment
5 for the surrounding communities. Our current central
6 Light Rail provides important mobility, but its
7 construction was done with little or no such planning
8 or coordinated investments.
9 With the Red Line, however, we are on track
10 to do it right. Light Rail Option 4C combines the
11 permanence and investment attraction potential of the
12 Light Rail. With cost effectiveness, with strategic
13 tunneling to shorten travel time and to avoid narrow
14 neighborhood streets.
15 Where the Red Line is on the surface on the
16 wider streets, there is the potential to remake those
17 streets to meet the goals of the surrounding
18 communities in terms of safety and traffic speed.

The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

The MTA is a signatory of the Baltimore City Red Line Community Compact. The MTA considers the Community compact to be a framework of guiding principles to be applied to the Red Line project.

19 Communities can also take advantage of the visibility
20 of the Light Rail Line to attract residents looking for
21 travel options and to attract investment designed to
1 maximize the positive impact of this new community
2 amenity.
3 Unlike during the building of our current
4 Light Rail Line, local governments have been exploring
5 the possibilities of surrounding land issues. Earlier
6 today, we were honored to be able to testify before the
7 Baltimore City Planning Commission in favor of a
8 community- supported plan for revitalization and
9 development along the West Baltimore MARC station which
10 is a key stop for the Red Line.
11 Baltimore County has been looking at the
12 Security Square Mall site and Mayor Dixon recently
13 unveiled a new strategy to fix up lagging neighborhood
14 shopping areas such as the Edmondson Village Shopping
15 Center. As I mentioned before, Mayor Sheila Dixon, the
16 MTA, and many others, have been farsighted enough to
17 develop the Red Line Community Compact. That document
18 states clearly that maximizing the success of the Red
19 Line will take creativity, coordination and careful
20 investment by the MTA, the city, others, and lays out
21 commitments to carry out those key steps.
1 As a result, we, at CPHA, support the Red
2 Line Light Rail Option 4C. We know that there is
3 additional work with this option to achieve federal
4 cost effectiveness and standards and that some changes
5 are also possible to achieve community goals.
6 We look forward to working with
7 communities, the MTA, local governments and others to
8 make the Light Rail Red Line Option able to move
9 forward. Thank you.

City Center LLC
28 Walker Avenue • Baltimore, Maryland 21208
410-653-4600 • FAX 410-653-2811

December 17, 2008

Ms. Diane Ratcliff
Director of Planning
Mass Transit Administration
6 St. Paul Street, 9th Floor
Baltimore, Maryland 21201

Dear Director Ratcliff:

I am writing in support of the Red Line Transit Project and specifically, Alternative 4C. City Center LLC is planning a major mixed-use project including 300 Hyatt-branded hotel rooms at Lombard and North Calvert Streets. Alternative 4C will be a major asset to our project and the entire central business district, providing easy transit access for our hotel's employees from the city's eastern and western suburbs. While other options have their individual merits, taken in its entirety, we believe Alternative 4C is the most responsible choice for the Red Line.

Once completed, the Red Line will provide a level of inter-connectedness hereto for unknown in Baltimore--connecting downtown with the MARC line to Washington, DC and providing direct links to the Central Light Rail and Metro Subway lines. We strongly support the project and hope that it begins as soon as possible.

Sincerely,

Mark Sappersfeld
City Center LLC

Cc: Jamie Kendrick, Baltimore City

DEC 21 2008

The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

Red Line Corridor Transit Study
AA/DEIS Comment Form

Only comments received by 5:00 PM on January 5, 2009 will be included in the Public Hearing Record for the Red Line Corridor Transit Study.

PLEASE PRINT

Name: REV Woyd T. Hopkins Organization: COOKLEY COMMUNITY BAPTIST Church

Address: 1204 WALNUT AVE

City: Baltimore State: MD Zip Code: 21229

I/We wish to submit the following comments on this project: I've lived in this community since Feb 1959 when my mother and stepfather purchased at home in the five hundred block of Normandy. As one who still resides in the community I am gained by the thought that my community will possibly be negatively impacted for the purpose of sending transit improvements to other communities. I am in favor of the Red Line system, however it must be a split transit (Bus) system. I will not ~~[illegible]~~ in can not endorse any system which will cause a loss of property to anyone who resides along the boundaries concerned. Other cities have developed split line transit systems, why not Baltimore?

The Red Line is being developed to benefit people in the entire Baltimore region. The majority of the project is located within Baltimore City, over eleven of the slightly over fourteen miles, and fifteen of the nineteen stations. The projected ridership of 55,000 trips per day is predominantly within Baltimore City, with over 70% of the boardings and alightings occurring at stations in Baltimore City.

The Preferred Alternative will not require any acquisition of real property that would result in an involuntary residential displacement. The majority of the Red Line would be constructed within the public right-of-way; however, there are areas where the Red Line would require additional property. There will be the need to acquire "sliver takes" or narrow strips of property from some residential properties adjacent to and along the Red Line. Just compensation will be paid for all land that is acquired. These partial property acquisitions will leave the majority of land in the ownership of the current proprietor. A listing of property acquisitions is included in Appendix K of the FEIS.

12 MR. SAMUEL JORDAN: Yes. Good afternoon.
13 My name is Samuel Jordan, that's J-O-R-D-A-N, and my
14 first name Samuel, is S-A-M-U-E-L. And the last name
15 again is J-O-R-D-A-N. I'm actually a resident - I'm a
16 resident of Washington, D.C. and I'm here in Baltimore
17 with a group called the Development Advisory Committee.
18 We've been active with groups, communities, residents
19 in Baltimore for several years now and Cherry Hill and
20 now in O'Donnell Heights. In Cherry Hill we're talking
21 about what we call community benefits agreements. In
1 O'Donnell Heights, which is undergoing a new ground of
2 master planning for a new community, we're most
3 involved there with issues of community health.
4 With being a resident of Washington, D.C.,
5 I'm certainly not here to tell you what you should do
6 with your communities. I am here, however, to suggest
7 that there is a method for communities to benefit from
8 perspective development. Particularly with our
9 approach to community benefits agreements. Community
10 benefits agreements, and we would like to get a chance
11 to talk to community organizations here in West
12 Baltimore, is simply an agreement because a community
13 coalition and the developer that's put in writing and
14 is enforceable under law. You might want to consider
15 that in all of these issues that we're discussing here
16 today.
17 I've heard a number of issues with respect
18 to disruption, chaos, dust, dirt, loss of properties
19 and so on. I can tell you, and any of you who are here
20 who are familiar with the development of the Metro and
21 Red Lines and Green Lines and Purple and Orange Lines
1 in Washington D.C. know that there was a period when
2 there was a great deal of disruption. Particularly,
3 for example, those of you who are familiar with the new
4 U Street corridor.
5 U Street was disrupted for years and now it
6 is one of the most prosperous areas of the city. What

The MTA has continued to involve the public in the development of the Red Line project through a comprehensive public involvement program including Station Area Advisory Committees, community liaisons, emails, newsletters, and presentations at community meetings and community events.

7 I'm suggesting is that you're not victims. Everyone
8 here who has spoken and representing his family, his or
9 her community, can coalesce, work with each other and
10 bring these issues to the Mayor, to the Red Line stuff,
11 with an idea that there has to be give and take if
12 there is to be any change.
13 I want to suggest that if communities want
14 new development, want commerce, want retail, want new
15 residential possibilities, there is a give and take.
16 Part of the give and take is new commercial owners,
17 retailers, and so on want to make sure that people now
18 have access to the commercial activities, to the
19 residential areas, without the need for automobiles.
20 The issue of a choice between above ground
21 or below ground, that's something that still must be
1 debated. Of course there are economies that favor each
2 method. In some areas, it will be simply cheaper to do
3 it above ground. In some areas it will simply be less
4 expensive and less disruptive to have underground
5 service.
6 So what I'm asking is, that everyone here
7 consider yourself a part of a growing coalition that
8 will address these issues with the Mayor and when
9 possible with developers get these things in writing.
10 But, change will require some degree of sacrifice on
11 everyone's part if change is to come. Thank you so
12 much.

DORACON DEVELOPMENT, LLC

Ms. Dianne Ratcliff
MTA Office of Planning
6 St. Paul Street, 9th Floor
Baltimore, MD 21202

RE: RED LINE DEIS COMMENTS

Dear Ms. Ratcliff:

Doracon Development, LLC and its development partners are in the pre-development phase of a major, mixed-use project to be located at 300 E. Pratt Street. This site has remained vacant for more than a decade as many development teams have sought the right tenant mix, massing and market conditions to move the project into final design and construction. We believe that the Red Line Transit Project – and specifically Alternative 4C – may be just the catalyst needed to get the 300 E. Pratt project moving again.

As we understand it, Red Line Alternative 4C would connect via a tunnel under Lombard Street with a station at or near Commerce Street or Market Place, which is at the eastern edge of our project. This would provide excellent access to 300 E. Pratt Street to the MARC Train, Metro Subway, Light Rail and to major institutions such as Johns Hopkins Bayview Medical Center, the University of Maryland Medical System, and neighborhoods like Canton, Fells Point and Harbor East. In addition, it may relieve some of the need for costly structured parking that may be required of our project.

In summary, we believe that the Red Line Transit Project will spur tremendous opportunities for transit-oriented development, of which 300 E. Pratt Street is just one such project. We strongly urge that the project move forward quickly.

Sincerely,

David Westerlund
Senior Project Manager

1501 St. Paul Street, Suite 130 Baltimore, MD 21202 office (410) 558-0600 fax (410) 637-8363 www.doracondev.com

The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

Design modifications since 2009 include the removal of the downtown station previously proposed near Commerce Street/Market Place due to cost. However, a station will be located in the Inner Harbor near 300 E. Pratt Street.

DOWNTOWN BALTIMORE

DOWNTOWN PARTNERSHIP OF BALTIMORE, INC.
217 North Charles Street · Suite 100 · Baltimore, MD 21201-4101
T 410.244.1030 · F 410.244.8670 · GoDowntownBaltimore.com

December 17, 2008

Ms. Dianne Ratcliff
Director of Planning
MTA
6 St. Paul Street, 9th floor
Baltimore, MD 21202

RE: RED LINE ALTERNATIVE 4C

Dear Ms. Ratcliff:

On behalf of the Board of Directors of the Downtown Partnership of Baltimore, Inc., I would like to express our organization's enthusiastic support for the Red Line, and we strongly encourage funding of this transformational project. We recognize the incredibly positive impact that the Red Line Alternative 4C will have in linking Light Rail, Metro Subway, and MARC trains. Currently, our transit modes provide very little connectivity between the lines to allow users an easy trip from one point to another throughout the region.

In order for Downtown Baltimore to be the vibrant community that we all want, we must have a reliable and responsive transit network. That's why Red Line Alternative 4C is critical to our success. There is no question that Alternative 4C will help our organization achieve its mission of making Downtown Baltimore a great place for businesses, employees, residents, and visitors.

Simply put, we cannot move forward as an innovative and forward-thinking city without a 21st century public transit system. This is our opportunity, and now is the time.

Sincerely,

Kirby Fowler
President

cc: Ms. Danyell Diggs, City of Baltimore
Ms. Nan Rohrer
Ms. Sarah Husain

The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in

Sent: Mon 1/5/2009 6:10 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Edgewood Neighborhood Association
Jean Allen, President
607 Linnard Street
Baltimore, MD. 21229

Coalition of Concerned Communities
Of Southwest Baltimore, Inc.
Jean Allen, President
607 Linnard St.
Baltimore, MD. 21229

Mass Transit Administration
6 St. Paul Street
Baltimore, MD. 21202

Re: Red Line Comments

To Whom It May Concern:

I am president of the Edgewood Neighborhood Association, which consists of 1,530 members. I am also president of the Coalition of Concerned Communities of South West Baltimore, Inc. The membership includes over 5,000 members.

On December 18, 2008, the Coalition of Concerned Communities of S.W. Baltimore met at Mary E. Rodman Recreation Center. Present also was Delegates National Oats, Samuel Rosenberg, and Jill Carter. There was a discussion of the Red Line and the majority of votes were for tunneling throughout the Edmondson Village are. If there could be tunneling throughout Edmondson Village the community would not accept the

The Preferred Alternative is located on the surface (at-grade), generally within the median of Edmondson Avenue between the Cooks Lane Tunnel portal and the West Baltimore MARC station. There is adequate right-of-way available to construct light rail in the median without the need to purchase or relocate any residential homes. As such, an underground alternative is not needed to preserve adjacent land use. Also, the impact assessments for resources along Edmondson Avenue indicate that a surface alternative is feasible in this area of the project (see the FEIS, Chapter 2 and the Alternative Technical Report – 2012 Update for more detail). In the AA/DEIS, tunnel alignments were studied under Edmondson Avenue/ Franklin Street between Cooks Lane and Calverton Road. The major reason that a tunnel alignment was not pursued was cost. In order to design and construct that portion of the project underground, the cost of the project would increase by $525 million in year of expenditure dollars. Refer to Chapter 2 of the FEIS for additional information.

Building the Red Line transit system would require that changes be made to a number of roadways along the Red Line alignment corridor. Currently, on Edmondson Avenue, three lanes are provided during the peak hour in the peak direction. Under the Preferred Alternative the three available lanes would be reduced to two lanes in each direction to accommodate the Red Line in the median.

Street patterns may be modified in a number of other ways including: new turn restrictions, removing signals, closing some median openings, and installing new traffic signals at several intersections along the Red Line alignment where the light rail would cross the roadway. The plans and profiles provided in Volume II of the FEIS provide greater detail on these roadway modifications.

Traffic volumes along Edmondson Avenue, without the Red Line, are projected to increase by approximately 18% by 2035. With the Red Line, traffic volumes are expected to remain relatively unchanged compared to current conditions, due to the reduction in lanes and capacity to accommodate the Red Line in the median.

"No Build Option" or improvement on the existing transportation systems which is the bus lines. We must have underground from Cooks Lane to Hilton Street.

On December 22, the Edgewood Neighborhood Association met at the Edgewood \Lyndhurst Recreation Center. Present was Delegates Nathaniel Oats, Samuel Rosenberg and Jill Carter. Present also was representatives from the Mass Transit Administration. The majority of votes were for tunneling on Edmondson Ave. or no build or improvement of the bus lines. The reasons given at both meetings were :

♦ The red line will in no way benefit the Edmondson Village Community.
♦ The community will not bear the inconvience of the red line in order to make traveling better for anyone outside of our community.
♦ The Edmondson village community could use improvement in the transportation of the bus lines, but the bus line do not meet the needs of the residents.
♦ There are two schools in the area one south of Edmondson Avenue and one North of Edmondson Ave. There will be over 700 children and employees of the school affected by this red-line. There is also a senior citizen building south of Edmondson Ave. The residents will be affected by this red-line.
♦ Because of the changing of the stop lights the residents and drivers of Edmondson Village will be affected because they all use Edmondson Ave.
♦ Crossing the streets will be dangerous and limited.
♦ The children and handicapped residents and our seniors will find it hard to cross streets that can be crossed.
♦ Making left hand turns will be impossible at certain streets making driving difficult.
♦ The community does not need to bargain with the city or state in order to get the money to revitalize Edmondson Village. The community is over due for consideration from both the city and the state. For over 50 years Edmondson Village has watched as downtown areas, the Inner Harbor and Fells Point was reaping the harvest. Now it is time for Edmonson Village to be in the receiving line. We worked together to get the residents to come out and vote on November 4, 2008. We can do the same for other issues. 2009 is the year of unity and change.

Street patterns may be modified in a number of other ways including: new turn restrictions, removing signals, closing some median openings, and installing new traffic signals at several intersections along the Red Line alignment where the light rail would cross the roadway. The plans and profiles provided in the FEIS Appendices provide greater detail on these roadway modifications.

Traffic volumes along Edmondson Avenue, without the Red Line, are projected to increase by approximately 18% by 2035. With the Red Line, traffic volumes are expected to remain relatively unchanged compared to current conditions, due to the reduction in lanes and capacity to accommodate the Red Line in the median.

Levels of Service (LOS) were evaluated at signalized intersections along Edmondson Avenue for both the 2035 No-Build and the 2035 Build Condition. The assessment indicates the following changes in LOS:

- Edmondson Ave. at Winans Way – From (A) to (C) during (PM) peak hour
- Edmondson Ave. at Swann Ave. – From D (D) to C (E) during AM (PM) peak hour
- Edmondson Ave. at Edmondson Shopping Center – From A (A) to B (C) during AM (PM) peak hour (Converted from signalized to unsignalized intersection in Build conditions)
- Edmondson Ave. at Wildwood Pkwy – From B (B) to D (D) during AM (PM) peak hour
- Edmondson Ave. at Allendale Street – From A to C during AM peak hour
- Edmondson Ave. at Hilton Street – From A to D during AM peak hour

LOS was evaluated at unsignalized intersections along Edmondson Avenue. The assessment indicated the following change in LOS:

- US 40 (Edmondson Ave.) at Denison St. – From F (F) to A (B) during AM (PM) peak hour as it is converted to signalized intersection in Build year

♦ Big business companies, state and city and elected officials, and government organizations rule and make decisions for the residents all over the city. The decisions made do not benefit the residents. The red-line is a good example.
♦ If the red-line goes on surface, parking will be affected. Even if the Mass Transit representative says it will not.

Residents also discussed if it were an option for the red-line to go on surface, why did the city spend money for ugly flowers which has obstructed drivers view from making safe turns onto Edmondson Avenue.

As President of the two associations, I must be a part of the majority. I honor the concerns of each resident and I love our community and must be committed to the issues facing all of us.

Jean Allen, President
Edgewood Neighborhood Association
Coalition of Concerned Communities of
South-West Baltimore, Inc.

During construction, impacts to the public would be minimized through the implementation of Traffic and Transportation Management Plans. Access to local businesses would be provided where possible with existing or temporary driveways; however, there may be some instances where access cannot be maintained. In these cases, other accommodations would be arranged with the property owner. Specific mitigation would be developed during Final Design to determine the maximum number of lanes which may be closed during peak traffic hours, maintenance and removal of traffic control devices, efficient traffic detours, and construction schedule restrictions. A detailed outreach plan will be developed prior to construction.

The Red Line project would include designated pedestrian crossings along Edmonson Avenue. The ADA-compliant crosswalks will have traffic signals with indications for safe pedestrian movements. The traffic signals will provide adequate time for pedestrians to walk across the entire width of Edmondson Avenue. Pedestrian refuge medians would be provided in the center of Edmondson Avenue for increased safety.

The implementation of the Red Line will require the elimination of some parking spaces along the corridor. Under the Preferred Alternative 58 on-street parking spaces would be eliminated along Edmondson Avenue between Cooks lane and Franklintown Road. For those parking spaces that remain along Edmondson Avenue, vehicles may be parked 24-hours a day. MTA will work with the contactor to develop a plan to minimize the temporary loss of parking during construction. Refer to the Traffic and Parking Technical Report in Appendix I for additional information.

EDMONDSON VILLAGE COMMUNITY ASSOCIATION, INC.
818 N. WOODINGTON ROAD
BALTIMORE, MD 21229

December 11, 2008

Mr. Lorenzo Bryant
Project Coordinator
6 St Paul Street, 9th Floor
Baltimore, MD 21202

Dear Sir:

Regarding a recommendation for a system of transportation concerning that portion of the Red Line that would encompass the Edmondson Avenue corridor, our organization would like to go on record as approving the underground tunnel method as opposed to the surface mode of transportation. However, we are certain that the Red Line system is necessary to our city's future, and would be in agreement with whatever method is deemed appropriate and financially feasible.

Our representative for the Red Line meetings, Ms. Laura Mendes, has kept us informed of current events on this subject.

Please call me at 410-624-3487 for any further discussion regarding the Red Line.

Sincerely,

Norman Carter, President
Norman E. Carter

cc: Mayor Sheila Dixon
Mr. Kyle B. Leggs, City Planner

RECEIVED
DEC 15 2008
OFFICE OF PLANNING
PROJECT DEVELOPMENT

Edmondson Village Community Association comments are located under IDs 59 and 60; the responses to these comments are combined below.

The Preferred Alternative is located on the surface (at-grade), generally within the median of Edmondson Avenue between the Cooks Lane Tunnel portal and the West Baltimore MARC station. There is adequate right-of-way available to construct light rail in the median without the need to purchase or relocate any residential homes. As such, an underground alternative is not needed to preserve adjacent land use. Also, the impact assessments for resources along Edmondson Avenue indicate that a surface alternative is feasible in this area of the project (see the FEIS, Chapter 2 and the Alternative Technical Report – 2012 Update for more detail). In the AA/DEIS, tunnel alignments were studied under Edmondson Avenue/ Franklin Street between Cooks Lane and Calverton Road. The major reason that a tunnel alignment was not pursued was cost. In order to design and construct that portion of the project underground, the cost of the project would increase by $525 million in year of expenditure dollars. Refer to Chapter 2 of the FEIS for additional information.

Sent: Mon 12/08/2008 7:30 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Laurel Mendes' comments:

Edmondson Village Community Association Votes to endorse the Red Line - Maximum underground option. We are encouraging the most underground tunnel possible. The less above ground the better. This was the consensus reached by our community association at our monthly meeting Tuesday, 12/2/08.

The community association feels the line should be underground all along the route from downtown. Yes it is costly, but in the long term - 20 years down the road - this will be better and it is cheaper to do now than later.

Thank you for receiving our opinion.

Sent: Fri 10/31/2008 9:43 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

As Baltimore's high-tech business incubator, Emerging Technology Centers (ETC) believes in building Baltimore by creating jobs for the local community. ETC works with early stage Baltimore-based technology entrepreneurs by providing them assistance with growing their business. This assistance ranges from the simple, providing a physical space and related services, to the more complex, providing business mentoring. Since 1999, ETC assisted 161 companies- of which 72% operates in Baltimore-, created over 1000 jobs and in 2003, an additional facility was opened to further serve Baltimore.

ETC prides itself in improving Baltimore's business community. The construction of a new Baltimore Red Line Light Rail would vastly improve transportation and would help link the people of Baltimore to the city and to jobs. Moreover, the line would help facilitate future growth and expansion by minimizing traffic congestion and allowing greater mobility of city population.

It is for these reasons that we here at ETC join Greater Baltimore Committee and Baltimore Development Corporation in supporting Alternative 4-C and hope to see it's planning come into reality.

Sincerely,

Ann Lansinger
Executive Director
Emerging Technology Centers
2400 Boston Street, Suite 346
Baltimore, MD 21224
410-327-9150
annlansinger@etcbaltimore.com

The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

17 MS. MURIEL PRAILEAU: Hi. My name is
18 Muriel P, M-U-R-I-E-L, P-R-A-I-L-E-A-U. I'm president
19 of Evergreen Protective Association here in west
20 Baltimore, and I am in support of Red Line and
21 specifically Alternative 4C. Over the past several
1 months, I've been proud to participate in many meetings
2 and conversations about Red Line transit projects. The
3 Mayor's Red Line summit, the west Baltimore MARC
4 station planning process, the Red Line Community
5 Compact, and the recent transit around the nation's
6 tour. Through all of these experiences, I've seen the
7 promise that lies ahead as we embrace the Red Line and
8 make it our own. I've seen people in my community
9 think about the possibilities and what the Red Line
10 could mean in terms of jobs, neighborhood improvements
11 and our quality of life. We are ready for the Red
12 Line.
13 When we visited Seattle, I met community
14 leaders who embraced change and made it work for them.
15 A lot of them were at first against the Red Line and
16 they explained to us how, if given the opportunity to
17 bring the Red Line here, certain aspects of it that we
18 don't want, that we need to learn how to stand fast on
19 our dislikes and our likes. And it's all for our
20 advantage. It brings money to our city.
21 The Red Line can bring new stores, new
1 houses and rebuild communities that were struggling.
2 We saw a community such as this Uplands community here
3 in Seattle that was rebuilt. I am very familiar with
4 this Uplands area, I attended Edmondson High School
5 right here 40-some years ago. So I know what it used
6 to look like and what it looks like now and I'm hoping
7 that in one day it will look like what it used to look
8 like.
9 There are challenges in any project like
10 the Red Line. There will be noise and dust, there will
11 be construction vehicles and changes to traffic

The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

The MTA is a signatory of the Baltimore City Red Line Community Compact. The MTA considers the Community compact to be a framework of guiding principles to be applied to the Red Line project.

12 patterns. I signed the Red Line community compact
13 because I believe in what is said will be done to
14 protect our communities from construction impacts.
15 So let's embrace the Red Line and have it
16 bring us together, not divide us. Let's rebuild
17 Edmondson Avenue from one end to the other. There's
18 been a lot of false information given and I hope that
19 we can come together, sit down, iron out our
20 differences, and learn just how it can really benefit
21 us and our communities. Thank you.

10 MS. JOANNE MASOPUST: Excellent. That was
11 almost perfect.
12 COURT REPORTER: Joanne, spell both your
13 first and last name.
14 MS. JOANNE MASOPUST: Okay. My first name
15 is all one word. It's J-O-A-N-N-E and the last name is
16 M-A-S-O-P-U-S-T.
17 COURT REPORTER: Thank you.
18 MS. JOANNE MASOPUST: Okay. As stated, I'm
19 Joanne Masopust. I am the President of the Fells Point
20 Community Organization. For the past year the Fells
21 Point Corporation and the Fells Point Residents
1 Association have worked together on this issue and are
2 in agreement in our support of Alternative 4C provided
3 that the tunnel is under either Fleet or Eastern.
4 Let's be clear. I'm saying Fleet or Eastern.
5 Fells Point is not opposed to improving our
6 public transit system but insists that the chosen
7 alternative maintains the historical integrity of our
8 neighborhood and not negatively impact the quality of
9 life for those who live there, by reducing parking or
10 creating more congestion.
11 All three groups vehemently oppose any
12 option that includes Aliceanna Street. We believe that
13 a tunnel under Fleet or Eastern would create a positive
14 environment for a transit-oriented development.
15 We also vehemently oppose any surface
16 option through Fells Point. At least in part because
17 this would not meet the stated goal of the MTA of
18 improving the efficiency of the public transit system
19 and would compromise the historical nature of our
20 neighborhood. Thank you.
21 COURT REPORTER: Joanne, name the three
1 groups that you represent tonight.
2 MS. JOANNE MASOPUST: Okay, well I actually
3 represent the Fells Point Community Organization, but
4 the other local community groups that we have worked
5 with over the past year are, The Fells Point
6 Development Corporation and The Fells Point Resident
7 Association.

The Preferred Alternative includes a tunnel under Fleet Street.

20 MR. JASON SULLIVAN: My name is Jason
21 Sullivan, J-A-S-O-N S-U-L-L-I-V-A-N. I'm Executive
1 Director of the Fells Point Development Corporation,
2 the nonprofit main street organization for Fells Point.
3 I'd like to read a prepared statement written jointly
4 with the Fells Point Development Corporation, Fells
5 Point Community Organization, and the Fells Point
6 Residents Association.
7 Three leading community organizations in
8 historic Fells Point had prepared and submitted a joint
9 community statement regarding our position on the
10 proposed Red Line. At the time that we prepared the
11 original statement on September 25, 2008 we had not had
12 the opportunity to review the recently released DEIS.
13 Now upon review of the impacts presented in
14 the DEIS, the historic Fells Point Community is
15 amending its Community Statement. The key amendment is
16 that the only option acceptable to the historic Fells
17 Point community is to tunnel under either Fleet Street
18 or Eastern Avenue, with Fleet Street being our
19 preference. A surface alignment would not be
20 acceptable.
21 The Analysis summarized in the DEIS
1 indicates that due primarily to parking, congestion,
2 and neighborhood character impacts the logical choice
3 for a Red Line in Fells Point is to put it in an
4 underground tunnel and make it a Light Rail Transit
5 System.
6 We were pleased to learn that the Greater
7 Baltimore Committee, the Central Maryland
8 Transportation Alliance, and the City of Baltimore have
9 all endorsed Alternative 4C which includes Light Rail
10 Transit and tunneling under Fells Point.
11 We would like to reiterate that we are very
12 much in favor of improved public transport in Baltimore
13 and we are grateful to all who have worked diligently
14 in studying the proposed Red Line. Thank you.

The Preferred Alternative presented in the FEIS improves transit in the Baltimore Region, as your comment recommends. The Preferred Alternative is a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line Build Alternative.

The Preferred Alternative includes a tunnel under Fleet Street.

Sent: Mon 1/5/2009 1:37 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Attn: Diane Ratcliffe

From: Robert C. Keith
Fells Point Task Force
831 South Bond Street
Baltimore, MD 21231

Neighborhood livability and a scenic waterfront drive must not be sacrificed on the altar of cost-effectiveness rules of a federal program that expires this year. The New York Times addressed this issue in an editorial this morning:

"The new administration could further help mass transit by shelving the unfair "cost effectiveness index" the President Bush put in place several years ago for new transit programs. The net effect of this index was to make it easier to bid highways and almost impossible to use federal money for buses, streetcars, light rail, trolleys--indeed any commuter-rail projects."

My views are spelled out in the following article, which is being prepared for publication:

Red Line --- The Rush to Alternative 4C
By Robert C. Keith

The Maryland Transit Administration gave the public a deadline of January 5 to submit comments about the proposed Red Line east-west transit service, but Mayor Sheila Dixon and Baltimore County Executive Jim Smith couldn't wait to see what their constitutents have to say.

The Cooks Lane alignment was selected as part of the Preferred Alternative to most directly serve major activity centers such as the Social Security Administration, Security Square Mall, and CMS. A tunnel was selected for Cooks Lane to minimize impacts that would have occurred with surface alternatives on Cooks Lane.

The Preferred Alternative is located on the surface (at-grade), generally within the median of Edmondson Avenue between the Cooks Lane Tunnel portal and the West Baltimore MARC station. There is adequate right-of-way available to construct light rail in the median without the need to purchase or relocate any residential homes. As such, an underground alternative is not needed to preserve adjacent land use. Also, the impact assessments for resources along Edmondson Avenue indicate that a surface alternative is feasible in this area of the project (see the FEIS, Chapter 2 and the Alternative Technical Report – 2012 Update for more detail). In the AA/DEIS, tunnel alignments were studied under Edmondson Avenue/ Franklin Street between Cooks Lane and Calverton Road. The major reason that a tunnel alignment was not pursued was cost. In order to design and construct that portion of the project underground, the cost of the project would increase by $525 million in year of expenditure dollars. Refer to Chapter 2 of the FEIS for additional information. The tunnel alternative between wildwood Parkway and Calverton Road in the AA/DEIS was located under Franklin Street as opposed to Edmondson Avenue due to engineering infeasibility of placing the tunnel alignment under the existing US 40 bridge over the Gwynns Falls.

In selecting the Preferred Alternative there were many critical considerations including quality of transit service, projected transit ridership, cost-effectiveness, land use/transportation integration, economic development potential, environmental impacts, impacts to communities, and public and stakeholder input. To meet the project's purpose and need, it was important to connect people with key activity centers such as the Social Security Administration, University of Maryland downtown, Central Business District, Harbor East, and Johns Hopkins Bayview Medical Center Campus. Transit connections to MARC and existing Metro and Light Rail were also critical to meeting the purpose and need.

They publicized their support of a mixed tunnel/surface alignment called “4C” at a ceremony at Security Square Mall December 11,
falling in lockstep with the Greater Baltimore Committee which announced its support for 4C October 27.

The virtue of 4C, in the eyes of its advocates, is the potential to mold the alignments to fit the complicated cost-effectiveness formulas of the Bush Administration’s “New Starts” program in order to get the Feds to pick up half the tab.

However, if our political leaders took the time to study the public comments, they would find that the Red Line 4C they are urging Governor O’Malley to sign off on differs sharply in several respects from the Red Line alignments many of their constituents would like to see given priority consideration now.

Because of the unresolved controversies on the east and west sides, and the current rules of the tight-fisted New Starts program that limit their choices, the MTA and elected officials may want to go ahead now with a core segment--West Baltimore MARC station to Central Avenue--and work on a followup proposal for submission later this year when the landscape for funding infrastructure projects has brightened in Washington.

The 14-mile, $1.6 billion Alternative 4C avidly supported by the political leaders is a substantial cut back from the 18.4-mile, $2.7 billion Red Line envisioned in the Baltimore Region Rail System Plan of 2002. That plan put only 3.9 miles on the surface; the rest was in tunnel (7.4 miles) or propped up in the air (8.1 miles).

On the West Side, today’s Alternative 4C would tunnel under Cooks Lane to a park & ride lot at the east end of I-70, continue from there to the headquarters of Social Security and Security Square Mall, and terminate at the Centers for Medicare and Medicaid Services. That seems reasonable enough for a cross-town rail line, until you consider that many commuters to these major workplaces come from the west and surrounding neighborhoods.

Commuters coming from the east already have use of the MTA’s premium Quickbus service, the No. 40 hybrid bus which comes through downtown from Middle River. This line was created by the Ehrlich Administration as a stalking horse for the Red Line during the

The Preferred Alternative includes a pedestrian tunnel that connects the Red Line Inner Harbor station with the existing Charles Center Metro station. This connection would not require the user to exit the transit system and will directly connect mezzanine levels of each station.

There is adequate right-of-way available to construct light rail in the median without the need to purchase or relocate any residential homes or businesses. As such, an underground alternative is not needed to preserve adjacent land use. Also, the impact assessments for resources along Boston Street indicate that a surface alternative is feasible in this area of the project (see the FEIS, Chapter 2 and the Alternative Technical Report – 2012 Update for more detail). The major reason that a tunnel alignment was not pursued along Boston Street was cost. In order to design and construct that portion of the project underground, the cost of the project would increase by $210 million, in year of expenditure dollars. Refer to the Alternatives Technical Report – 2012 Update for additional information.

The Red Line will be constructed in compliance with all Federal and State floodplain requirements. In particular, entrances to underground stations and tunnels will be constructed above an elevation of 12.2 feet above mean sea level. The 100-year storm elevation with wave action is 11.2 feet above mean sea level. The established elevation for the Red Line is more conservative than the standing 100-year floodplain elevation as it accounts for the effects of wind and waves. An additional one foot has been added to the standard elevation to be even more conservative.

Constructing light rail along the length of Edmondson Avenue in tunnel by the cut and cover method, as opposed to tunnel boring, would still be significantly more expensive than constructing the surface alignment that is presently part of the Preferred Alternative. The estimate for tunnel along Edmondson Avenue is $525 Million dollars more than surface. Although cut

four-year interregnum when it grudgingly took on the design responsibility for the proposed transit service. Does the No. 40 bus demonstrate a rider demand sufficient to justify an upgrading to light rail in this sector? Curiously, the MTA doesn't even make the No. 40 stop at the informal but easily expandable I-70 park & ride that exists at the north end of Cooks Lane today.

Many west side residents would prefer to see the Red Line light rail skip Cooks Lane altogether, and remain on the wide stretch of route 40/Baltimore Pike to a park & ride facility at Westview Mall. There the line would be well positioned for a future leap to Ellicott City, where it could capture riders of "choice" even before they take to the Interstates on weekday mornings.
East of Cooks Lane, Alternative 4C has run into a buzzsaw. Residents in the Allendale area, where Route 40/Edmonson Avenue tightens like a vise, are insisting that the Red Line be put in tunnel in front of their homes--some of which are practically on the street already--or not be built at all. MTA's consultant engineers say they can't design a tunnel under Edmonson Avenue at that point because of a bridge that blocks the way at Hillen Street. The MTA claims that Alternative 4C requires no purchase of homes anywhere along the route, but it's difficult to see how this impasse can be resolved any other way in fairness to the residents most heavily impacted.
* * * *
Downtown, the Red Line Alternative C dives into a Lombard Street tunnel that connects with the existing Metro Subway only by means of what former city transportation planner Gerry Neily describes as a "sterile, wasteful, and potentially scary two block long pedestrian tunnel."

Even worse, the MTA disguises the connectivity failure with this shamefully misleading statement on page 5-5 of the Executive Summary for the Red Line Draft Environmental Impact Statement (DEIS): "The Red Line will connect directly to the Central Light Rail line and Metro Subway, making east-west/north-south trips seamless." The separate technical report on "Stations" in the DEIS doesn't discuss the underground station at Lombard and Light streets at all, and only includes a drawing showing the 600-foot pedestrian tunnel--the length of two football fields--without comment.

and cover could potentially decrease the $525 Million dollar cost, it would be only a minor reduction. In addition, construction impacts would be significantly greater with cut and cover than with bored tunnel, including wider limits of disturbance.

The extension of the current Metro service (the Green Line) would be a separate MTA initiative outside the scope of the Red Line project. The Preferred Alternative for the Red Line proposes service to Johns Hopkins Bayview Medical Center Campus including two stations: the Bayview Campus and Bayview MARC. The MTA is proposing a new Bayview MARC station which would have a direct connection to the Red Line station. There is also a 650 space park-and-ride facility proposed at the Bayview MARC station.

The Yellow Line would be a separate project from the Red Line. The Yellow Line would be able to be accommodated with the current profile of the Red Line. The Yellow Line would be accommodated at a lower elevation than both the existing Metro tunnel under Baltimore Street, and the Red Line under Lombard Street.

The Baltimore Regional Rail System Plan was a Vision Plan for a regional rail system in the greater Baltimore Area. It was a plan to guide MTA and MDOT in prioritizing projects for planning, design and construction. It was a conceptual guide and is not necessary to revise.

Various alternatives were analyzed in the AA/DEIS to use the Eastern Avenue/Fleet Street corridors. These alternatives were not selected as part of the Preferred Alternative due to lack of feasibility or high capital costs. Key reasons that the Eastern/Fleet Alternatives were not selected are described below:

Tunnel Option: A tunnel alternative along Eastern Avenue from the Downtown area to the Norfolk Southern right-of-way, north of Eastern Avenue, was considered. The costs of this alternative, due to both the tunnel and underground stations, would increase the cost of the Red Line by $412 million, in year of expenditure dollars.

The 2002 Rail Systems Plan stresses the importance of providing direct, “escalator” transfers between the rail lines at key points, including Charles Center and Camden Yards downtown. With these connections, each line offers all its stations as destinations to passengers on the other lines, and the resultant synergy builds the ridership of all lines.

The 2002 Plan shows the proposed Yellow Line making the necessary connections downtown, arcing up from Camden Station to Light Street, stopping at Inner Harbor, crossing under the Metro Subway at Baltimore Street, and continuing north to Penn Station and beyond. I made a pitch for this alignment late in 2007, but the MTA’s deputy administrator, Henry Kay, turned it down for inclusion in the DEIS, noting that the MTA alternatives--which he called “official” alternatives at the December 13 Citizens’ Advisory Council meetings--”are the product of fours years of intensive evaluation and public input.” The DEIS cited an unsatisfactory cost-effectiveness score as a basis for rejection, but carried forth four MTA alternative whose scores were worse.

The Red Line DEIS makes no mention of the Yellow Line. Yet, until a segment of this line is funded and put in place, the Red Line will have a longer walking connection with Metro at Charles Center than the existing light rail line has with Metro at Lexington Market, and passengers on Metro will have no better rail links to Harborplace, the Convention Center and Camden Yards than they have today.
* * * *
On the East Side, Red Line Alternative 4C appears to offer sufficient tunneling to satisfy the needs of the mushrooming office, hotel and residential developments at Harbor East and Harbor Point and protect the narrow streets of the Fells Point Historic District, but the plans to bring the trains to the surface on Boston Street through flood-resistant high-walled portals have residents there up in arms.

The Canton Community Association complains that one of Baltimore’s most beautiful waterfront vistas--a state-designated Scenic Byway--will be sacrificed to a llght rail service that not only obstructs the view and displaces parking and travel lanes, but sends trains through in each direction every eight minutes that primarily serve riders from Harbor East, Canton Crossing, Brewers Hill and Bayview, and only

Eastern-Fleet surface LRT Option: Three surface options were considered in the DEIS. Option one maintained two-way traffic on Eastern Avenue and Fleet Street with elimination of all parking on one side of each street. Light rail tracks would be separated with one directional track along Eastern Avenue and the other directional track along Fleet Street. Each of the other two surface options created one-way streets on both Eastern Avenue and Fleet Street with one lane for traffic, one lane for light rail, and two lanes for parking. Due to the existing street widths, sidewalk widths, and building face locations, Eastern Avenue and Fleet Street could not be widened for the inclusion of light rail. All of the surface options were deemed infeasible because of the impacts to parking or impacts to roadway capacity and local access. Refer to the Alternatives Technical Report - 2012 Update for additional information.

The National Scenic Byways Program is a Federal Highway Administration program established to help recognize, preserve and enhance selected roads throughout the US. A portion of Boston Street within the project study corridor is part of the Star-Spangled Banner Scenic Byway, a 100+ mile byway that provides views of and access to historic resources. The Red Line would not affect the function or designation of the Boston Street route as part of the scenic byway.

Two alternatives which incorporated Heavy Rail were considered in the AA/DEIS for the Red Line. They were described in Chapter 2, page 29 of the AA/DEIS. Each of these alternatives were proposed by members of the public.

The first of the two alternatives was a full Heavy Rail Alternative from Social Security Administration to Greektown, 14.3 miles. This alternative was estimated to cost $2.383 Billion in 2007 dollars. The alternative was not carried forward through full analysis in the AA/DEIS due to its high capital cost as compared to Light Rail and Bus Rapid Transit Alternatives being studied. The Preferred Alternative for the Red Line in the FEIS has a cost of $2.575 Billion in year-of-expenditure dollars. The year-of-expenditure dollars are based on a schedule that has the Red Line opening in 2021 and escalation

incidentally the residents of Canton, many of whom live well to the north.

The Waterfront Coalition, a group representing leaders of the major community groups of Fells Point and Canton, reports "absolutely NO support" for dedicated transit lanes on the surface of Boston Street, and calls instead for bringing the premium Metro subway surface out of the ground from its present terminus at Hopkins Hospital and extending it eastward by surface and aerial support to Hopkins' sister medical center at Bayview. Light rail connections between Bayview and Canton Crossing would be made over an inactive Norfolk Southern right of way alongside Haven Street, with an Eastern Avenue station serving Highlandtown and Greektown.
This plan, advocated by the Fells Point Task Force for several years, would link the two hospitals, provide service to the burgeoning Biotech Center north of Hopkins, and offer quick transport into the city for commuters coming in from Route 40 and the Interstates. MTA's engineers have identified nearly a thousand park and ride spaces--with additional open land nearby--at the Bayview site, compared to only 100 "iffy" spaces in the Canton Crossing area. With the slump in the economy and the current struggles of the 1st Mariner Bank to recover, the timing of further development in this area may be iffy as well. Once Canton Crossing is built out, an hourly MARC rail service to the airport could be brought in on the Norfolk Southern freight track, alongside whatever light rail or streetcar service is available at the time.

The incoming O'Malley Administration decided to extend the Red Line to Bayview from Canton Crossing in the spring of 2007, utilizing the right of way alongside Haven Street. The MTA had the Bayview extension scoped and documented, without public process, prior to convening the Citizens' Advisory Council that September. There's no evidence that the alternative of extending the Metro subway to Bayview, tied in with seamless connections downtown, was even considered.

Will the alignments carrying strong community support be considered in the final stages of Red Line planning, either as alternatives or, in some instances, future add-ons to the system? The MTA risks collapse of federal funding if they aren't.

occurring at a rate of +3.1% per year. Escalating the previously studied Heavy Rail Alternative capital cost at the same rate that is being used for the Preferred Alternative, with a project opening in 2021 and a mid-point of construction in the year 2018, yields a year-of-expenditure capital cost of $3.334 Billion. This cost estimate for Heavy Rail is $759 Million higher than the Preferred Alternative. This 30% cost differential still renders the Heavy Rail Alternative as too costly when compared with the Preferred Alternative. In addition, there are other aspects of this proposed Heavy Rail Alternative that could bring into question its feasibility, could lead to higher capital costs, and/or create environmental impacts that would need to be addressed with associated costs, if the Alternative were to be studied more thoroughly. These include constructing adjacent to the Amtrak Northeast corridor and within Amtrak right-of-way, constructing connections with the existing Baltimore Metro and the need to shut down Metro service while that construction occurred, likely six to nine months at a minimum, additional property takes along Amtrak right-of-way, visual impacts of aerial alignment from Orangeville to Greektown, potential 4(f) impacts to being in tunnel under Leakin Park due to associated ventilation or emergency egress that may be required, and viability of an at-grade alignment along I-70.

The second of the two alternatives was not a full Heavy Rail Alternative, but a combination of three modes – Heavy Rail, Light Rail, and Streetcar. The Heavy Rail component extended the existing Metro from Johns Hopkins Hospital to the Johns Hopkins Bayview Medical Center. From CMS to the western portion of downtown, the Alternative would be light rail similar to the Preferred Alternative. Upon entering downtown, the light rail would be in surface to Camden Yards, and then would be in tunnel to the existing Charles Center Metro Station. The third component would be a streetcar from Camden Yards, with surface operations along Pratt Street and through Harbor East, Fells Point, Canton, Canton Crossing, and Haven Street to the Amtrak right-of-way, ending at Edison Highway. The streetcar alternative would run in mixed traffic along the surface. This Alternative was estimated to have a capital cost of $1.8 Billion in 2007 dollars. Escalated at 3.1% per year yields a cost of $2.518 Billion in year-of-expenditure dollars. This cost is comparable to the Preferred Alternative, just as it was similar to the costs

Nancy Braymer of Canton has addressed this reminder to the Mayor's Office and others, referring to the requirements of the National Environmental Protection Act (NEPA) process for obtaining Federal funding: "The U.S. Department of Transportation requires that '(d)uring the draft EIS stage all reasonable alternatives, or the reasonable range of alternatives, should be considered and discussed at a comparable level of detail to avoid any indication of a bias towards a particular alternative(s).'"

While the MTA and city officials weigh the costly alternatives, they should look at an approach to transit in the Southeast suggested by Deputy Administrator Kay when he was working for the Greater Baltimore Committee in 2006:

"Let's make it faster to the west and slower to the east. From President Street west the alignment can have a downtown tunnel, a mile of existing right of way, and relatively wide surface streets to its terminus....East of President Street it's all about the neighborhoods. Distances are shorter, parking is at a premium, and there is justification for closer station spacing. Small, low floor vehicles would work equally well on both ends, and if the demands of a scheduled west side don't match up with an unpredicble east side we can have two lines that overlap in the middle. This leaves the need for a regional connection from the east unaddressed, but we can take that one on with the Green Line."

A Portland-style streetcar running in traffic, without replacing travel lanes or parking lanes, is exactly what the Charles Street development group has been seeking for several years, without being allowed by the city and state to ask for federal assistance.

Is it time for our political leaders to grab on to the Charles Street project, expand it with an extension into the Southeast (with full public participation in the planning), and go for funding under the federal Small Starts program? This program provides assistance for projects costing under $250 million, with easier rules and the possibility of construction within a couple years.

The writer is a member of the Fells Point Task Force and Senate appointee to the Red Line Citizens' Advisory Council.

of the light rail and bus rapid transit alternatives in the AA/DEIS. The reasons this alternative were not studied further in the AA/DEIS are:

- Many east-west trips through the corridor would require transfers due to the multiple modes, increasing transit travel time and decreasing ridership.
- All of the streetcar component requires sharing lanes with traffic, which degrades both vehicular traffic movements, as well as transit travel times, and would reduce ridership.
- Introducing a new mode, streetcar, requires an additional new maintenance facility for streetcars and introduces a new mode of transit to Baltimore, which does not improve transit efficiency.

Refer to Section 2.4.2 in the Alternatives Technical Report – 2012 Update for additional information.

14 MR. VICTOR CORBIN: Okay. My name is
15 Victor Corbin.
16 Victor, V-I-C-T-O-R. Corbin, C-O-R-B-I-N.
17 I'm the President of Fells Prospect Community
18 Association which is located in Upper Fells Point.
19 I actually went to Portland and I had
20 changed my mind after seeing how Portland has such a
21 great transit system. I support this Red Line system
1 and I hope that the MTA will do a slightly better job
2 with their outreach to the communities.
3 I also believe that the Red Line needs to
4 be looked at in three different segments because I
5 believe that the Red Line going from east to west,
6 there are three areas that are distinctly different and
7 each area needs to be promoted and sold the Red Line
8 system in different ways.
9 Fells Point, Canton, can be utilizing the
10 Red Line as an opportunity to move people to downtown
11 and for tours. However, when you have the west part of
12 the Red Line, it's a very depressed part of the city
13 and needs to be utilized as an economic development
14 tool.
15 I feel that the communities, there needs to
16 be a better outreach on the west side to convince
17 people that the Red Line is a good thing and an
18 opportunity for that part of the city. I also believe
19 that the MTA does need to go back and admit the
20 mistakes that were made with the current Light Rail
21 system.
1 I think that's where people are afraid,
2 especially on the west side, that the MTA is going to
3 repeat the mistakes that it has made with the Howard
4 Street Line. Howard Street was depressed and it
5 basically, that was the nail in the coffin for the
6 Howard Street area.
7 So I believe that the Red Line is a good
8 thing for the city. We definitely need mass transit in
9 order to become a great city. I definitely support it.
10 However, I think that the MTA just needs to fine tune

The Preferred Alternative presented in the FEIS improves transit in the Baltimore Region, as your comment recommends. The Preferred Alternative is a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line Build Alternative.

The status of land use and economic development in the Howard Street corridor cannot be directly attributed to the existence of light rail. Prior to the initiation of light rail in the early 1990s, the Howard Street corridor had already been changing from its existence as a major retail corridor in the 1960s and 1970s to a corridor in economic decline. Economic development in the Howard Street corridor has begun to occur in the last decade.

its way of going out to the communities and how it sells the system. Thank you.

THE FRANKLINTOWN COMMUNITY ASSOCIATION

OFFICERS
Cheryl Wilcox, Treasurer

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Mae Jacobs Conway
Hope Godish
Jack Lattimore
Shelly Moody
Nancy Masters Long
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Larry Shaw

P.O. Box 7537
Baltimore, MD 21207

January 3, 2009

Diane Ratcliff, Director, Office of Planning
MTA
6 St. Paul St, 9th Floor
Baltimore, MD 21202

Dear Ms. Ratcliff,

This letter presents the consensus position of the Franklintown Community Association. We are the association that represents the neighborhoods of Franklintown, Windsor Terrace and Windsor Dale. Our community straddles the City/County line along N. Forest Park Avenue between Security Boulevard and Windsor Mill Rd. We represent almost 500 households and have formed a strong partnership with Kernan Hospital, a member of the University of Maryland Medical System that employs approximately 800 people. Our community includes the Dickey Hill Elementary/Middle School, a number of apartment buildings and other community institutions. Most of our community lies within ½ mile of the proposed I-70 East Red Line station. Our position on the Red Line Corridor Transit Study follows:

1. The Franklintown Community Association supports construction of the Red Line, Alternative 4C, provided the following community needs are addressed:

    - The Franklintown Community Association wants improved bus stops along N. Forest Park Avenue to support the increased use of buses to get to and from the proposed Red Line station at I-70 East. We also seek support from the MTA for a sidewalk along 1 side of N. Forest Park Avenue to make the Red Line pedestrian accessible to community members who choose to walk to and from the station.

The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

Crosswalks and sidewalk improvements would be made at the intersection of Ingleside Avenue, Security Boulevard, and North Forest Park Avenue to connect the I-70 Park and Ride with the Gwynns Falls Trail. MTA will work with local governments to add sidewalks where needed to serve the Red Line.

Kernan Hospital is serviced by the #15 bus line at Windsor Mill Drive and Kernan Drive and will continue to be served by the proposed feeder #15W with connections to the Security Square and Rosemont Stations.

- The Franklintown Community Association requests frequent bus service or some sort of shuttle service during peak periods on a loop from the proposed Red Line I-70 East station along N. Forest Park Ave. to Kernan Hospital, along Kernan Drive and back to the I-70 East station. This is essential if the MTA hopes to tie in Kernan Hospital and community residents with the Red Line.

The Franklintown Community Association thanks you for your careful consideration of our position. We look forward to working with the MTA in any way we can to see that our concerns are addressed so that the community enhancement promises of the Red Line transit system can be realized. Franklintown community contacts for the Red Line are: Jack Lattimore (443-415-1103; jackal5408@verizon.net) or Roxanne McLaughlin (410-944-1814). Please keep us informed as the Red Line project moves forward.

Sincerely yours,

Jack Lattimore, Franklintown Community Association
(for the Board of Directors, Franklintown Community Association)

20 MR. DONALD FRY: Good afternoon. Donald
21 Fry. D-O-N-A-L-D. Fry, F-R-Y. I'm President and CEO
1 of the Greater Baltimore Committee. Our address is 111
2 South Calvert Street, Suite 1700, Baltimore, Maryland,
3 21202. I appreciate the opportunity to be here today
4 and speak on behalf of the Red Line, and also to
5 express our support for Alternative 4C.
6 The Greater Baltimore Committee has been
7 involved in regional transportation for almost its
8 entire 53-year existence, has been supportive of the
9 regional rail plan and the Red Line since 2002 when it
10 first came out publicly. I had the pleasure to serve
11 on the regional rail plan advisory committee in
12 creating so.
13 We think that the Red Line provides
14 tremendous opportunities for the region. First of all,
15 it creates 17,000 construction job opportunities. It
16 services 7,500 businesses, 192,000 workers in those
17 areas.
18 We've had an opportunity to review the
19 various alternatives that have been submitted and think
20 that Alternative 4C is clearly the best one.
21 Certainly, we think that no-build is not an option. We
1 think that the transportation enhancements or the
2 trans-enhancements are not sufficient to address the
3 demands and the needs that we currently have in
4 Baltimore and the region.
5 When we look at bus rapid transit, we think
6 that that's really not as viable as an alternative
7 because it doesn't provide the ridership that is equal
8 to what Light Rail does and also does not meet the cost
9 benefit ratios that we think are going to be
10 competitive when you look at it from a federal level.
11 When we look at the alternatives for Light
12 Rail, we think 4C provides the best opportunities. You
13 do have two tunnel locations, one at Cooks Lane where
14 we have a very congested area and I don't think surface
15 Light Rail would work sufficiently. And, certainly,

The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

16 looking at a tunnel in the downtown Baltimore area
17 continuing to the east side, we think that that's
18 certainly necessary to have a tunnel throughout so you
19 don't mess with the business operations and also the
20 very tight and narrow streets that you have in the
21 city.
1 We also believe that when you look at the
2 numbers, when you look at the ridership numbers and you
3 look at the benefits from an environmental perspective,
4 when you look at the cost savings and the ridership
5 savings and time, we think that the cost benefit
6 analysis of 4C is competitive enough that with,
7 obviously, some value engineering, with opportunities
8 as we move forward on this process as the MTA has a
9 chance to hear various suggestions, we believe firmly
10 that that would be a project that would be very
11 competitive at the federal level. Something that we
12 really need.
13 More than anything else, the Light Rail
14 line, the Red Line, provides connectivity which we
15 currently don't have. For the first time, we have the
16 beginning of a true transit system rather than just
17 transit lines that don't have any connection. We think
18 that's vital for the economic growth of this region.
19 I have a written statement to submit as
20 well and I thank you for your time.

Greater Baltimore Urban League

512 Orchard Street
Baltimore, MD 21201—1947

P 410 523 8150
F 410 523 4022
Empowering Communities. Changing Lives.

J. Howard Henderson
President and CEO

Raymond V. Haysbert, Sr.
Chairman

Ms. Dianne Ratcliff
Director of Planning
MTA
6 St. Paul Street, 9th floor
Baltimore, MD 21202

RE: RED LINE TRANSIT PROJECT – DEIS COMMENTS

Dear Ms. Ratcliff:

The Greater Baltimore Urban League, Inc. (GBUL) is one of the local affiliates of the National Urban League - a nonprofit, nonpartisan, multi-ethnic, social service organization. Since 1924, we have been helping disadvantaged Marylanders gain access to equal opportunity in employment, education, health care, housing and the civic arena. We have actively followed the Red Line Transit Project for many years and are pleased to see it moving towards a reality.

GBUL wishes to offer its support for Red Line Alternative 4C, which combines surface and tunnel alignments along the corridor in a strategic manner to provide the best travel times at the least cost and community impact. Under Alternative 4C, thousands of transit-dependent Baltimoreans will have access to rail service that is safe, fast, convenient and reliable. In addition, we believe that Alternative 4C holds great promise for community development and revitalization projects along the corridor, especially in Edmondson Village, Uplands and the West Baltimore MARC station. Finally, we hope that Red Line design and construction contracts can be structured in such a manner as to provide the greatest employment for residents of the Red Line corridor as well as for local minority- and women-owned businesses.

We look forward to the day when the Red Line is up and running. We ask that you include these comments in the official record of the Red Line Draft Environmental Impact Statement.

Sincerely

J. Howard Henderson
President & CEO
Greater Baltimore Urban League, Inc.

Cc: Danyell Diggs, City of Baltimore
Otis Rolley, III, Central MD Transportation Alliance

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The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

The MTA and Baltimore City are working on workforce development programs that are intended to lead to future employment and training opportunities for local area residents, as well as expanded opportunities for local small (disadvantaged) businesses. The intent is for the area economy to benefit from the job creation and economic development the Red Line project can generate. The MTA anticipates having a policy and program in place before construction contracts are advertised for the Red Line project.

Warren Smith
1031 Wedgewood Road
Baltimore, Maryland 21229
Phone (410) 375-7367
Cbecca445@msn.com

October 30, 2008

Federal Transit Administration
Title VI Program Coordinator
1200 New Jersey Ave. S.E.
Washington, D.C. 20590

To whom It may concern:

My name is Warren M. Smith. I represent the community of the Greater WestHills Association in Baltimore, Md. as president. I am a member of the Maryland Citizens Advisory Council appointed by State Senator Lisa Gladden.

I am contacting your agency because of the pending REDLINE project that is proposed for the city and county of Baltimore. The D.E.I.S. has been published and is available for public viewing. I have read this document, and found that not one suggestion from the community has been addressed even though many "vent" meetings have been conducted over the last three years.

This process by the State of Maryland has been a dictatorship process because we the residents of the affected areas have been informed what is best for us, without having an avenue to have the Maryland Transportation, Maryland Transit Administration , or any elected official support what residents would want to see become a win-win situation.

To support my letter, I will be using Maryland's RedLine Corridor Transit Study dated September 2008,
(A) Title VI of the Civil Rights Act of 1969 & 1994 in part has not been followed. The community of Greater WestHills was not included and was excluded from participation in, denied benefit of and will face continued discriminatory action if this condition continues.

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Greater WestHills Association comments are located under IDs 70 and 71; responses to these comments are combined below.

The Baltimore Red Line planning study included a comprehensive public involvement program that was integral to the overall study effort. Public involvement activities began in Spring 2003 with the distribution of direct mail and e-mails announcing scoping meetings to approximately 84,280 homeowners and businesses, 214 associations and community groups, and over 1,450 individual e-mail addresses. Between 2004 and 2007, the MTA held five sets of open houses. From November 2004 to May 2005, four rounds of Community Workings Groups were held. Letters and project fact sheets were mailed to 249 religious institutions March 2005. Seventy-eight community meetings were held between September 2005 and March 2008. In 2006, the Maryland General Assembly passed a bill creating the Red Line Citizens' Advisory Council (CAC). The CAC advised the MTA on impacts, opportunities and community concerns about the Baltimore Red Line through the duration of the planning study. From 2010 to 2012 seventeen Station Area Advisory Committees (SAACs) were formed to provide input on the Red Line project development. Each of the SAACs met approximately ten times during that time frame.

Between project initiation and the 2008 public hearing, MTA developed 9 separate project newsletters distributed to the Red Line mailing list. Additionally, regular (monthly/bi-monthly) e-newsletters have been distributed to subscribers to the project's e-mail registry. Throughout planning, project information was made available at 34 resource hubs throughout the project area. MTA also made available a Red Line project website (http://www.baltimoreredline.com/). Downloadable materials included a map and simulation of the Preferred Alternative, photos, fliers, e-newsletters, news articles, brochures, videos.

Refer to Chapter 8 of the FEIS for additional information.

Public input was an integral part of selecting a Preferred Alternative. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis,

We currently face the continual practice by the for mentioned agencies to not seek new or cost savings consultants. The state has not followed this law by overseeing those consultants hired who will fail to follow the true cost of this project leaving our great-grandchildren with an outrageous bill, and poor quality of work due to the old boy network or past employees with open-ended contracts such as Parsonsbeckerhoff and Rosenberg Communications.

Not one contractor outside of the state's network of consultants has been hired. This is a direct violation of Title VI, E.O. 12898., The state will defend themselves by saying that their contractors are consultants yet many have long term relationship with the state on many projects.
Fact: DEIS page s-2 section existing future transportation condition, Second paragraph is not fully a truthful description of the area. The truth is
A- Cooks Lane is a City County Connector.
B- Cooks Lane is not a roadway it is 99.5% residential mostly homeowners.
C- A community that failed to be mentioned in chapter 7 page 59 table 4-3
D- Volume II page 167 displacement and relocation. Last sentence is not an option, it will be a disaster.

What the state of Maryland don't want you to factor in is the fact that Homeland Security will not allow this system on their property. It will be routed near SSA several hundred feet from the building.

We the community have been denied the opportunity of involement during public workshop and other meetings. It was a ploy to obtain our names for this document, not one question or suggestion has been addressed by MTA. Point: I am known by past and present administrations. I've written many comments and questions about this project, yet not one of my comments has been salvaged to support the DEIS denial of process

Why hold public hearings if publications support Alternative 4C. Does this mean that rail cars have been ordered or purchased? We as residents are still being told what is good for us, and we have no choice. The answer to this question will support a tainted process.

Sincerely,

Warren M. Smith

engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line Build Alternative.
The MTA has met with and consulted with the Greater West Hills Association.

All consultants on the Red Line project have been contracted within the State of Maryland procurement law.

The FTA Office of Civil Rights has reviewed the environmental justice and Title VI complaints and either dismissed or found them insufficient. The FTA has not found any violation of Title VI of the Civil Rights Act or the Community Right to Know Act.

In addition, Section 5.4 of the FEIS sets forth the detailed analysis performed to evaluate whether the Red Line would have a disproportionately high and adverse human health and environmental effects to minority and low-income communities that would result from the construction and operation of the Preferred Alternative. Since the AA/DEIS was published, the MTA has continued extensive public outreach with communities throughout the corridor, updated the environmental justice analysis with the 2010 US Census data, and continued coordinating with the FTA Office of Civil Rights. Refer to FEIS Chapters 5 and 8.

7 MR. WARREN SMITH: Warren Smith,
8 W-A-R-R-E-N, S-M-I-T-H.
9 MS. LESLIE SALGADO: Thank you. Okay.
10 MR. WARREN SMITH: I'm in opposition of the
11 design of this process. Reason being, right now the
12 city and the agencies are promoting 4C. Communities
13 have not had a proper voice. If you're having public
14 hearings, we're supposed to be the decider of what's
15 best for us.
16 This whole process has been a dictatorship
17 by the state, now the city, to suggest to residents of
18 Baltimore City and County, what's best for us. We have
19 not had a listened-to voice. I've known of this
20 project for three years. Not any of my suggestions
21 have been listened to.
1 I represent the community of West Hills,
2 which starts at Cooks Lane at Security. We are getting
3 nothing out of it but destruction. Our residents will
4 not be able to go to Route 40 with the designed plan to
5 shop, seek medical attention or any of the community
6 needs that we need.
7 Point in fact is, we don't even have bus
8 service but yet you want to bring this rail system up
9 Cooks Lane where I have homeowners who are first-time
10 buyers and elderlies who have paid for their homes.
11 And we don't know what the future hold.
12 I also have to worry about the I-70 Park &
13 Ride because in the DEIS it states that you need.64
14 acres, which is 28,000 plus square feet on a street
15 that's only 313 feet wide from front to back, which
16 means that 12, 10, and 1100 block of Cooks Lane will be
17 removed because you need an additional 280 feet.
18 Where's the community's voice? Even though
19 this is the last of the process, the state hasn't
20 listened. We must go to the federal government to let
21 them know how this dictatorship has taken place. FTA
1 must, we must stop this process. Until the city
2 entertains the neighborhoods, we have 44 different
3 problems and you all have balled it up into one.

Overall, the Red Line would improve accessibility for all communities including low-income and minority populations. While some impacts would occur within these communities, the impacts of the project on minority and low-income communities are not disproportionately high and adverse, and the project benefits these same communities by providing improved accessibility and faster, more reliable transit.

4 Each community, each neighborhood would
5 like to have a voice in this, we know what we want in
6 the future. Plus, we're passing this bill to the
7 youth, our children and grandchildren. That's not fair
8 when we're promised jobs in the future. We're promised
9 the crafts will hire them.
10 But this day, our youth and the unions have
11 not hired internships to give us an opportunity. If
12 you're not in the craft now, by the time this takes
13 place, the craft will not hire those youth. This is a
14 tainted process. Period.

18 MR. JASON FILIPPOU: Sure. I'm Jason
19 Filippou, that's F, as in Frank, I-L-I-P-P-O-U.
20 COURT REPORTER: Spell your first name.
21 MR. JASON FILIPPOU: Jason, J-A-S-O-N. I'm
1 the Director of the Greektown CDC which represents the
2 residents, businesses, faith-based organizations of the
3 Greektown community.
4 I'm here to support the Alternative 4C. We
5 think this will have a tremendous, positive impact on
6 the business community as well as our housing
7 developments. The foot traffic that this would bring
8 will justify major investment in our neighborhood.
9 We also believe this will have a positive
10 impact on the traffic congestion in our community.
11 Over the past couple of years, I've witnessed dramatic
12 increases in traffic and I think that this Red Line
13 proposal is our only logical solution. I can also say
14 that there's a lot of young professionals in my
15 community that is excited with the idea of being able
16 to leave their cars at home and be able to take the
17 Transit to work. Also, connect with Washington, D.C.
18 I think this will create jobs, positive
19 development, and improve the overall quality of life in
20 my neighborhood. Thank you.

The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

Sent: Sun 1/4/2009 6:57 PM
To: MTA Red Line
Subject: DEIS Comment

Baltimore Red Line Official AA/DEIS Comment

Gwynns Falls Trail Council

800 WYMAN PARK DRIVE • BALTIMORE, MD 21211-2821 • USA
PHONE: 410.448.5663/EXT 113 • FAX: 410.448.5895
EMAIL: INFO@GWYNNSFALLSTRAIL.ORG

January 4, 2009

Red Line
c/o MTA Office of Planning
6 Saint Paul Street
9th Floor
Baltimore, MD 21202

Re: DEIS Comment

Dear Sir or Madam:

The Gwynns Falls Trail Council is a signatory to the Red Line Compact and supports the 4C light rail alignment. The Council encourages the MTA to develop the Red Line Corridor in a coordinated manner that benefits both the affected communities and the Baltimore Region as a whole. We are particularly interested in the I-70 Park & Ride Station at Security Boulevard its status as a multi-modal terminus, and its potential to connect and enhance the adjacent communities in Baltimore City and Baltimore County. Some specific suggestions are as follows:

1. The station should be closely linked to the existing Gwynns Falls Trail trailhead, and access to and from the station and the trailhead should be pedestrian and bicycle friendly.
2. The station should provide convenient links to the surrounding communities – bus, bicycle, and pedestrian.

Gwynns Falls Trail Council comments are located under IDs 73 and 74; the responses to these comments are combined below.

The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was light rail transit with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

The following responses are numbered to align with the numbers in the comments.

1. The station location is close to the Gwynn's Falls Trail trailhead. The current alternative has proposed improvements to sidewalks and crosswalks for pedestrian access. Dedicated bicycle access is not in the current design.

2. The current alternative includes a park-and-ride facility that will provide parking for cars and bus interaction. Selected sidewalk improvements are proposed to provide pedestrian access to the station. Currently there are no

3. The development of the station should add amenities such as restrooms and convenience facilities to the trailhead/station.
4. Parking should be designed to serve both the station and the trail head and to prohibit the parking of commercial trucks.
5. Loading areas should be available for local and long-distance buses.
6. The light rail vehicles and stations should be designed to accommodate bicycles.
7. The design of the station area should provide vehicle exits in both a northerly and southerly direction. I. E., vehicles coming from I-695 should be able to exit toward both Edmondson Avenue and Social Security HQ.
8. The design of the station area should provide vehicle entrances from both a northerly and southerly direction. I. E., vehicles traveling to I-695 should be able to enter from both the directions – from Edmondson Avenue and from Social Security HQ.
9. All unnecessary access ramps and cloverleaf areas should be removed.
10. The I-70 spur from I-695 to the station/park & ride/trailhead should be reduced to a boulevard with a maximum of two travel lanes in each direction.
11. The I-70 Boulevard should be serpentine in design to eliminate the drag racing that currently occurs on the existing highway.
12. The new rail line should use space reclaimed from the reduction in width of the I-70 spur rather than be built on undeveloped land beside I-70 as shown in the preliminary design.
13. The maximum possible impervious surface along the I-70 spur should be removed both to improve storm water runoff and to beautify the area.
14. The Gwynns Falls Trail should be extended to run beside the Red Line to the Social Security Station.

Again, The Gwynns Falls Trail Council supports the Building of the Red Line and the development of the Red Line Corridor, and looks forward to working with you on this project.

Best regards,
William F. Eberhart, Jr.
Chair

bicycle access improvements proposed with this project. Bicycle parking is being considered in the current station design.

3. There are no public restrooms or convenience facilities current planned for this site.

4. Parking at the station could be used by persons intending to use the trail. Dedicated parking for Gwynn's Falls Trail trailhead access is currently under review and decisions will be made later in design.

5. There is no dedicated area for non-MTA local buses and long distance bus lines in the current alternative but non-MTA bus lines could still pick-up and discharge passengers.

6. Accommodations for bicycles at both stations and on vehicles will be made.

7. The I-70 station will be accessible from I-70, Security Boulevard, Forest Park Avenue, Cooks Lane and Parallel Drive.

8. Same comment and response as #7.

9. It has not yet been determined whether access ramps or cloverleafs will be removed by the Red Line project.

10. I-70 will transition from a high speed highway to a lower speed limit roadway as it approaches Cooks Lane.

11. The end of I-70 will not be redesigned to be serpentine.

12. The current alternative utilizes the existing I-70 roadway (on the north side) for the rail line.

13. Ultimately impervious surface will be removed. It has not yet been determined if it will be removed as part of the Red Line project or as a separate initiative.

14. The Red Line project does not currently include an extension of the Gwynns Falls Trail.

14 MR. WILLIAM EBERHART: Good morning. I'm
15 Bill Eberhart, William Eberhart, W-I-L-L-I-A-M,
16 E-B-E-R-H-A-R- T, and it's Jr., 1719 North Forest Park
17 Avenue, 21207. I'm also the chair of the Glens Falls
18 Trail Council, which is an organization that promotes
19 the Glens Falls Trail which runs from the Park & Ride
20 at I-70 down to the Inner Harbor and Middle Branch Park
21 and a board member of Baltimore Heritage. And the
1 Trail Council is a signer of the compact, as is
2 Baltimore Heritage, and I believe I am a supporter of
3 the Red Line as is the Glens Falls Trail Council.
4 And we believe that the Red Line offers an
5 opportunity for people on the west side of town to get
6 good transportation. I can remember when we had street
7 cars out here which allowed us to get downtown. And
8 since they've, the buses just don't work well.
9 But the Red Line should provide economic
10 development. I was on one of the trips to Portland,
11 Oregon, not the most recent trip but the first one, and
12 Portland took the opportunity when they built their new
13 light rail system and their street car to do an
14 economic development along those two lines. And they
15 worked with the community, which I think the Compact
16 will allow the MTA and the city to work with the
17 community to get economic development, to get
18 improvement.
19 The Baltimore Heritage, we hired an intern
20 to work with the communities along the Red Line
21 Corridor to try to get additional improvements to some
1 of these communities. And based on historic
2 preservation, which there is a lot of historic
3 buildings along the Red Line corridor, the Park & Ride
4 at I-70 provides an opportunity to connect the Red
5 Line, not only to the highway system but also to the
6 trail system, so that people could commute through the
7 park on the trail.
8 We've noticed since we've opened that Park
9 & Ride trail head that we get a lot more users on the

The MTA is a signatory of the Baltimore City Red Line Community Compact. The MTA considers the Community compact to be a framework of guiding principles to be applied to the Red Line project.

10 trail, the Red Line has an opportunity to provide kind
11 of a gateway to the city for both cars, transit and
12 bicycles and pedestrians.
13 So I am in support of the Red Line. I
14 think the Red Line and the Red Line Compact provides
15 the way for the communities to work together with the
16 public to get this done. Thank you.

Gwynns Falls Watershed Association

1920 Eagle Drive
Baltimore, MD 21207
443.429.3183
Info@gwynnsfalls.net
www.gwynnsfalls.net

January 2, 2009

Ms. Diane Ratcliff
Maryland Transit Administration
6 St. Paul Street, 9th floor
Baltimore, MD 21202

RE: Red Line DEIS comments
ATTN: Linda Smith

Dear Ms. Ratcliff:

Environmental and water quality volunteers of the Gwynns Falls Watershed Association have prepared and the Association's Board has approved this letter representing our comments on the Draft Environmental Impact Statement (DEIS) for the Red Line Corridor Transit study. It is almost unnecessary to say that the proposed development of mass transit represents one of the most important public policy investments to improve the quality of life and environment of central Marylanders in recent decades. Improved public transportation, properly executed has undeniable net environmental and other benefits. We believe that this study should set a high standard and that the project's execution should exceed the best practices of prior efforts wherever possible.

Our concern focuses on the Gwynns Falls Watershed and the Gwynns Falls Leakin Park area which the Study itself has identified as the major area of environmental impact concerns. This park area is one of the largest urban wilderness areas on the east coast. The State of Maryland has designated this area as a hub for green infrastructure. The federal government, City and State have invested close to $20 million in the development of an urban greenway connecting the City's Inner Harbor to the I-70 Park and Ride in Baltimore County. The Chesapeake Bay Gateways Network has highlighted the importance of protecting this region. As the last major unbuilt urban environment in the study area its life enhancing powers must be protected and strengthened as a result of transit development.

Our concerns fall in five areas: (1) Stormwater management, (2) Effects on Biota, (3) Mitigation (4) Protection and Restoration (5) Raising the standards and funding the required level of performance for successful environmental preservation. Detail is attached.

I am respectfully yours on behalf of the Board and members of the Gwynns Falls Watershed Association,

Sincerely,

Douglas E. Brown, President

Attachment
C: Board members and staff

RECEIVED
JAN 5 2009

The Gwynns Falls Watershed Association, a non-profit, volunteer organization dedicated to the protection and enhancement of the Gwynns Falls as a community resource, is supported by grants, memberships and contributions.

The Preferred Alternative presented in the FEIS improves transit in the Baltimore Region, as your comment recommends. The Preferred Alternative is a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line Build Alternative. The Preferred Alternative avoids impacts to Gwynns Falls/Leakin Park.

1. Stormwater management would be implemented to manage runoff for all project disturbances in accordance with criteria established by the Maryland Department of the Environment. Stormwater management facilities are required to address water quality and quantity requirements associated with new development and redevelopment activities associated with the project through practices consistent with Environmental Site Design (ESD) criteria established by the Stormwater Management Act of 2007 and design criteria of the *Revised Chapter 5 of the 2000 Maryland Stormwater Design Manual.* In addition to these requirements, increases to peak 100-year discharge rates resulting from increases in impervious areas associated with construction of the Preferred Alternative must be

COMMENTS OF THE
GWYNNS FALLS WATERSHED ASSOCIATION
ON THE DRAFT ENVIORNMENTAL IMPACT STATEMENT
RED LINE CORRIDOR TRANSIT STUDY

(1) Stormwater Management. We believe that the proposed effort will not be adequate to protect the watershed. Construction will add at least 26 acres of impervious surface, plus another 40.5 acres of redeveloped pavement (Chapter 4, p. 82). The DESI states that the project will increase the heavy metals and pollutants in the streams (See special concerns below regarding location of project fill in floodplain). In light of new and additional evidence citing the inability of a number of current programs to reduce sediment and nutrient loads in the Bay, every effort should be made to lessen current impacts. To reach the State's goal of reducing these negative load factors, even greater efforts should be made to implement natural sediment and nutrient controls.

(2) Effects on Biota. Construction will occur in an area already high in impervious surfaces. This region has already crossed the threshold value of 10-15% impervious surface area. Additional impervious surface area will add to the highly degraded water quality and aquatic biota, pushing the watershed system further towards and perhaps beyond a point of no return. What is of tantamount concern is that the DEIS states that aquatic life in the watershed is tolerant to disturbances and thus any change will not affect the stream (Chapt. 4, p. 91). There is little evidence that streams can recover from increasing impervious surface and runoff. In fact the chance that species will be lost is high given the current condition of the stream and limited information on species-specific tolerance levels available for many invertebrates and fish. In addition, the upper portion of the watershed supports class III waters, with reproducing trout populations. We strongly believe that recent improvements together with the restoration activities currently underway, are working to advance the bio-diversity in portions of the watershed. As examples of what can be achieved we would cite both the ongoing million dollar collaboration of the City and the Army Corps of Engineers to repair damage in Maiden's Choice and the Powered Mill Run restoration project areas. Based on the projected loss of forest and floodplain habitat we propose better protection of wildlife. The DEIS states that the Gwynns Falls and Dead Run stream valleys are the only areas that can be occupied by sensitive species. This is one of the few areas in Baltimore able to support forest interior dwelling birds and act as a flyway. Since this is a recognized, official green infrastructure hub, more efforts should be made to maintain and expand it.

(3) Mitigation. To mitigate the impacts of the additional impervious surface area, we propose the purchase of land parcels at a ratio of 2:1 within or surrounding the Gwynns Falls watershed. These parcels could be vegetated, provide open and/or park space for residents and reduce surface runoff. In addition we propose the use of pervious pavement to demonstrate effectiveness and reduce the impacts of additional parking and road facilities where appropriate. The final EIS should stipulate that there is a requirement to employ both Low Impact Development (LID) and Best Available Technologies (BAT) in all aspects of stormwater management to serve best the objectives of the National Environmental Policy Act (NEPA). This approach will also serve to align the project with the goals of Tree Baltimore and the Maryland Greenways program.

(4) Protection and Restoration. The DEIS states that the proposal will have direct impacts to streams, wetlands, and floodplain forest. The DEIS estimates the loss of wetlands, streams, and forest to be 0.16 acres, 450 linear feet and an unknown number of trees. The amount of flood plain predicted to be lost is not outlined adequately. This is particularly important as the DEIS states that fill from construction will be placed in the floodplain, potentially, and it would seem inevitably, adding contaminants, introducing invasive species, destroying habitat, and eliminating floodplain. We believe acceptable practices require the creation of or restoration of historical wetlands and floodplain habitats rather than their destruction.

2

attenuated within the Jones Falls, Gwynns Falls, and Herring Run inter-jurisdictional waterways. Increases to the peak discharge rates and subsequent storage requirements are determined using the Natural Resources Conservation Service's Technical Release 55 (TR-55), Urban Hydrology for Small Watersheds.

Based on current MDE SWM Guidelines, an estimated 38 acres of impervious surface would need to be treated to meet stormwater management requirements for the project. Stormwater management treatment would intercept, filter, and attenuate runoff from all project disturbances through a combination of linear bioretention and underground quantity management.

2. The effects on biota are discussed in Chapter 5 of the FEIS.

3. Per current MDE stormwater permit requirements, water quality treatment must be provided through ESD practices to the maximum extent practicable to manage site runoff generated from the first inch of rainfall from all net increases in site imperviousness, and for a minimum of 50 percent of existing impervious area redeveloped through construction activities. Facilities would include ESD practices and Low Impact Development techniques such as rain gardens, bioretention facilities, water quality inlets, vegetative buffers, and manufactured BMPs, as well as other structural BMPs such as underground detention vaults, sand filters, and surface extended detention basins. Due to the highly developed nature of the project study corridor and limited available space, surface water quality treatment is anticipated primarily through linear micro-bioretention planter boxes. The micro-bioretention facilities provide landscaped areas to temporarily store and filter impervious runoff through the planting media prior to introduction to the closed pipe stormdrain network. Micro-bioretention planter boxes are generally proposed within the existing public right-of-way between the curb and sidewalk or sidewalk and right-of-way. For additional information on mitigation refer to Chapter 5 of the FEIS.

4. The Preferred Alternative avoids the majority of the potential floodplain impacts within the project study corridor. Longitudinal crossings are

This habitat work is critical as many of the wetland species have disappeared from this area due to the flashy hydrology and lack of water storage absorption capacity.

To achieve this more efforts must be made for stream restoration including: (a) riparian buffer planting to increase canopy cover, reduce temperature provide riparian habitat, reduce pollutant load and surface runoff; (b) floodplain connection to slow and disperse stream flows; and, (c) day-lighting of piped streams. This will all help re-colonization of fish and invertebrate species and improve the area's ability to store sediment and process nutrients. This is critical as this area of the watershed is the only major forested tract in the southern portion of the watershed before the Gwynns Falls enters the Bay.

(5) Raising the Standards and Raising the Funds Required to Meet the Higher Standards for Environmental Protection. Mass transit planners are faced with severe funding problems, exacerbated by the current state of the economy, while trying to meet the needs of numerous and sometimes conflicting communities of interest. Therefore while we ask the MTA and the FTA to consider a greater number of environmental stewardship and mitigation activities for this project we recognize that there may be additional costs which cannot be met by cutting expenses in other aspects of the project. We point out that the State has models of excellence, with numerous environmental stewardships positives such as the Intercounty Connector (ICC 200) to our south. We ask that you strive to exceed the level of environmental efforts therein. We realize that this does not come without cost. But one cost that must be avoided is the denigration or destruction of past public expenditures to improve the Gwynns Falls Watershed, the most notable of which is the considerable state and local investment in the Greenway, trash interceptors, sewer corrections and riparian buffer work.

Accordingly it is recommended that all alternatives be examined. For instance, rather than placing fill on the Gwynns falls floodplain consideration should be given to use of other sites such as existing dredge spoil sites in south Baltimore where the Port Administration is in fact creating/preserving new wetland/recreational areas. Consideration should be given to using creative funding such as the EPA decreed requirements faced by the MPA to restore wetland/bay waterfront habitat. In addition, use of open space monies allocated to the City and all the counties directly benefitting from the Red Line project should be considered as a source of funding for mitigation/restoration expenses. Finally, as necessary, new regional funding sources dedicated to the protection of the environment might be considered in conjunction with this project and on-going needs of the region to protect environmental resources.

To the extent our proposals have upfront cost implications, yet to be quantified by detailed design work, let it be known that our association stands ready to assist in developing project modifications or new funding sources. We will step forward to provide necessary support in form of testimony, advocacy and other legislative efforts as appropriate and necessary to support your efforts to secure appropriations adequate to do this job right. Finally, as active stream monitors, we would look forward to working with you as this project unfolds to provide the necessary monitoring and reporting on impacts.

Contacts: Douglas E. Brown, President
Scott Pelton, Program Director
Marcus Griswold, Water Quality Program Manager

expressly discouraged pursuant to DOT Order 5650.2, and have been avoided because they would result in more floodplain fill, reducing conveyance and floodplain storage. All construction occurring within the FEMA designated 100-year floodplain must comply with FEMA approved, local floodplain construction requirements. These requirements consider structural evaluations, fill levels, and grading elevations. If, after compliance with the requirements of Executive Order 11988 and US DOT Order 5650.2, new construction of structures or facilities are to be located in a floodplain accepted floodproofing and other flood protection measures shall be applied to new construction or rehabilitation. To achieve flood protection, wherever practicable, structures should be elevated above the base flood level rather than filling for culvert placement. For additional information on floodplains refer to Chapter 5 of the FEIS.

5. Environmental stewardship will be considered as the project moves forward into preliminary engineering.

A tradition of family pride for over 50 years

H&S Bakery Inc.
603 S. Bond Street
Baltimore, Maryland 21231
Telephone: 410-276-7254
Fax: 410-522-9200

December 30, 2008

Ms. Diane Ratcliff
Director of Planning
Mass Transit Administration
6 St. Paul Street, 9th Floor
Baltimore, Maryland 21202

Re: Red Line Draft Environmental Impact Study

Dear Ms. Ratcliff:

H&S Bakery is a long time presence in the Fells Point community. We have witnessed changes large and small in the community, and the past decade has been one of tremendous growth for the area. As the area continues to evolve, providing fast and reliable transit service is critical to sustaining both the livability and economic vitality of the community.

We are please to see that the Red Line project is moving closer to construction. We believe that Alternative 4C represents a fair balance between project costs and the legitimate concerns which have been raised by communities in the corridor. We know that our employees, many of whom live right here in Fells Point, will benefit from this project in many ways.

Thank you for your consideration of our comments. We look forward to one day soon boarding the Red Line at a Fells Point Station.

Sincerely,

William J. Paterakis
Vice President

RECEIVED
JAN 5 2009

The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

H&S Properties Development Corp.

Ms. Diane Ratcliff
Maryland Transit Administration
6 St. Paul Street, 9th Floor
Baltimore, MD 21201

RE: Red Line Draft Environmental Impact Statement

Dear Ms. Ratcliff:

Over the past several years, Harbor East has become one of Baltimore's most successful development projects – transforming once vacant industrial land into a thriving city within a city. The success of Harbor East can soon be replicated on the former 30-acre Allied Chemical site one block to the south, now known as Harbor Point; however, the ultimate success of both Harbor East and Harbor Point depends on a fast, convenient and reliable public transit system such as the proposed Red Line. Attracting office tenants, new residents and retail businesses and their customers demands an answer to the mounting traffic problems in Southeast Baltimore.

H&S Properties believes that the Red Line Transit Project must move forward expeditiously, so that Baltimore can continue to grow and prosper. We specifically favor Red Line Alternative 4C, which provides for a light rail tunnel through downtown and the Fells Point area. It would be our goal that a station is located at Aliceanna Street and Central Avenue, although we understand that neighboring community organizations favor a Fleet Street tunnel. With the creative placement of station entrances, we think that both of these goals can be accomplished.

Red Line Alternative 4C provides the missing east-west connection in Baltimore's rail transit system. We urge MTA's support for this alternative and ask that our comments be placed in the record of the Draft Environmental Impact Statement.

Sincerely,

Michael S. Beatty
President

DEC 21 2008

1515 Fleet Street • Baltimore, Maryland 21231 • 410-649-0030 • Fax 410-649-0031

The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

The Preferred Alternative for the Red Line now includes a tunnel through Fells Point under Fleet Street not Aliceanna Street with a station located at Fleet Street and Central Avenue. With the decision to have a portal at Boston Street and Hudson Street/Montford Avenue, a tunnel under Fleet Street provided a better geographic transition. A tunnel from Fleet to Boston Streets only required one horizontal curve. A tunnel from Fleet to Aliceanna Streets would have required an additional curve which would have increased capital costs and increased travel time.

HALE PROPERTIES

Edwin F. Hale, Sr.
Hale Properties, LLC
1501 S. Clinton Street, Suite 1600
Baltimore, MD 21224

December 15, 2008

Red Line
c/o MTA Office of Planning
6 St. Paul Street, 9th Floor
Baltimore, MD 21202

To Whom It May Concern:

I would like to express my support of the Red Line Alternative 4C, the planned 14-mile, east-west transit corridor that would run from Woodlawn through downtown Baltimore and Canton Crossing to the Johns Hopkins Bayview Medical Center. I believe our community should take advantage of this opportunity to improve transit connections and make it easier for Baltimore area residents to get to jobs, shopping, schools, doctors and entertainment.

Once completed, Canton Crossing will create thousands of jobs and a vibrant retail environment. Coupled with the development at Brewer's Hill, east Baltimore will need to have more transportation options than are currently available.

I believe Baltimore is a first class city and deserves a first class transportation system. I support Alternative 4C.

Sincerely,

Edwin F. Hale, Sr.
Hale Properties, LLC

1501 S. Clinton Street, 16th Floor ■ Baltimore, MD 21224 ■ Phone: 410-558-HALE (4253) ■ Fax: 410-735-2070

The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

17 MS. MEGAN WILSON: Hello. My name is Megan
18 Wilson. I represent Hale Properties and I'm also a
19 resident of Highlandtown. I just wanted to let --
20 COURT REPORTER: Spell your first and last
21 name.
1 MS. MEGAN WILSON: M-E-G-A-N W-I-L-S-O-N.
2 Hale Properties is developing a large, transit-oriented
3 development on the south side of Boston Street called
4 Canton Crossing. And we expect there to be over 6,000
5 jobs in that development when it is all built out,
6 including a lot of retail space and office space.
7 So we're endorsing 4C. It brings the Red
8 Line right to the Canton Crossing doorstep. Connects
9 us to Bayview as well. And just that it elevates the
10 congestion that there already is coming from East
11 Baltimore into Canton and Downtown. Thanks.

The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

6 MS. JUDY BOULMETIS: My name is Judy,
7 J-U-D-Y, Boulmetis, B-O-U-L-M-E-T-I-S. We have a
8 business at 318 West Baltimore Street that is
9 Hippodrome Hatters.
10 The reason that I am speaking tonight is,
11 first of all, I think the MTA has done a horrible job
12 in accepting people's comments as far as changing any
13 possible alternative as they came forward. There was
14 also an alternative that was recommended by the MTA/CAC
15 that is not on this meeting.
16 Right now, my concern is drawing 7 of -
17 okay. But is the light rail going on Baltimore Street,
18 it is both ways. They have blocked a parking garage
19 that will affect my business horribly. I went to all
20 the open houses and nothing was done about it. No
21 changes.
1 There's also, I understand that People's
2 Counsel is not here tonight and they're supposed to be.
3 I think that is very disturbing. I think that until
4 the MTA decides to become more flexible, while this
5 project will probably go forward, it will not be as
6 successful as Maryland needs and we do need good
7 transportation.
8 So, I thank you for your time and I will
9 place this on the counter.

The Preferred Alternative includes a tunnel in downtown Baltimore under Lombard Street. The downtown surface option was not selected for this area.

Hunting Ridge Community Assembly, Inc.
P.O. Box 11622, Baltimore MD 21229
December 31, 2008

Ms. Diane Ratcliff, Director
Office of Planning
Maryland Transit Administration
6 Saint Paul Street, 9th Floor
Baltimore, MD 21202

Dear Ms. Ratcliff,

Enclosed are comments from the Hunting Ridge community in West Baltimore on the Red Line rapid transit system and the Draft Environmental Impact Statement (DEIS). Specifically:

(1) A copy of the comment letter from the Board of the Hunting Ridge Community Assembly and the Hunting Ridge community in West Baltimore that I submitted at
http://www.baltimoreredline.com
earlier this week, and

(2) A petition and signature sheets from members of the Hunting Ridge community (2 copies of each).

The content of (1) and the petition in (2) are essentially identical.

Thank you for your consideration of our comments.

Richard Mallory
President, Hunting Ridge Community Assembly

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JAN 5 2009

Hunting Ridge Community Assembly comments are located under IDs 81 and 82; the responses to these comments are combined below.

The Preferred Alternative is located on the surface (at-grade), generally within the median of Edmondson Avenue between the Cooks Lane Tunnel portal and the West Baltimore MARC station. There is adequate right-of-way available to construct light rail in the median without the need to purchase or relocate any residential homes. As such, an underground alternative is not needed to preserve adjacent land use. Also, the impact assessments for resources along Edmondson Avenue indicate that a surface alternative is feasible in this area of the project (see the FEIS, Chapter 2 and the Alternative Technical Report – 2012 Update for more detail). In the AA/DEIS, tunnel alignments were studied under Edmondson Avenue/ Franklin Street between Cooks Lane and Calverton Road. The major reason that a tunnel alignment was not pursued was cost. In order to design and construct that portion of the project underground, the cost of the project would increase by $525 million in year of expenditure dollars. Refer to Chapter 2 of the FEIS for additional information.

The Cooks Lane alignment was selected as part of the Preferred Alternative because it most directly serves major activity centers such as the Social Security Administration, Security Square Mall, and CMS. A tunnel was selected for Cooks Lane to minimize impacts that would have occurred with surface alternatives on Cooks Lane.

Building the Red Line transit system would require that changes be made to a number of roadways along the Red Line alignment corridor. Currently, on Edmondson Avenue, three lanes are provided during the peak hour in the peak direction. Under the Preferred Alternative the three available lanes would be reduced to two lanes in each direction to accommodate the Red Line in the median.

Street patterns may be modified in a number of other ways including: new turn restrictions, removing signals, closing some median openings, and installing new traffic signals at several intersections along the Red Line alignment where the light rail would cross the roadway. The plans and

Hunting Ridge Community Assembly, Inc.
P.O. Box 11622, Baltimore MD 21229
December 29, 2008

Ms. Diane Ratcliff, Director
Office of Planning
Maryland Transit Administration
6 Saint Paul Street, 9th Floor
Baltimore, MD 21202

Dear Ms. Ratcliff,

I write for the Board of the Hunting Ridge Community Assembly and for the Hunting Ridge community in West Baltimore to voice our staunch opposition to two elements of the Red Line rapid transit system that the Maryland Transit Administration (MTA) proposes for our neighborhood. First, we oppose the Red Line being run above ground on Edmondson Avenue/ U.S. 40. Second, we oppose the Red Line being routed down Cooks Lane at all, above or below ground. We support improved rapid transit, but it should be underground, not above ground, along Edmondson Avenue. An above ground Red Line, as proposed by the MTA, it will seriously and negatively affect our community and those around us. In addition, we object to the Red Line being built along Cooks Lane at all. The alternative route west on Edmondson Avenue from Cooks Lane is more sensible.

We have studied the Draft Environmental Impact Statement (DEIS) and the Alignment Alternatives available online. We have also participated in forums and meetings given by the CAC, the MTA, and others to provide information and receive feedback on the Red Line proposals.

Opposition to the Red Line above ground on Edmondson Avenue

Most of the alternatives call for a bus or rail line on Edmondson Avenue from Hilton Avenue to Cooks Lane, a distance of 1.6 miles. Under these surface alternatives, cars will be unable to turn left from Edmondson Avenue onto side streets, or left from side streets onto Edmondson Avenue, except at seven traffic lights on this stretch. Access to and from the remaining 12 side streets via left turns will be blocked. These impediments will require many drivers to travel out of their way in order to reach their destinations along Edmondson Avenue or its side streets. This will exacerbate traffic congestion and may encourage drivers to use neighborhood side streets, which will themselves become congested.

There will also be significant impact on pedestrian traffic. As clarified at CAC meetings, pedestrians will only be able to cross Edmondson Avenue at the traffic lights and perhaps at some additional crossings for pedestrians only, *if* they are made available. And if impenetrable barriers — not just the low plantings shown in the DEIS — are needed to prevent cars from crossing the transit corridor, they may also block pedestrians as well, everywhere except at traffic lights. These limitations will impose large burdens on pedestrians, requiring many to walk blocks out of their way to cross the street. And Edmondson Avenue has substantial pedestrian traffic, much of it

profiles provided in Volume II of the FEIS provide greater detail on these roadway modifications.

Traffic volumes along Edmondson Avenue, without the Red Line, are projected to increase by approximately 18% by 2035. With the Red Line, traffic volumes are expected to remain relatively unchanged compared to current conditions, due to the reduction in lanes and capacity to accommodate the Red Line in the median.

Levels of Service (LOS) were evaluated at signalized intersections along Edmondson Avenue for both the 2035 No-Build and the 2035 Build Condition. The assessment indicates the following changes in LOS:

- Edmondson Ave. at Winans Way – From (A) to (C) during (PM) peak hour
- Edmondson Ave. at Swann Ave. – From D (D) to C (E) during AM (PM) peak hour
- Edmondson Ave. at Edmondson Shopping Center – From A (A) to B (C) during AM (PM) peak hour (Converted from signalized to unsignalized intersection in Build conditions)
- Edmondson Ave. at Wildwood Pkwy – From B (B) to D (D) during AM (PM) peak hour
- Edmondson Ave. at Allendale Street – From A to C during AM peak hour
- Edmondson Ave. at Hilton Street – From A to D during AM peak hour

LOS was evaluated at unsignalized intersections along Edmondson Avenue. The assessment indicated the following change in LOS:

- US 40 (Edmondson Ave.) at Denison St. – From F (F) to A (B) during AM (PM) peak hour as it is converted to signalized intersection in Build year

During construction, impacts to the public would be minimized through the implementation of Traffic and Transportation Management Plans. Access to local businesses would be provided where possible with existing or

young people and children traveling to and from the several schools, a branch of the Enoch Pratt Library, many churches, and countless homes. The limitations are especially serious for people in wheel chairs or of limited mobility. In sum, the convenience and safety of all pedestrians along Edmondson Avenue is a serious issue.

We support improved public transportation. However, an above-ground Red Line on Edmondson Avenue is simply unacceptable. It would split the far west side of Baltimore down the middle — not unlike the "highway to nowhere" that is Route 40 between Monroe and Greene Streets. Instead, we support the below-ground transit system alternatives described in the DEIS.

Opposition to any transit line on Cooks Lane

We oppose routing the Red Line down Cooks Lane, regardless of whether it is above or below ground. An above-ground line simply could not provide "rapid" transit. The traffic on Cooks Lane is heavy much of the day now — often bumper-to-bumper for many blocks during rush hour. Above-ground transit will likely make the traffic worse, due to crowding, rather than relieving it. And the above-ground proposals that call for transit and cars to share a lane will inflict this congestion on the transit as well — it certainly won't be rapid along this stretch. There will likely be longer delays and more drivers diverted onto the residential side streets of Hunting Ridge and adjacent neighborhoods.

We are also seriously concerned that digging an underground route down Cooks Lane may cause significant damage to houses and other buildings along the street. These buildings are close to the street, and the tunnel profile in the DEIS (Geographic Area 2, PDF 13) shows that the tunnel will only be 20-40 feet below the surface along a substantial part of Cooks Lane. Thus, underground tunneling will be close to these buildings — and under two of them — and may cause significant damage to walls, basement floors, and foundations. In addition, vibrations from operation of the Red Line may also cause settling and other damage. The MTA simply cannot guarantee that these serious consequences will not result from underground tunneling and operation on Cooks Lane. Buildings along the route west along Edmondson Avenue from Cooks Lane are much further from the center of the roadway, making them much less prone to damage.

The community of Hunting Ridge and other communities on the west side of Baltimore will be the most directly and adversely affected by the Red Line. We are AGAINST an above-ground Red Line. We ask the MTA's help in keeping our neighborhoods safe and whole. We want to Red Line to be underground along Edmondson and to go west from Cooks Lane into Baltimore County.

Thank you,

Richard Mallory
President, Hunting Ridge Community Assembly

temporary driveways; however, there may be some instances where access cannot be maintained. In these cases, other accommodations would be arranged with the property owner. Specific mitigation would be developed during Final Design to determine the maximum number of lanes which may be closed during peak traffic hours, maintenance and removal of traffic control devices, efficient traffic detours, and construction schedule restrictions. A detailed outreach plan will be developed prior to construction.

The Red Line project would include designated pedestrian crossings along Edmonson Avenue. The ADA-compliant crosswalks will have traffic signals with indications for safe pedestrian movements. The traffic signals will provide adequate time for pedestrians to walk across the entire width of Edmondson Avenue. Pedestrian refuge medians would be provided in the center of Edmondson Avenue for increased safety.

It would be necessary to use protective measures to support building foundations as part of tunnel or station excavation, where unavoidable. These measures are often utilized to reduce potential for damage caused by construction-induced movement.

Both the Cooks Lane tunnel and Downtown Tunnel alignments and stations have been planned to avoid construction beneath existing buildings and other structures wherever possible. However, there are a few areas where this cannot be avoided. In addition, in some other areas, existing structures would be very close to excavation sites or the tunnel's alignment. In both of these cases, a variety of measures, including underpinning, grouting, and building external support frames or bracing structures would be used to protect nearby structures during and following construction. Types of protective measures for the Red Line include ground improvements, bracing structures, and underpinning nearby structures. Prior to construction, pre-construction conditions would be documented through baseline surveys and visual inspections for buildings that are directly adjacent to the alignment. These conditions can then be compared with any changes after construction and may be used as the basis for compensation.

hybrid development group llc

December 23, 2008

Ms. Dianne Ratcliff
Director of Planning
Maryland Transit Administration
6 St. Paul Street, 9th Floor
Baltimore, MD 21201

Dear Ms. Ratcliff:

I am the principal of a business that is focused on smart growth and sustainable development. I have spent more than ten years working on projects throughout Baltimore and am currently focusing my efforts on a major redevelopment in Fells Point. It is in this capacity that I write to express my support for the Red Line Transit Project as a much needed means of transportation for the Baltimore Region, particularly in Southeast Baltimore. I have recently received a presentation by the MTA Planning Team on the proposed improvements and look forward to riding the Red Line in the near future.

Unlike Washington, D.C. which has seen transit oriented development flourish in the 30+ years since the Metro opened, the Baltimore Region has long been lacking a complete transit system, thereby holding back the full potential of this region for economic development. The Red Line Transit Project is an important step in building a transit system for the region to promote economic development, provide transportation solutions for all enhance and revitalize our communities and provide a more environmentally friendly means of commuting than the automobile. Currently, our transit facilities provide very little connectivity between the lines to allow users an easy trip from one point to another throughout the region. As a business owner and real estate developer, helping to promote the use of transit and the expansion of transit will allow me to attract more tenants and promote better economic development. Transit creates a broader market that we may access for both consumers as well as employees.

Based upon the Red Line Project presentation and materials I have seen, I feel the Red Line must include:

- Light Rail
- A tunnel through the Downtown, Inner Harbor and Fells Point areas
- Stations for Canton and Canton Crossing

Mt. Washington Mill
1340 Smith Avenue, Suite 200
Baltimore, MD 21209

p 410-779-1244
f 410-779-1201

www.hybrid-development.com

The Preferred Alternative presented in the FEIS improves transit in the Baltimore Region, as your comment recommends. The Preferred Alternative is a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line Build Alternative.

The Federal Transit Administration (FTA) receives numerous projects requesting funding, however they are only able to grant funding for a limited number of these projects. With this letter, I encourage you to promote the Red Line Transit Project with the features listed above as the priority project for this region as it will contribute to the economic growth and stability of the Baltimore Region and promote greener transportation solutions in an era when we need them most. Please include these comments in the official record of the Red Line Draft Environmental Impact Statement

Thank you for your time and consideration and please do not hesitate to contact me for more information or to discuss this project further at 410-779-1244.

Sincerely yours,

Joshua E. Neiman
Principal

Cc: Governor Martin O'Malley
Hon. John Porcari, Secretary of Transportation
James Kendrick, Baltimore City Department of Transportation
Danyell Diggs, Baltimore City Department of Transportation

INTERNATIONAL ASSOCIATION OF
Bridge, Structural & Ornamental
Ironworkers, Local Union No. 16, Reinforcing Rodmen
Riggers, Machinery Movers and Glaziers
AFL-CIO
(410) 284-4750 • (410) 284-4751 • FAX: (410) 284-4008
2008 MERRITT AVENUE • BALTIMORE, MARYLAND 21222

November 17, 2008

32

Ms. Diana Ratcliff
Red Line Project
Maryland Transit Administration
Office of Planning
6 St. Paul Street, 9th Floor
Baltimore, Maryland 21202

Dear Ms. Ratcliff:

On behalf of Ironworkers Local Union #16, I am writing to express our strong support for the proposed Red Line Transit Project. As you know, this 14-mile east-west transit line would run from Woodlawn in Baltimore County, through downtown Baltimore, ultimately terminating on the eastside at the Johns Hopkins Bayview Medical Center. In these challenging economic times, a major public works project, such as the Red Line, has the potential to provide employment opportunities for many Baltimore residents, now and in the future.

Within the vicinity of the Red Line Corridor, there are roughly 7,500 businesses, which collectively employ more than 192,000 individuals. The completed Red Line will serve to improve resident access to major employer hubs, such as the east/west-side biotech parks, Johns Hopkins Hospital, the University of Maryland Medical Center, and significant hospitality/tourism venues. Additionally, this transit line would spur the redevelopment of areas around the 20—25 proposed stations along the corridor.

Moreover, the construction of the Red Line itself will result in job creation. As the Draft Environmental Impact Statement notes, the project will consist of the construction of tunnels, surface lines, and transit stations. These tasks can only be completed through the hiring of thousands of construction workers, and ongoing jobs for others who would be responsible for the operation and maintenance of the system. Employment opportunities such as these would offer wages and benefits to numerous Baltimore families, strengthening their ability to be economically self-sufficient.

In order for Baltimore to be the economically vibrant community that we desire, it is essential that a reliable and responsive transit network be in place.

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NOV 20 2008

The Preferred Alternative presented in the FEIS improves transit in the Baltimore Region, as your comment recommends. The Preferred Alternative is a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line Build Alternative.

The MTA and Baltimore City are working on workforce development programs that are intended to lead to future employment and training opportunities for local area residents, as well as expanded opportunities for local small (disadvantaged) businesses. The intent is for the area economy to benefit from the job creation and economic development the Red Line project can generate. The MTA anticipates having a policy and program in place before construction contracts are advertised for the Red Line project.

The proposed Red Line is an integral piece of this equation. Baltimore cannot truly reach its utmost potential, nor can its residents take full advantage of existing and future employment opportunities, without a 21st century public transit system.

Ironworkers Local Union #16 believes that the Red Line Transit Project will strengthen Baltimore's overall workforce potential, and is therefore pleased to convey our strong support for the project as envisioned within the Draft Environmental Impact Statement.

Sincerely yours,

Donnie

Donald S. Glenn
Business Manager

INTERNATIONAL UNION OF OPERATING ENGINEERS
LOCAL 37
AFFILIATED WITH THE AFL-CIO
Chartered May 1, 1900

Joseph F. Shanahan
Business Manager

Wade G. Hamel
President and Training Director

Randy Appel
Vice President and Business Representative

Charles McGee
Financial Secretary and Business Representative

Ronald W. Buchholz
Recording Secretary and Business Representative

Robert Holsey
Treasurer and Business Representative

Mark McQuay
Business Representative Executive Board Member

Executive Board
Joseph F. Shanahan
Wade Hamel
Randel Appel
Ron Buchholz
Charles McGee
Robert Holsey
Frank Anderson
Richard Fuller
Ed Hamilton
Brian Caulk
Mark McQuay
Steve Rohrman

Trustees
Tom Boschi
Peter Elmos
Michael DeJuliis

Auditors
John Brooks
Stuart Simms
Harry T. Wedlock

Conductor
Ron Eyler

Guard
Guy Burger

November 14, 2008

Ms. Diana Ratcliff
Red Line Project
Maryland Transit Administration
6 St. Paul Street, 9th Floor
Baltimore, MD 21202

Reference: Red Line Transit Project

Dear Ms. Ratcliff,

As Business Manager of Local 37 of the International Union of Operating Engineers; I am writing today to express our strong support for the proposed Red Line Transit Project that will run from Woodlawn in Baltimore County, through downtown Baltimore and ultimately end on the East side of John Hopkins Bayview Medical Center.

This project will result in the creation of jobs for my members, who played a significant role in the construction of the current light rail and subway system we now enjoy in the metropolitan area. It will also create jobs for thousands of other construction workers as well as permanent jobs for citizens of Baltimore in the operation and maintenance of the system when the construction phase is completed.

If I can be of any other assistance to you, feel free to call me.

Sincerely,

Joseph F. Shanahan
Business Manager
IUOE Local 37

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NOV 19 2008

5901 Harford Road, Baltimore Maryland 21214 (410) 254-2030 Fax (410) 319 – 9197
401 Decatur Street, Cumberland Maryland 21502 (301) 777 – 1212 Fax (301) 722 - 2428
www.iuoe37.org

The Preferred Alternative presented in the FEIS improves transit in the Baltimore Region, as your comment recommends. The Preferred Alternative is a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line Build Alternative.

The MTA and Baltimore City are working on workforce development programs that are intended to lead to future employment and training opportunities for local area residents, as well as expanded opportunities for local small (disadvantaged) businesses. The intent is for the area economy to benefit from the job creation and economic development the Red Line project can generate. The MTA anticipates having a policy and program in place before construction contracts are advertised for the Red Line project.

Irvington Community Association

P. O. Box 25254 • Baltimore, Maryland 21229

Where Houses Become Homes and Neighbors Become Friends

RECEIVED
OCT 27 2008
SECRETARY'S OFFICE
DEPT OF TRANSPORTATION

October 16, 2008

Dear Mr. John D. Parcari

On behalf of the **Irvington Community Association** I am writing this letter to express our opposition regarding the above ground Red Line light rail system proposed to run above ground in the Edmondson Ave corridor.

We understand that the goal of public rapid transit is to discourage people from driving to their destinations and to assure that Baltimore receives transportation funds.

However we also can truly visualize the concept that 55,000 motorist that travel Edmondson Avenue daily and no matter what you build they are not going to park their cars to travel their destination on the LRT or BRT and we don't need the so called experts trying to conveyance us other wise we do have enough common sense to know that its not going to happen.

During the last CAC presentation and MTA presentation to the southwest development committee on August 24, 2008 we fully understood the immediate impact any above ground system of any type on Edmondson Avenue would totally destroy our communities and As our elected officials we are requesting our 44th District State elected officials to make this right before any decisions are made final with MTA plans regarding the Edmondson Avenue corridor of Baltimore City.

Your immediate attention and response would be greatly appreciated.

Sincerely, Dorothy Cunningham

Dorothy Cunningham

The Preferred Alternative is located on the surface (at-grade), generally within the median of Edmondson Avenue between the Cooks Lane Tunnel portal and the West Baltimore MARC station. There is adequate right-of-way available to construct light rail in the median without the need to purchase or relocate any residential homes. As such, an underground alternative is not needed to preserve adjacent land use. Also, the impact assessments for resources along Edmondson Avenue indicate that a surface alternative is feasible in this area of the project (see the FEIS, Chapter 2 and the Alternative Technical Report – 2012 Update for more detail). In the AA/DEIS, tunnel alignments were studied under Edmondson Avenue/ Franklin Street between Cooks Lane and Calverton Road. The major reason that a tunnel alignment was not pursued was cost. In order to design and construct that portion of the project underground, the cost of the project would increase by $525 million in year of expenditure dollars. Refer to Chapter 2 of the FEIS for additional information.

10 MS. MELISSA BROOME: Melissa,
11 M-E-L-I-S-S-A, Broome, B-R-O-O-M-E. Good evening, my
12 name is Melissa Broome and I'm the senior policy
13 advocate at the job opportunities task force in
14 Baltimore. We are a Baltimore-based independent
15 non-profit whose mission is to help low-wage workers
16 move into high-wage jobs. And we fully support the Red
17 Line project for three reasons.
18 The first is for the thousands of jobs that
19 it will create. The second is for the improved access
20 to jobs that it will give to Baltimore residents. We
21 know from research that there's a lot of spacial
1 mismatch when it comes to people being able to actually
2 get to the good jobs that are available. They're not
3 all located right in the city. So we support it for
4 that.
5 And then we also support it for the
6 development that's bound to take place once the Red
7 Line is in effect. We know that business is going to
8 spring up along the line.
9 So, we fully support it for all three of
10 those reasons. But I did also want to point out that
11 we also would like to encourage a local hiring
12 agreement. In the Red Line Community Compact, on page
13 9, you cite the example in Portland, Oregon, of their
14 economic empowerment strategy and their commitment to
15 making sure that people, that local residents were, had
16 access to these jobs.
17 That's what we need to do in Baltimore. We
18 need to make sure that our residents are going to have
19 the most access and opportunity to these jobs and not
20 just any jobs but good jobs that pay strong wages and
21 that are ongoing full-time positions.
1 So, with that said, we fully support the
2 project and we look forward to working with you if we
3 can. Thanks.

Job Opportunities Task Force comments are located under IDs 87 and 88; the responses to these comments are combined below.

The Preferred Alternative presented in the FEIS improves transit in the Baltimore Region, as your comment recommends. The Preferred Alternative is a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line Build Alternative.

The MTA and Baltimore City are working on workforce development programs that are intended to lead to future employment and training opportunities for local area residents, as well as expanded opportunities for local small (disadvantaged) businesses. The intent is for the area economy to benefit from the job creation and economic development the Red Line project can generate. The MTA anticipates having a policy and program in place before construction contracts are advertised for the Red Line project. .

Job Opportunities Task Force

Advocating better skills, jobs, and incomes

Red Line Transit Project
Diane Ratcliff
MTA Office of Planning
6 St. Paul Street, 9th Floor
Baltimore, MD 21202

RE: SUPPORT FOR BALTIMORE'S RED LINE TRANSIT PROJECT

November 13, 2008

Dear Ms. Ratcliff,

The Job Opportunities Task Force (JOTF) is an independent, nonprofit organization that develops and advocates policies and programs to increase the skills, job opportunities, and incomes of low-skill, low-wage workers and job seekers in Maryland. We support Baltimore's Red Line Transit Project for many reasons.

In addition to revitalizing neighborhoods, the Red Line has the potential to generate jobs and improve access to existing jobs. The Red Line will call for construction of tunnels, surface lines, and stations, and it will lead to the development or redevelopment of areas around each station stop over the course of several years. The MTA will also have new operation and maintenance positions available once the Red Line is built. In short, the Red Line will require thousands of workers to build it, and ongoing jobs for hundreds to run it.

Before construction begins on Baltimore's Red Line, a local hiring agreement must be established to ensure that contractors utilize the local labor pool for the various levels of skilled and unskilled positions available, and to ensure that the jobs pay family-supporting wages. Red Line leaders should look to Portland, Oregon as an example of what can be accomplished. When Portland built its Yellow Line, the prime contracting companies worked to ensure that the line was built by people from the community. Local minority- and women-owned firms secured 19% of the contract dollars – and 35% of workforce hours were completed by minorities and women.

Because Baltimore's Red Line Transit Project will present economic opportunities and generate jobs, we respectfully urge your support. Please do not hesitate to contact me if the Job Opportunities Task Force can he helpful in establishing the aforementioned guidelines.

Sincerely,

Jason Perkins-Cohen
Executive Director

231 East Baltimore Street, Suite 1102 • Baltimore, Maryland 21202
410.234.8040 • fax: 410.234.8929 • email: info@jotf.org • www.jotf.org

The MTA is a signatory of the Baltimore City Red Line Community Compact. The MTA considers the Community compact to be a framework of guiding principles to be applied to the Red Line project.

JOHNS HOPKINS
MEDICINE

Ronald R. Peterson

President
Johns Hopkins Health System
The Johns Hopkins Hospital

Executive Vice-President
Johns Hopkins Medicine

November 11, 2008

Red Line
C/O Office of Planning
6 St. Paul Street, 9th Floor
Baltimore, MD 21202

RE: Support for the Red Line Alternative 4C

Dear Planning Officer,

On behalf of the Johns Hopkins Health System, I offer strong support for Red Line Alternative 4C.

The Red Line transit project will provide a vital east-west connection across Baltimore City, a connection that has been needed for decades. It would not only unite both sides of the city, but also provide vital links to the existing north-south Light Rail, Metro subway and MARC train systems. The result will be a fully integrated, 21st century transportation system for Baltimore and the region.

Johns Hopkins Health System believes that Alternative 4C accomplishes that goal in a way that is the least disruptive to residents, least costly to operate, most environmentally friendly and most advantageous for the city's businesses.

Johns Hopkins Health System (which, when considered in combination with our partner, Johns Hopkins University, constitutes the largest private employer in the Baltimore region), includes, among other elements, The Johns Hopkins Hospital in East Baltimore and Johns Hopkins Bayview Medical Center in Southeast Baltimore. We are one of the largest health delivery systems serving the city.

By cutting 39 minutes from the current transit travel time from one end of the corridor to the other, Alternative 4C will provide an attractive alternative mode of transit for our employees. It will also offer convenient options for patients who are visiting either our East Baltimore campus, the current terminus of the Green Line, or our Bayview Campus, the proposed terminus of the Red Line.

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NOV 17 2008

733 North Broadway, BRB 104, Baltimore, Maryland 21205, 410-955-9540 phone, 410-955-0856 fax, rpeters@jhmi.edu

The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

In these tough economic times, Alternative 4C would generate a significant number of construction jobs and nearly $3.5 billion worth of investment to the region. 4C would run through the heart of the city in close proximity to 7,500 businesses employing more than 192,000 workers. It is expected to attract more than 42,000 riders per day, and to reduce commuter travel costs by up to 50% on average. That could lead to 67,000 fewer vehicle miles driven each day, and a daily reduction in air pollution of 566 kilograms.

Building a world-class transit system, coupled with the revitalization already taking place on both the East and West sides, will make Baltimore economically more competitive for decades to come.

Sincerely,

Ronald R. Peterson

CC: Governor Martin O'Malley
Secretary John D. Porcari
Senator Barbara A. Mikulski
Senator Benjamin L. Cardin
Representative Wayne Gilchrest
Representative C.A. "Dutch" Ruppersberger
Representative John Sarbanes
Representative Donna Edwards
Representative Steny H. Hoyer
Representative Roscoe Bartlett
Representative Elijah Cummings
Representative Chris Van Hollen, Jr.

Office of the President
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JOHNS HOPKINS
MEDICINE
JOHNS HOPKINS
BAYVIEW MEDICAL CENTER

December 12, 2008

Red Line
c/o MTA Office of Planning
6 St. Paul St., 9th Floor
Baltimore, MD 21202

RE: Support for the Red Line Alternative 4C

Dear Planning Officer:

I would like to offer our strong support for Red Line Alternative 4C. This is an exciting opportunity for the Baltimore region. Building a world-class transit system, coupled with the revitalization already taking place on both the East and West sides, as well as at our Bayview Campus, will make Baltimore economically more competitive and environmentally healthier.

The Red Line transit project will provide links across Baltimore City, and to the existing north-south Light Rail, Metro subway and MARC train systems. The result will be a fully integrated, 21st century transportation system for Baltimore and the region. We recognize that such a system can not be built without some disruption and inconvenience to those along the route, but believe that Alternative 4C reflects an effort to minimize the negative aspects, and maximize opportunities.

The 130-acre Hopkins Bayview campus sits within the triangle of I-95, I-895 and Eastern Avenue, just three-quarters of a mile inside the City, represents a major employment center for Southeast Baltimore City and County. Today we have more than 6,300 health care workers, scientists, physicians and support staff on the Bayview campus, and our master plan is to grow by another 4,000 jobs over the next 8 to 10 years. Our 700-bed academic medical center and community hospital will continue to grow as we recruit new faculty and serve more patients. Currently, we have over 200,000 patient encounters take place each year on our campus – many of these patients could benefit from the Red Line, as well. We have three institutes of the National Institutes of Health, which recently completed a $250 million, 550,000 square foot research facility on our campus. The expansion of NIH at Johns Hopkins Bayview is a priority, but we need to improve our inter-city connections to the Washington, D.C. area to fully realize this potential.

Johns Hopkins Bayview sits just a few hundred yards south of the MARC commuter line, and for many years we have advocated the development of a stop here in order to enhance our ability to attract more NIH research on campus, and provide much needed access for our employees living in the northeast corridor. A MARC stop at Johns

The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

Hopkins Bayview becomes even more important as we look at BRAC-related opportunities, where commuting in both directions will become the norm as an explosion in employment growth takes place in the counties to the northeast, while communities near Johns Hopkins Bayview can offer attractive housing options for those future workers. MARC-related capital improvements and enhanced use of this line will better serve the needs of employers and workers.

We are excited that the terminus for the Red Line will connect our campus, a large employment center, to the regional transit system. Our 6,300 jobs today, and over 10,000 jobs over the next decade, will provide a driving force in making the Red Line a successful and highly utilized transit line. The Johns Hopkins Bayview site will also allow a link to the MARC system, providing a truly effective regional solution that directly serves major employers and surrounding communities.

The Red Line is a key component in an effective mass transit system. It will cut travel time substantially, provide the environmental benefits of reduced vehicular volume, offer convenient access to major Hopkins facilities, and the construction process will provide a strong economic stimulus through construction jobs and related investment. Again, the project has our strong support.

Sincerely,

Gregory F. Schaffer
President

JOHNS HOPKINS
INSTITUTIONS

Johns Hopkins Real Estate
Johns Hopkins at Eastern
1101 E. 33rd Street, Suite E100
Baltimore MD 21218
443-997-3737 / Fax 443-997-3773

November 11, 2008

Red Line
C/O Office of Planning
6 St. Paul Street, 9th Floor
Baltimore, MD 21202

RE: Support for the Red Line Alternative 4C

Dear Planning Officer:

On behalf of the Johns Hopkins, I offer strong support for Red Line Alternative 4C.

The Red Line transit project will provide a vital east-west connection across Baltimore City, a connection that has been needed for decades. It would not only unite both sides of the city, but also provide vital links to the existing north-south Light Rail, Metro subway and MARC train systems. The result will be a fully integrated, 21st century transportation system for Baltimore and the region.

Johns Hopkins believes that Alternative 4C accomplishes that goal in a way that is the least disruptive to residents, least costly to operate, most environmentally friendly and most advantageous for the city's businesses.

Johns Hopkins Bayview Medical Center is part of the Johns Hopkins Health System which, when considered in combination with our partner, Johns Hopkins University, constitutes the largest private employer in the Baltimore region, and is anchored by The Johns Hopkins Hospital in East Baltimore. We are one of the largest health delivery systems serving the city.

The 130-acre Bayview campus sits within the triangle of I-95, I-895 and Eastern Avenue, just three-quarters of a mile inside the City. Johns Hopkins acquired the old City Hospital complex in the mid-80's, with its 3,400 jobs. Today we have more than 6,300 health care workers, scientists, physicians and support staff at Bayview, and our master plan is to grow by another 4,000 over the next 8 to 10 years. As the largest employment center in southeast Baltimore City and county, we are responsible for supporting both our current workforce as well as the new jobs expected from on-campus expansion. Our 700-bed academic medical center and community hospital will continue to grow as we recruit new faculty and serve more patients. We also have three institutes of the National Institutes of Health, which is just now completing a $250 million, 550,000 square foot research facility, on our campus. The expansion of NIH at Johns Hopkins Bayview is a priority, but we need to improve our inter-city connections to the Washington, D.C. area to fully realize this potential.

Johns Hopkins Bayview sits just a few hundred yards south of the MARC commuter line, and for many years we have advocated the development of a stop here not only to enhance our ability to attract more NIH research on campus, but more importantly to provide much needed access for our employees living in the northeast corridor. A MARC stop at Johns Hopkins Bayview becomes even

Johns Hopkins Real Estate comments are located under IDs 91 and 92; the responses to these comments are combined below.

The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

Through a separate initiative, the MTA and City of Baltimore are undertaking a study to construct a new MARC Station near the Johns Hopkins Bayview Medical Center Campus. The proposed Bayview MARC Station would have a direct pedestrian connection to the Red Line Bayview MARC Station.

more important as we look at BRAC-related opportunities, where commuting in both directions will become the norm as an explosion in employment growth takes place in the counties to the northeast, while communities near Johns Hopkins Bayview can offer attractive housing options for those future workers. We urge the Baltimore Regional Transportation Board to advance the planning for this critically important addition to MARC-related capital improvements, and to run more trains to better serve the needs of employers and workers.

Moving now from the northeast corridor discussion to the plans for the east-west Red Line, we are excited that the terminus for this new line will connect the east side's largest employment center to the regional transit system. Our 6,300 jobs today, and over 10,000 jobs over the next decade, will provide a driving force in making the Red Line a successful and highly utilized transit line. Johns Hopkins Bayview will also allow an interconnection with the MARC system, providing a truly effective regional solution that directly serves major employers and surrounding communities.

By cutting 39 minutes from the current transit travel time from one end of the corridor to the other, Alternative 4C will provide an attractive alternative mode of transit for our employees. It will also offer convenient options for patients who are visiting either our East Baltimore campus, the current terminus of the Green Line, or our Bayview Campus, the proposed terminus of the Red Line.

In these tough economic times, Alternative 4C would generate 17,000 construction jobs and nearly $3.5 billion worth of investment to the region. 4C would run through the heart of the city in close proximity to 7,500 businesses employing more than 192,000 workers. It is expected to attract more than 42,000 riders per day, and would reduce commuter travel costs by up to 50% on average. That would lead to 67,000 fewer vehicle miles driven each day, and a daily reduction in air pollution of 566 kilograms.

Building a world-class transit system, coupled with the revitalization already taking place on both the East and West sides, as well as at our Bayview Campus, will make Baltimore economically more competitive in tough times like this and in good times as well, for decades to come.

Sincerely,

Brian B. Dembeck
Executive Director
Johns Hopkins Real Estate

20 MR. BRIAN DEMBECK: Sure. Thank you. Good
21 evening. My name is Brian Dembeck, B-R-I-A-N
1 D-E-M-B-E-C-K and I am the Executive Director for Johns
2 Hopkins Real Estate. On behalf of Johns Hopkins I
3 appreciate the opportunity to testify in support of the
4 Red Line Alternative 4C.
5 Johns Hopkins is in full support of the Red
6 Line Alternative 4C. It is the least disruptive to the
7 residents, least costly to operate, the most
8 environmentally friendly, and most advantageous for the
9 cities businesses and residents.
10 The Red Line Transit Project will provide a
11 vital east-west connection across Baltimore City, a
12 connection that has been needed for decades. It would
13 not only unite both sides of the City but also provide
14 vital links to the existing north- south Light Rail,
15 Metro Subway, and MARC Train Stations.
16 Red Line Alternative C will cost
17 approximately $1.6 billion and construction could begin
18 as early 2012. The multiplier effect of this $1.6
19 billion investment is estimated to be $3.5 million and
20 would generate 17,000 in construction jobs.
21 Red Line Alternative C will provide
1 convenient transportation to leisure destinations such
2 as Oriole Park at Camden Yards, M&T Bank Stadium, First
3 Mariner Arena, The Baltimore Convention Center, The
4 National Aquarium in Baltimore, The Hippodrome Theater,
5 and Harborplace. These venues attract more than 12
6 million people annually.
7 Within the vicinity of the Red Line
8 Alternative 4C Corridor there are 7,500 businesses,
9 employing more than 192,000 workers. Red Line
10 Alternative C will support emerging new development at
11 locations such as Inner Harbor East and Uplands as well
12 as for revitalization efforts at Security Square Mall,
13 Edmondson Village, Canton Crossing, Greektown and
14 around the West Baltimore MARC Station.
15 Red Line Alternative C will reduce the
16 transit travel times by 39 minutes from one end of the

17 corridor to the other when compared to existing bus
18 travel times. More than 42,000 people per day are
19 expected to use the Red Line Alternative 4C resulting
20 in reduced commuter travel by 30 to 50 percent on
21 average. This would result in a reduction in air
1 pollution of 566 kilograms per day.
2 Building a world-class transit system
3 coupled with the revitalization already taking place on
4 both the east and west sides, as well as at our Bayview
5 Campus, will make Baltimore economically more
6 competitive in tough times like this and in good times
7 as well for decades to come. Thank you.

KERNAN ORTHOPAEDICS AND REHABILITATION
UNIVERSITY OF MARYLAND MEDICINE

2200 Kernan Drive
Baltimore, MD 21207
Phone: 410.448.2500

January 7, 2009

Diane Ratcliff, Director
Office of Planning
MTA
6 St. Paul St., 9th Floor
Baltimore, MD 21202

Dear Ms. Ratcliff:

Kernan Orthopaedics and Rehabilitation is an employer of over 800 people and lies within one-half mile of the proposed I-70 East Red Line station and supports the construction of the Red Line.

Many of our employees live within the proposed Red Line route and would benefit from commuting on the Red Line. As a member of the University of Maryland Medical System, staff members travel between Kernan and the University of Maryland multiple times during the week for meetings and classes. Accessibility to Kernan from the Red Line would also make it easier and less stressful for patients and their family members who may live in the area and need to commute back and forth.

Location to the I-70 East station is beneficial to Kernan. However, since the station is one-half mile from the hospital, employees still need transportation from the station to the hospital. I would like the MTA to consider including bus and shuttle service between the station and Kernan and the Franklintown area as part of the plans for the Red Line I-70 East station. This would make it convenient for employees to commute between home and work and/or work and meetings downtown at the University of Maryland.

Please let me know if you have any questions. I look forward to working with you as this project moves forward.

Sincerely,

James E. Ross, FACHE
President/Chief Executive Officer

RECEIVED
JAN 12 2009

University of Maryland Medical System
Kernan Hospital
University of Maryland Hospital for Children • R Adams Cowley Shock Trauma Center • Greenebaum Cancer Center
University Specialty Hospital • University of Maryland Medical Center • Maryland General Health Systems • Baltimore Washington Medical Center

The Preferred Alternative presented in the FEIS improves transit in the Baltimore Region, as your comment recommends. The Preferred Alternative is a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line Build Alternative.

Kernan Hospital is serviced by the #15 bus line at Windsor Mill Drive and Kernan Drive and will continue to be served by the proposed feeder #15W with connections to the Security Square and Rosemont Stations.

17 MR. TIM BUTERA: Good evening. My name is
18 Tim, T-I-M, Butera, B-U-T-E-R-A. I reside at 910 South
19 Bouldin Street, Baltimore, Maryland, 21224, which is
20 within the Red Line corridor. I offer my testimony
21 both as a resident of the corridor and also as a member
1 of Laborers Local 710 located here in Baltimore,
2 Maryland. In an additional capacity, I serve as
3 business development manager for the Laborers
4 International Union, Mid-Atlantic Region's Cooperation
5 Trust Fund.
6 I would like to address my testimony
7 specifically to the Red Line's stated goal of community
8 goal of community revitalization and economic
9 development. We believe that the most important
10 element to this critical goal is that of creating
11 opportunities for the citizens living in the Red Line
12 corridor, the City of Baltimore and the region.
13 No doubt, excluding No Build, whichever
14 option is chosen will be a significant engine for the
15 creation of construction jobs. The nature of these
16 jobs, however, has yet to be determined. Will they be
17 low wage, transient and - low wage and without critical
18 health and pension benefits? Or will they be filled by
19 our fellow citizens who live directly in the affected
20 areas who support families in the corridor and who
21 utilize goods and services from vendors within the
1 local economy?
2 All of these questions lead to a larger
3 question. Will the Red Line ultimately serve as a
4 conduit into downtown from the east and west offering
5 riders an easy means of transiting through the very
6 communities which so desperately need revitalization,
7 or will it serve to link these communities and their
8 citizens and their diverse populations in a meaningful
9 way? Historically, transit projects serve to raise
10 property values along their routes, promote the
11 establishment of commercial development, and build
12 strong local communities.
13 It would be a shame for this project if

The Preferred Alternative presented in the FEIS improves transit in the Baltimore Region, as your comment recommends. The Preferred Alternative is a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line Build Alternative.

The MTA and Baltimore City are working on workforce development programs that are intended to lead to future employment and training opportunities for local area residents, as well as expanded opportunities for local small (disadvantaged) businesses. The intent is for the area economy to benefit from the job creation and economic development the Red Line project can generate. The MTA anticipates having a policy and program in place before construction contracts are advertised for the Red Line project.

14 after it's completion who citizens live along the
15 corridor could no longer afford to do so.
16 Therefore, we implore the MTA to work with
17 the community to create a contracting environment for
18 this project which carries as key goals the creating of
19 living wage jobs with healthcare and benefits for the
20 work force, utilization of responsible contact or
21 policies which promote fairness in contracting by those
1 who are hired to build the project.
2 And last, the promotion and inclusion of
3 job training and apprenticeship programs for the
4 citizens who live in the corridor so that when the
5 project is completed, this local work force possesses a
6 skill set that came be used to find continued
7 employment at wages and benefits that reflect the
8 training and experience gained building the Red Line.
9 I thank you for the opportunity to testify.

La Cité Development
A Real Estate Development Company

237 W. 35th Street, 4th Fl.
New York, NY 10001
Phone: (212) 616-6811
Fax: (212) 201-1171

Ms. Diane Ratcliff
Director of Planning
Maryland Transit Administration
6 St. Paul Street, 9th Floor
Baltimore, MD 21202

RE: Red Line Transit Project – Draft Environmental Impact Statement

Dear Ms. Ratcliff:

La Cite Development, LLC is pleased to be partnering with the City of Baltimore and community stakeholders to implement a revitalization effort in the Poppleton community, just west and north of the University of Maryland's Biopark campus. Over the past several years, the City has acquired (or is finalizing acquisition of) more than 500 properties totaling more than 33 acres of land in this West Baltimore community. We envision the Poppleton redevelopment to be a premiere transit-oriented development opportunity which will ultimately include 1,700 to 2,000 units of housing and approximately 200,000 square feet of commercial space. In total, we expect that the Poppleton redevelopment will yield more than $300 million in private sector investment.

Central to the success of the Poppleton redevelopment initiative is the Red Line Transit Project, and specifically Alternative 4C. This Alternative would use the lower-level of the former I-170, also known as the "Highway to Nowhere," just north of the Poppleton development site. A Red Line station is proposed at Carey Street, which would anchor a high-density part of the redevelopment plan. Our experience working in other cities is that rapid transit projects such as the Red Line have a catalytic effect on private-sector investment. Considering that the Carey Street station will be just one-stop away from the West Baltimore MARC station and three stops from the heart of downtown Baltimore, we believe that the Red Line will give the Poppleton redevelopment a huge push forward.

Of all the alternatives considered for the Red Line Transit Project, we believe that Alternative 4C is best-suited to act as a catalyst for transit-oriented development in the Poppleton area. La Cite Development, LLC, urges that Alternative 4C be selected as the locally-preferred alternative for the Red Line Transit Project.

Sincerely,

Daniel Bythewood
President
La Cité Development

cc: Congressman Elijah Cummings
Mayor Sheila Dixon
Commissioner Paul Graziano
Mr. Jamie Kendrick, Baltimore City Department of Transportation

The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

The Harlem Park Station is proposed in the lower level of US 40 between Calhoun and Carey Streets. This station would be located near the Poppleton redevelopment described in the comment letter. Additionally, the Poppleton Station is proposed as an underground station beneath Fremont Avenue, just north of Baltimore Street and this station could also support redevelopment activities in the Poppleton area.

Sent: Mon 1/5/2009 10:54 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Arlene B. Fisher
1209 West Lanvale Street
Baltimore, MD 21217-2525

January 5, 2009

Red Line Comments
c/o MTA Office of Planning
6 St. Paul St., 9th Fl.
Baltimore, MD 21202

Dear Red Line Comments:

We urge MTA to move the Red Line forward with coordinated investments that benefit and involves nearby Baltimore Neighborhoods and Communities as a whole.

We believe the Red Line is a once-in-a-generation opportunity to attract Investment to Communities, Bring Jobs, Employment and Increase Economic Development activity in Baltimore, and will improve the quality of life of the West Baltimore Neighborhoods.

We support option 4C, which combines the permanence of light rail with cost-effectiveness and strategic tunneling to speed trips and avoid narrow neighborhood streets. It also uses the "Road to Nowhere" US 40, and make it a vivable part of this plan that reflects the recommendations of the West Baltimore Communities.

We ask you to Please move the Red Line forward.

Sincerely,

Arlene B. Fisher, President Lafayette Square Association in Harlem Park Community

The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

Red Line Corridor Transit Study
AA/DEIS Comment Form

MTA Maryland

Only comments received by 5:00 PM on January 5, 2009 will be included in the Public Hearing Record for the Red Line Corridor Transit Study.

PLEASE PRINT

Name: Marjorie Slatkin-Kaplan Organization: League of Women Voters of Balt. County

Address: 6600 York Road Suite 211

City: Baltimore State: MD Zip Code: 21212

I/We wish to submit the following comments on this project:

"In 2001 following study and consensus the League of Women Voters of Maryland adopted a position which supports an integrated transportation system and mass transit systems which are efficient, safe, clean and accessible."

The Red Line is a critical step for linking business centers and neighborhoods. Citizens need mass transit to get to jobs, health care, and for their quality of life.

The League of Women Voters of Baltimore County supports Option 4C which would combine light rail with some tunneling for better speed and to avoid congestion on neighborhood streets."

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The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

LEGG MASON
Legg Mason & Co., LLC
100 Light Street
Baltimore, MD 21202
410 • 539 • 0000

November 26, 2008

Red Line Project
c/o Diana Ratcliff
Maryland Transit Administration
Office of Planning6 St. Paul Street, 9th Floor
Baltimore, Maryland 21202

Dear Ms. Ratcliff:

On behalf of Legg Mason I am writing to express our strong support for the proposed Red Line Transit Project. It is our understanding that this 14-mile east-west transit line would run from Woodlawn in Baltimore County, through downtown Baltimore to the Hopkins Bay view Medical Campus. This transit line will connect with existing subway and light rail lines, allowing riders to have much better movement and access throughout the city, significantly reducing vehicular traffic.

Legg Mason employs approximately 700 individuals currently in the Downtown Inner Harbor area, and we will be moving to the Harbor East community in 2009. Today, 15% of our employees currently take public transit to work. They will not have easy access using public transit to the new Harbor East location. Having the Red Line available would bring enormous convenience to Legg Mason's employees, while making it easier for us to attract and retain employees. More broadly, implementing efficient, convenient transportation alternatives such as this stimulates the use of mass transit by all constituents.

In order for Baltimore to be a truly vibrant community it is essential that a reliable and responsive transit system be in place. The proposed Red Line is an integral piece of this equation. Baltimore cannot truly reach its utmost potential, nor can its residents take full advantage of existing and future employment opportunities, without a 21st century public transit system.

Legg Mason supports the Red Line and we respectfully urge the MTA to proceed with completion of its environmental impact studies, subsequent design and construction of the Red Line.

Sincerely yours,

Mark R. Fetting
President, CEO
Legg Mason & Co., LLC

cc: Laurie Schwartz, Waterfront Partnership of Baltimore, Inc.
Jamie Kendrick, Baltimore Department of Transportation
file

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The Preferred Alternative presented in the FEIS improves transit in the Baltimore Region, as your comment recommends. The Preferred Alternative is a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line Build Alternative.

A station is proposed for Harbor East at Fleet Street and Central Avenue.

Sent: Thu 11/06/2008 11:48 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Mark Wagner
Litecast, LLC
2400 Boston Street, Suite 306
Baltimore, MD, 21224

Mark Wagner's comments:

I wish to write in strong support of the Red Line project. As an owner of a high-tech business in Baltimore, I can assure you that public transportation plans like the Redline are key to attracting high-tech employees. High-tech employees are very lifestyle conscious and often make decisions as to where to live and work on things like reliable modern public transportation systems. Public transportation systems like the Redline allow our citizens to minimize driving cars which helps to "green" our city. These public transportation systems also are vital in knitting together all of the city into one dynamic economy. Please do all you can to make sure this redline is built. Mark Wagner Managing Partner Litecast, LLC

Litecast, LLC comments are located under IDs 99 and 100; the responses to these comments are combined below.

The Preferred Alternative presented in the FEIS improves transit in the Baltimore Region, as your comment recommends. The Preferred Alternative is a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line Build Alternative.

20 MR. MARK WAGNER: Good evening. My name is
21 Mark Wagner. First name M-A-R-K, last name W-A-G-
1 N-E-R. Thank you. May I proceed?
2 MS. LESLIE SALGADO: Yes, please.
3 MR. MARK WAGNER: I'm here to speak in
4 strong support of the Baltimore Red Line. I'm Mark
5 Wagner and I'm a managing partner and a co-founder of a
6 company called Lite Cast and Lite Cast is a company
7 that has a fiberoptic infrastructure in Baltimore and
8 we sell highspeed internet. We're a high-tech company.
9 And in my field, high-tech, we compete for
10 talent and talented high-tech people with cities all
11 over the country. And one of the things that people in
12 my industry look for that makes a significant
13 difference for them and their quality of life is a
14 reliable, effective public transportation system like
15 that proposed by the Baltimore Red Line.
16 It's important for these people to have
17 alternatives to cars, they live a green lifestyle, and
18 that is a strong consideration for me as a high-tech
19 company and one of the reasons why I support the Red
20 Line.
21 In addition, it's our feeling that the Red
1 Line helps to knit together the entire region into one
2 economic opportunity and that is also important. I
3 have a company, quite frankly, where we've made
4 significant investment in the Baltimore area with our
5 fiber infrastructure. We're here to stay and we see a
6 viable growing public transportation system that would
7 seamlessly knit the entire region together as vital to
8 our growth, vital to our ability to attract the talent
9 that we need and vital for the entire economy of the
10 region, we feel, to grow.
11 So, for those reasons I reiterate I am a
12 very, very, very strong supporter of the Baltimore Red
13 Line. The name of my company is Lite Cast, spelled
14 L-I-T-E, C-A-S-T, L-L-C. Thank you.

TRUSTEES
Sharon Akers
Scott Allison
Michael J. Baader
Trip Batley
Ted Bauer
Eric Becker
Patricia Bernstein
Brian Billick
William N. Blake
Geoff Brent
Jennifer L. Brown Bunkley
Alexander Campbell, III
Maria Cignarale
Edward B. Cohen
Atwood Collins, III
Chairman
Mark Collins
John Colston
Harriet Cooperman
Chineta Davis
Greg Devou
Sheila Dixon
Carserlo Doyle
Scott Erickson
William Fanshawe
Philip Federico
James A. Flick, Jr.
Herb Frerichs
Price Gielen
Fred M. Gloth, Jr.
Treasurer
John S. Graham, III
Jack S. Griswold
Henry G. Hagan
Edwin F. Hale, Sr.
Kevin Hall
Dean S. Harrison
Terry Harwood
Scott Iodice
Francis X. Kelly
Joan Kozlovsky
Brian LeGette
Randy Luskey
Warner Mason
Paul McBride
Mary McDowell
Robert Merrick, III
Robb Merritt
Sally Michel
Thomas P. Mulroy
David Nelson
Kevin O'Keefe
Andrew M. Obrecht
Richard Pate
Kevin Plank
James Pomfret
Stephanie Rawlings Blake
William Roberts
Ted Rouse
John Schiech
Patricia L. Schmoke
Keith Sullivan
John H. Timken
Stuart Walman
Secretary
Joseph N. Weaver
Maria Welch
Tony Whitman
Herman Williams, Jr.
Samuel T. Woodside
Drake C. Zaharris
EMERITUS
Harvey Meyerhoff
G. Dennis O'Brien
Founder
William Donald Schaefer

James Piper Bond
President & CEO

Living Classrooms Foundation
Learning by Doing

December 18, 2008

Ms. Dianne Ratcliff
Director of Planning
Maryland Transit Administration
6 St Paul Street, 9th Floor
Baltimore, MD 21202

RE: COMMENTS ON RED LINE DEIS

Dear Ms. Ratcliff:

Living Classrooms Foundation is a non-profit organization, operated for the benefit of the community at large, providing hands-on education and job skills training for students from diverse backgrounds, with a special emphasis on serving at-risk youth. Our principal offices are located at 802 S. Caroline Street, approximately 3 blocks south of the proposed Harbor East Station for the Red Line Transit Project, Alternative 4C. One block south of our offices is the Frederick Douglass Isaac Myers Maritime Park, a museum and learning center in tribute to African-American maritime history.

Taken together, tens of thousands of students, tourists and other visitors find their way to our campuses and the Maritime Park each year. They do so despite the continuing growth in traffic congestion and the limited and high cost of parking in the Fells Point/Harbor East area. Bringing rapid transit, such as the Red Line, directly to the Fells Point/Harbor East area, would be a great benefit to the many students and visitors we serve. In addition, in the context of our many environmentally-based programs, we believe that the development of a strong, well-connected system of rapid transit lines is good for our region's environmental health.

Finally, as a good neighbor to many Fells Point community organizations, we join in endorsing their call for a tunnel alignment which creates a station at Fleet Street and Broadway, rather than Aliceanna Street. We urge that MTA work closely with the affected communities to design a station in this area which best reflects the character of historic Fells Point.

We strongly urge the selection of Red Line Alternative 4C with modification as described above.

Sincerely yours,

James Piper Bond
President & CEO

Bill

Wilbur "Bill" Cunningham
Vice President/Development

Living Classrooms Foundation ✚ 802 South Caroline Street ✚ Baltimore, MD 21231
(410) 685-0295 ✚ Fax: (410) 752-8433 ✚ Website: www.livingclassrooms.org

The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

The Preferred Alternative for the Red Line now includes a tunnel through Fells Point under Fleet Street not Aliceanna Street with a station located at Fleet Street and Central Avenue. With the decision to have a portal at Boston Street and Hudson Street/Montford Avenue, a tunnel under Fleet Street provided a better geographic transition. A tunnel from Fleet to Boston Streets only required one horizontal curve. A tunnel from Fleet to Aliceanna Streets would have required an additional curve which would have increased capital costs and increased travel time.

Lyndhurst Community Association

Diane Ratcliff
Maryland Transit Administration
6 Saint Paul Street, 9th. Floor
Baltimore, Maryland 21202

Gail Mcfadden-Roberts
Federal Transit Administration III
1760 Market Street, Suite 500
Philadelphia, PA. 19103

Re: Letter Opposing The Red Line Surface Alternatives or The No Build Alternative Only !

Dear Ms. Mcfadden-Roberts and Diane Ratcliff

On behalf of the Lyndhurst Community Association I write to express our profound disappointment with the State and local administrations regarding the manner in which it is intended to shove the Redline option 4C or any other surface alignments alternative, sending (2) trains on the surface of Edmondson Avenue, down the throats of our community.

It is our intention to resist and fight your efforts to steal our quality of life for the primary purpose of enriching your campaign backers, the Greater Baltimore Committee and greedy politicians, at our expense to receive Federal Transportation Funds.

This project is not a driven by transportation needs of the residents the Edmondson Avenue corridor, it is driven by the greed of politicians and big businessmen.

We are in favor of an Underground Alternative as we have been expressing to the Maryland Transit Administration since 2002 that they chose to ignore because of our ***race, class and economic*** status. We are requesting that the FTA, investigate the MTA, for ***"tainting and corrupting "*** the Draft Environmental Impact Study Process, and disqualify them from the Federal Transportation Funding Program.

Nearly 40 years ago African-American communities were destroyed and here we come some 40yrs. later and once again, the African-American communities "gets the shaft" and using our local Government against us. Ms. Danyelle Diggs, of the Department of Transportation and the Citizen Planning and Housing Administration (CPHA) an organization that has never lifted one finger to help the southwest communities since their existence, but because they are getting paid and smell money here, they come running to assist our local government and other private transportation entities to try and divide our communities so that the money grabbing, power hungry entities can get richer. It does not matter to the MTA that a surface alternative rail system will destroy our communities, while they are accommodating the white communities of a different class and economic status than ours. .

We believe that the Governor of Maryland and the Mayor of Baltimore City are equally responsible for shameful manner in which (DEIS) process has been conducted, to them "its all about the money".
Wishing you failure!

Roosevelt Walker
President (1/2/2009)
4008 Colborne Road • Baltimore, Maryland 21229

The Preferred Alternative is located on the surface (at-grade), generally within the median of Edmondson Avenue between the Cooks Lane Tunnel portal and the West Baltimore MARC station. There is adequate right-of-way available to construct light rail in the median without the need to purchase or relocate any residential homes. As such, an underground alternative is not needed to preserve adjacent land use. Also, the impact assessments for resources along Edmondson Avenue indicate that a surface alternative is feasible in this area of the project (see the FEIS, Chapter 2 and the Alternative Technical Report – 2012 Update for more detail). In the AA/DEIS, tunnel alignments were studied under Edmondson Avenue/ Franklin Street between Cooks Lane and Calverton Road. The major reason that a tunnel alignment was not pursued was cost. In order to design and construct that portion of the project underground, the cost of the project would increase by $525 million in year of expenditure dollars. Refer to Chapter 2 of the FEIS for additional information.

Sent: Mon 11/03/2008 1:45 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Jeffrey Hargrave
Mahogany, Inc.
910 West Pratt Street
Baltimore , MD, 21223

Jeffrey Hargrave 's comments:

I think this is a great idea.

Mahogany, Inc. comments are located under IDs 103, 104 and 105; the responses to these comments are combined below.

The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

Sent: Mon 11/03/2008 1:48 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Jeffrey Hargrave
Mahogany, Inc.
910 West Pratt Street
Baltimore , MD, 21223

Jeffrey Hargrave 's comments:

I am a GBC member and has endorsed Alternative 4c.

MAHOGANY, INC.

"SPECIALIZING IN QUALITY CONSTRUCTION"

November 3, 2008

Red Line
C/o Office of Planning
6 St. Paul Street. 9th Floor
Baltimore, MD 21202

RE: Support for Red Line Alternative 4C

To whom it may concern:

I am strongly in support for the Red Line Alternative 4C. I am a GBC member and Alternative 4C is the option that has been endorsed by the GBC.

Sincerely,

J. Smith for Jeffrey Hargrave

Jeffrey Hargrave
President

Cc: GBC

RECEIVED
NOV 7 2008

910 WEST PRATT STREET • BALTIMORE, MARYLAND • 21223
PHONE: 410-727-0334 • FAX: 410-727-0588
WWW.MAHOGANYCONSTR.COM
E-MAIL: INFO@MAHOGANYCONSTR.COM

MARKETPLACE
AT FELLS POINT

December 23, 2008

Ms. Dianne Ratcliff
Director of Planning
Maryland Transit Administration
6 St. Paul Street, 9th Floor
Baltimore, MD 21201

Dear Ms. Ratcliff:

As a business owner and the lead developer of a mixed-use project located in Fells Point, I want to express my support for the Red Line Transit Project as a much needed means of transportation for the Baltimore Region, particularly in Southeast Baltimore. I have recently received a presentation by the MTA Planning Team on the proposed improvements and look forward to riding the Red Line in the near future.

The Baltimore Region has long been lacking a complete transit system, thereby holding back the full potential of this region for economic development. The Red Line Transit Project is an important step in building a transit system for the region to promote economic development, provide transportation solutions for all enhance and revitalize our communities and provide a more environmentally friendly means of commuting than the automobile. Currently, our transit facilities provide very little connectivity between the lines to allow users an easy trip from one point to another throughout the region. As a business owner and real estate developer, helping to promote the use of transit and the expansion of transit will allow me to attract more tenants and promote better economic development. Transit creates a broader market that we may access for both consumers as well as employees.

Based upon the Red Line Project presentation and materials I have seen, I feel the Red Line must include:

- Light Rail
- A tunnel through the Downtown, Inner Harbor and Fells Point areas
- Stations for Canton and Canton Crossing

The Federal Transit Administration (FTA) receives numerous projects requesting funding, however they are only able to grant funding for a limited number of these projects. With this letter, I encourage you to promote the Red Line Transit Project with the features listed above as the priority project for this region as it will contribute to the economic growth and stability of the Baltimore Region and promote greener transportation solutions in an era when we need them most. Please include these comments in the official record of the Red Line Draft Environmental Impact Statement

Thank you for your time and consideration and please do not hesitate to contact me for more information or to discuss this project further at 410-522-0502.

Sincerely yours,

Dave Holmes
Managing Member

cc: Governor Martin O'Malley
Hon. John Porcari, Secretary of Transportation
James Kendrick, Baltimore City Department of Transportation
Danyell Diggs, Baltimore City Department of Transportation

RECEIVED JAN 5 2009

The Preferred Alternative for the Red Line is Light Rail Transit and includes a tunnel downtown from Martin Luther King Jr. Boulevard through Fells Point to Boston Street in Canton. Two surface stations are proposed in the Canton area: 1) the Canton Station would be located on Boston Street west of the signalized intersection at South Lakewood Avenue, and 2) the Brewers Hill/Canton Crossing Station would be located on Boston Street between South Conkling and South Eaton Streets.

Marriott
HOTELS & RESORTS

December 11, 2008

Red Line Project
c/o Diana Ratcliff
Maryland Transit Administration
Office of Planning6 St. Paul Street, 9th Floor
Baltimore, Maryland 21202

Dear Ms. Ratcliff:

On behalf of the Baltimore Marriott Waterfront, I am writing to express our strong support for the proposed Red Line Transit Project. As you know, this 14-mile east-west transit line would run from Woodlawn in Baltimore County, through downtown Baltimore to the Hopkins Bay view Medical Campus. This transit line will connect with existing subway and light rail lines, allowing riders to have much better movement and access throughout the City

The Baltimore Marriott Waterfront employs over 500 employees. Approximately 70% of our employees currently take public transit to work, however they do not have as easy access using public transit to the new Harbor East location. Having the Red Line available would bring enormous convenience to Marriott's employees, making it easier for us to attract and retain employees.

In order for Baltimore to a truly vibrant community it is essential that a reliable and responsive transit system is in place. The proposed Red Line is an integral piece of this equation. Baltimore cannot truly reach its utmost potential, nor can its residents take full advantage of existing and future employment opportunities, without a 21st century public transit system.

The Baltimore Marriott Waterfront supports the Red Line and we respectfully urge the MTA to proceed with completion of its environmental impact studies, subsequent design and construction of the Red Line.

Sincerely yours,
W. Ramsey
Wendy Ramsey
Director of Human Resources

cc: Laurie Schwartz, Waterfront Partnership of Baltimore, Inc.
Jamie Kendrick, Baltimore Department of Transportation

Baltimore Marriott Waterfront
700 Aliceanna Street, Baltimore, MD 21202
Telephone (410) 385 3000 Facsimile (410) 895 1900
Marriott.com/BWIWF

The Preferred Alternative presented in the FEIS improves transit in the Baltimore Region, as your comment recommends. The Preferred Alternative is a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line Build Alternative.

14 MS. SHIRLEY THOMPSON: Good morning. My
15 name is Shirley Thompson, S-H-I-R-L-E-Y, last name
16 Thompson, T-H-O-M-P-S-O-N.
17 MS. TRANNEL GUTHREY: Address.
18 MS. SHIRLEY THOMPSON: I am here
19 representing the Maryland Minority Contractors. We are
20 located at 2423 Maryland Avenue but our members are
21 located throughout Baltimore City in their homes.
1 First, I want to apologize to all of the Edmondson
2 Village people that are here and all other communities
3 because I've been with the impact group from day one,
4 attending all of the meetings, and the first thing that
5 we did state was that in order for the communities that
6 are impacted to understand and know what was going on,
7 that we would ensure that the grass root organizations
8 within your community were given fliers to make sure
9 that we either mass-mailed them or that the grass root
10 community leaders themselves would see to the
11 individuals within the community getting them.
12 I am hearing that that did not happen, so
13 at the next meeting I will bring that up because that
14 was one of our major concerns to ensure that the
15 individuals know what's going on.
16 We are in favor of the Red Line and there
17 are some things that the community does need to know
18 and understand, so that they can be able to make good
19 and informed decisions about the Red Line and what
20 impact it will have. There's modernization that is
21 taking place throughout Baltimore City and many of the
1 communities have been left out of it. The 21st Century
2 is coming and it's coming to all the communities from
3 the west side to the east side with the Red Line. What
4 we need to do and I, for one, as the representative of
5 the Maryland Minority Contractors, I will go back to
6 the committee meetings that they're having with the Red
7 Line and every issue that I am hearing here this
8 morning, I'm going to make sure if I have to personally
9 go to every grass root meeting, bring the fliers

The Preferred Alternative presented in the FEIS improves transit in the Baltimore Region, as your comment recommends. The Preferred Alternative is a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line Build Alternative.

10 myself, so that we can get statements from you all and
11 answer your specific questions about your concern for
12 going green, to make sure there's no environmental
13 impact, that was one of the issues that we addressed at
14 the committee meeting.
15 So there are some things that can be put in
16 place that will work with all of your concerns. And
17 the thing that we want to really say as a committee and
18 as part of the community is that with the Red Line,
19 you're going to get several things, and again it has to
20 take into consideration all the things that you desire
21 to make sure that your community is not impacted, but
1 it is going to bring permanent jobs, not just temporary
2 jobs. When someone said temporary jobs, they were
3 talking about doing the construction phase.
4 But you gotta realize, we're now going to
5 have stations that are going to be cleaned, you can
6 have now your janitorial services engaged. We're going
7 to now have to have stations, they need ticket people
8 to handle that. They're now going to be increasing the
9 environment, upgrading all of the areas around the Red
10 Line, whether it goes underground or some part of it is
11 above ground, all of that hasn't been decided yet. So
12 the hurt and the anger that I've been hearing this
13 morning, all we need to do is work together as a
14 community, bring the 21st Century into your community,
15 but bring it in a way in which it's acceptable to you,
16 to the people, and the properties.
17 So we can do that together, a family,
18 because this is a year for change and we can do that
19 with love, respect, and courtesy and understanding of
20 what is needed throughout the community. Thank you.

Maryland PIRG
Standing Up
To Powerful Interests

www.marylandpirg.org | info@marylandpirg.org
3121 St. Paul St., Suite 26
Baltimore, MD 21218-3857
Phone: (410) 467-9389
Fax: (410) 366-2051

190 Duke of Gloucester St
Annapolis, MD 21401
Phone: (410) 267-1160

January 5, 2009

Ms. Dianne Ratcliff
Director of Planning
Maryland Transit Administration
6 St. Paul Street, 9th Floor
Baltimore, MD 21201

RE: Red Line DEIS Comments

Dear Ms. Ratcliff:

For too long, we've thrown money at "roads and bridges to nowhere" rather than making smart investments in public transportation. Public transportation improvements will reduce our dependence on oil, relieve traffic congestion and cut global warming. Investing in high-speed rail, rapid bus systems and modern metro service will also create more permanent jobs and long-term economic benefits. With higher gas prices and a suffering economy, it's time to prioritize public transportation.

Our state's transportation network needs to be built and operated in the public interest. That means helping Marylanders get around by reducing traffic congestion and increasing alternatives to car travel. We support the Red Line because it will be a key component for a healthy, sustainable future for Baltimore City and the entire region.

Specifically, Alternative 4C will maximize such benefits for the Red Line project. First and foremost, Light Rail makes the most sense for the Red Line. Light Rail is cleaner, swifter, and more reliable than buses. Second, accessibility is crucial for a transit line to be functional: having surface transit in residential areas will make the Red Line highly accessible for people of all ages and abilities. Construction of surface transit also poses the most possibilities for increasing green space. Third, a tunnel through the dense downtown areas will ensure the efficiency of this system.

Without big changes, Maryland's transportation problems will severely worsen as our state's population grows. An efficient public transportation system will reduce the number of cars on the road and increase our options for getting around. The Red Line will be a critical step towards improving the quality of life for all Marylanders. When it is built, the Baltimore region will join other innovative cities in showing the environmental and social good that comes from providing transportation options.

Sincerely,

Kristi Horvath
Transit Associate, Maryland PIRG

The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

MARYLAND SCIENCE CENTER
601 Light Street · Baltimore, Maryland 21230-3812
410.685.2370 Fax 410.545.5974 www.marylandsciencecenter.org

December 15, 2008

Red Line
c/o MTA Office of Planning
6 St. Paul Street, 9th floor
Baltimore, MD 21202

Dear Planning Coordinator,

Transportation is one of the most important issues facing Baltimore today and in the next decade. If we are to remain an appealing city in which to live and destination to visit, we must take action now to improve our infrastructure. The Red Line is a necessary investment to make Baltimore more competitive with other cities that already have a network of interconnected transit lines. As a member of the Greater Baltimore Committee (GBC), the Maryland Science Center supports Red Line Alternative 4C, the option endorsed by GBC.

Tourism is one of Baltimore's top industries. It generates $3.8 billion in visitor spending; $1.09 billion in federal, state and local tax revenue; and 79,000 jobs in the Baltimore region alone. Tourism is a highly competitive industry and we must do everything we can as a city, state and destination to enhance the visitor experience. That includes providing a cohesive transportation system that makes it easier for visitors to get around. Travelers, whether here for business or pleasure, want to explore a destination and enjoy a city as residents do, but are often discouraged from doing so in Baltimore because of the lack of transportation options. The Red Line Alternative 4C will provide that transportation and be a critical link to the north-south Light Rail, Metro Subway and MARC trains.

Making it easier for visitors to explore Baltimore will enhance attendance for museums, restaurants, shops and attractions. There's no doubt that if we make it easier for visitors to get around, they will spend more money while they are here. More visitor spending means more jobs for the hospitality industry and more taxes generated for our local, state and federal governments.

The Red Line is the first major expansion of transit in the Baltimore region in 25 years, and, therefore, we must move it to the fast track. That is why the Maryland Science Center supports Red Line Alternative 4C.

Sincerely,

Van R. Reiner
President & CEO

The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

111 S. Collington Ave.
Baltimore, MD 21231
December 22, 2008

Diane Ratcliff
Director, Office of Planning
Maryland Transit Administration (MTA)
6 St Paul Street, ninth floor
Baltimore, MD 21298-6016

Dear Madam:

The Mayor's Bicycle Advisory Committee, a signatory to the Red Line Community Compact, offers the following comments to the Draft Environmental Impact Statement (DEIS).

The committee strongly supports the construction of the Red Line. Transit and bicycling are each desirable and sustainable modes of transport, which, properly integrated, can provide a synergy which improves the efficacy of both. The trick is to design this transit system to maximize the mutual benefit. Our comments can be grouped into three topics, stated below and expanded in the following appendices.

Accommodate cyclists on the transit line. Vehicle design and MTA policy must maximize the possibility of bikes on board. Station design must facilitate bicycle access and parking.

Maximize Trail-by-Rail. The Security Mall to I-70 Park-and-Ride and Boston Street to Bayview sections offer the possibility of "Trail-by-Rail", which would provide green space and strengthen the local trail system.

Share the Road. In all the alternatives, including the apparent local favorite, 4c, a considerable proportion of the Red Line will be on the surface streets, which are currently used by cyclists, in accordance with Baltimore City's Bicycle Master Plan. Design of these segments must accommodate continuation of this on-road cycling, either by engineering of the street or provision of alternate facilities.

These topics are not new ideas; they are addressed in the Red Line Community Compact. By correctly designing and building the Red Line to enhance its coexistence with bicycling, the success of both modes can be maximized. The Mayor's Bicycle Advisory Committee strongly supports the Red Line and looks forward to working with the MTA in further design.

For the committee,

Greg Hinchliffe, Chairman

The Preferred Alternative presented in the FEIS improves transit in the Baltimore Region, as your comment recommends. The Preferred Alternative is a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line Build Alternative.

Accommodate cyclists on transit line: The Red Line will allow bicycles on trains and will have accommodations for bicycles at Red Line stations.

Maximize trail by rail: Trails adjacent or parallel to the Red Line were considered during the development of the Preferred Alternative for the FEIS but were not included in the definition of the Preferred Alternative due to additional capital cost and/or right of way impacts.

Share the road: The majority of the Preferred Alternative is not surface light rail within a roadway. However, in one location where light rail will be located in the median, the road will be revised to include a seven foot wide bike lane. That location is along Boston Street between Hudson Street/Montford Avenue to Eaton Street.

Appendix 1:

Accommodate cyclists on the transit line.

Cyclists on board with their bikes: The current liberal bicycle policy on the Central Light Rail Line should extend to the Red Line as well. Low-floor vehicle design should make bikes on board easier. While the goal of using smaller transit vehicles to minimize adverse impact to the neighborhoods is commendable, a vehicle which is too small may make bringing a bicycle on board more difficult.

Cyclists on board without their bikes: To encourage bike-transit interface for cyclists who do not need their bicycles at the other end of the transit leg, the stations must offer safe and convenient bicycle access and parking. Providing access should be easy: if the stations accommodate pedestrians and the disabled, bicycle access will be adequately addressed. Special care should be taken with stations which are near trails or other green space to ensure safe, direct, and intuitive connection. Parking should be provided for repeat riders with lockers; less frequent riders should be accommodated with well designed and placed racks and/or "bike-lids". The Baltimore City Bicycle Master Plan contains information regarding proper bike rack design and placement.

Accommodating cyclists on the Red Line is a highly desirable facet of the transit line and is addressed in the Red Line Community Compact.

Appendix 2:

Maximize Trail by Rail.

A subset of the extremely successful and popular "Rails to Trails" movement is the "Rails with Trails" phenomenon, in which trails are built alongside existing railroads rather than on the roadbed of an abandoned line. The rail lines along which trails have been built range from once-a-week low-speed freight spurs to high-speed, high-volume freight, passenger, and transit lines. Safety is ensured with appropriate levels of separation and/or barriers.

Although many of the railside trails are the result of downsized rail operations or extensive right of way acquisition that subsequently proved unnecessary, there are many examples in the US and other countries where trails were developed as part of the design and construction of new rail lines, usually transit. The development of the Atlanta Belt Line is a particularly good example.

A parallel trail can enhance a transit line by providing greater rider potential, right-of-way visibility and management (therefore security), and access by the operating agency for maintenance, inspection, and law enforcement.

The sections of the proposed Red Line which lend the possibility of Trail-by-Rail are at either end. On the eastern end, the segment from Boston Street to Bayview makes use of a right-of-way that once accommodated four tracks, leaving plenty of room for a parallel trail, which would connect directly to the Waterfront Promenade Park at Boston Street, and potentially to the Herring Run Trail system at Pulaski Highway.

Toward the western end, the segment from Security Square Mall to the I-70 Park-and-Ride Station also provides the opportunity for a parallel trail. This would connect to the Gwynns Falls Trail at the Park-and-Ride and potentially to Patapsco State Park from the mall. A bicycle/pedestrian crossing of the beltway would be particularly valuable.

These additions to the trail systems and green spaces of the city and county would considerably enhance the value of the Red Line to the community. This subject is also addressed in the Red Line Community Compact. The Mayor's Bicycle Advisory Committee and the Rails to Trails Conservancy can provide photographs and other details of other trails along rail lines.

Appendix 3

Share the Road.

Several sections of the Red Line will make use of surface streets, either in a separated right-of-way or in shared traffic lanes. In accordance with the Baltimore City Bicycle Master Plan adopted in 2006, bicycling is an existing use of those roads, usually accommodated along the parked cars or curb in either a marked shoulder or in a wide outside lane. These may have pavement markings ("sharrows") as part of the accommodation. Adding two lanes of transit to the existing street width can severely degrade the bicycle accommodation. Without delving into specific engineering proposals, this can be addressed in several ways:

- Design the existing roadway for safe joint use,
- Identify and create a nearby parallel cycling route, or
- Improve/expand the roadway to allow safe joint use.

An example of the first option exists in the 2600 through 3600 blocks of Boston Street. The section shown for alternative 4c includes two ten-foot motor vehicle lanes and a reserved transit lane in each direction separated by a fourteen-foot landscaped median. This does not provide for any bicycle accommodation. Narrowing or eliminating the median would provide the room for curbside bike lanes or a wide outer lane with "sharrow" pavement markings.

An example of the second option exists in the 2500 block of Franklin Street, where a parallel bike route can be established to the north on Edmondson Avenue. Similar parallel routes may be possible through the neighborhoods of Rognel Heights and Hunting Ridge.

An example of an area where the third option may be required is the bridge which carries Edmondson Avenue over the Gwynns Falls and the CSX Railroad tracks. Sufficient width does not exist for safe shared use among transit, motor vehicles, bicycles, and pedestrians, and there is no parallel roadway. Clearly, some improvement will have to be made. Upgrades to the existing bridge must include adequate accommodation for cyclists.

Bicycling is an existing and desired use of the surface streets on which the Red Line may be constructed. If the transit line is added, some accommodation or mitigation must be made for continued use by bicyclists.

McDANIEL
COLLEGE
Founded in 1867 as Western Maryland College

Office of the President
2 College Hill
Westminster, MD 21157-4390

410/857-2223
410/857-2411 FAX
www.mcdaniel.edu

November 13, 2008

Red Line
c/o Office of Planning
6 St. Paul Street, 9th Floor
Baltimore, MD 21202

To whom it may concern:

I am writing this letter in support of the proposed Red Line Alternative 4C project, which will be the first major expansion of transit in the Baltimore region in twenty-five years.

This proposed link to the north-south Light Rail, Metro Subway, and MARC trains would create a much-needed twenty-first-century transportation system. In addition to connecting these important transportation links, the Red Line Alternative 4C will provide convenient transportation to leisure destinations including Oriole Park at Camden Yards, M&T Bank Stadium, the First Mariner Arena, the Baltimore Convention Center, the National Aquarium in Baltimore, the Hippodrome Theatre, and Harbor Place. These venues attract over 12,000,000 visitors annually. The proposed project would likely generate additional interest in these locations and augment revitalization efforts at Security Square Mall, Edmonson Village, Canton Crossing, Greektown, and areas surrounding the West Baltimore MARC station.

The construction of this project would generate about 17,000 construction jobs and would further help support economic development; in the vicinity of the Red Line Alternative 4C corridor there are 7,500 businesses that employ over 192,000 workers.

This project is also environmentally important. The Red Line Alternative 4C will reduce transit travel times by 48% (approximately 39 minutes) from one end of the corridor to the other when compared to bus travel times, thereby encouraging rider-ship. More than 42,000 people per day are expected to use this corridor, resulting in approximately 67,000 fewer daily automobile vehicle miles traveled, which should yield a reduction in air pollution of 566 kilograms per day.

This is a necessary project for the future of Baltimore and I firmly support this expansion. McDaniel College is a member of the Greater Baltimore Committee, and Alternative 4C has been endorsed by GBC.

Sincerely,

Joan Develin Coley
President

JDC:maf

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The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

6 MS. HELEN AMOS: My name is Helen Amos,
7 H-E-L-E-N A-M-O-S and I live at 1319 Towson Street in
8 21230. I'm here though as a person associated with
9 Mercy Medical Center which has been part of the
10 important health care scene in Baltimore City for
11 almost 135 years.
12 Sisters of Mercy went to the corner of
13 Calvert and Saratoga Street almost a 135 years ago to
14 begin the hospital. Today we occupy a campus that is
15 spread over several city blocks inclusive of that
16 original location and we have a new hospital tower
17 under construction which will be completed in a couple
18 of years.
19 We are a thriving hospital. We're
20 recognized nationally for quality patient care. And
21 one of the keys to our success, we believe, is our
1 major teaching affiliation with the University of
2 Maryland School of Medicine, an affiliation that has
3 been in place since the 1920's.
4 We are deeply committed to training the
5 regions' future health care workforce. As an
6 institution with a long history of serving Baltimore
7 citizens, Mercy is a strong believer in investing in
8 projects that look to the long-term health of our
9 region and its economy. As well as the health of the
10 people themselves.
11 We see the Red Line, and specifically
12 Option 4C, as the next big step in building the kind of
13 robust transit system that our region requires.
14 Finally, we will be able to connect most of the region
15 by way of 4C, the Metro Green Line, and the Light Rail
16 Blue Line. 4C is the missing link.
17 4C specifically is the most cost effective
18 alternative studied. It gives governments and citizens
19 the biggest bang for the buck. The Red Line is what we
20 as an institution require too to bring staff to our
21 growing campus, to provide patients and their visitors
1 with safe, affordable access to quality health care.
2 Decades ago Mercy choose to remain in

The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

3 center city. We believe in the center city and we
4 believe very strongly in promoting its connectivity to
5 the whole region through Option 4C. Thank you.

Metropolitan Baltimore Council
AFL-CIO Unions

November 12, 2008

Ms. Diana Ratcliff
Red Line Project
Maryland Transit Administration
Office of Planning
6 St. Paul Street, 9th Floor
Baltimore, Maryland 21202

NOV 14 2008

Dear Ms. Ratcliff:

On behalf of the Metropolitan Baltimore Council AFL-CIO Unions, I am writing to express our strong support for the proposed Red Line Transit Project. As you know, this 14-mile east-west transit line would run from Woodlawn in Baltimore County, through downtown Baltimore, ultimately terminating on the eastside at the Johns Hopkins Bayview Medical Center. In these challenging economic times, a major public works project, such as the Red Line, has the potential to provide employment opportunities for many Baltimore residents, now and in the future.

Within the vicinity of the Red Line Corridor, there are roughly 7,500 businesses, which collectively employ more than 192,000 individuals. The completed Red Line will serve to improve resident access to major employer hubs, such as the east/west-side biotech parks, Johns Hopkins Hospital, the University of Maryland Medical Center, and significant hospitality/tourism venues. Additionally, this transit line would spur the redevelopment of areas around the 20—25 proposed stations along the corridor.

Moreover, the construction of the Red Line itself will result in job creation. As the Draft Environmental Impact Statement notes, the project will consist of the construction of tunnels, surface lines, and transit stations. These tasks can only be completed through the hiring of thousands of construction workers, and ongoing jobs for others who would be responsible for the operation and maintenance of the system. Employment opportunities such as these would offer wages and benefits to numerous Baltimore families, strengthening their ability to be economically self-sufficient.

In order for Baltimore to be the economically vibrant community that we desire, it is essential that a reliable and responsive transit network be in place.

...continued...

2701 W. Patapsco Avenue • Suite 110 • Baltimore, Maryland 21230 • Phone 410-242-1300 • Fax 410-247-3197

The Preferred Alternative presented in the FEIS improves transit in the Baltimore Region, as your comment recommends. The Preferred Alternative is a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line Build Alternative.

The MTA and Baltimore City are working on workforce development programs that are intended to lead to future employment and training opportunities for local area residents, as well as expanded opportunities for local small (disadvantaged) businesses. The intent is for the area economy to benefit from the job creation and economic development the Red Line project can generate. The MTA anticipates having a policy and program in place before construction contracts are advertised for the Red Line project.

Red Line Project
Maryland Transit Administration
Page 2

The proposed Red Line is an integral piece of this equation. Baltimore cannot truly reach its utmost potential, nor can its residents take full advantage of existing and future employment opportunities, without a 21st century public transit system.

As a member of the Baltimore Workforce Investment Board, the Metropolitan Baltimore Council AFL-CIO, believes that the Red Line Transit Project will strengthen Baltimore's overall workforce potential, and is therefore pleased to convey our strong support for the project as envisioned within the Draft Environmental Impact Statement.

Sincerely yours,

Ernest R. Grecco
President
Metropolitan Baltimore Council AFL-CIO Unions

ERG/bh
opeiu2, afl-cio

cc: The Honorable Sheila Dixon, Mayor, City of Baltimore
Karen Sitnick, Director, Mayor's Office of Employment Development
Danyell Diggs, Red Line Project Coordinator, Baltimore City Department of Transportation
Jeffrey Smith, Executive Liaison for Public Policy, Mayor's Office of Employment Development
Roderick Easter, President, Baltimore Building and Construction Trades Council
Gary Griffin, Business Manager, IBEW Local 24
Joseph Shanahan, Business Manager, Operating Engineers Local 37
Donald Glenn, President, Iron Workers Local 16
Larry Vinck, Business Manager, Plumbers and Steamfitters Local 486
Michael Cirillo, Business Manager, Sheet Metal Workers 100

Mid-Atlantic Regional Council of Carpenters
Bill Halbert - CEO/Exec. Sec.-Treas.
8500 Pennsylvania Avenue • Upper Marlboro, MD 20772
phone (301) 735-6660 • fax (301) 420-3023

November 17, 2008

Ms. Dianne Ratcliff
Director of Planning
Maryland Transit Administration
6 St. Paul Street, 9th Floor
Baltimore, MD 21201

RE: Red Line DEIS Comments

Dear Ms. Ratcliff:

On behalf of the twelve thousand members of the Mid-Atlantic Regional Council of Carpenters, I am writing to express our strong support for the proposed Red Line Transit Project. We understand that many community, civic and business organizations are lending their support specifically to Alternative 4C, which includes both tunnel and surface construction along the 14-mile corridor from Woodlawn to the Johns Hopkins Bayview campus. We join these organizations in expressing support for Red Line Alternative 4C.

Over the next few years, the Baltimore region will need many projects like the Red Line in order to fight off the economic recession. Transit system construction leads to an impressive level of short-term job creation, and once the systems are finished, a long-term source of high-quality jobs. According to a recent study by Cambridge Systematics, over 570 jobs are created for each $10 million invested in the construction of a new transit line. When coupled with strong apprenticeship programs and strong enforcement of labor, safety, wage and hour laws, construction of the Red Line can be a significant economic opportunity for the Baltimore region.

The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

MTA completed an assessment of economic activity generated through constriction of the Red Line transit project. The assessment concluded that he construction of the Red Line would increase total economic activity in the City by over $2 billion over the construction period. It would also create or support a total of approximately 9,800 direct construction and related jobs earning $539 million in salaries and wages over the construction period.

Please include these comments in the official hearing record for the Red Line Draft Environmental Impact Statement. Thank you for your consideration.

Sincerely,

/s/ Bill Halbert

Bill Halbert
CEO/Executive Secretary-Treasurer

cc: Mr. Jamie Kendrick, Baltimore City DOT

RECEIVED
NOV 25 2008

MILES & STOCKBRIDGE P.C.

John B. Frisch
410.385.3507
jfrisch@milesstockbridge.com

RECEIVED
NOV - 3 2008

October 30, 2008

Red Line
c/o Office of Planning
6 St. Paul St., 9th Floor
Baltimore, MD 21202

Re: Red Line Alternative 4C

Ladies and Gentlemen:

I am writing this letter in my capacity as Chairman of the Downtown Partnership of Baltimore, as a member of the Board of Directors of the Greater Baltimore Committee, and as Chairman and Chief Executive Officer of Miles & Stockbridge P.C. The purpose of this letter is to support Red Line Alternative 4C, the option that has been endorsed by the Downtown Partnership and the Greater Baltimore Committee.

There are many reasons I support Red Line Alternative 4C, and these include:

(1) The multiplier effect of the investment in constructing the Red Line would mean substantial dollars generated for the Baltimore metropolitan region;

(2) The construction of the Red Line would generate approximately 17,000 construction jobs;

(3) Our region desperately needs more effective transit; there are 7,500 businesses employing more than 192,000 workers within the vicinity of Red Line Alternative 4C;

(4) The Alternative will reduce transit travel times by 48% from one end of the corridor to the other when compared to existing bus travel times; and

(5) For those using an automobile, Red Line Alternative 4C would reduce commuter travel costs by 30-50% on average.

10 Light Street, Baltimore, MD 21202-1487 • 410.727.6464 • Fax: 410.385.3700 • www.milesstockbridge.com
Cambridge, MD • Columbia, MD • Easton, MD • Frederick, MD • McLean, VA • Rockville, MD • Towson, MD

The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

MILES & STOCKBRIDGE P.C.

Red Line
c/o Office of Planning
October 30, 2008
Page 2

In my view, constructing the Red Line in the manner contemplated by Alternative 4C is simply essential if our region is to remain competitive and thrive in the decades to come. Effective mass transit is a hallmark of great cities. Baltimore has made terrific progress and the Red Line Alternative 4C will be an essential ingredient in the continued transformation of our region.

Please do not hesitate to call me if you require any additional information concerning my support of Red Line Alternative 4C.

Very truly yours,

John B. Frisch

JBF/sbh

cc: The Honorable Martin O'Malley
The Honorable John D. Porcari
The Honorable Barbara A. Mikulski
The Honorable Benjamin L. Cardin
The Honorable Wayne Gilchrest
The Honorable C.A. Ruppersberger
The Honorable John Sarbanes
The Honorable Donna Edwards
The Honorable Steny H. Hoyer
The Honorable Roscoe Bartlett
The Honorable Elijah Cummings
The Honorable Chris Van Hollen, Jr.

Mt. Holly-Saratoga-Mulberry-Lyndhurst Community Association

Gail Mcfadden-Roberts
Federal Transit Administration III
1760 Market Street, Suite 500
Philadelphia, PA. 19103

Diane Ratcliff
Maryland Transit Administration
6 St. Paul Street, 9th Floor
Baltimore, Maryland 21202

Re: No To The Redline Surface Alternatives, Support of Underground Only, or No Build

Dear: Ms. Mcfadden-Roberts and Diane Ratcliff

I am writing this letter to inform you that our community is ***against any surface alternatives*** on or through the Edmondson Avenue corridor. We are ***against a station at Allendale Street*** or at any other location therein.

We support an underground alternative only, or ***"no build"***. We expect to be treated with the same respect as you afford Downtown, Little Italy and Fells Point, etc. If they are good enough to rate an underground system, then so are we.

It's a rotten shame that once again the politicians are making all of their decisions predicated on ***race and class***. The politicians and the MTA, led the communities to believe that they had a voice in the decision making process, which was a lie. You massaged and manipulated the required inclusionary process required by Federal Law, into an exclusionary process in direct violation of Title VI, of the Civil Rights Act.

We know that you have broken a number of Federal Laws and we intend to challenge your efforts to mislead us and raid the Federal Transportation Funds.

It is extremely apparent that, like the infamous "Highway-To-Nowhere", the African-American communities will be force to suffer a far disproportional impact from this project than white communities of East Baltimore.

Wishing you failure!

Willie Nix
President
219 Mt. Holly Street
Baltimore, Maryland 21229

January 1, 2009

The Preferred Alternative is located on the surface (at-grade), generally within the median of Edmondson Avenue between the Cooks Lane Tunnel portal and the West Baltimore MARC station. There is adequate right-of-way available to construct light rail in the median without the need to purchase or relocate any residential homes. As such, an underground alternative is not needed to preserve adjacent land use. Also, the impact assessments for resources along Edmondson Avenue indicate that a surface alternative is feasible in this area of the project (see the FEIS, Chapter 2 and the Alternative Technical Report – 2012 Update for more detail). In the AA/DEIS, tunnel alignments were studied under Edmondson Avenue/ Franklin Street between Cooks Lane and Calverton Road. The major reason that a tunnel alignment was not pursued was cost. In order to design and construct that portion of the project underground, the cost of the project would increase by $525 million in year of expenditure dollars. Refer to Chapter 2 of the FEIS for additional information.

The No-Build Alternative represents the future conditions of transportation facilities and services in 2035 if the Red Line is not built. The No-Build Alternative integrates forecasted transit service levels, highway networks and traffic volumes, and demographics for the year 2035 for projects identified in the 2011 Baltimore Regional Transportation Board's Constrained Long Range Plan (CLRP), *Plan It 2035.* The CLRP consists of the existing highway and transit network as well as planned and programmed (committed) transportation improvements. The No-Build Alternative represents a continued investment in regional and local transportation projects, but does not address the purpose and need of reducing travel times, increasing transit accessibility, providing transportation choices for east-west commuting, or supporting community revitalization and economic development opportunities.

Under the No-Build Alternative, existing and future populations along the study corridor would continue to be served by the local bus system, with only planned and programmed transit improvements. Congestion on the roadways and highways would continue to negatively impact the reliability of travel by automobile and bus. The No-Build Alternative end-to-end transit travel time in 2035 is projected to be 79 minutes, whereas The Preferred

Alternative would operate with an end-to-end transit travel time of 45 minutes, nearly half the travel time of the No-Build Alternative.

The Preferred Alternative would improve the quality of east-west transit service along the project study corridor by providing frequent and reliable service. Light rail traveling in a dedicated right-of-way would not be subject to congested roadway conditions, resulting in dependable, on-time service. The Preferred Alternative would provide park-and-ride facilities and feeder bus service to enhance access to the rail transit service and expanding the ridership market. The Preferred Alternative will not require any acquisition of real property that would result in an involuntary residential displacement.

Chapter 7 of the FEIS compares the No-Build Alternative with the Preferred Alternative while providing detailed information on transit efficiency and accessibility, transportation choices, system wide transit connections, and community revitalization and economic development.

The FTA Office of Civil Rights has reviewed the environmental justice and Title VI complaints and either dismissed or found them insufficient. The FTA has not found any violation of Title VI of the Civil Rights Act or the Community Right to Know Act.

In addition, Section 5.4 of the FEIS sets forth the detailed analysis performed to evaluate whether the Red Line would have a disproportionately high and adverse human health and environmental effects to minority and low-income communities that would result from the construction and operation of the Preferred Alternative. Since the AA/DEIS was published, the MTA has continued extensive public outreach with communities throughout the corridor, updated the environmental justice analysis with the 2010 US Census data, and continued coordinating with the FTA Office of Civil Rights. Refer to FEIS Chapters 5 and 8.

Overall, the Red Line would improve accessibility for all communities including low-income and minority populations. While some impacts would occur within these communities, the impacts of the project on minority and low-income communities are not disproportionately high and adverse, and

the project benefits these same communities by providing improved accessibility and faster, more reliable transit.

The Baltimore Red Line planning study included a comprehensive public involvement program that was integral to the overall study effort. Public involvement activities began in Spring 2003 with the distribution of direct mail and e-mails announcing scoping meetings to approximately 84,280 homeowners and businesses, 214 associations and community groups, and over 1,450 individual e-mail addresses. Between 2004 and 2007, the MTA held five sets of open houses. From November 2004 to May 2005, four rounds of Community Workings Groups were held. Letters and project fact sheets were mailed to 249 religious institutions March 2005. Seventy-eight community meetings were held between September 2005 and March 2008. In 2006, the Maryland General Assembly passed a bill creating the Red Line Citizens' Advisory Council (CAC). The CAC advised the MTA on impacts, opportunities and community concerns about the Baltimore Red Line through the duration of the planning study. From 2010 to 2012 seventeen Station Area Advisory Committees (SAACs) were formed to provide input on the Red Line project development. Each of the SAACs met approximately ten times during that time frame.

Between project initiation and the 2008 public hearing, MTA developed 9 separate project newsletters distributed to the Red Line mailing list. Additionally, regular (monthly/bi-monthly) e-newsletters have been distributed to subscribers to the project's e-mail registry. Throughout planning, project information was made available at 34 resource hubs throughout the project area. MTA also made available a Red Line project website (http://www.baltimoreredline.com/). Downloadable materials included a map and simulation of the Preferred Alternative, photos, fliers, e-newsletters, news articles, brochures, videos.

Refer to Chapter 8 of the FEIS for additional information.

National Academy Foundation High School

Digital Harbor Campus

December 12, 2008

Ms. Dianne Ratcliff
Director of Planning
Maryland Transit Administration
6 St. Paul Street, 9th Floor
Baltimore, MD 21201

RE: Red Line DEIS Comments

Dear Ms. Ratcliff:

The Red Line will run through the heart of Baltimore, connecting schools, businesses, and government offices to the rest of the city. The National Academy Foundation School, located in Federal Hill, is in close proximity to downtown and we welcome the connections this new project will bring to our city.

At NAF, we encourage our students to see the possibilities of the future. We also work with local businesses and industry leaders to provide our students with training and education that equips them for jobs. To support economic growth and help our graduates get to jobs, the city needs more transportation options. The Red Line will be a key component for a revitalized, sustainable future for Baltimore.

The Red Line is a long-overdue east-west transit link. When it is built, the Baltimore region will join other innovative cities in showing the economic and social good that comes from a society where everyone has the opportunity to get where they need to go. Specifically, Alternative 4C will maximize such benefits for the Red Line project.

First and foremost, Light Rail makes the most sense for the Red Line. Light Rail is cleaner, swifter, and more reliable than buses. Second, a tunnel through the dense downtown areas will ensure the efficiency of this system. Third, accessibility is crucial for a transit line to be functional. Having surface transit in residential areas will make the Red Line highly visible and thus better attract transit-oriented development. TOD will bring vital jobs and services to a city that has seen decades of tough economic challenges.

As we move farther into the 21st century, Baltimore needs more options. With more than 42,000 people per day projected to use the Red Line, there is clearly an unmet transit need that this project will address. We cannot afford to let this opportunity pass by—this project is a win-win for Baltimore.

Sincerely,

Ada Brown, Director
National Academy Foundation School

Ms. Danyell Diggs, Baltimore City DOT

1100 Covington Street • Digital Harbor Campus • Baltimore, Maryland 21230
Tel: 443 984-1593/1594 • Fax: 410 837-7118

The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

Statement of

Wanda Wallace,

Representative of Neighborhood

Organization Works

December 31, 2008

Mass Transit Administration

Office of Planning for the Red Line

c/o Diane Ratcliff

6 St. Paul Street, 9th Floor

Baltimore, Maryland 21202

i. Greetings.

ii. Extended Gratitude.

iii. Remarks.

I. Greetings.

Good evening; (as) it is an honor to have this opportunity to sit and discuss with everyone who worked earnestly to have us all meet today, the concerns of this community and our immediate, neighboring communities surrounding the grave geographical make-over that is subject to occur within this community and our neighboring communities[1], as members of this community have asked that we, as their representatives, advocate for the preservation of this community, as this community is likely to be affected by the outcome of this meeting.

II. Extended Gratitude.

Before moving further, I would like to thank our absent, Honorable Governor, Mayor and City Council and respective representatives of the SHA, the MDOT, the MTA, (if you are here) and members of the Baltimore Regional Transportation Board/(BRTB) in support of this geographical make-over within our community and immediate-neighboring communities.

III. Remarks.

Certainly, hearing about a plan to geographically-makeover or construct a new transit system within and throughout this community and our immediate-neighboring communities, for more efficient,

[1] **Red Line Corridor Transit Study: Neighborhood Effects Technical Report, April 2008, (pp. 60-113):** Geographical Areas 12-29.

The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

While your comment supports Alternative 4C with modifications or No Build, there is no reference to specific modifications to Alternative 4C. As previously stated in this response, modifications to Alternative 4C have been incorporated into the Preferred Alternative based on continued public input.

reliable and accessible means of transportation, sent a striking blow of wonder down my spine until the flip side was considered relative to the inevitable impact of increased noise, air-pollution, criminal activity, possible loss of homes, businesses, schools and churches, and unforgettable **cost** to the taxpayer, I had begun to say to myself, *not-so-fast*.

Now, while time has been expended to take a preliminary look at the 2002 Baltimore Regional Rail System plan, in which the Red Line Corridor Transit Study is housed and has been and being evaluated by the Alternatives Analysis/Draft Environmental Impact Statement/(AA/DEIS)[2], I have found

that of all the alternatives[3], **4C with Modifications or No Build** seemed and seems to offer the soundest benefits despite the community's lack of upgraded transportation means to members of this immediate community and its immediate neighboring communities. While it will offer, and I paraphrase, "neither impact nor mobility, nor transportation improvements beyond those Constrained Long Range Plan/ (CLRP)-identified projects nor reduced vehicular congestion, nor additional transportation options, nor improved transit travel times"[4], we, and our concerned community members, neither our or their successors will never have to wrestle with where they will be asked or forced to migrate for future living. It is of further interest to know what CLRP-lingering projects remain in the absence of transportation improvements within our district. While this community may encounter more efficient transportation set-backs, we ask that the crafters of this 2002 plan strongly consider our **4C with modifications or No Build** stance over future transportation-building initiatives within this community and within our immediate-neighboring communities.

The report clearly reflects that under the Build-Alternatives, while certain geographical areas risk being heavily impacted by noise, certain homeowners risk being displaced[5], to name a few environmental setbacks, certain members of our community and our neighboring communities can neither afford to look elsewhere for stable shelter nor afford to lose any additional rest because of the noise impact of the build-alternative projects, should either occur. We ask that the crafters of this 2002 plan strongly consider our **4C with Modifications or No Build** stance over future transportation-building initiatives within this community and within our immediate-neighboring communities.

As additional information is awaiting in the wings for our further consideration or re-consideration, (should there be any) we therefore, ask that the crafters enable us additional time to finalize our review of all that needs to be digested and that the crafters of this 2002 plan for now, strongly consider our **4C with Modifications or No Build** stance over future transportation-building initiatives within this community and our immediate-neighboring communities and ask that you all humbly enable us to table this meeting for a future date, within the following week or so, so that we may better equip ourselves with the necessary additional information we need to avoid making callous decisions about an issue so vital, as it is before us today.

---

[2] Red Line Corridor Transit Study, September 2008 (pp. s-1, 21)
[3] Ibid.@note2, p.22, Alternative 1: No-Build; Alternative 2: TSM/(Transportation System Management); Alternative 3: BRT/(Bus Rapid Transit); Alternative 4: LRT/(Light Rail Transit)
[4] Ibid. Neighborhood Effects Technical Report, April 2008, p. 27
[5] Ibid. *a* note3, p. 28.

Sincere thanks,

Wanda R. Wallace

President Neighborhood Organizations Works

Cc: U.S. Senator Barbara Mikulski

U.S. Senator Ben Cardin

U.S. Congressman, Elijah E. Cummings

Mr. Stephen L. Johnson, Administrator US. EPA

Ms. Lisa Lund, Acting Director, U.S. EPA Compliance

Mr. Reginald Harris, U.S. EPA

Mr. John Pocari, Secretary of Transportation

The Honorable Martin O' Malley, Governor

The Honorable Sheila Dixon, Mayor

Senator Lisa Gladden

Senator Verna Jones

Delegate Keith Haynes

Delegate Ruth M. Kirk

Delegate Sandy I. Rosenberg

Delegate Jill P. Carter

Delegate Nathaniel T. Oaks

Council President Stephanie Rawlings-Blake

Council Woman Helen Holton

To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

<<CCA Red Line Statement 12_08 (3).pdf>>

NORTH SHORE AT CANTON, INC.
2339-4 Boston Street
Baltimore, Maryland 21224

Sent via email.
January 2, 2009
Ms Diane Ratcliff
MTA Director of Planning
6 St. Paul Street, 9th Floor
Baltimore, Maryland 21202

Dear Ms Ratcliff:

On behalf of the North Shore at Canton Community, I am writing to you to state our opposition to Red Line Alternative 4C in its current form. Our objections to this alternative are exactly the same as those expressed in a letter to you from the Canton Community Association (CCA) dated December 28, 2008 (copy enclosed).

Our Board of Directors has attended numerous meetings and planning sessions on this issue and while we support the need for improved public transportation in Baltimore City we are, at the same time, convinced that a double-tracked light rail line in the median of Boston Street from Aliceanna to Conkling Streets is an extremely shortsighted solution which will cause major problems while offering limited benefits.

Sincerely

Tom Fallon, President
North Shore at Canton, Inc.

In selecting the Preferred Alternative there were many critical considerations including quality of transit service, projected transit ridership, cost-effectiveness, land use/transportation integration, economic development potential, environmental impacts, impacts to communities, and public and stakeholder input. To meet the project's purpose and need, it was important to connect people with key activity centers such as the Social Security Administration, University of Maryland downtown, Central Business District, Harbor East, and Johns Hopkins Bayview Medical Center Campus. Transit connections to MARC and existing Metro and Light Rail were also critical to meeting the purpose and need.

The Boston Street corridor was selected as part of the Preferred Alternative because it represented the option with the least parking and traffic impacts when compared to the other surface options along Eastern Avenue and Fleet Street, and was $412 million less in year of expenditure dollars to construct than a tunnel under Eastern Avenue. Ridership projections for the option along Boston Street were also comparable to options in the Eastern Avenue / Fleet Street corridor. Refer to the Alternatives Technical Report – 2012 Update for additional information.

OBRECHT
Commercial Real Estate, Inc

Ms. Dianne Ratcliff
Director of Planning
Maryland Transit Administration
6 St. Paul Street
Baltimore, MD 21202

RE: COMMENTS ON RED LINE DRAFT ENVIRONMENTAL IMPACT STATEMENT

Dear Ms. Ratcliff:

The Brewers Hill project, located on 30 acres in Baltimore's Canton Neighborhood, is a $120 million multi-stage redevelopment of one of Baltimore's most significant historic brewery complexes, the former National and Gunther Breweries. The overall Brewers Hill project totals roughly 1.2 million square feet of commercial and residential space. Developed by Obrecht Commercial Real Estate Inc. and Struever Brothers Eccles and Rouse Inc., the former breweries are being transformed into a thriving mixed use campus featuring traditional and new-economy Class-A-office space, retail shops, residential units and light industrial users. To date, roughly 30 tenants occupy over 450,000sf of commercial space and 184 new apartments are for lease.

In this context, we are pleased to endorse the Red Line Transit Project, and specifically, Alternative 4C with modifications. Excellent transit access has long been a missing element of the now thriving Boston Street corridor. In order to sustain the growth and development of this area, a high-quality rail transit line is essential, as much of the street network in the area is already operating at or near capacity. Under Alternative 4C, a traveler will be able to connect from Bayview Medical Center to the proposed Canton station in less than 6 minutes; from Canton to downtown will take only 10 minutes. These travel times cannot be achieved in a car today.

We do request one modification to Alternative 4C which would make the Red Line consistent with development plan for Brewer's Hill. We recommend that the alignment continue east on Boston Street and then proceed north along the Haven Street corridor. This will allow the street grid pattern to continue between Conkling Street and Haven Street, and fit well with the City's proposed "Boh Donnell Street Connector." We would also prefer, if financially feasible, to have the redline remain underground until it is in the vicinity of the "Du" Burns Arena on Boston Street to minimize any negative effect on parking and vehicular traffic thru Canton and Fells Point.

We appreciate MTA's work to advance the Red Line Transit Project quickly into design and construction and ask that these comments be placed into the record.

Sincerely,
Obrecht Commercial Real Estate, Inc.

Wells Obrecht, President

DEC 2 1 2008

3600 O'Donnell Street • Suite 960 • Baltimore, MD 21224
TEL: 410-327-4040 • 1-800-OBRECHT • FAX: 410-327-4999

The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

The preferred alignment has been refined to extend farther east on Boston Street to west of Haven Street, allowing the continuation of the grid pattern between Conkling Street and Haven Street and compatibility with the "Boh Donnell Street Connector." The tunnel under Boston Street was not extended to the "Du" Burns Arena due to costs.

Red Line Corridor Transit Study
AA/DEIS Comment Form

MTA Maryland

Only comments received by 5:00 PM on January 5, 2009 will be included in the Public Hearing Record for the Red Line Corridor Transit Study.

PLEASE PRINT

Name: Richard Burnham Organization: Old Goucher Business Alliance

Address: 107 E. 25th St.

City: BALTIMORE State: MD Zip Code: 21218

I/We wish to submit the following comments on this project:

At this time, this project should be put on the back shelf. We should not be spending this outrageous amounts of money when the economy is in this Severe Condition!

-FYI: My company was contacted to provide printing services for ~~A~~ Red Line Proposal --- but the work went to a Delaware Printer.
If ~~you~~ this project is to help Baltimore residents / businesses --- then all related work must go to Baltimore / Maryland Businesses!

Thank you Richard Burnham

RECEIVED JAN 5 2009

The No-Build Alternative represents the future conditions of transportation facilities and services in 2035 if the Red Line is not built. The No-Build Alternative integrates forecasted transit service levels, highway networks and traffic volumes, and demographics for the year 2035 for projects identified in the 2011 Baltimore Regional Transportation Board's Constrained Long Range Plan (CLRP), *Plan It 2035.* The CLRP consists of the existing highway and transit network as well as planned and programmed (committed) transportation improvements. The No-Build Alternative represents a continued investment in regional and local transportation projects, but does not address the purpose and need of reducing travel times, increasing transit accessibility, providing transportation choices for east-west commuting, or supporting community revitalization and economic development opportunities.

Under the No-Build Alternative, existing and future populations along the study corridor would continue to be served by the local bus system, with only planned and programmed transit improvements. Congestion on the roadways and highways would continue to negatively impact the reliability of travel by automobile and bus. The No-Build Alternative end-to-end transit travel time in 2035 is projected to be 79 minutes, whereas The Preferred Alternative would operate with an end-to-end transit travel time of 45 minutes, nearly half the travel time of the No-Build Alternative.

The Preferred Alternative would improve the quality of east-west transit service along the project study corridor by providing frequent and reliable service. Light rail traveling in a dedicated right-of-way would not be subject to congested roadway conditions, resulting in dependable, on-time service. The Preferred Alternative would provide park-and-ride facilities and feeder bus service to enhance access to the rail transit service and expanding the ridership market. The Preferred Alternative will not require any acquisition of real property that would result in an involuntary residential displacement.

Chapter 7 of the FEIS compares the No-Build Alternative with the Preferred Alternative while providing detailed information on transit efficiency and accessibility, transportation choices, system wide transit connections, and community revitalization and economic development.

The MTA and Baltimore City are working on workforce development programs that are intended to lead to future employment and training opportunities for local area residents, as well as expanded opportunities for local small (disadvantaged) businesses. The intent is for the area economy to benefit from the job creation and economic development the Red Line project can generate. The MTA anticipates having a policy and program in place before construction contracts are advertised for the Red Line project.

ONE LESS CAR

ONELESSCAR.ORG

410.235.3678

P.O. Box 19987
Baltimore, MD 21211

December 12, 2008

Ms. Dianne Ratcliff
Director of Planning
MTA
6 St. Paul Street, 9th floor
Baltimore, MD 21202

RE: RED LINE TRANSIT PROJECT – DEIS COMMENTS

Dear Ms. Ratcliff:

The Red Line will be a key component for a healthy, sustainable future in Maryland. The people of the Baltimore area desperately need more transportation options. Automobile dependence has harmed our collective happiness, unraveled our communities, and made our streets unsafe and inaccessible for pedestrians and cyclists. Additionally, automobiles have depleted our air quality and contributed to increasing health problems that result from inactivity. Our objectives at One Less Car are to reverse this dependence and improve the quality of life for all Marylanders. The Red Line is a critical, long-overdue east-west transit link that will help make these objectives possible.

We believe that the Baltimore region can be an example of the economic and social good that comes from a society where everyone – regardless of age, physical condition or economic background - has the opportunity to bike, walk or use mass transit to get where they need to go. Specifically, Alternative 4C will maximize such benefits for the Red Line project.

First and foremost, a rail option makes the most sense for the Red Line. As this line will be a heavily used arterial line with a large cross section of commuters and local residents, the option for enhanced bus or BRT will not provide the needed capacity or speed. Furthermore, rail projects tend to be cleaner, swifter, and more reliable than buses.

Our one very strong suggestion is that the Red Line be built with enhanced interconnectivity at existing light rail and metro subway stations. Planned transfer points that include long walks (400 feet or more) or create barriers for the comfort and convenience of riders (particularly those with disabilities) should be made as user friendly as possible. A Red Line that does not connect well with the existing system is a Red Line that will fail. This point is absolutely crucial.

Baltimore needs more options now. With more than 42,000 people per day projected to use the Red Line, there is clearly a need for this project to be built.

DEC 15 2008

The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

The Red Line would provide a critical link to connect the Metro Subway, Central Light Rail and MARC commuter trains with an east-west route. Riders on the Red Line would have two access connections to the MARC Commuter Line: direct and improved access at the West Baltimore MARC Station and a direct connection to the proposed Bayview MARC Station. The connection with MARC would allow easy access to Washington DC and growing job opportunities at Fort Meade and Aberdeen. The Red Line Howard Street/University Center Station would provide a direct connection to the existing light rail line at Lombard and Howard Streets. Riders of the Red Line would have a direct underground connection to the Metro at the Charles Center Station, and the Inner Harbor Red Line Station would be within walking distance of the Shot Tower/Market Place Metro Station.

Plus, transit supports biking and walking—making these alternative modes more possible and popular, too.

Sincerely,

Richard Chambers

Richard Chambers, Executive Director
One Less Car

Parks & People
The Foundation for Baltimore Recreation & Parks

RECEIVED
JAN 5 2009

December 30, 2008

Ms. Dianne Ratcliff, Director of Planning
Maryland Transit Administration
6 St. Paul Street, 9th Floor
Baltimore, MD 21201

RE: COMMENTS ON RED LINE DRAFT ENVIRONMENTAL IMPACT STATEMENT FROM THE PARKS & PEOPLE FOUNDATION

Dear Ms. Ratcliff:

The Parks and People Foundation has been pleased to be a part of the development of the Red Line Transit Project. This program helps to improve the physical, social and environmental quality of neighborhoods through greening activities and forming networks among communities to sustain natural resources. It is in this context which we join in endorsing the Red Line Transit Project, Alternative 4C which provides for two strategic tunnels and surface alignments in the 14.4 mile east-west corridor.

We believe the Red Line can successfully integrate a concept we call "One Park." The Parks & People Foundation supports the One Park concept, which was incorporated in the Baltimore City Comprehensive Master Plan in 2006. Building on the City's rich heritage of parks, One Park can unite the city in an integrated system of parks, street trees, community gardens, landscaped boulevards and paths, squares, schoolyards, college campuses, recreation areas, and other public open spaces. One Park is a concept for the design, enhanced use, and care of green space that encourages social, economic, and community development. The One Park concept seeks to create linear corridors that strengthen existing city green space with privately held property that can be further enhanced through comprehensive greening, linked together in a network and extending greening strategies along travel corridors encouraging institutions, businesses, and residents to fully participate in its realization by incorporating their property as well in this green network.

The One Park concept is also suggested in the Red Line Community Compact, signed September 12, 2008, by Mayor Sheila Dixon and MDOT Secretary John Porcari and co-signed by the Parks & People Foundation:

> *Construction and operation of the Red Line will involve a wide range of health and environmental impacts and improvement opportunities. Instead of the conventional approach of identification and mitigation, the Red*

Stieff Silver Building • 800 Wyman Park Drive, Suite 010 • Baltimore, Maryland 21211 • 410-448-5663 • 410-448-5895 fax • www.parksandpeople.org

The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

The MTA is a signatory of the Baltimore City Red Line Community Compact. The MTA considers the Community compact to be a framework of guiding principles to be applied to the Red Line project.

Line provides the opportunity for improving the quality of the air, water and health of the City and its residents. To the extent economically possible, the Red Line should improve the air and water quality, increase green space and improve the quality of life in the City compared to the conditions existing prior to implementing the Red Line

More specifically, in developing final design and construction plans, we trust that the City of Baltimore and the Maryland Transit Administration will honor the following commitments:

Leverage Water Quality Improvement Opportunities

By partnering with the agencies responsible for implementing and regulating water quality, such as the Baltimore City Department of Public Works and Maryland Department of the Environment, MTA will seek to do the following as part of the Red Line construction process:

- Increase green space and reduce impervious surfaces through project landscaping where appropriate.
- Determine and implement improvements to the man-made drainage system crossing or being impacted by the Red Line.
- Use best management practices for storm water management at all Red Line parking facilities.

Realize the economic and environmental benefits of clean energy use on the Red Line

Major infrastructure projects like the Red Line can accelerate the use of renewable energy resources to provide cleaner energy for transit and the community. If designed properly, the Red Line Transit Project can result in a zero-emissions service. MTA will consider the following strategies as part of Red Line construction:

- Design Red Line buildings and facilities to conform to recognized sustainability criteria such as LEED.
- Work with local utilities to utilize clean energy production sources to meet the new energy demands of Red Line and associated energy users.
- Investigate the generation of energy as a revenue source for the Red Line and possible sources of funding/grants.
- Replace all buses in the MTA fleet with diesel hybrid electric models as current buses are retired.

Water Quality

The Red Line project team is working with local and state agencies to optimize opportunities for water quality treatment as part of stormwater management.

Stormwater management would be implemented to manage runoff for all project disturbances in accordance with criteria established by the Maryland Department of the Environment. Stormwater management facilities are required to address water quality and quantity requirements associated with new development and redevelopment activities associated with the project through practices consistent with Environmental Site Design (ESD) criteria established by the Stormwater Management Act of 2007 and design criteria of the *Revised Chapter 5 of the 2000 Maryland Stormwater Design Manual.* In addition to these requirements, increases to peak 100-year discharge rates resulting from increases in impervious areas associated with construction of the Preferred Alternative must be attenuated within the Jones Falls, Gwynns Falls, and Herring Run inter-jurisdictional waterways.

Per current MDE stormwater permit requirements, water quality treatment must be provided through ESD practices to the maximum extent practicable to manage site runoff generated from the first inch of rainfall from all net increases in site imperviousness, and for a minimum of 50 percent of existing impervious area redeveloped through construction activities. Facilities would include ESD practices and Low Impact Development techniques such as rain gardens, bioretention facilities, water quality inlets, vegetative buffers, and manufactured BMPs, as well as other structural BMPs such as underground detention vaults, sand filters, and surface extended detention basins. Due to the highly developed nature of the project study corridor and limited available space, surface water quality treatment is anticipated primarily through linear micro-bioretention planter boxes. The micro-bioretention facilities provide landscaped areas to temporarily store and filter impervious runoff through the planting media prior to introduction to the closed pipe stormdrain network. Micro-bioretention planter boxes are generally proposed within the existing public right-of-way between the curb and sidewalk or sidewalk and right-of-way. For additional information on mitigation refer to Chapter 5 of the FEIS.

Increase green space along the Red Line

As part of designing and constructing the Red Line, the City will work with the MTA and Red Line-area communities to do the following:

- Make excellent connections between the Red Line and the existing trail system.
- Look for opportunities to create green space along the Red Line for biking, walking and as a natural buffer between the system and the neighborhoods.
- Utilize this green space as a means to better integrate the Red Line into the community as a transition and as neighborhood commons for entertainment and exercise.

We look forward to the day when the Red Line is operating for the benefit of all residents of the Baltimore region. Please include these comments in the official DEIS record.

Sincerely,

Jacqueline M. Carrera
President and CEO

cc: Ms. Danyell Diggs, City of Baltimore

Clean Energy

The MTA is considering sustainability and the use of renewable energy in the preliminary engineering phase of the project.

Green Space

The station location is close to the Gwynn's Falls Trail trailhead. The current alternative has proposed improvements to sidewalks and crosswalks for pedestrian access. Dedicated bicycle access is not in the current design. The Red Line project does not currently include an extension of the Gwynns Falls Trail.

The Red Line is providing additional green space and landscaping along the project alignment at locations where it can be accommodated.

5 MS. MAUREEN DECKER: Good afternoon. My
6 name is Maureen Decker. That's M-A-U-R-E-E-N,
7 D-E-C-K-E-R. I reside at 4577 King's Cup Court in
8 Ellicott City and I work at 210 East Lexington Street
9 in Baltimore.
10 As an office principle of Pennoni
11 Associates, a civil engineering consulting firm and a
12 business member of the Greater Baltimore Committee, I
13 am here to endorse the Red Line light rail alignment
14 Alternate 4C.
15 Alternate 4C proposes a light rail transit
16 mode of transportation. It minimizes community impact
17 by utilizing tunnels under Cooks Lane, downtown
18 Baltimore, and Fells Point. It will not displace any
19 families. It will be the least costly to operate.
20 Alternate 4C gives access to nearly 200,000 jobs. It
21 offers residents decent travel options at affordable
1 prices. It offers fast, clean, non-polluting transit
2 options. It links the existing light rail line, the
3 Metro line, and the MARC commuter rail station.
4 This Alternate provides a quick way for
5 working, studying, or visiting education and healthcare
6 centers to get where they need to go. It opens an
7 economic development window around transit stations
8 that could lead to thousands of jobs and residential
9 units being built. It reduces automobile vehicle miles
10 traveled in the region by nearly 70,000 a day.
11 It will spur revitalization efforts at
12 places like Security Square Mall, Edmondson Village,
13 Canton Crossing, Greektown and around the West
14 Baltimore MARC station. It makes Baltimore a more
15 competitive place with other cities such as
16 Philadelphia, Washington, D.C., and New York City, that
17 have already networked interconnected transit lines.
18 Alternate 4C is the best option with the
19 least disruptions, the most advantages for residents
20 and the greatest number of economic opportunities. For
21 these reasons, as office principle of Pennoni
1 Associates and a member of the GBC, I endorse alternative 4C.

The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

PHH Arval

George J. Kilroy
President and
Chief Executive Officer

940 Ridgebrook Road
Sparks, MD
21152

Tel 410 771 2640
Fax 410 771 2218
george.kilroy@phh.com
www.phh.com

November 5, 2008

PHH

Red Line
c/o Office of Planning
6 St. Paul Street, 9th Floor
Baltimore, MD 21202

To Whom It May Concern:

I am a Greater Baltimore Committee member and am writing this letter in support for Red Line Alternative 4C, endorsed by GBC. The workforce, economy, environment and tourism industry will all benefit from this new transit line.

- It will be an easier commute for the more than 192,000 workers who are employed within the vicinity of the Red Line corridor by reducing travel time by 48% (39 minutes) from one end of the corridor to the other and travel costs on an average of 30-50%.
- More than 42,000 people per weekday are expected to use the Red Line resulting in approximately 67,000 fewer daily automobile vehicle-miles traveled. Once it is built, this transit option will be the least costly to operate and will be fast, clean, non-polluting and affordable.
- This approximate $1.6 billion investment could mean $3.5 billion for the Baltimore metro region and make it more competitive with other cities that already have a network of interconnected transit lines. This project will generate 17,000 construction jobs and will support emerging new development at locations around the city as well as possibly spurring revitalization efforts in other areas.
- It will provide convenient transportation to the 12,000,000 annual visitors to Camden Yards, M&T Bank Stadium, 1st Mariner Arena, the Baltimore Convention Center, National Aquarium, the Hippodrome and Harbor Place as well as other attractions around the city.

I urge you to support this vital transportation project as it is the best option with the least disruptions, the most advantages for residents and the greatest number of economic opportunities. Thank you for your consideration in this very important matter.

Sincerely,

cc: The Honorable Martin O'Malley, Governor
The Honorable John Porcari, Maryland Transportation Secretary
Members of the Congressional Delegation
Don Fry, Greater Baltimore Committee

The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

Sent: Thu 11/06/2008 4:02 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Matthew Weinstein
Progressive Maryland
9 W. Mulberry St., 4th floor
Baltimore, MD, 21201

Matthew Weinstein's comments:

Progressive Maryland is a statewide coalition of 50 labor, civil rights, and religious advocates, as well as 15,000 individual members and supporters, who work together to defend the interests of average Maryland working families. We strongly support the expansion of transit service in the Baltimore region and around the state, including the Red Line transit project, which offers the best opportunity to expand metro-Baltimore rail transit service in the next decade. We also endorse Red Line Alternative 4C specifically because it offers the best balance of the cost-effectiveness required to attract federal funding and the rapid service required to attract a viable ridership. Maryland's working families must have an alternative to sitting in traffic on the Beltway or riding buses that have to stop constantly for red lights and other traffic. The communities and businesses along the Red Line Corridor will also benefit from the public and private investment that the Red Line project will bring. Thank you for this opportunity to comment on the Red Line Corridor Transit Study.

The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

RCM&D

RIGGS, COUNSELMAN, MICHAELS & DOWNES, INC.
www.rcmd.com

BALTIMORE (HQ)
CENTRAL PENNSYLVANIA
GREATER RICHMOND
METRO-WASHINGTON DC
VIRGINIA-TIDEWATER

Tel:
Fax:

Albert R. Counselman, CPCU
Chairman and CEO

October 28, 2008

Red Line
c/o Office of Planning
6 St. Paul St., 9th Floor
Baltimore, MD 21202

Re: Red Line Alternative 4C

Ladies and Gentlemen:

I am writing to express my deep concern that the planning, funding and construction of the Red Line proceed as rapidly as possible in accordance with Red Line Alternative 4C, as supported by the GBC. Our business, headquartered in Baltimore and employing in excess of 280 people is dependent upon the economic growth, vitality and development of this region.

Our business, insurance, risk management and employee benefit consulting takes us throughout the country and often overseas. It is apparent to me that cities and regions that invest in mass transit do far better than others, both in retaining and attracting employers, as well as in providing a more favorable quality of life for employees and their families.

As a member of the Greater Baltimore Committee, I know that GBC has outlined very specifically the benefits to this region of proceeding with the Red Line Alternative 4C and I support those reasons. But as a frequent visitor to many other cities with advanced transportation systems, which I frequently use, I know that we can only be a great city and region for years into the future if we make this critical investment at this time.

Again, please proceed with plans for Red Line Alternative 4C.

Sincerely,

Albert R. (Skip) Counselman, CPCU

ARC:ls

cc: Governor Martin O'Malley
Secretary John D. Porcari
Senator Barbara A. Mikulski
Senator Benjamin L. Cardin
Congressman C.A. "Dutch" Ruppersberger
Greater Baltimore Committee

RECEIVED
NOV - 5 2008

Riggs, Counselman, Michaels & Downes, Inc. comments are located under IDs 128 and 129; the responses to these comments are combined below.

The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

21 MR. MARK COUNSELMAN: Thank you. Ready?
1 Good afternoon and thank you very much for doing this.
2 I assure it will only get better through the night if
3 I'm starting. My name is Mark Councilman, that's
4 M-A-R-K, Counselman, C-O-U-N-S-E-L-M-A-N. And my firm
5 Riggs, Counselman, Michaels & Downs are abbreviated
6 RECOMMEND&D. We are a locally owned insurance
7 brokerage and we've been in Baltimore since 1885.
8 For over 30 years, RECOMMEND&D has been
9 actively involved and a member of the Greater Baltimore
10 Committee, our region's leading civic voice for the
11 business community. It's as a GBC member that I've
12 come here tonight to express my support for the Red
13 Line, specifically Option 4C. Building a high-quality
14 transit system we believe is critical to the continued
15 success of the region and we think the Red Line is an
16 important first step in that process.
17 Option 4C, we believe offers significant
18 improvements in travel time as well as the rail option
19 brings a level of comfort and permanency that we think
20 is necessary to attract redevelopment and
21 transit-oriented redevelopment to the corridor.
1 Decades of car-related transportation
2 policy has left us with traffic growth which outpaces
3 job growth and population gains. Traffic is now
4 clogging our street, fouling our air and water,
5 decreasing our quality of life and we believe soon,
6 choking the region's economic vitality. The Red Line,
7 we think, offers an alternative to gridlock and a
8 significant opportunity to reorient this corridor and
9 eventually Baltimore City towards transit.
10 And with that, we appreciate the MTA, MDOT,
11 and the City of Baltimore for their leadership in an
12 inclusive planning process. I especially appreciate
13 your forbearance in holding these hearings, and I look
14 forward to seeing everybody on the Red Line. Thank
15 you.

Rognel Heights Community Association
4517 Rokeby Road
Baltimore, Maryland 21229

Diane Ratcliff
Maryland Transit Administration
6 Saint Paul Street, 9th. Floor
Baltimore, Maryland 21202

Gail McFadden-Roberts
Federal Transit Administration III
1760 Market Street, Suite 500
Philadelphia, PA. 19103

Re: Letter Against the Redline Surface Alternatives and Support of Underground

Dear: Ms. McFadden-Roberts & Diane Ratcliff

I am herein informing you, your administration and the FTA that we are against any Red Line Surface Alternatives proposed for the Edmondson Avenue corridor. We are in agreement and we respectfully support our neighboring community associations who are standing firm to resist your attempt to place (2) trains on the surface, instead of underground.

It is now very clear by the recent MTA presentations and reports that you are planning to build the Redline System, underground, ***Downtown, , Fells Point, Little Italy, Patterson Park and Highland Town.*** Further, when you proposed a surface alternative to those communities and they said no, you shook and gave them underground only.

Why? Are you treating the aforementioned communities in a manner that infers preferential treatment, are we not taxpayers too. Are we not deserving of the same treatment that you are affording the eastern side of the city.

The Federal Transportation Administration policy dictates that there must not exist a disparity in the treatment of any class or race of residents affected by a transportation project nor should any class or race of residents bear a disproportional burden from same. The MTA has *tainted the entire Red Line Corridor Transit Study Process.*

We Stand By And With The Communities, Undivided !

Sincerely,

Daisy Fields
Vice President 1/2/2009

The Preferred Alternative is located on the surface (at-grade), generally within the median of Edmondson Avenue between the Cooks Lane Tunnel portal and the West Baltimore MARC station. There is adequate right-of-way available to construct light rail in the median without the need to purchase or relocate any residential homes. As such, an underground alternative is not needed to preserve adjacent land use. Also, the impact assessments for resources along Edmondson Avenue indicate that a surface alternative is feasible in this area of the project (see the FEIS, Chapter 2 and the Alternative Technical Report – 2012 Update for more detail). In the AA/DEIS, tunnel alignments were studied under Edmondson Avenue/ Franklin Street between Cooks Lane and Calverton Road. The major reason that a tunnel alignment was not pursued was cost. In order to design and construct that portion of the project underground, the cost of the project would increase by $525 million in year of expenditure dollars. Refer to Chapter 2 of the FEIS for additional information.

The FTA Office of Civil Rights has reviewed the environmental justice and Title VI complaints and either dismissed or found them insufficient. The FTA has not found any violation of Title VI of the Civil Rights Act or the Community Right to Know Act.

In addition, Section 5.4 of the FEIS sets forth the detailed analysis performed to evaluate whether the Red Line would have a disproportionately high and adverse human health and environmental effects to minority and low-income communities that would result from the construction and operation of the Preferred Alternative. Since the AA/DEIS was published, the MTA has continued extensive public outreach with communities throughout the corridor, updated the environmental justice analysis with the 2010 US Census data, and continued coordinating with the FTA Office of Civil Rights. Refer to FEIS Chapters 5 and 8.

Overall, the Red Line would improve accessibility for all communities including low-income and minority populations. While some impacts would occur within these communities, the impacts of the project on minority and low-income communities are not disproportionately high and adverse, and the project benefits these same communities by providing improved accessibility and faster, more reliable transit.

Rognel Heights Community Association
P.O. Box 2961, Baltimore, Maryland 21229

Gail Mcfadden-Roberts c/o Diane Ratcliff (MTA)
Federal Transit Administration III
1760 Market Street, Suite 500 January 3, 2009
Philadelphia, PA. 19103

Re: Letter In Support of, Underground Alternative or No Build

Dear: Ms. Mcfadden Roberts

Pursuant to the above captioned matter, I am herein requesting that the Federal Transit Administration disqualify the Maryland Transit Administration and the State of Maryland from receiving any funding for their proposed Red Line project. Further, I am requesting that you audit and investigate them for the crooked and corrupt manner in which they have conducted the Red Line Corridor Transit Study.

In brief, the MTA have violated a number of federal laws such as, Title VI of the 1964 Civil Rights Act and Executive Order 19828, as it relates to (EJ) Environmental Justice, and Minority Participation regulations etc. Because, this letter is an attempt to exhaust the administrative procedures and the MTA has a systematic method of dismissing all community complaints regarding the Red Line, I will forward all further details directly to your office, as I stated in my conversation with you in October.

At present, the latest Grand Jury and the Maryland State Prosecutor's Office is investigating a number of our local and state politicians, administrators, contractors and big businessmen for violations of ethics, campaign financing laws and bribery of public officials. ***[Note: Big Business Controls Our Politicians, Which Includes The Mayor of Baltimore City and The Governor of the State of Maryland].***

The Red Line alternative and alignment that the MTA and the Greater Baltimore Committee (GBC), the big business entity that controls this study and our politicians is a perfect example of racism and classism. It promotes a surface light rail train system through the African-American and the entire low income community, that is cheap and invasive, while the Caucasian and affluent communities will receive an underground and very expensive system.

Sincerely,

Don Sherrod, President

Comments from Rognel Heights Community Association, from Don Sherrod, are located under IDs 131 through 135; the responses to these comments are combined below.

The FTA Office of Civil Rights has reviewed the environmental justice and Title VI complaints and either dismissed or found them insufficient. The FTA has not found any violation of Title VI of the Civil Rights Act or the Community Right to Know Act.

In addition, Section 5.4 of the FEIS sets forth the detailed analysis performed to evaluate whether the Red Line would have a disproportionately high and adverse human health and environmental effects to minority and low-income communities that would result from the construction and operation of the Preferred Alternative. Since the AA/DEIS was published, the MTA has continued extensive public outreach with communities throughout the corridor, updated the environmental justice analysis with the 2010 US Census data, and continued coordinating with the FTA Office of Civil Rights. Refer to FEIS Chapters 5 and 8.

Overall, the Red Line would improve accessibility for all communities including low-income and minority populations. While some impacts would occur within these communities, the impacts of the project on minority and low-income communities are not disproportionately high and adverse, and the project benefits these same communities by providing improved accessibility and faster, more reliable transit.

The Baltimore Red Line planning study included a comprehensive public involvement program that was integral to the overall study effort. Public involvement activities began in Spring 2003 with the distribution of direct mail and e-mails announcing scoping meetings to approximately 84,280 homeowners and businesses, 214 associations and community groups, and over 1,450 individual e-mail addresses. Between 2004 and 2007, the MTA held five sets of open houses. From November 2004 to May 2005, four rounds of Community Workings Groups were held. Letters and project fact sheets were mailed to 249 religious institutions March 2005. Seventy-eight

6 MR. DON SHERROD: Good afternoon. Don,
7 D-O-N, Sherrod, S-H-E-R-R-O-D. My name is Don Sherrod.
8 I am the President of Rognell Heights Community
9 Association.
10 The Red Line does run through our area.
11 Our complaint or our citizen complaint is the
12 following. This whole process has violated the
13 Environmental Justice Act relative to Title VI of the
14 1964 Civil Rights Act. That act requires meaningful
15 participation in the planning and the decision-making
16 in this process, be that it may receive several funds.
17 This whole process has been rigged. It has
18 been contrived and it's not the will of the people in
19 that area. Transportation should express the needs of
20 the people first, and then the will. This is not a
21 project that's predicated on what the people need in
1 our area. When I say our area, I'm going from Hilton
2 Street right on up to I-70.
3 This is a project of big business. This is
4 a project that's driven by the GBC, the BNC, CPHA, the
5 BMC and the CMTA and the MTA. Alphabet soup.
6 This is about big business. Big business
7 is sticking their hands into the federal funds that are
8 going to be dedicated for this project which is over a
9 million dollars. This is a project that seriously is
10 going to go over-budget and it's a project about big
11 business making big money.
12 Big business, the same persons that finance
13 these politicians, are the same ones that the GBC gives
14 tons of money and that's why the GBC is supporting 4C.
15 4C is about putting the Light Rail on the surface
16 through the African-American communities and through
17 the low-income communities. Wherein, in East

18 Baltimore, where the affluent and the white residents
19 are, it goes all underground. Which means Canton,
20 Fells Point, Little Italy, South Historic Central, and
21 a host of others.
1 We get the shaft part, they get all the

community meetings were held between September 2005 and March 2008. In 2006, the Maryland General Assembly passed a bill creating the Red Line Citizens' Advisory Council (CAC). The CAC advised the MTA on impacts, opportunities and community concerns about the Baltimore Red Line through the duration of the planning study. From 2010 to 2012 seventeen Station Area Advisory Committees (SAACs) were formed to provide input on the Red Line project development. Each of the SAACs met approximately ten times during that time frame.

Between project initiation and the 2008 public hearing, MTA developed 9 separate project newsletters distributed to the Red Line mailing list. Additionally, regular (monthly/bi-monthly) e-newsletters have been distributed to subscribers to the project's e-mail registry. Throughout planning, project information was made available at 34 resource hubs throughout the project area. MTA also made available a Red Line project website (http://www.baltimoreredline.com/). Downloadable materials included a map and simulation of the Preferred Alternative, photos, fliers, e-newsletters, news articles, brochures, videos.

Refer to Chapter 8 of the FEIS for additional information.

The Preferred Alternative is located on the surface (at-grade), generally within the median of Edmondson Avenue between the Cooks Lane Tunnel portal and the West Baltimore MARC station. There is adequate right-of-way available to construct light rail in the median without the need to purchase or relocate any residential homes. As such, an underground alternative is not needed to preserve adjacent land use. Also, the impact assessments for resources along Edmondson Avenue indicate that a surface alternative is feasible in this area of the project (see the FEIS, Chapter 2 and the Alternative Technical Report – 2012 Update for more detail). In the AA/DEIS, tunnel alignments were studied under Edmondson Avenue/ Franklin Street between Cooks Lane and Calverton Road. The major reason that a tunnel alignment was not pursued was cost. In order to design and construct that portion of the project underground, the cost of the project would increase by $525 million in year of expenditure dollars. Refer to Chapter 2 of the FEIS for additional information.

2 honey. There are no benefits to our area. They get
3 all the benefits. We're a residential neighborhood.
4 It's going primarily in the east in a commercial area,
5 but it goes underground. Further, it also violates the
6 Executive Order by Clinton in 1996 which is Executive
7 Order 1289289 - whatever. Who cares.
8 But it states that there must be clear and
9 meaningful participation by the resident community and
10 that has not been done. This whole process, this whole
11 transportation system, is racist. It's discriminating.
12 Thank you.

The Preferred Alternative will not require any acquisition of real property that would result in an involuntary residential displacement. The majority of the Red Line would be constructed within the public right-of-way; however, there are areas where the Red Line would require additional property. There will be the need to acquire “sliver takes” or narrow strips of property from some residential properties adjacent to and along the Red Line. Just compensation will be paid for all land that is acquired. These partial property acquisitions will leave the majority of land in the ownership of the current proprietor. A listing of property acquisitions is included in Appendix K of the FEIS.

The No-Build Alternative represents the future conditions of transportation facilities and services in 2035 if the Red Line is not built. The No-Build Alternative integrates forecasted transit service levels, highway networks and traffic volumes, and demographics for the year 2035 for projects identified in the 2011 Baltimore Regional Transportation Board’s Constrained Long Range Plan (CLRP), *Plan It 2035.* The CLRP consists of the existing highway and transit network as well as planned and programmed (committed) transportation improvements. The No-Build Alternative represents a continued investment in regional and local transportation projects, but does not address the purpose and need of reducing travel times, increasing transit accessibility, providing transportation choices for east-west commuting, or supporting community revitalization and economic development opportunities.

Under the No-Build Alternative, existing and future populations along the study corridor would continue to be served by the local bus system, with only planned and programmed transit improvements. Congestion on the roadways and highways would continue to negatively impact the reliability of travel by automobile and bus. The No-Build Alternative end-to-end transit travel time in 2035 is projected to be 79 minutes, whereas The Preferred Alternative would operate with an end-to-end transit travel time of 45 minutes, nearly half the travel time of the No-Build Alternative.

The Preferred Alternative would improve the quality of east-west transit service along the project study corridor by providing frequent and reliable service. Light rail traveling in a dedicated right-of-way would not be subject

18 MR. DON SHERROD: Good afternoon. My name
19 is Don S.
20 D-O-N, S-H-E-R-R-O-D. I'm the president of
21 Rognell Heights Community Association, P.O. Box 2961,
1 Baltimore, Maryland. Basically, for the last six
2 years, I'm one of the ones that's been following this
3 process. And through this process I've witnessed some
4 things you would not believe. And those things
5 basically were perpetrated on the community by the MTA,
6 a lot of your city officials and state officials, from
7 the Governor right on down to the Mayor. This project
8 is not about good transportation, it's not about a Red
9 Line System that's going to serve the people. This is
10 about big business. Sticking their hands, their fat,
11 greasy hands, into a one and a half billion dollar
12 federal fund for this 6-year Federal Transportation
13 cycle.
14 It's about the GBC, which is better known
15 as the Greater Baltimore Committee and also known as
16 the Easy Empire. They fund our politicians, elections
17 and re-elections and because of that, they tell the
18 governor, they tell the Mayor, they tell most of our
19 state officials, and our council-persons what to do,
20 when to do, how to do it. They tell them everything
21 including when to go to the bathroom.
1 The other thing I want to put on the record
2 is this. Is that according to the Civil Rights Act of
3 1964, Title VI, which states for the record that there
4 should be no discrimination, no racism, no prejudice,
5 when it comes to the planning of any transportation or
6 anybody receiving federal funds, what this is about,
7 there should not be that existing in any minority or
8 lower-income neighborhood. In this case, the minority
9 and the low-income neighborhood is getting all surface
10 light rail for the two trains, while the white
11 neighbors and the Aslan neighbors in Fells Point,
12 Highlandtown, Little Italy, Patterson Park, are getting
13 it all underground.
14 When the MTA went to them and stated about

to congested roadway conditions, resulting in dependable, on-time service. The Preferred Alternative would provide park-and-ride facilities and feeder bus service to enhance access to the rail transit service and expanding the ridership market. The Preferred Alternative will not require any acquisition of real property that would result in an involuntary residential displacement.

In selecting the Preferred Alternative there were many critical considerations including quality of transit service, projected transit ridership, cost-effectiveness, land use/transportation integration, economic development potential, environmental impacts, impacts to communities, and public and stakeholder input. To meet the project's purpose and need, it was important to connect people with key activity centers such as the Social Security Administration, University of Maryland downtown, Central Business District, Harbor East, and Johns Hopkins Bayview Medical Center Campus. Transit connections to MARC and existing Metro and Light Rail were also critical to meeting the purpose and need.

Chapter 7 of the FEIS compares the No-Build Alternative with the Preferred Alternative while providing detailed information on transit efficiency and accessibility, transportation choices, system wide transit connections, and community revitalization and economic development.

The MTA made a determination to extend the project limits to Johns Hopkins Bayview Medical Center to better meet project purpose and need by connecting with a major employment center and hospital complex. No state legislation was required to extend the project limits.

The MTA is complying with both federal and state guidelines requiring minority participation. The MTA reports minority business participation in the Red Line project on a monthly basis to the FTA.

15 we want to put it above the surface there, the white
16 people there protested and now they're getting it
17 underground. Go figure. Why do you think that
18 happened? So even after all that discrimination in
19 1964, President Clinton signed the Executive Order
20 sometime around 1996. And that order was 19828, which
21 stated under Environmental Justice, when it comes to
1 transportation system, minority and low-income
2 neighborhoods should have equal access in the planning
3 and the decision makings of any system. It didn't
4 happen. The MTA lied, they gave us misinformation, the
5 same companies that built the road to nowhere are the
6 same companies that's planning this system. They're
7 the same companies that planned and engineered the Big
8 Dig in Boston and the federal investigation by the
9 Department of Justice. I say no to the Red Line, I say
10 no to anything that the MTA, Baltimore City, the State
11 of Maryland, is involved in. Thank you very much.

4 MR. DON SHERROD: Good evening.
5 COURT REPORTER: Spell both names.
6 MR. DON SHERROD: Don, D-O-N, Sherrod,
7 S-H-E-R-R-O-D.
8 COURT REPORTER: Thank you.
9 MR. DON SHERROD: First of all, I would
10 like to say that I'm also protesting these procedures
11 primarily because of the following. There was
12 legislation that was required through the General
13 Assembly for this study and that original legislation
14 was for 10 and a half miles. This has now went up to
15 14 plus miles without this legislature. Which means
16 that you have no authorization to continue this study
17 past that ten and a half miles.
18 Further, it is also stated by federal
19 guidelines that minority participation for this project
20 is 18 percent. We've got less than one percent. The
21 only percentage of African-Americans involved in this
1 is a public relations company, which is basically a
2 political flunky left over from the Glendenning
3 Administration.
4 There's no WBE, may mean Minority Business
5 Enterprise through general minorities. And there's no
6 MBE, which is minority, WBE, which are women, also
7 including white women. They have no contracts in this
8 process. The only one that has contracts is the
9 Greater Baltimore Committee's basically hand-picked
10 chosen contractor which is PB America and along with a
11 whole group of other engineering companies involved.
12 So because of they're basically violating
13 the law as it relates to minority participation and as
14 it relates again to the receipt of federal funds, this
15 makes this illegal.
16 The other part of this is it also violates
17 the 1964 Title VI of the Civil Rights Act. Which
18 states that whenever there's a transportation project
19 there should be equal and fair treatment, not only of
20 the minority and low income but it should not benefit
21 one class over another class.

1 In this case, speaking directly for
2 Edmondson Avenue, where the minorities and low income
3 persons are, they're getting the crappy part of the
4 system which is the Light Rail above the ground. While
5 the affluent and Caucasian residents, they'll get it
6 below ground.
7 Over 80 percent of this project goes
8 through the African-American, low-income neighborhoods.
9 Only about 20 percent of the money is dedicated for
10 that area. So as long as there's no parity and as long
11 as there continues to be environmental justice
12 violations, I am going to continue to protest it.
13 Not only that, I will be filing a complaint
14 with the FTA for them to disqualify the State of
15 Maryland from this process. And also I will be filing
16 a complaint with the United States Department of
17 Justice requesting that they investigate this whole
18 procedure. Thank you.

21 MR. DON SHERROD: Don, D-O-N, Sherrod,
1 S-H-E-R-R-O-D.
2 Thank you very much. I, too, am here to
3 protest this Red Line Alternative 4C or any other
4 alternatives. My concern is the residents on Edmondson
5 Avenue who no one seems to care about.
6 The people who live on Edmondson Avenue
7 have not been engaged and involved in this process and
8 it's been purposeful by the MTA. Besides the fact they
9 have not been involved, this whole process violates all
10 the Environmental Justice laws that was relative to the
11 Executive Order by President Clinton, 12898. You're
12 totally in violation of Environmental Justice.
13 It also violates Title VI of the 1964 Civil
14 Rights Act. Which states very simply, whenever federal
15 funds are used for any kind of project, the residents
16 along that corridor affected should have input, fair
17 access to the planning and the decision making process
18 through the entire project itself. That has not
19 happened. Then it should be parity and it should not
20 be disproportionate treatment.
21 In this case, east Baltimore is primarily
1 getting tunnels throughout in the affluent
2 neighborhood. But on Edmondson Avenue in the
3 African-American community where it runs, 80 percent
4 along the corridor, they're getting it above the
5 ground.
6 Very intrusive, it will cause persons to
7 lose their homes, that will cause people to be
8 displaced, that will cause people to eat dust for
9 years, basically being trapped in their homes.
10 Also, this is not a project that was
11 initiated by the persons, the older residents on
12 Edmondson Avenue because you don't care about the
13 persons on Edmondson Avenue or the politicians who runs
14 them out of Edmondson Avenue who don't care.
15 All they care about is the money that the

16 GBC, the Greater Baltimore Committee, gives them for
17 their campaigns and controls them. This is a bona fide
18 Greater Baltimore Committee initiative. This is what
19 they want. A chance to stick their fat, greedy hands
20 again into 1.6 billion dollars or what the federal
21 funding cycle is allowing for this project.
1 This is not about building a transportation
2 system, it's about greedy white people. Because black
3 people are not going to get any benefits.
4 This is, if you mean that we may get a few
5 jobs or that means for us to show up with shovels, we
6 won't be showing up with shovels. We'll be showing up
7 maybe to block this, but at this point we're prepared
8 to file a complaint with FTA, having them to disqualify
9 you all and also file one with the United States
10 Department of Justice requesting an investigation on
11 criminal activity and conspiracy which is involved in
12 this project. Thank you.

Sent: Mon 11/03/2008 11:28 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Graylin Smith
SB & Company, LLC
200 International Circle, Suite 5500
Hunt Valley, MD, 21030

Graylin Smith's comments:

I am writing in support of the Red Line Alternative 4C project. This line is a critical addition to Baltimore's transit system that (amongst other things) will generate additional revenue for Maryland through added means of transportation to Baltimore's tourist destinations, create a reduction in transit time for Maryland Commuters and also reduce commuter costs. Please accept this notice as my official support of this project. Thank you.

SB & Company, LLC comments are located under IDs 136 and 137; the responses to these comments are combined below.

The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

SB & COMPANY, LLC
EXPERIENCE • QUALITY • CLIENT SERVICE

November 11, 2008

Red Line
c/o Office of Planning
6 St. Paul Street, 9th Floor
Baltimore, Maryland 21202

To Whom It May Concern:

I am writing this letter in support of Red Line Alternative 4C. As a member of the Greater Baltimore Committee, it is my obligation to speak up for the private sector and demonstrate my support of what will be a major boost in Baltimore's regional transit system. The Greater Baltimore Committee has publicly endorsed Red Line and for good reason. The proposed system will provide transportation alternatives to our residents, reduce both travel time and cost for its commuters, generate additional jobs, and will support new development at locations affected the by the Red Line.

Please accept this correspondence as my official endorsement of Red Line Alternative 4C. If you would like to discuss in further detail my support of the Red Line, please contact me in my office at (410) 548-1401 or by email at gsmith@sbandcompany.com. Thank you.

Very truly yours,

Graylin E. Smith
Managing Partner

RECEIVED
NOV 14 2008

200 International Circle • Suite 5500 • Hunt Valley • Maryland 21030 • P 410-584-0060 • F 410-584-0061

SECURITY SQUARE ASSOCIATES
5454 WISCONSIN AVENUE
SUITE 1265
CHEVY CHASE, MARYLAND 20815
(301) 951-8811 ❑ FAX (301) 951-3585

WRITER'S EXTENSION: 13
WRITER'S E-MAIL ADDRESS:
LYONS@CAPITOLINVESTMENT.COM

Via Federal Express, e-mail and fax (410-333-0489)

January 5, 2009

Maryland Transit Administration
6 Saint Paul Street
Ninth Floor
Baltimore, MD 21202

Re: Proposed Red Line Locations

Gentlemen:

We recently discovered that MTA has proposed alternate Red Line stop locations in front and in the center of Security Square Mall, both of which would be extremely detrimental or even deadly to the survival of the mall.

When we met with MTA engineers quite some time ago, we explained that because of limited access to the mall, any restriction on turning from Security Boulevard would be extremely problematic. Moreover, any location in the center of the mall would be disastrous. We suggested that a stop by the AMC theater building was the only workable solution. However, we see that the unacceptable locations are still under consideration.

In this regard we are requesting a meeting with MTA representatives to discuss our concerns. If possible, the owners of the other four mall parcels should be included.

Fell free to call me at 301-951-8811 ext. 13. Thank you.

Sincerely,

Security Square Associates
by MDR Security Square Limited Partnership
by MDR Security Square, Inc., General Partner

Bruce D. Lyons

by Bruce D. Lyons, Executive Vice President

Since the publication of the AA/DEIS, the MTA has met numerous times with all the Security Square Mall owners to discuss the transitway alignment and location of the Security Square Mall Station. The Preferred Alternative includes the transitway and station adjacent to Security Boulevard. The alignment through the center of the mall was not selected. The station is proposed between Lord Baltimore Drive and Belmont Avenue. The station location has been proposed after significant consultation with Security Square Mall ownership. There are no turning restrictions proposed from Security Boulevard into the mall. Refer to Chapter 2 of the FEIS for additional information on the transitway and station proposed at Security Square Mall.

4 MR. FRANK MEYER: My name is Frank,
5 F-R-A-N-K, Meyer, M-E-Y-E-R. I represent Security
6 Square Mall. I really want to say two things. Number
7 one, that we strongly are in favor of the Red Line and
8 in some configuration, obviously it will bring traffic
9 to our shopping center and that's a good thing for us
10 so we support it whole-heartedly.
11 The only reservation that we have is one of
12 the routing schemes calls for a route on the south side
13 of Security Boulevard where it passes by the mall and
14 we feel that if that's laid out in any way that impedes
15 traffic in and out of the mall, we would object to
16 that. Otherwise, we support any configuration that the
17 project takes. That's basically it.
18 If you have any questions for me, I'll
19 answer them.

The Preferred Alternative presented in the FEIS improves transit in the Baltimore Region, as your comment recommends. The Preferred Alternative is a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line Build Alternative.

The alignment of the Preferred Alternative along Security Boulevard has been presented to Security Square Mall ownership. Traffic analysis has been performed which concludes that appropriate vehicle access to the mall will be maintained. The traffic analysis included a calculation of Level of Service at all intersections along Security Boulevard including the Mall access roads. The traffic analysis at all of the intersections compared future Level of Service with No Build to the Preferred Alternative. The Level of Service at each intersection with the Preferred Alternative showed no degradation in Level of Service when compared to the No Build.

The MTA has continued to work with ownership of Security Square Mall on the specific details of the alignment and stations in the Security Square Mall

area. The MTA will continue to coordinate with Security Square Mall ownership during preliminary engineering, final design and construction.

9 MR. MICHAEL CUSICK: My name is Michael
10 Cusick. M-I-C-H-A-E-L, C-U-S-I-C-K, is my last name.
11 I represent the owners of the Security West Building at
12 1500 Woodlawn Drive.
13 The proposed light rail could possibly come
14 to our location and what I wanted to let you all know
15 is we have development plans with SSA to build
16 additional buildings on our property. It's a long-term
17 plan but the feasibility for additional buildings and
18 also for transportation to our building, you know, we
19 would be an integral part of the community here,
20 providing additional jobs and also, one of the things
21 that we have a situation is parking.
1 And if we are able to develop a station at
2 our location, we would be able to cut down not only on
3 automobile traffic on 695, but also to cut down, I
4 mean, enable our occupants of the building to have, you
5 know, additional, they wouldn't have to worry about
6 parking and transportation and things like that.
7 So, we are a part of the community. We
8 have a lease with the General Services Administration
9 until 2018. So, we've been supportive of everything
10 here and in and around the community and we want to be
11 a very integral part of the Red Line process through
12 the Department of Transportation.

The Preferred Alternative presented in the FEIS improves transit in the Baltimore Region, as your comment recommends. The Preferred Alternative is a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line Build Alternative.

There would be a station located immediately east of Woodlawn Drive to serve the Social Security Administration and other offices in the area. In addition, there would be a pedestrian walkway over Woodlawn Drive for convenient access to office buildings west of Woodlawn Drive. A potential station between I-695 and Woodlawn Drive, shown in the DEIS, is not a part of the Preferred Alternative.

1 MS. ANGELA BETHEA-SPEARMAN: Angela is
2 A-N-G-E-L-A, last name is B-E-T-H-E-A hyphen
3 S-P-E-A-R-M-A-N. And I'm here today to represent
4 Southwest Development Committee, which we consist of
5 many communities to say that we are in support of
6 option 4D, which is total tunnel. There needs to be
7 some modifications to option 4D, but that's what we're
8 in support of, option 4D. I want to also state that we
9 need to clear, most of the people in our area only know
10 about just our area. But I want to state for the
11 record that we want the same treatment that is given to
12 historic Fells Point, Federal Hill, Patterson Park,
13 Canton, that you're doing over there which is total
14 underground for 575 million dollars of the so- called
15 billion. Then now they're proposing to take it and
16 change that option, which is going to cost another 202
17 million.
18 As long as we sit back and be quiet and be
19 the sacrificial lambs for the entire city, they will
20 get what they want and they will not be deterred with,
21 oh, well we're going to do development. No, they're
1 not talking that crap to them because that's a
2 different class of people. People standing up for what
3 you want. We are equally as important. Stand up for
4 what's right for us. If it's good enough tunneling for
5 the east side high class Caucasian communities, it's
6 good enough for us. I suggest that we go back to the
7 10 miles or 10.5 miles that the system started with,
8 which pretty much guaranteed us that we would be able
9 to get tunneling, elected officials. We should not
10 have allowed another four miles to be added to the
11 system, which then makes it unreasonable costs for
12 everybody. We can't be the sacrificial lambs. We need
13 not just fair treatment, but equal treatment. Yes,
14 we're demanding underground, yes, that's what's best
15 for our communities. That's what's best for us.
16 Nobody squawking about the east side and that's all
17 they're getting is tunneling, after you added another 4
18 point miles for them. No. Not at our expense. Thank you.

In selecting the Preferred Alternative there were many critical considerations including quality of transit service, projected transit ridership, cost-effectiveness, land use/transportation integration, economic development potential, environmental impacts, impacts to communities, and public and stakeholder input. The selection of those areas for tunnel was based on the same critical considerations. To meet the project's purpose and need, it was important to connect people with key activity centers such as the Social Security Administration, University of Maryland downtown, Central Business District, Harbor East, and Johns Hopkins Bayview Medical Center Campus. Transit connections to MARC and existing Metro and Light Rail were also critical to meeting the purpose and need.

Preferred Alternative is a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, including the majority of Boston Street and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need.

The Preferred Alternative is located on the surface (at-grade), generally within the median of Edmondson Avenue between the Cooks Lane Tunnel portal and the West Baltimore MARC station. There is adequate right-of-way available to construct light rail in the median without the need to

purchase or relocate any residential homes. As such, an underground alternative is not needed to preserve adjacent land use. Also, the impact assessments for resources along Edmondson Avenue indicate that a surface alternative is feasible in this area of the project (see the FEIS, Chapter 2 and the Alternative Technical Report – 2012 Update for more detail). In the AA/DEIS, tunnel alignments were studied under Edmondson Avenue/ Franklin Street between Cooks Lane and Calverton Road. The major reason that a tunnel alignment was not pursued was cost. In order to design and construct that portion of the project underground, the cost of the project would increase by $525 million in year of expenditure dollars. Refer to Chapter 2 of the FEIS for additional information.

The decision for including a surface alignment along Edmondson Avenue was made due to the $525 million additional cost of a tunnel option. This decision was independent of the length of the project being 10 miles versus 14 miles.

The FTA Office of Civil Rights has reviewed the environmental justice and Title VI complaints and either dismissed or found them insufficient. The FTA has not found any violation of Title VI of the Civil Rights Act or the Community Right to Know Act

In addition, Section 5.4 of the FEIS sets forth the detailed analysis performed to evaluate whether the Red Line would have a disproportionately high and adverse human health and environmental effects to minority and low-income communities that would result from the construction and operation of the Preferred Alternative. Since the AA/DEIS was published, the MTA has continued extensive public outreach with communities throughout the corridor, updated the environmental justice analysis with the 2010 US Census data, and continued coordinating with the FTA Office of Civil Rights. Refer to FEIS Chapters 5 and 8.

Overall, the Red Line would improve accessibility for all communities including low-income and minority populations. While some impacts would occur within these communities, the impacts of the project on minority and low-income communities are not disproportionately high and adverse, and the project benefits these same communities by providing improved accessibility and faster, more reliable transit.

14 MS. RENEE MCCRAY: Good morning.
15 MS. TRANNEL GUTHREY: Good morning.
16 MS. RENEE MCCRAY: I'd like to thank
17 Jehovah God and my Lord and Savior Jesus Christ for
18 being here this morning. My name is Renee McCray,
19 that's R-E-N- E-E, M-C-C-R-A-Y. I'm here on behind of
20 Southwest Better Community Association.
21 MS. TRANNEL GUTHREY: If you could please
1 give your address, thank you.
2 MS. RENEE MCCRAY: That's 109 Edgewood
3 Street, Baltimore, Maryland, 21229. I'm speaking on
4 behalf of Southwest Better Community Association,
5 Incorporated. This community organization meets the
6 second Thursday each month at Mary E. Robbins
7 Recreation center located at 3600 West Mulberry Street,
8 Baltimore, Maryland, 21229. Southwest Better Community
9 Association is disheartened by the manner is which MTA
10 chose to inform the residents of this community about
11 the hearing behind held here today. The only
12 notification that this community received was placed on
13 Mount Holly Street and Edmondson Avenue. The sign
14 simply reads Comments On The Red Line, AADEIS, go
15 online, e-mail, write or attend a public hearing. For
16 more information, visit www or call.
17 Southwest Better feels that this action
18 alone was an injustice to this community. Some of the
19 residents have never heard the term Red Line and most
20 of the members of Southwest Better do not know what the
21 acronym AADEIS stands for. The majority of the
1 residents in this community are seniors and do not own
2 or have access to a computer.
3 Also, we feel the MTA did not give the
4 community the consideration of sending out a mass
5 mailing notifying the people today, hearing, today
6 about this hearing or a mailing explaining what the Red
7 Line is and how it could impact our community. How is
8 it that you are holding a hearing asking people to
9 voice their opinion about a topic many know nothing
10 about?

The No-Build Alternative represents the future conditions of transportation facilities and services in 2035 if the Red Line is not built. The No-Build Alternative integrates forecasted transit service levels, highway networks and traffic volumes, and demographics for the year 2035 for projects identified in the 2011 Baltimore Regional Transportation Board's Constrained Long Range Plan (CLRP), *Plan It 2035.* The CLRP consists of the existing highway and transit network as well as planned and programmed (committed) transportation improvements. The No-Build Alternative represents a continued investment in regional and local transportation projects, but does not address the purpose and need of reducing travel times, increasing transit accessibility, providing transportation choices for east-west commuting, or supporting community revitalization and economic development opportunities.

Under the No-Build Alternative, existing and future populations along the study corridor would continue to be served by the local bus system, with only planned and programmed transit improvements. Congestion on the roadways and highways would continue to negatively impact the reliability of travel by automobile and bus. The No-Build Alternative end-to-end transit travel time in 2035 is projected to be 79 minutes, whereas The Preferred Alternative would operate with an end-to-end transit travel time of 45 minutes, nearly half the travel time of the No-Build Alternative.

The Preferred Alternative would improve the quality of east-west transit service along the project study corridor by providing frequent and reliable service. Light rail traveling in a dedicated right-of-way would not be subject to congested roadway conditions, resulting in dependable, on-time service. The Preferred Alternative would provide park-and-ride facilities and feeder bus service to enhance access to the rail transit service and expanding the ridership market. The Preferred Alternative will not require any acquisition of real property that would result in an involuntary residential displacement.

Chapter 7 of the FEIS compares the No-Build Alternative with the Preferred Alternative while providing detailed information on transit efficiency and

11 The only reason we have so many here today
12 is because of a few volunteers that were aware and they
13 went knocking on their neighbors doors handing out
14 fliers so that our neighbors would have the opportunity
15 to be here and have their voices be heard. At that
16 time, they were informed by their neighbors about their
17 lack of knowledge concerning this project and this
18 hearing.
19 Members of the Southwest Better Community
20 Association have examined the AADEIS and found it
21 extremely repetitive and misleading. We feel that it
1 will not, let me repeat, will not benefit our community
2 in any way. We are concerned about the unreasonably
3 heavy traffic, a fortified rodent population that will
4 not be contained, and the destruction of 231 houses
5 which will displace homeowners and renters alike.
6 MS. TRANNEL GUTHREY: Ms. McCray? Ms.
7 McCray? Your time is up.
8 MS. RENEE MCCRAY: Just one more time.
9 MS. TRANNEL GUTHREY: If you could please
10 provide the information to us and we'll put into our --
11 MS. RENEE MCCRAY: Okay. All right. All I
12 want to say is Southwest Better Community Association
13 Incorporated choose the No-Build Alternative. Thank
14 you.

accessibility, transportation choices, system wide transit connections, and community revitalization and economic development.

The Baltimore Red Line planning study included a comprehensive public involvement program that was integral to the overall study effort. Public involvement activities began in Spring 2003 with the distribution of direct mail and e-mails announcing scoping meetings to approximately 84,280 homeowners and businesses, 214 associations and community groups, and over 1,450 individual e-mail addresses. Between 2004 and 2007, the MTA held five sets of open houses. From November 2004 to May 2005, four rounds of Community Workings Groups were held. Letters and project fact sheets were mailed to 249 religious institutions March 2005. Seventy-eight community meetings were held between September 2005 and March 2008. In 2006, the Maryland General Assembly passed a bill creating the Red Line Citizens' Advisory Council (CAC). The CAC advised the MTA on impacts, opportunities and community concerns about the Baltimore Red Line through the duration of the planning study. From 2010 to 2012 seventeen Station Area Advisory Committees (SAACs) were formed to provide input on the Red Line project development. Each of the SAACs met approximately ten times during that time frame.

Between project initiation and the 2008 public hearing, MTA developed 9 separate project newsletters distributed to the Red Line mailing list. Additionally, regular (monthly/bi-monthly) e-newsletters have been distributed to subscribers to the project's e-mail registry. Throughout planning, project information was made available at 34 resource hubs throughout the project area. MTA also made available a Red Line project website (http://www.baltimoreredline.com/). Downloadable materials included a map and simulation of the Preferred Alternative, photos, fliers, e-newsletters, news articles, brochures, videos.

Refer to Chapter 8 of the FEIS for additional information.

Building the Red Line transit system would require that changes be made to a number of roadways along the Red Line alignment corridor. Currently, on Edmondson Avenue, three lanes are provided during the peak hour in the peak direction. Under

the Preferred Alternative the three available lanes would be reduced to two lanes in each direction to accommodate the Red Line in the median.

Street patterns may be modified in a number of other ways including: new turn restrictions, removing signals, closing some median openings, and installing new traffic signals at several intersections along the Red Line alignment where the light rail would cross the roadway. The plans and profiles provided in Volume II of the FEIS provide greater detail on these roadway modifications.

Traffic volumes along Edmondson Avenue, without the Red Line, are projected to increase by approximately 18% by 2035. With the Red Line, traffic volumes are expected to remain relatively unchanged compared to current conditions, due to the reduction in lanes and capacity to accommodate the Red Line in the median.

Levels of Service (LOS) were evaluated at signalized intersections along Edmondson Avenue for both the 2035 No-Build and the 2035 Build Condition. The assessment indicates the following changes in LOS:

- Edmondson Ave. at Winans Way – From (A) to (C) during (PM) peak hour
- Edmondson Ave. at Swann Ave. – From D (D) to C (E) during AM (PM) peak hour
- Edmondson Ave. at Edmondson Shopping Center – From A (A) to B (C) during AM (PM) peak hour (Converted from signalized to unsignalized intersection in Build conditions)
- Edmondson Ave. at Wildwood Pkwy – From B (B) to D (D) during AM (PM) peak hour
- Edmondson Ave. at Allendale Street – From A to C during AM peak hour
- Edmondson Ave. at Hilton Street – From A to D during AM peak hour

LOS was evaluated at unsignalized intersections along Edmondson Avenue. The assessment indicated the following change in LOS:

- US 40 (Edmondson Ave.) at Denison St. – From F (F) to A (B) during AM (PM) peak hour as it is converted to signalized intersection in Build year

During construction, impacts to the public would be minimized through the implementation of Traffic and Transportation Management Plans. Access to local businesses would be provided where possible with existing or temporary driveways; however, there may be some instances where access cannot be maintained. In these cases, other accommodations would be arranged with the property owner. Specific mitigation would be developed during Final Design to determine the maximum number of lanes which may be closed during peak traffic hours, maintenance and removal of traffic control devices, efficient traffic detours, and construction schedule restrictions. A detailed outreach plan will be developed prior to construction.

The Preferred Alternative will not require any acquisition of real property that would result in an involuntary residential displacement. The majority of the Red Line would be constructed within the public right-of-way; however, there are areas where the Red Line would require additional property. There will be the need to acquire “sliver takes” or narrow strips of property from some residential properties adjacent to and along the Red Line. Just compensation will be paid for all land that is acquired. These partial property acquisitions will leave the majority of land in the ownership of the current proprietor. A listing of property acquisitions is included in Appendix K of the FEIS.

Construction contractors will be required to implement rodent (mouse and rat) control programs.

RECEIVED
BALTIMORE
08 DEC 10 PM 1:57

SOUTHWEST BETTER NEIGHBORHOOD ASSOCIATION, INC.

"A COMMUNITY WORKING TOGETHER FOR THE GOOD OF ALL"

PRESIDING – ROBERTA SMITH, ACTING PRESIDENT

December 8, 2008

The Honorable Barbara Mikulski
1629 Thames Street
Suite 400
Baltimore, MD 21231

Dear Senator Mikulski:

As acting president of the Southwest Better Neighborhood Association Inc., I am writing you on behalf of the association regarding some of our concerns about the Red Line Project.

The Southwest Better Neighborhood Association, Inc. members were disheartened by the manner in which the Mass Transit Administration (MTA) chose to inform the residents of the Edmondson Village community with respect of the "Public Hearing" held on Saturday, November 8, 2008 for comments on the Red Line Project. MTA did not give the community the consideration of sending a mass mailing to inform them of the hearing or a mailing explaining what the Red Line is and how it would impact the community.

In a previous meeting held in September 2008, members of the MTA staff stated that notices would be placed throughout the community informing residents of the hearing dates. The only notification that we are aware of was a sign placed on Mt. Holly Street and Edmondson Avenue. The sign simply read, "Comments on the Red Line AA/DEIS – Go Online, email, write, or attend a public hearing, for more information visit www…or call…" (See attachment). Southwest Better feels that this action alone was an injustice to this community. Furthermore, some of the residents have never heard the term "**Red Line**" and most of the residents in the community do not know what the acronym **AA/DEIS** stands for. Also, there are some seniors in this community who do not own or have access to a computer.

How is it that MTA was holding a hearing asking people to voice their opinions about a topic many in the community knew nothing about? The only reason we had a record number of residents at the hearing (over 300) was because of the efforts of a few people who were made

The Baltimore Red Line planning study included a comprehensive public involvement program that was integral to the overall study effort. Public involvement activities began in Spring 2003 with the distribution of direct mail and e-mails announcing scoping meetings to approximately 84,280 homeowners and businesses, 214 associations and community groups, and over 1,450 individual e-mail addresses. Between 2004 and 2007, the MTA held five sets of open houses. From November 2004 to May 2005, four rounds of Community Workings Groups were held. Letters and project fact sheets were mailed to 249 religious institutions March 2005. Seventy-eight community meetings were held between September 2005 and March 2008. In 2006, the Maryland General Assembly passed a bill creating the Red Line Citizens' Advisory Council (CAC). The CAC advised the MTA on impacts, opportunities and community concerns about the Baltimore Red Line through the duration of the planning study. From 2010 to 2012 seventeen Station Area Advisory Committees (SAACs) were formed to provide input on the Red Line project development. Each of the SAACs met approximately ten times during that time frame.

Between project initiation and the 2008 public hearing, MTA developed 9 separate project newsletters distributed to the Red Line mailing list. Additionally, regular (monthly/bi-monthly) e-newsletters have been distributed to subscribers to the project's e-mail registry. Throughout planning, project information was made available at 34 resource hubs throughout the project area. MTA also made available a Red Line project website (http://www.baltimoreredline.com/). Downloadable materials included a map and simulation of the Preferred Alternative, photos, fliers, e-newsletters, news articles, brochures, videos.

Refer to Chapter 8 of the FEIS for additional information.

The MTA advertised the Red Line AA/DEIS public hearings through several multi-media outlets including:

- MTA TV and Radio Shows – Airing throughout the Baltimore area
- Transit Advertising – Interior bus, light rail and metro

The Honorable Barbara Mikulski
December 8, 2008
Page 2

aware of the hearing. Those individuals volunteered their time by knocking on doors and handing out flyers in order that their neighbors be given the opportunity to participate.

Members of the Southwest Better Neighborhood Association, Inc. have examined the Red Line Corridor Transit Study Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS) and found it extremely repetitive and misleading. During our examination of the study, we noted that 65 of the 87 block groups (75%) within the Red Line Corridor are considered Environmental Justice populations. We are concerned that this study is not only in violation of Environment Justice laws, it is also in violation of President Clinton's Executive Order 12898 (EO 12898) issued in February, 1994 to address Environmental Justice in Minority and Low-Income Populations, (EO 12898) which directs federal agencies to "promote nondiscrimination in Federal programs substantially affecting human health and the environment, and provide minority and low-income communities access and public information on, and an opportunity for public participation in matters relating to human health or the environment." The Order directs agencies to utilize existing laws to ensure that when they act:

- They do not discriminate on the basis of race, color or national origin.
- They identify and address **disproportionately** high and adverse human health or environmental effects of their actions on minority and low income communities.
- They provide opportunities for community input in the National Environmental Policy Act (NEPA) process, including input on potential effects and mitigation measures.

We feel this matter needs to be addressed along with numerous other concerns (i.e., Mobility, Parking, Neighborhood Character and Aesthetics, Community Facilities, Operational or Station Noise, Vibration, Storage and Maintenance Facilities, etc.).

If the Red Line Project proceeds, we are concerned about the unreasonably heavy traffic, a fortified rodent population that will not be contained (since Mayor Sheila Dixon is now looking at the possibility of proposing a one-day trash pickup) throughout the City of Baltimore. Furthermore, the Edmondson Village Community is one of the oldest and largest communities of African-American homeowners on the East Coast and we are concerned with the destruction of numerous homes with the proposed land acquisitions. There is also the possibility of never completing this project because of the lack of funding. We do not want our community destroyed like the neighborhoods of Poppleton, Harlem Park, Lafayette Square, and Rosemount during the constructing of the "Highway-To-Nowhere" (I-170). This project resulted in the demolition of 971 houses, 62 businesses, and a school.

Needless to say, the Southwest Better Neighborhood Association, Inc. does not speak for the entire Edmondson Village community, but we will notify as many residents as possible to the best of our ability of the contents of the AA/DEIS. The community will know how they can obtain information to see how this project will impact the community. We also strongly feel as

- Website Updates
- Newspaper advertisements
- Email Alerts
- Transit Team Reports (Radio Tags)Mailings to residents within a ½ mile of alignment
- Mailings to Community Associations
- Information placed at Red Line Resource Hubs along the corridor
- Participation and promotions at various public events along the corridor

For additional information on how the AA/DEIS public hearings were advertised, refer to Chapter 8 of the FEIS.

The FTA Office of Civil Rights has reviewed the environmental justice and Title VI complaints and either dismissed or found them insufficient. The FTA has not found any violation of Title VI of the Civil Rights Act or the Community Right to Know Act.

In addition, Section 5.4 of the FEIS sets forth the detailed analysis performed to evaluate whether the Red Line would have a disproportionately high and adverse human health and environmental effects to minority and low-income communities that would result from the construction and operation of the Preferred Alternative. Since the AA/DEIS was published, the MTA has continued extensive public outreach with communities throughout the corridor, updated the environmental justice analysis with the 2010 US Census data, and continued coordinating with the FTA Office of Civil Rights. Refer to FEIS Chapters 5 and 8.

Overall, the Red Line would improve accessibility for all communities including low-income and minority populations. While some impacts would occur within these communities, the impacts of the project on minority and low-income communities are not disproportionately high and adverse, and the project benefits these same communities by providing improved accessibility and faster, more reliable transit.

The Honorable Barbara Mikulski
December 8, 2008
Page 3

our U.S. Senator, you have the responsibility of informing the community with reference to their position on the MTA's proposed support of Alternative 4C for the Red Line and the adverse impact it would have on the community.

Your immediate written response to this matter would be greatly appreciated.

Sincerely,

Roberta Smith

Roberta Smith, Acting President
Southwest Better Neighborhood Association, Inc.
153 N. Edgewood Street
Baltimore, MD 21229

Enclosure (1)

The Preferred Alternative will not require any acquisition of real property that would result in an involuntary residential displacement. The majority of the Red Line would be constructed within the public right-of-way; however, there are areas where the Red Line would require additional property. There will be the need to acquire "sliver takes" or narrow strips of property from some residential properties adjacent to and along the Red Line. Just compensation will be paid for all land that is acquired. These partial property acquisitions will leave the majority of land in the ownership of the current proprietor. A listing of property acquisitions is included in Appendix K of the FEIS.

STRUEVER BROS. ECCLES & ROUSE

December 2, 2008

Ms. Diane Ratcliff, Director of Planning
Maryland Transit Authority
6 St. Paul Street, 6th Floor
Baltimore, Maryland 21202

Re: DEIS Comment

Dear Ms. Ratcliff:

I am writing to express my support for the proposed Red Line in Baltimore City. As a resident and business owner of Struever Bros. Eccles & Rouse, a development and construction company in the City, over the past 35 years I have witnessed the resurgence of our downtown neighborhoods, and have participated in the community's efforts to revitalize our urban assets.

In the modern era of sustainable living, it has become clear that in order to compete in the national urban scene, Baltimore needs to become a transit oriented city. Many of the nation's leading cities no longer require a car for a fulfilling lifestyle, and to remain competitive, we here in Baltimore need to turn towards a car-free way of life as we move to the future.

The Red Line project would connect the fragmented areas of Baltimore into a network of neighborhoods. It would service thousands of our residents and workers, and bring together many elements of the City to make the motto "Live Work Play" a reality of the downtown lifestyle. The proposed station locations are thoughtfully selected to be in the areas of town where development and economic activity is centered, both now and in our future plans. The underground transportation will link these city centers while providing for an active streetscape and pedestrian experience.

Now is the time to make this investment in our urban infrastructure. The job creation, population growth, and tax base increase that Baltimore has experienced in the last ten years must continue into the future. However, it cannot do so without the political willpower and broad support of Baltimore's stakeholders. We applaud you and your team in your commitment to a better future for Baltimore. Please let us at Struever Bros. Eccles & Rouse know if you need anything from us in your efforts.

Sincerely,

Bill Struever
President & CEO

BS:fw

CONSTRUCTION
DEVELOPMENT
PROPERTY MANAGEMENT

Joy Building @ Tide Point
1040 Hull Street, Suite 200
Baltimore, MD 21230
www.sber.com
443.573.4000

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The Preferred Alternative presented in the FEIS improves transit in the Baltimore Region, as your comment recommends. The Preferred Alternative is a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line Build Alternative.

October 4 2008

Governor Martin O Malley
100 State Circle
Annapolis, MD 21401-1925

Dear Governor O'Malley,

I am writing as a member of the Ten Hills community in West Baltimore to voice our opposition to the above-ground rapid transit system that the Maryland Transit Administration plans for our neighborhood This transit system will cut through the middle of a major thoroughfare, used by automobile drivers, bus riders and pedestrians We want improved rapid transit, but feel strongly that it should be underground, not above ground If it is built above ground according to MTA and city planners, it will negatively impact our communities in serious ways

As you know, the MTA is working with a federal grant to develop the Red Line, a rail system that is planned to go twelve miles down the middle of Edmondson Avenue We have serious concerns about an above-ground system

First, the MTA and Baltimore City plan a fenced-in rail line, above ground, on Edmondson from Cooks Lane to Hilton Avenue This is a serious distance Neither cars nor pedestrians will be able to cross Edmondson for the many blocks between stops The far west side of Baltimore will be split in the middle—just like the "highway to nowhere" that is Route 40

Second, there is significant youth and child pedestrian traffic along Edmondson There are several schools, a branch of the Enoch Pratt Library, many churches, and countless homes Kids cross the street frequently, many times running across to catch a bus or with friends How can an above-ground rail system be safe? How will young people cross the street to get to school?

Third, we understand that the goal of public rapid transit is to discourage people from driving to their destinations However, a more limited and congested Edmondson Avenue will encourage drivers to turn off into side roads These are neighborhood roads, which will themselves become unsafe and congested

Finally, MTA and city planners will be dislocating homes, businesses and public space Their plan is to expand Edmondson/Route 40, taking up the space currently used as sidewalks, front

OCT 0 8 2008

The Preferred Alternative includes a tunnel under Cooks Lane and surface rail on Edmonson Avenue. There are no plans to fence the rail line on Edmonson Avenue.

The Preferred Alternative is located on the surface (at-grade), generally within the median of Edmondson Avenue between the Cooks Lane Tunnel portal and the West Baltimore MARC station. There is adequate right-of-way available to construct light rail in the median without the need to purchase or relocate any residential homes. As such, an underground alternative is not needed to preserve adjacent land use. Also, the impact assessments for resources along Edmondson Avenue indicate that a surface alternative is feasible in this area of the project (see the FEIS, Chapter 2 and the Alternative Technical Report – 2012 Update for more detail). In the AA/DEIS, tunnel alignments were studied under Edmondson Avenue/ Franklin Street between Cooks Lane and Calverton Road. The major reason that a tunnel alignment was not pursued was cost. In order to design and construct that portion of the project underground, the cost of the project would increase by $525 million in year of expenditure dollars. Refer to Chapter 2 of the FEIS for additional information.

The Red Line project would include designated pedestrian crossings along Edmonson Avenue. The ADA-compliant crosswalks will have traffic signals with indications for safe pedestrian movements. The traffic signals will provide adequate time for pedestrians to walk across the entire width of Edmondson Avenue. Pedestrian refuge medians would be provided in the center of Edmondson Avenue for increased safety.

Building the Red Line transit system would require that changes be made to a number of roadways along the Red Line alignment corridor. Currently, on Edmondson Avenue, three lanes are provided during the peak hour in the peak direction. Under the Preferred Alternative the three available lanes would be reduced to two lanes in each direction to accommodate the Red Line in the median.

Street patterns may be modified in a number of other ways including: new turn restrictions, removing signals, closing some median openings, and

yards and even parts of homes Because of the specific nature of Route 40, the government actually owns a much wider swath of street than was developed The government can legally encroach upon homes, churches and businesses lining Edmondson for its Red Line expansion, without having to compensate owners People will be displaced

We feel that all four of these negatives can be easily resolved with a below-ground system

We have participated in forums and meetings given by city officials, but we are frustrated that the process is moving forward without our concerns being taken into account

An above-ground Red Line will be a disaster for our community Our quality of life and the neighborhoods we have built up and are trying to maintain are really being threatened

We want you to know that the communities on the west side are AGAINST an above-ground Red Line We want your help in keeping our neighborhoods safe and whole Please help us convince the MTA!

Thank you,

Barry Meyer
President, Ten Hills Community Association

CC Senator Barbara Mikulski
Mayor Sheila Dixon

installing new traffic signals at several intersections along the Red Line alignment where the light rail would cross the roadway. The plans and profiles provided in Volume II of the FEIS provide greater detail on these roadway modifications.

Traffic volumes along Edmondson Avenue, without the Red Line, are projected to increase by approximately 18% by 2035. With the Red Line, traffic volumes are expected to remain relatively unchanged compared to current conditions, due to the reduction in lanes and capacity to accommodate the Red Line in the median.

Levels of Service (LOS) were evaluated at signalized intersections along Edmondson Avenue for both the 2035 No-Build and the 2035 Build Condition. The assessment indicates the following changes in LOS:

- Edmondson Ave. at Winans Way – From (A) to (C) during (PM) peak hour
- Edmondson Ave. at Swann Ave. – From D (D) to C (E) during AM (PM) peak hour
- Edmondson Ave. at Edmondson Shopping Center – From A (A) to B (C) during AM (PM) peak hour (Converted from signalized to unsignalized intersection in Build conditions)
- Edmondson Ave. at Wildwood Pkwy – From B (B) to D (D) during AM (PM) peak hour
- Edmondson Ave. at Allendale Street – From A to C during AM peak hour
- Edmondson Ave. at Hilton Street – From A to D during AM peak hour

LOS was evaluated at unsignalized intersections along Edmondson Avenue. The assessment indicated the following change in LOS:

- US 40 (Edmondson Ave.) at Denison St. – From F (F) to A (B) during AM (PM) peak hour as it is converted to signalized intersection in Build year

During construction, impacts to the public would be minimized through the implementation of Traffic and Transportation Management Plans. Access to local businesses would be provided where possible with existing or temporary driveways; however, there may be some instances where access cannot be maintained. In these cases, other accommodations would be arranged with the property owner. Specific mitigation would be developed during Final Design to determine the maximum number of lanes which may be closed during peak traffic hours, maintenance and removal of traffic control devices, efficient traffic detours, and construction schedule restrictions. A detailed outreach plan will be developed prior to construction.

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2 MR. EDWARD COHEN: Good afternoon. My name
3 is Edward Cohen. I'm the past President and Founder of
4 the Transit Riders Action Council of Metropolitan
5 Baltimore. E-D-W-A-R-D, C-O-H-E-N. I'm also a member
6 of the Red Line Citizen's Advisory Council that was
7 appointed by the legislature, the Mayor, the County
8 Executive and the Governor. I am a member of the
9 Baltimore Regional Transportation Board Citizen's
10 Advisory Committee and I am on the Charles Street
11 Trolley Steering Committee.
12 There have been a lot of problems with
13 process with regard to the Red Line. In terms of this
14 particular hearing and set of hearings, I just came
15 from speaking with Peter Saar in the People's Counsel
16 Office who told me that the People's Counsel's Office
17 had not been properly notified. They're supposed to
18 get 6 weeks notice.
19 There has not been proper notification on
20 the buses. It is supposed to be on every bus that
21 rolls through the system. It is on very few buses. It
1 has been on some Light Rail trains but the Light Rail
2 trains do not run in the corridor. They run
3 perpendicular to the corridor. Therefore, nobody
4 traveling in the corridor on transit would see it
5 unless they happen to be on one of the very few buses
6 where there was notification.
7 There is supposed to be a rescheduling of
8 these hearings if there has not been proper
9 notification. So these hearings should be rescheduled
10 because not all of the affected parties have heard
11 about it.
12 There is also a problem in what has
13 appeared in the Alternatives Analysis Draft
14 Environmental Impact Statement that has appeared. It
15 does not contain either the MTA's Citizen's Advisory
16 Committee report on the Red and Green lines from 2003,
17 nor does it contain a copy of the report to the
18 legislature of the MTA's Red Line Citizen's Advisory
19 Council. So not all information is available.

The Transit Riders Action Council of Metropolitan Baltimore comments submitted by Edward Cohen are located under IDs 146 through 149; the responses to these comments are combined below.

The Baltimore Red Line planning study included a comprehensive public involvement program that was integral to the overall study effort. Public involvement activities began in Spring 2003 with the distribution of direct mail and e-mails announcing scoping meetings to approximately 84,280 homeowners and businesses, 214 associations and community groups, and over 1,450 individual e-mail addresses. Between 2004 and 2007, the MTA held five sets of open houses. From November 2004 to May 2005, four rounds of Community Workings Groups were held. Letters and project fact sheets were mailed to 249 religious institutions March 2005. Seventy-eight community meetings were held between September 2005 and March 2008. In 2006, the Maryland General Assembly passed a bill creating the Red Line Citizens' Advisory Council (CAC). The CAC advised the MTA on impacts, opportunities and community concerns about the Baltimore Red Line through the duration of the planning study. From 2010 to 2012 seventeen Station Area Advisory Committees (SAACs) were formed to provide input on the Red Line project development. Each of the SAACs met approximately ten times during that time frame.

Between project initiation and the 2008 public hearing, MTA developed 9 separate project newsletters distributed to the Red Line mailing list. Additionally, regular (monthly/bi-monthly) e-newsletters have been distributed to subscribers to the project's e-mail registry. Throughout planning, project information was made available at 34 resource hubs throughout the project area. MTA also made available a Red Line project website (http://www.baltimoreredline.com/). Downloadable materials included a map and simulation of the Preferred Alternative, photos, fliers, e-newsletters, news articles, brochures, videos.

Refer to Chapter 8 of the FEIS for additional information.

20 In addition, there have been a number of
21 alternatives that were presented to the MTA that the
1 MTA did not consider even though they had much
2 community support. The MTA has consistently refused to
3 study heavy rails, saying that they're not required to
4 do it even though they are required to study all
5 reasonable alternatives. Now, they don't have to study
6 a particular mode. But if there's a call for it, they
7 should be studying it if it is feasible.
8 The alternatives that exist have many
9 environmental problems. Those that are environmentally
10 acceptable are a small subset. There are people that
11 object to no-build. But there are also people that
12 object to many of the build alternatives such as all
13 surface.
14 We foresee the alternative which is being
15 pushed by the city and by the MTA is objectionable to
16 the communities of Canton and Edmondson Village, West
17 Hills and Hunting Ridge. There are all kinds of
18 environmental problems. People should go to the site
19 where they can read the record that appeared from the
20 meetings of the Red Line Citizen's Advisory Council at
21 baltimoreregiontransitplan.com/citizens-
1 advisory-council so that you can find out what is in
2 those records. Thank you.

The MTA advertised the Red Line AA/DEIS public hearings through several multi-media outlets including:

- MTA TV and Radio Shows – Airing throughout the Baltimore area
- Transit Advertising – Interior bus, light rail and metro
- Website Updates
- Newspaper advertisements
- Email Alerts
- Transit Team Reports (Radio Tags)
- Mailings to residents within a ½ mile of alignment
- Mailings to Community Associations
- Information placed at Red Line Resource Hubs along the corridor
- Participation and promotions at various public events along the corridor

The MTA does have specific public hearing requirements when it is affecting certain bus or rail route changes. These requirements specify the timeframe in which hearings are required and other requirements such as advertisement on transit vehicles. However, the publication of the Red Line AA/DEIS and FEIS does not warrant a public hearing under the service change requirements. There is also no requirement that the People's Counsel receive specific notice for the Red Line AA/DEIS or FEIS.

The AA/DEIS is not required to include reports from organizations. However, the Citizen's Advisory Council report to the legislature, as well as all the meeting minutes are available to the public via the Red Line project website. Also, the MTA is an active participant in all CAC meetings and activities and continuously communicates and coordinates with the CAC.

The MTA and Baltimore City are working on workforce development programs that are intended to lead to future employment and training opportunities for local area residents, as well as expanded opportunities for local small (disadvantaged) businesses. The intent is for the area economy to benefit from the job creation and economic development the Red Line project can generate. The MTA anticipates having a policy and program in place before construction contracts are advertised for the Red Line project.

12 MR. EDWARD COHEN: Thank you. My name is
13 Edward Cohen.
14 E-D-W-A-R-D, C-O-H-E-N. I live at 808
15 Cathedral Street, Baltimore, Maryland, 21201. I am a
16 member of the Red Line Citizens Advisory Council and I
17 am the founding past president and rail committee chair
18 of the Transit Riders Action Council of Metropolitan
19 Baltimore. The clock has started before my testimony,
20 I was just identifying myself.
21 I am here to discuss today the ways in
1 which the study of the Red Line has been rigged. In
2 2002, the plan was released. Prior to 2002, there was
3 a rail plan that was ready for submission, the MTA did
4 not allow it into the process. Then, when the rail
5 plan came out, it was reviewed by the MTA Citizens
6 Advisory Committee. They came out with a study and
7 alternative for the Red Line that the MTA has never
8 acknowledged, never put on their website, and did not
9 put in the DEIS in violation of law.
10 The MTA agreed because of pressure from the
11 Red Line counsel to study certain heavy rail
12 alternatives. They agreed to study three of them. It
13 is on the record. They then said which one should be
14 studied, they were told, they then picked a different
15 one and modified it. They didn't tell what the
16 modifications were. They took a line that was given to
17 them, that was the third recommendation, not the first,
18 they eliminated two stations, they changed the
19 engineering so that the frequency of service was only
20 half as great, thereby reducing the rider benefits and
21 the ridership on the line.
1 They did not put in the bus connections
2 that were given to them for this particular alignment
3 but they kept the bus connections for light rail even
4 though they were told to do otherwise and had agreed to
5 do so. They did not put in the east-side MARC
6 connection so that everything that they did was
7 designed to reduce the cost-effectiveness. They then
8 said it wasn't cost-effective and put that number in

The status of land use and economic development in the Howard Street corridor cannot be directly attributed to the existence of light rail. Prior to the initiation of light rail in the early 1990s, the Howard Street corridor had already been changing from its existence as a major retail corridor in the 1960s and 1970s to a corridor in economic decline. Economic development in the Howard Street corridor has begun to occur in the last decade.

The Red Line will be constructed in compliance with all Federal and State floodplain requirements. In particular, entrances to underground stations and tunnels will be constructed above an elevation of 12.2 feet above mean sea level. The 100-year storm elevation with wave action is 11.2 feet above mean sea level. The established elevation for the Red Line is more conservative than the standing 100-year floodplain elevation as it accounts for the effects of wind and waves. An additional one foot has been added to the standard elevation to be even more conservative.

Two alternatives which incorporated Heavy Rail were considered in the AA/DEIS for the Red Line. They were described in Chapter 2, page 29 of the AA/DEIS. Each of these alternatives were proposed by members of the public.

The first of the two alternatives was a full Heavy Rail Alternative from Social Security Administration to Greektown, 14.3 miles. This alternative was estimated to cost $2.383 Billion in 2007 dollars. The alternative was not carried forward through full analysis in the AA/DEIS due to its high capital cost as compared to Light Rail and Bus Rapid Transit Alternatives being studied. The Preferred Alternative for the Red Line in the FEIS has a cost of $2.575 Billion in year-of-expenditure dollars. The year-of-expenditure dollars are based on a schedule that has the Red Line opening in 2021 and escalation occurring at a rate of +3.1% per year. Escalating the previously studied Heavy Rail Alternative capital cost at the same rate that is being used for the Preferred Alternative, with a project opening in 2021 and a mid-point of construction in the year 2018, yields a year-of-expenditure capital cost of $3.334 Billion. This cost estimate for Heavy Rail is $759 Million higher than the Preferred Alternative. This 30% cost differential still renders the Heavy Rail Alternative as too costly when compared with

9 the DEIS and said that they had studied it. In order
10 to study something, you have to look at the thousands
11 of alternatives that they looked at for bus rapid and
12 light rail transit. They did not.
13 The MTA also deducted 25 million dollars
14 from the operating costs of the systems that they had
15 under study because they said that this would be
16 recovered cost for bus operations because there would
17 people on trains and there would be a savings on buses.
18 All that is true. But they did not deduct it from what
19 they examined in terms of heavy rail, therefore jacking
20 up the numbers and making the cost- effectiveness much
21 worse.
1 When we look at the numbers, it appears to
2 us that there is no environmentally acceptable
3 alternative for the Red Line for light rail that would
4 cost less than a heavy rail alternative. But they
5 won't look at it. They've given all sorts of excuses
6 but the excuses don't seem to hold water. All of this
7 is documented in the MTA Citizens Advisory Committee
8 report, which is available at
9 baltimoreregiontransitplan.com/citizens-
10 advisory-council. Thank you very much and I will be
11 speaking more at further hearings.

the Preferred Alternative. In addition, there are other aspects of this proposed Heavy Rail Alternative that could bring into question its feasibility, could lead to higher capital costs, and/or create environmental impacts that would need to be addressed with associated costs, if the Alternative were to be studied more thoroughly. These include constructing adjacent to the Amtrak Northeast corridor and within Amtrak right-of-way, constructing connections with the existing Baltimore Metro and the need to shut down Metro service while that construction occurred, likely six to nine months at a minimum, additional property takes along Amtrak right-of-way, visual impacts of aerial alignment from Orangeville to Greektown, potential 4(f) impacts to being in tunnel under Leakin Park due to associated ventilation or emergency egress that may be required, and viability of an at-grade alignment along I-70.

The second of the two alternatives was not a full Heavy Rail Alternative, but a combination of three modes – Heavy Rail, Light Rail, and Streetcar. The Heavy Rail component extended the existing Metro from Johns Hopkins Hospital to the Johns Hopkins Bayview Medical Center. From CMS to the western portion of downtown, the Alternative would be light rail similar to the Preferred Alternative. Upon entering downtown, the light rail would be in surface to Camden Yards, and then would be in tunnel to the existing Charles Center Metro Station. The third component would be a streetcar from Camden Yards, with surface operations along Pratt Street and through Harbor East, Fells Point, Canton, Canton Crossing, and Haven Street to the Amtrak right-of-way, ending at Edison Highway. The streetcar alternative would run in mixed traffic along the surface. This Alternative was estimated to have a capital cost of $1.8 Billion in 2007 dollars. Escalated at 3.1% per year yields a cost of $2.518 Billion in year-of-expenditure dollars. This cost is comparable to the Preferred Alternative, just as it was similar to the costs of the light rail and bus rapid transit alternatives in the AA/DEIS. The reasons this alternative were not studied further in the AA/DEIS are:

- Many east-west trips through the corridor would require transfers due to the multiple modes, increasing transit travel time and decreasing ridership.

2 MR. EDWARD COHEN: Good afternoon. My name
3 is Edward Cohen, E-D-W-A-R-D C-O-H-E-N. I live at 808
4 Cathedral Street, Apartment 2F, Baltimore, Maryland
5 21201. I am also a member of the Transit Riders Action
6 Council of Metropolitan Baltimore and a member of the
7 legislatively appointed Red Line Citizens Advisory
8 Council.
9 What has struck me as I'm standing here
10 listening to the testimony so far is that most of the
11 people who have listened to 4C, if not all of them,
12 have not appeared at the meetings of the Red Line
13 Citizen Advisory Council, which has discovered a number
14 of things contrary to the testimony, that's been
15 presented by some of the people here.
16 One of the things that I've heard is about
17 jobs. What we've discovered is that it will create
18 construction jobs and MTA jobs, but we haven't seen any
19 documentation for any other jobs that it would create.
20 We have heard that it would stimulate
21 development, but we haven't seen any development on
1 Howard Street north of Saratoga Street. We haven't
2 seen that in Philadelphia or Buffalo or Cleveland or
3 Pittsburgh or Boston along their lines.
4 This is because you have to have the right
5 geometry and geography for your city for this to
6 actually stimulate development, and in the northeast
7 the cities are not designed that way. Heavy rail was
8 something that was discussed and not studied, even
9 though the DEIS says that it was studied, it was not
10 studied.
11 The numbers that the MTA got out of their
12 examination were rigged and we discovered how they were
13 rigged. And that's discussed in the report of the
14 Citizen's Advisory Committee, which is supposed to be
15 part of the final report going into the FDA, but which
16 is not available out there. The technical reports are
17 also not available out there.
18 So I don't know how many people in Little
19 Italy know that the plan is to tunnel underneath the

- All of the streetcar component requires sharing lanes with traffic, which degrades both vehicular traffic movements, as well as transit travel times, and would reduce ridership.
- Introducing a new mode, streetcar, requires an additional new maintenance facility for streetcars and introduces a new mode of transit to Baltimore, which does not improve transit efficiency.

Refer to Section 2.4.2 in the Alternatives Technical Report – 2012 Update for additional information.

There are a number of comments relative the assumptions used in developing the heavy rail alternatives considered. The assumptions which were used were consistent with the assumptions used in developing an analyzing the Preferred Alternative.

20 houses and businesses of Little Italy in soft soil. I
21 don't know how many people understand that there is a
1 recommendation in 4C for a portal that would be in the
2 floodplain and the storm surge zone of the Harbor at a
3 time when we have Global Warming and expected rising
4 sea levels.
20 houses and businesses of Little Italy in soft soil. I
21 don't know how many people understand that there is a
1 recommendation in 4C for a portal that would be in the
2 floodplain and the storm surge zone of the Harbor at a
3 time when we have Global Warming and expected rising
4 sea levels.
5 We might have a portal that is under water.
6 I don't know how many people know that the MTA did not
7 include the cost of water-tight doors in 4C. I don't
8 know how many people know that the report says that
9 there would actually be more congestion and less people
10 being able to come in from the west side with 4C.
11 So there are a lot of misconceptions out
12 there. A lot of people are also saying that No- Build
13 is unacceptable. No-Build may be unacceptable, but we
14 have to have alternatives that are reasonable. The
15 only reasonable alternative right now is 4D, and 4D
16 would cost more, carry fewer people, be slower, and
17 cost more to operate than heavy rail.
18 We've already seen that we can extend our
19 subway and connect both campuses of Hopkins and
20 Greektown for only $570 million. I will be discussing
21 this further at Woodlawn. Thank you.

4 MR. EDWARD COHEN: Yes, my name is Edward
5 Cohen. E-D-W-A-R-D, C-O-H-E-N. I live at 808
6 Cathedral Street, Apartment 2F, Baltimore, Maryland,
7 21201. I am a member of the Red Line Citizens Advisory
8 Council and the rail committee chair of the Transit
9 Riders Action Council of Metropolitan Baltimore.
10 The Red Line proposals that we have seen do
11 not include heavy rail. The DEIS reports that heavy
12 rail would require too much tunneling, but the CAC saw
13 an alternative for heavy rail that had as little as two
14 miles of tunneling that the MTA agreed to examine and
15 then did not.
16 There was another alternative that the CAC
17 looked at for an automated line that would have trains
18 every two minutes and the MTA did not look at that
19 either. Heavy rail alternatives would not require too
20 much tunnel, and in fact, could share the existing
21 tunnel downtown.
1 The DEIS said that the Red Line could not
2 share it because light rail can not operate in the
3 heavy rail tunnel. But if the Red Line were heavy
4 rail, then it could, and that argument is gone.
5 The cost of heavy rail is actually less,
6 according to the MTA's consultants, than 4D and 3D as
7 alternatives. The heavy rail alternatives do not have
8 the community opposition that we have seen to 4C.
9 Because they would carry more people and travel at
10 higher speeds than 4D or 3D, they should have been
11 included in the DEIS according to FDA guidelines.
12 And the fact that they have not been
13 included is just one more example of how this process
14 has not followed the requirements for process for a
15 rail project in the United States.
16 Therefore, I would say that what we need to
17 do is to have a supplementary to the DEIS that includes
18 the heavy rail alternatives that MTA publicly agreed to
19 examine and to have MTA study them, which they did not
20 do. If that were done, then we could come up with an
21 alternative that would have community support on the

1 Red Line. But until that happens, this line will only
2 divide Baltimore and cause contention.
3 When process is not followed, it puts the
4 project at risk. And process have been violated in
5 terms of public notice, in terms of handicapped access,
6 in many, many ways on this project. But most notably,
7 by not even looking at alternatives that we're
8 submitting. Heavy rail alternatives were ready for
9 submission before the rail plan was even put together
10 in 2001. And they were barred from submission to the
11 planning process.
12 The MTA reported that there were four
13 drafts of the rail plan when, in fact, there was only
14 one. So this process has been one where reports are
15 being made to the Federal Transit Administration that
16 do not correspond to the facts.
17 And therefore I would say that if this
18 process is not expanded, then the process itself should
19 be terminated. This is not calling for No-Build, this
20 is saying that the process should be ended if it is not
21 expanded. Thank you.

20 MR. CHRISTOPHER FIELD: I didn't expect
21 attendance to be so low. My name is Christopher Field.
1 C-H-R-I-S- T-O-P-H-E-R, F-I-E-L-D. I'm the President
2 of the Transit Riders Action Council of Metropolitan
3 Baltimore. I live on Roland Avenue in Baltimore City
4 between Hampden and Roland Park.
5 First, I want to point out that I think
6 these hearings are being conducted contrary to state
7 law which requires that notice of hearings be posted on
8 70 percent of the buses at least 30 days before the
9 hearings. At the moment, the notices are posted only
10 on the Number 40 bus. As far as I know, the notices
11 went up much closer than 30 days ago.
12 I've even heard report of an internal
13 conversation within the MTA that acknowledged that they
14 were out of compliance with the state law but were
15 proceeding with the hearings anyway. I mention this
16 because it is indicative of how the MTA has conducted
17 the Red Line study from the very beginning.
18 In December of 2003, the MTA's Citizens
19 Advisory Committee approved a report titled, Proposals
20 and Discussion on Phase I of the Baltimore Transit
21 Plan. This report showed that the current subway
1 operates at a lower cost per passenger mile than the
2 buses or the Light Rail. It showed that if the MTA had
3 never built the subway and carried all those passengers
4 on buses instead, its operating costs would be
5 substantially higher than they are today.
6 It also showed that there was no such
7 effect for the Light Rail because its operating costs
8 are nearly the same as the operating cost of a bus. In
9 fact, today the Light Rail costs more to operate on a
10 per passenger mile than the buses do.
11 That report also offered the MTA an
12 alignment for heavy rail option which was about 50
13 percent above-ground. So the argument that's often
14 used by the MTA that a heavy rail would have to be
15 completely tunneled and was completely cost prohibitive

The Transit Riders Action Council of Metropolitan Baltimore comments submitted by Christopher Field are located under IDs 150 through 153; the responses to these comments are combined below.

The DEIS Public Hearings met all legal requirements with regards to their advertisement.

The MTA does have specific public hearing requirements when it is affecting certain bus or rail route changes. These requirements specify the timeframe in which hearings are required and other requirements such as advertisement on transit vehicles. However, the publication of the Red Line AA/DEIS and FEIS does not warrant a public hearing under the service change requirements. There is also no requirement that the People's Counsel receive specific notice for the Red Line AA/DEIS or FEIS.

The AA/DEIS is not required to include reports from organizations. However, the Citizen's Advisory Council report to the legislature, as well as all the meeting minutes are available to the public via the Red Line project website. Also, the MTA is an active participant in all CAC meetings and activities and continuously communicates and coordinates with the CAC. The commenter specifically references a report on heavy rail that was presented to the CAC and states that the MTA has never acknowledged the report. The MTA has taken under consideration all information from the CAC.

Two alternatives which incorporated Heavy Rail were considered in the AA/DEIS for the Red Line. They were described in Chapter 2, page 29 of the AA/DEIS. Each of these alternatives were proposed by members of the public.

The first of the two alternatives was a full Heavy Rail Alternative from Social Security Administration to Greektown, 14.3 miles. This alternative was estimated to cost $2.383 Billion in 2007 dollars. The alternative was not carried forward through full analysis in the AA/DEIS due to its high capital cost as compared to Light Rail and Bus Rapid Transit Alternatives being studied. The Preferred Alternative for the Red Line in the FEIS has a cost of $2.575 Billion in year-of-expenditure dollars. The year-of-expenditure dollars are based on a schedule that has the Red Line opening in 2021

16 is not true and this was known from the very beginning.
17 The MTA has never acknowledged the report
18 and has not commented on it in its Draft Environmental
19 Impact Statement. Nor has the MTA explained in the
20 Draft Environmental Impact Statement why the alignment
21 was never studied. Just as the MTA has disregarded
1 state law concerning these hearings, and as it has
2 disregarded its own advisory council, the MTA has
3 disregarded community concerns.
4 From the beginning of the Red Line study,
5 leaders of the Edmondson Village area have expressed
6 opposition to placing a Red Line on Edmondson Avenue.
7 Yet, the seems to be the alignment that is preferred by
8 the City of Baltimore, by the Greater Baltimore
9 Committee, and, I suspect, by the MTA.
10 The MTA has conducted many tours of western
11 cities to show how wonderful Light Rail can be. Yet,
12 none of those cities look like Baltimore. Baltimore
13 has narrower streets with higher congestion. Those
14 cities just don't represent how Light Rail operates in
15 our city.
16 The Transit Riders Action Council of
17 Metropolitan Baltimore has taken a position against all
18 of the alternatives in the Alternatives Analysis and
19 Draft Environmental Impact Statement, including the
20 no-build alternative.
21 Clearly, Baltimore and Maryland need a
1 better transit system if they're to compete on a
2 regional, national and international basis in an
3 oil-constrained 21st Century. We call upon the MTA to
4 restart the Red Line study with a new statement of need
5 that will permit the inclusion of a wider range of
6 alignments, include heavy rail, link better with the
7 current rail system in Baltimore, and be acceptable to
8 all the communities through which it passes. Thank
9 you.

and escalation occurring at a rate of +3.1% per year. Escalating the previously studied Heavy Rail Alternative capital cost at the same rate that is being used for the Preferred Alternative, with a project opening in 2021 and a mid-point of construction in the year 2018, yields a year-of-expenditure capital cost of $3.334 Billion. This cost estimate for Heavy Rail is $759 Million higher than the Preferred Alternative. This 30% cost differential still renders the Heavy Rail Alternative as too costly when compared with the Preferred Alternative. In addition, there are other aspects of this proposed Heavy Rail Alternative that could bring into question its feasibility, could lead to higher capital costs, and/or create environmental impacts that would need to be addressed with associated costs, if the Alternative were to be studied more thoroughly. These include constructing adjacent to the Amtrak Northeast corridor and within Amtrak right-of-way, constructing connections with the existing Baltimore Metro and the need to shut down Metro service while that construction occurred, likely six to nine months at a minimum, additional property takes along Amtrak right-of-way, visual impacts of aerial alignment from Orangeville to Greektown, potential 4(f) impacts to being in tunnel under Leakin Park due to associated ventilation or emergency egress that may be required, and viability of an at-grade alignment along I-70.

The second of the two alternatives was not a full Heavy Rail Alternative, but a combination of three modes – Heavy Rail, Light Rail, and Streetcar. The Heavy Rail component extended the existing Metro from Johns Hopkins Hospital to the Johns Hopkins Bayview Medical Center. From CMS to the western portion of downtown, the Alternative would be light rail similar to the Preferred Alternative. Upon entering downtown, the light rail would be in surface to Camden Yards, and then would be in tunnel to the existing Charles Center Metro Station. The third component would be a streetcar from Camden Yards, with surface operations along Pratt Street and through Harbor East, Fells Point, Canton, Canton Crossing, and Haven Street to the Amtrak right-of-way, ending at Edison Highway. The streetcar alternative would run in mixed traffic along the surface. This Alternative was estimated to have a capital cost of $1.8 Billion in 2007 dollars. Escalated at 3.1% per year yields a cost of $2.518 Billion in year-of-expenditure dollars. This cost

8 MR. CHRISTOPHER FIELD: My name is
9 Christopher Field, C-H-R-I-S-T-O-P-H-E-R, F-I-E-L-D. I
10 live at 4146 Roland Avenue here in Baltimore, Maryland.
11 I'm also the president of the Transit Riders Action
12 Council of Metropolitan Baltimore.
13 I'd like to start by repeating my testimony
14 from Thursday, which is to say that the MTA has not
15 complied with the notification requirements required by
16 state law for these hearings. The state law requires
17 that the hearings, that notices of hearings be posted
18 on percent of the buses in the city or the buses in
19 their system more than 30 days before the hearings.
20 And since they have not complied with that, that would
21 make these hearings illegal. And therefore would not
1 meet the requirements that are necessary for the DEIS.
2 I think that the evidence of that is shown on the
3 dismal turnout that occurred this past Thursday, where
4 the meeting was repeatedly recessed because of lack of
5 attendance.
6 But turning now to Edmondson Avenue, I fear
7 very much for the Edmondson Village area. As I
8 bicycled up Edmondson Avenue from Glen Falls this
9 afternoon, I can't imagine how you can fit a light rail
10 and the road and the sidewalk into that right-of-way
11 without completely blocking it off in such a way that
12 people cannot walk across the street without finding a
13 safe place to pause halfway across.
14 I believe that after the Red Line is built
15 on the surface it's going to be, Edmondson Avenue is
16 going to channelized, which basically means it becomes
17 a corridor rather like the Garden State Parkway through
18 the oranges where nobody can cross even though they can
19 look across a very short distance. And therefore, I am
20 really concerned about what happens to this
21 neighborhood after the Red Line is built on the surface
1 because I don't think there's any chance it will be
2 built below the surface.
3 The MTA Citizens Advisory Council presented

is comparable to the Preferred Alternative, just as it was similar to the costs of the light rail and bus rapid transit alternatives in the AA/DEIS. The reasons this alternative were not studied further in the AA/DEIS are:

- Many east-west trips through the corridor would require transfers due to the multiple modes, increasing transit travel time and decreasing ridership.
- All of the streetcar component requires sharing lanes with traffic, which degrades both vehicular traffic movements, as well as transit travel times, and would reduce ridership.
- Introducing a new mode, streetcar, requires an additional new maintenance facility for streetcars and introduces a new mode of transit to Baltimore, which does not improve transit efficiency.

Refer to Section 2.4.2 in the Alternatives Technical Report – 2012 Update for additional information.

In response to a comment on ridership forecasts, system wide MTA transit ridership increases by 19,000 trips per day with the Red Line, when compared with the No-Build Alternative.

The Red Line project would include designated pedestrian crossings along Edmonson Avenue. The ADA-compliant crosswalks will have traffic signals with indications for safe pedestrian movements. The traffic signals will provide adequate time for pedestrians to walk across the entire width of Edmondson Avenue. Pedestrian refuge medians would be provided in the center of Edmondson Avenue for increased safety.

The Baltimore Red Line planning study included a comprehensive public involvement program that was integral to the overall study effort. Public involvement activities began in Spring 2003 with the distribution of direct mail and e-mails announcing scoping meetings to approximately 84,280 homeowners and businesses, 214 associations and community groups, and over 1,450 individual e-mail addresses. Between 2004 and 2007, the MTA held five sets of open houses. From November 2004 to May 2005, four rounds of Community Workings Groups were held. Letters and project fact sheets were mailed to 249

4 to the MTA back in 2003 an alignment for heavy rail
5 that came through the neighborhood that was acceptable
6 to the neighborhood at that time. The entire alignment
7 was acceptable to every neighborhood through which it
8 went and yet the MTA has failed to acknowledge that
9 alignment, failed to study that alignment and failed to
10 explain to us why they did not study the alignment.
11 I'd like to make one other interesting
12 point about the Red Line. The transportation models
13 that forecast ridership on the Red Line, forecast
14 unchanged or actually decreasing ridership on the
15 existing subway, the existing light rail and the
16 existing MARC system after the Red Line is built. The
17 Red Line is useless to the city if it doesn't add value
18 to what we already have. And if it cannot attract more
19 riders onto the existing rail systems that we have,
20 then what's the point of building it? Thank you.

religious institutions March 2005. Seventy-eight community meetings were held between September 2005 and March 2008. In 2006, the Maryland General Assembly passed a bill creating the Red Line Citizens' Advisory Council (CAC). The CAC advised the MTA on impacts, opportunities and community concerns about the Baltimore Red Line through the duration of the planning study. From 2010 to 2012 seventeen Station Area Advisory Committees (SAACs) were formed to provide input on the Red Line project development. Each of the SAACs met approximately ten times during that time frame.

Between project initiation and the 2008 public hearing, MTA developed 9 separate project newsletters distributed to the Red Line mailing list. Additionally, regular (monthly/bi-monthly) e-newsletters have been distributed to subscribers to the project's e-mail registry. Throughout planning, project information was made available at 34 resource hubs throughout the project area. MTA also made available a Red Line project website (http://www.baltimoreredline.com/). Downloadable materials included a map and simulation of the Preferred Alternative, photos, fliers, e-newsletters, news articles, brochures, videos.

Refer to Chapter 8 of the FEIS for additional information.

The Red Line will be constructed in compliance with all Federal and State floodplain requirements. In particular, entrances to underground stations and tunnels will be constructed above an elevation of 12.2 feet above mean sea level. The 100-year storm elevation with wave action is 11.2 feet above mean sea level. The established elevation for the Red Line is more conservative than the standing 100-year floodplain elevation as it accounts for the effects of wind and waves. An additional one foot has been added to the standard elevation to be even more conservative.

The meeting location for the MTA Red Line AA/DEIS hearing at Lithuanian Hall, the first of four hearing locations, had insufficient ADA access. Upon discovering the access issue, Mr. Reuter's testimony was received outside of the hearing room. In addition, access for all three other locations for the AA/DEIS hearings were reviewed and were fully ADA accessible. The MTA developed specific procedures to screen all future meeting sites for ADA accessibility and throughout the rest of the project study, all sites for public meetings were compliant.

4 MR. CHRISTOPHER FIELD: Thank you. My name
5 is Christopher Field.
6 I live in Baltimore City at 4146 Roland
7 Avenue between Hampden and Roland Park.
8 COURT REPORTER: Spell both names.
9 MR. CHRISTOPHER FIELD: Christopher,
10 C-H-R-I-S-T-O-P-H-E-R, Field, F-I-E-L-D.
11 COURT REPORTER: Thank you.
12 MR. CHRISTOPHER FIELD: I'm the President
13 of the Transit Riders Action Council of Metropolitan
14 Baltimore. I first want to repeat some of my earlier
15 testimony, which is to say that I believe that these
16 hearings are being conducted contrary to state law
17 which requires that notification of meetings be posted
18 on percent of the rolling stock throughout the MTA
19 system. Notice was not presented on the rolling stock.
20 It was on the #40 bus, and a few bus
21 shelters, and the Light Rail, but by no means 75
1 percent of the rolling stock and therefore these
2 hearings are not in compliance with state law.
3 Moving onto a new topic, some of the
4 alternatives call for a tunnel under Little Italy,
5 Fells Point, and coming out on a portal on Boston
6 Street or similar points along there onto a surface
7 alignment along Boston Street through Canton.
8 One of the concerns that we have about such
9 an alignment is, I recall, that Hurricane Isabel some
10 years ago flooded significant portions of the Harbor
11 region and I'm afraid that a portal so close to the
12 water surface may endanger the tunnel to flooding. And
13 part of the proposal is to have a pedestrian tunnel
14 between the Red Line and the existing subway at Charles
15 Center.
16 I'm really concerned about what the level
17 of that tunnel would be in relation to a hypothetical
18 flooding situation in the event of a global sea rise
19 over the next century, particularly mixed with a
20 hurricane coming through Baltimore.

In September 2001, the Maryland Department of Transportation Secretary appointed 23 elected, civic, business, transit and community leaders from throughout the Baltimore region to serve on The Baltimore Region Rail System Plan Advisory Committee. The Secretary asked the Committee to recommend a regional rail system long-term plan and to identify priority projects to begin the Plan's implementation. The Advisory Committee adopted a Baltimore Region Rail System Plan in March 2002, developed a Baltimore Region Rail System Plan Report and transmitted its recommendations to the Maryland Department of Transportation. In the course of its work, the Advisory Committee established public outreach activities to receive input. The Maryland Department of Transportation accepted the Rail System Plan as a blueprint and guidance for transit expansion. The Advisory Committee recommended an east-west Red Line as a priority project for development. Subsequently, the MTA initiated project planning activities for the development of a Red Line resulting in the development of the AA/DEIS document. The Preferred Alternative for the Red Line is conceptually consistent with the Red Line in the Baltimore Region Rail System Plan.

21 You have the possibility of flooding not
1 only the Red Line tunnels but also the existing subway
2 tunnels.
3 There have been many tours offered by the
4 MTA and others of western cities to show how wonderful
5 Light Rail is in those systems. My recollection of
6 most of those cities is they don't look like Baltimore.
7 Their streets don't look like Baltimore streets.
8 Baltimore streets are typically narrower
9 and much more congested than the western cities.
10 They've been used as wonderful role models. They're
11 also growing very rapidly and that development is very
12 easy to get along Light Rail Lines.
13 I will conclude by saying that the Transit
14 Riders Action Council has taken a position against all
15 of the alternatives in the Alternative Analysis/Draft
16 Environmental Impact Statement including the No-Build.
17 We feel that the Analysis has excluded options that
18 were really very viable and should have been included.
19 Baltimore does need a Red Line, but it
20 needs to be a Red Line that's planned with a larger
21 scope and includes alternatives that have been
1 rejected. Thank you.

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of Metropolitan Baltimore

Planning for the Red Line has followed an illogical route that often skipped steps and made illegal moves. It seemed to me that the purpose of these "maneuvers" was to reach a pre-selected outcome. The result is a project proposal that is not acceptable to many Baltimore residents, does not meet the requirements established by the Baltimore Region Rail System Plan Advisory Committee, and endangers the existing subway. This is very unfortunate because it is clear that the Baltimore Region needs better transit and a well constructed east/west line could be an important components of an improved transit system.

In 2000, Governor Glendening assembled an advisory committee to develop a Rail Plan to form the basis for an application to the New Starts program. Unfortunately, the committee was created too close to the reauthorization process to thoroughly prepare a plan. Therefore, several shortcuts were taken: only one proposal was examined and no public hearings were held (in violation of Maryland Transportation Code § 7-304). The Red Line planning process has continued with many more shortcuts and illegal moves including refusal to study some reasonable alternatives, violation of Maryland Transportation Code § 7-506(d) specifying notice for public hearings, and failure to hold public hearings at accessible and convenient locations. The details of these transgressions are described in the pages that follow.

The system planning stage must accomplish four critical tasks: identification of needs, selection of appropriate topology, development of system alignment outline, and prioritization of alignments. If these are done poorly or not at all, the result of the planning process is suspect. The first task is to identify the region's transit needs (origin/destination pairs). Where are people and where do they want to go? Second there needs to be a full vetting of system topologies that can meet the transit needs. Several topologies are possible.

> "Many shapes are possible. Perhaps the *star topology* is simplest with lines radiating from the central business district like the spokes of a wheel. The *spoke and wheel topology*, with concentric circles is a logical progression from the star topology. Many cities' streets are laid out in a *rectangular grid topology*. Another possibility is the *mesh topology*, a series of interwoven lines connecting points of interest without a regular geometric pattern."
> From "Report of the MTA Citizen's Advisory Committee: Proposal and Discussion on Phase I of the Baltimore Transit Plan." See full reference below.

After picking the system topology, the general location of critical alignments must be determined. Several system designs (topologies) should be compared to see which performs the best for the local travel patters. The final task is to identify those lines of highest transportation value based on likely mobility improvements, cost effectiveness,

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importance to the urban fabric, impact on traffic or air quality, and/or largest opportunity for transit-oriented development. If any of the four steps are skipped or are driven by a political agenda, the quality of the resulting plan is likely to be inferior.

To develop the Rail Plan, there were a series of public workshops but no public hearings. The difference is critical. At the public workshops, people worked in small groups, reacting to choices given them to identify their own origin/destination pairs. The MTA planners and consultants took these origin/destination pairs and proposed a radial topology rail system with several alignments for each radial line. The proposals were simply unimaginative modifications to the 1968/1969 Baltimore Rail Plan. Another series of public workshops were held at which people commented on their preferred alignment for each radial line. If there had been a real public hearing process at either stage, then there would have been a chance for the general public, including the press, to hear any good ideas that members of the public might have had. Because there were no public hearings, any system level ideas the public may have had were buried in the small groups and never vetted. Because of a lack of time, only one plan was considered. The only input the public and committee really had were the alignments of the radial lines.

There is no way to know how many members of the public had good system level ideas that might have been included or examined. But we know there was at least one. Mr. Edward Cohen had an extensive plan that included the suburb-to-suburb links (without requiring downtown connections) that are missing in the adopted Rail Plan. His was a comprehensive, integrated, intermodal plan (mapped by the state's own Department of Planning). The plan included extending MARC service north toward York Pennsylvania and west toward Westminster. It included an inter-urban light rail system as well as the Baltimore Region heavy rail lines. The heavy rail system was a single transfer system, meaning *travel between any two station pairs required, at most, one transfer*. He had carefully considered his choices when assigning colors to the lines. The line headed south along the Camden line was green because someday it likely would meet the Washington D.C. Green MetroRail line in Greenbelt. The line headed south along the Amtrak right of way was orange in case it joined the MetroRail line in New Carrollton. And his line going south-west to Columbia was red because it seemed logical that some day the MetroRail Red Line would be extended north from Wheaton to Columbia.

Mr. Edward Cohen repeatedly tried to submit his extensive, comprehensive Baltimore Region Rail Plan for consideration. He was constantly rebuffed. He was never permitted to show the plan to the entire committee. He was told that his ideas would be considered during the scoping process. Unfortunately, there is no way to make small adjustments to a radial plan to convert it to a different topology.

Maryland Transportation Code § 7-304 requires public hearings before adoption of a transit plan. Specifically, Maryland Transportation Code Section 7-304 states

(a) The Administration shall:

(1) Release to the public information as to any proposed transit plan or proposed amendment or revision of a transit plan; and

(2) Keep a copy of the proposal and information at its office for public inspection.

(b)

(1) The Administration shall hold a public hearing on the proposed plan, revision, or amendment.

(2) The Administration shall give at least 30 days' prior notice of the hearing. The notice shall be published once a week for 2 successive weeks in one or more newspapers of general circulation in the District. The 30-day period begins when the notice first appears in the newspaper.

(c) The Administration shall consider the evidence submitted and the comments made at the hearing. With the approval of the Secretary and without any further hearing, the Administration may make any changes in the proposed plan, amendment, or revision that it considers appropriate.

There were no public hearings on the Baltimore Region Rail System Plan before or after it was released. If there had been alternatives, such as Mr. Cohen had, could have come to public attention.

In August 2002, the committee released its final Baltimore Region Rail System Plan. Except for a line along the Amtrak Northeast Corridor (NEC), the plan is mostly a star topology that requires all trips to connect through downtown. The committee clearly envisioned it as a RAIL PLAN, with some lines heavy and some light rail determined on a line by line basis during the scoping process. The committee also knew the plan was incomplete, lacking suburban links and circumferential lines that would be added in the distant future (see "Baltimore Region Rail System Plan: Report of the Advisory Committee," page 32) Shortly after taking office in 2003, Governor Ehrlich's administration removed heavy rail as a mode alternative and added Bus Rapid Transit as a mode option. It is not clear that the committee would have approved a Baltimore Regional Transit Plan (as the Ehrlich Administration called it) if they believed that light rail was the only rail option to be considered.

On 16 December 2003 the Maryland Transit Agency's Citizen Advisory Committee approved the "Report of the MTA Citizen's Advisory Committee: Proposal and Discussion on Phase I of the Baltimore Transit Plan" authored by Mr. Edward K. Cohen with assistance from Christopher T. Field and Crystal A. Heshmat. This report was entered into the record of public comment on the Red Line on 6 November 2008 at Lithuanian Hall by Christopher T. Field. This report compared the performance of Baltimore's heavy rail and light rail lines. The report showed that, curretnly in Baltimore, heavy rail was significantly superior to light rail. The heavy rail carried more than twice as many rides a day at a lower dollar and energy cost per passenger mile with higher seat occupancy and significantly higher reliability than the light rail. The report critiqued the rail planning process in much greater detail than I can list here. The report also offered a heavy rail alignment that combined part of the Rail Plan Red and p Yellow Lines. The report gave several reasons why that particular route was superior to and should be built before the Red Line including it provided direct vertical connection with the current

heavy and light rail lines as well as with the MARC Camden and Penn Lines and Amtrak. It was acceptable to every community organization to which it was shown; unlike the current Red Line Alternative 4C. Yet the MTA has never publicly acknowledged the report, has never published it on its web site or elsewhere, and did not respond to the proposal in the Red Line Draft Environmental Impact Statement/Alternatives Analysis.

When MTA officials have been asked why the alignment was not considered, they gave two reasons: that any heavy rail alignment would need to be entirely tunneled and therefore could not meet the cost effectiveness requirement and that going north along the Yellow Line alignment was outside the scope of the Red Line study. The first response is patently wrong: the MTA CAC's proposed line was just under 60% in tunnel; the rest either was on the surface or elevated. The problem with the second response is the Rail Committee did not do a needs, ridership, or cost analysis before recommending the Red Line as highest priority. Based on the Baltimore Metropolitan Council spring 2003 traffic counts into the Central Business District, the Yellow Line segment offers about as many potential riders as the east side Red Line. In addition, the segment between Camden Yards and Penn Station would provide a rail link around the Howard Street Tunnel when tunnel reconstruction cuts the Central Light Rail Line. The CAC report listed other reasons to prefer the Yellow Line alignment.

During the Red Line planning process, we have repeatedly sought the inclusion of heavy rail in the MTA's studies. At one point, TRAC was told MTA would examine our alternative. We offered a Westview Shopping Center to The Baltimore Museum of Art alignment similar to the MTA CAC alignment. We felt this was likely to be the most cost effective. We were told the alignment was outside the scope of the Red Line and were instructed to offer two more. With the intent of showing a cross-section of options, we offered two. The second alternative was from Frederick Road (on the west side) to Martin's Airport (to the north-east). This alignment followed much of the NEC but joined the current subway tunnel between State Center and Lexington Market Stations and turned east from Hopkins Hospital. It required only 2 miles of tunnel. The third alternative, which the MTA examined, ran from the Social Security Administration (west of Baltimore) to the Travel Plaza (in east Baltimore just off I-895). It also joined the current subway tunnel between State Center and Lexington Market Stations and turned east from Hopkins Hospital. It had a total of 5.4 miles of new tunnel; less than alternative 4C.

The MTA made extensive detrimental changes to the third alignment, such as the elimination of the eastside MARC connection, before examining it using a travel demand model that the MTA concedes was deeply flawed (and has since been altered). The MTA used the bus connections they developed for light rail rather than the more extensive connections we provided them. Nevertheless, this line attracted more new riders to the three current downtown stations (Shot Tower, Charles Center, and Lexington Market) than all of the downtown stations on the Red Line Alternative 4C option

The Draft Environmental Impact Statement / Alternatives Analysis (DEIS/AA) was released about 30 September 2008. The same day the Greater Baltimore Committee

publicly endorsed alignment 4C. Six days later, the Baltimore Sun endorsed alignment 4C. Somehow, in only a few days, these organizations were able to digest all of the pages of the DEIS/AA and publicly endorse one alignment.

After release of the DEIS/AA, the MTA finally held public hearings. However, they conducted them in a manner that violated several laws and was inconsiderate to the public. During November 2008, the MTA held hearings on the Red Line, proposed changes to local bus service, and on proposed changes to Commuter Bus and MARC rail service. This had the effect of limiting public comment by fatiguing some interested parties. In addition, they failed to comply with Maryland law regarding public hearings notice. Maryland Transportation Code § 7-506(d) specifies notice for public hearings as follows

> (1) The Administration shall give at least a 30–day notice before a hearing.
> (2) The notice shall be:
> (i) Published once a week for 2 successive weeks in two or more newspapers of daily circulation throughout the District; and
> (ii) Posted in all of the Administration's offices, stations, and terminals and all of the vehicles and rolling stock used in revenue service by the mode of transportation that will be affected by the proposed action described in subsection (a) of this section.
> (3) The 30–day period begins when the notice first appears in the newspaper.

The MTA failed to post notice on all vehicles; in fact most vehicles never had any notice of the Red Line hearings and I never one. When asked at one of the hearings, MTA officials informed us that only the #40 bus (whose route follows most of 4C), a few bus stops in the Red Line Corridor, and the Central Light Rail vehicles (which operate perpendicular to the Red Line Corridor) received meeting notice. *Attendance at three of the four hearings was very low* and, at the fourth meeting (at Edmondson High School in a community mostly opposed to the surface Red Line), attendance was heavy for only the first half. Attached to this document is our letter exchange with the MTA regarding the inadequate hearing notice.

In addition to State Transportation Code § 7-506(d), the MTA violated the American's with Disabilities Act. The first hearing was held at Lithuanian Hall, 851 Hollins Street. Bob Reuter tried, without success, to attend the meeting. Lithuanian Hall is an old building, not wheel chair accessible one block behind the brand new Bio-Park being built by the University of Maryland. The Bio-Park buildings, on West Baltimore Street, have been used for other Red Line meetings. They are well lit on a well used street. It is unclear why the MTA selected the Lithuanian Hall, which is difficult to find on a dead end, nearly empty street that is a little intimidating to walk at night.

During the Red Line Planning process, MTA and Baltimore City has worked to shut out other reasonable alternatives. I will describe two examples here: one on the west side and one on the east.

The MTA's CAC heavy rail Red Line alignment between Martin Luther King Blvd and the West Baltimore MARC station is in "the ditch" along US 40. At the West Baltimore MARC station, the alignment turns south-west along the south side of the NEC. This turn would be made above the current MARC station parking lots. Rather than waiting until the Red Line alignment was known, a few years ago the Maryland Department of Transportation and Baltimore City became very eager to develop the area around the West Baltimore MARC station with significant construction on the parking lots; in the space needed for the turn. The West Baltimore Coalition was formed in response to community requests for a voice in the development plans. The Baltimore City and MTA officials and allies on the Coalition kept pushing for this parking lot infill development. Soon after TRAC made a presentation to the Coalition on its heavy rail alignment proposals, which were well received by Coalition community members, a large group of people (who had never attended Coalition meetings and clearly had been coached) attended a single Coalition meeting and voted to tear down the wall at the west end of "the ditch." This wall is the launching point for the heavy rail line above the parking lots and at the level of the NEC. By spending the money now to remove the wall, the cost of a heavy rail alignment increases. In addition, development of the parking lots will prevent any heavy rail alignment.

The Red Line Advisory Council created by the Maryland Legislature recently issued a report that called for a Supplemental Environmental Impact Statement to study extension of the current line east along the NEC from Hopkins Hospital Station as the TRAC alternatives submitted to the MTA did. There will be a need for a rail yard somewhere on the east side as well as a east side station to connect MARC and the Green Line. While TRAC has identified two transfer station locations (one between Patterson Park and Milton Avenues and the other at Orangeville), the best yard location is Orangeville, an old city dump. Shortly after we offered our alignments with the suggested yard location, Baltimore City announced a request for proposals to develop the Orangeville site. At the end of December 2008, the city announced a contract award for development as a shopping center. Shopping center construction will use the best yard space available for an east side extension effectively preventing consideration of such an extension.

The Baltimore Region Rail System Plan is dead. Though the MTA has so rigidly clung to that plan when asked to examine alternative Red Line alignments, it has, in preparing Alternative 4C, already disowned it: that alignment connects Bayview to Canton, something never envisioned by the Rail Plan. The MTA's MARC Growth and Investment Plan released in September 2007 proposes expanding the NEC to 4 tracks between Perryville and New Carrollton to triple MARC capacity but never mentioned sharing that track with a local transit Purple Line as descried in the Baltimore Region Rail System Plan. A private group has been working very had to build a local trolley on Charles and St. Paul Streets. This trolley would be in direct competition with the Rail Plan's Yellow Line and construction of a trolley would effectively prevent cut and cover

construction of a Yellow Line tunnel. Even if the Yellow Line were deep bored, station construction would be hampered by a street trolley line. Moreover, The Baltimore Regional Rail System Plan has never been approved by the Baltimore Regional Transportation Board.

At the beginning, I stated that the proposed Red Line "does not meet the requirements established by the Baltimore Region Rail System Plan Advisory Committee." The Baltimore Regional Rail Plan stated:

> "The rail system must be seamless for the transit rider:
>
> > Easy connection among the rail lines will be made at well-designated transfer stations. An extensive bus network will provide access to locations just beyond the reach of the rail system, and provide an easy way to get to and from stations.
> >
> > Maryland SmartTrip, a new "Smart Card" fare collection system, will allow riders to transfer quickly from one rail line or transit system to another through the Maryland and Washington region."
> >
> > (Page 20)

The Alternative 4C is anything but "connected. " Transfer between the Red Line and the current Metrosubway line at Charles Center requires a 600 ft walk. This is 50% longer than the distance between Lexington Market Station and the Baltimore Street Light Rail stop and 66% of the distance between Culture Center and State Center Stations. Neither connection is considered "easy" by riders. Transfer between MARC and the Red Line at Bayview would require a 900 ft walk on a lonely pedestrian bridge over the rail yard. This is as long as the little used connection between State Center and Culture Center. So the Red Line is not well connected to the current system. There has been talk of a MARC station at Broadway to connect with a northward subway extension from Hopkins Hospital Station. Such a connection is either not possible or also not convenient. If the current line is extended north, a direct connection to MARC can be made if the MARC platform is build between Broadway and the tunnel portal at Bond Street. However, there is only 500 ft for the platform there, much shorter than the platforms at Odenton, New Carrollton, and the new BWI platforms, and insufficient to support the current MARC train lengths. A platform build between Gay and Chester Streets can be sufficiently long, but again requires a 900 ft walk to connect with the current subway under Braodway. In addition, a MARC station at Broadway or Gay would be only 1.25 miles from Penn Station making them the closest station pair on the Penn Line and among the closest station pairs on the MARC system. When added to the proposed station at Bayview, there would be three stops in the 3.8 miles between Baybiew and Penn Station. A MARC/Metrosubway connection at Orangeville would be direct; just like the MARC/Amtrak connection to the Orange Line at New Carrollton. With an extension of the current subway east toward Bayview, an Orangeville Station would provide in a single stop the desired connections between MARC and Bayview, Hopkins Hospital, and downtown.

In addition to not meeting the plan requirements, Alternative 4C has serious water problems. The alignment calls for a portal on Boston Street, a point that is likely to be under water during major storms. Flooding the portal will fill the entire Red Line tunnel

with water unless flood doors are installed. There are currently no plans to install flood doors and the cost of such doors has not been included in the construction cost estimates. In addition, the proposed pedestrian tunnel between the Red Line and Charles Center threatens the current subway tunnel with flooding. Even if flood doors were installed at the Boston Street Portal, during flood conditions the Red Line would be crippled operating only from Boston Street West with a unless segment to the east of the Canton.

A careful reading of the "Travel Demand Forecasting Technical Report" shows that the travel demand model predicts *lower* ridership on MARC, the current subway, and light rail lines under all build options. Either the Red Line or the travel model is flawed. In discussion, MTA personnel claim the model needs adjusting but the current results do not impact the relative merit of each alignment and mode prediction. The MTA personnel expressed confidence that additional work on the travel model will yield more believable results. They also expressed confidence that with additional work Alternative 4C cost effectiveness can be brought below the critical number. As an electrical engineer with a background in physics, I am familiar with calibrating a model and the work required to validate one. While I am sure the model can be adjusted to yield the desired outcomes, I have trouble trust a model or have faith in a planning process that predicts less use of current transit after construction of additional lines.

Respectively submitted by
Christopher T. Field
President Transit Riders Action Council of Metropolitan Baltimore

Attachments: Letter from James Knighton, MTA Office of External Affairs
Reply to James Knighton

MTA Maryland

MARYLAND TRANSIT ADMINISTRATION

MARYLAND DEPARTMENT OF TRANSPORTATION

Martin O'Malley, Governor • Anthony G. Brown, Lt. Governor
John D. Porcari, Secretary • Paul J. Wiedefeld, Administrator

November 8, 2008

Mr. Edward Cohen
Transit Riders Action Council of Metropolitan Baltimore
808 Cathedral Street
Baltimore, MD 21201

Dear Mr. Cohen:

At the public hearing for the Red Line Transit Project that was held on November 6, 2008, you and other representatives of the Transit Riders Action Council (TRAC) gave testimony that the Maryland Transit Administration (MTA) did not comply with the requirements of State law governing MTA hearings. While the MTA makes a significant effort to publicize all public hearings no matter the subject, we do not believe we are in violation of any aspect of State law, including, as you state, notification of the People's Counsel.

As you know, MTA's public hearing process is governed by Section 7-506 of the Transportation Article of the Maryland Code. Section 7-506 requires MTA to hold public hearings before undertaking any of the following actions: fixing or revising a fare charged to the general public; establish or abandon any bus or rail route listed on a published timetable; change a bus or rail route alignment listed on a published timetable; or establish or abandon a rail transit station. The hearings on the Red Line project do not encompass any of the actions enumerated above. The provisions of Section 7-506 were designed to apply to proposals to alter MTA service and fares, not hearings on capital projects.

Furthermore, there is no requirement in Section 7-506 that MTA notify the People's Counsel of the Agency's public hearings on proposals that are subject to the statute, which the Red Line hearings are not. It has been the Agency's practice to notify the People's Counsel of public hearings on service changes, but lack of notification does not under any circumstances put MTA out of compliance with the hearing statute.

Thank you for the opportunity to provide our interpretation of the statutes governing public hearing participation. If you have any questions on this issue, or wish to discuss it further, please contact me.

Sincerely,

James L. Knighton
Director
Office of External Affairs

cc: Mr. Henry M. Kay, Deputy Administrator, Planning and Engineering, MTA

6 Saint Paul Street • Baltimore, Maryland 21202-1614 • TTY 410-539-3497 • Toll Free 1-866-743-3682

get on
trac
Transit Riders Action Council
of Metropolitan Baltimore

25 November 2008

James L. Knighton
Director, Office of External Affairs
Maryland Transit Administration
6 St. Paul St.
Baltimore, MD 21202-1614

Dear Mr. Knighton:

Thank you for your letter dated 8 November 2008 in response to our concerns about the compliance of the recent Red Line public hearings with Section 7-506 of the Transportation Article of the Maryland Code.

Your contention that the MTA is not in violation of state law regarding public hearings rests on the inapplicability of Section 7-506 to the Red Line public hearings. However, while the section does explicitly require hearings in certain circumstances (subsection (a)) and specifically provide for their request (subsection (c)), it does not, by any means, exempt hearings not required by the section from the section's provisions pertaining to the calling of a hearing (subsection (d)). The intent of subsection (d) is clearly to set forth the process for the MTA to call a public hearing, regardless of the subject matter. Therefore, MTA should comply with subsection (d) for all public hearings, not only for public hearings required by other subsections of Section 7-506.

Were subsection (d) meant only to pertain to hearings called under subsections (a) and (c), the MTA could easily skirt the law by rejecting a request for a public hearing, then calling a special hearing without any proposed changes. Under the interpretation of the law laid out in your letter, this special hearing would not be subject to subsection (d). We do not believe that it was the intent of the legislature to create such a purposeless loophole in the law; rather, the General Assembly most likely intended for *all* public hearings called by the MTA to comply with subsection (d).

At the hearings, MTA staff shared with us that notices were posted only on the #40 bus, the light rail, and a few bus stops in the Red Line Corridor. Given that this notice does not comply with subsection (d) we still feel the hearings are in violation of state requirements.

We hope that we can reach a mutually acceptable interpretation of Section 7-506, as a clear understanding of its requirements is key to allowing public comment on MTA proposals.

Sincerely,

Christopher T. Field

Christopher T. Field, President
Transit Riders Action Council of Metropolitan Baltimore

cc: Catherine Pugh
Keith Haynes
Henry Kay

4146 Roland Avenue
Baltimore, MD 21211

www.GetOnTrac.org
getontrac@gmail.com

13 MR. ROBERT PRICE: Thank you, sir. My name
14 is Robert Price, R-O-B-E-R-T P-R-I-C-E. I'm a
15 resident of Charles Village. I'm with the United Steel
16 Workers from Sparrows Point. I work with Severstal
17 Steel. It used to be Mittal and Bethlehem for people
18 that go back further.
19 I have to say that we're very encouraged
20 with this project. It couldn't be at a more timely
21 time. Unfortunately, right now, the steel industry is
1 probably in the worst situation since the Great
2 Depression. So certainly any orders that we can get
3 over the next one to three years would be extremely
4 helpful to us.
5 The route that we would most favor is the
6 route with the maximum underground and tunnel usage.
7 We think in the long-run that would serve the city
8 better. We do have some retired people, a few of whom
9 are disabled and many of whom live in West Baltimore
10 and I think some of them are not allowed to drive
11 anymore, so they would certainly make use of the
12 service.
13 Also we look forward to reducing congestion
14 on the west side as we have to travel 7 days a week, 24
15 hours a day, back and forth to work, at different
16 shifts and times and that also creates some
17 difficulties for our members. I would hope that the
18 elected officials could cut as much red-tape as
19 possible and that we could get this project underway as
20 soon as possible.
21 The engineering looks very sound and we
1 would highly favor it. The Plate Mills in
2 Pennsylvania, for example, have been supporting the
3 Iraq war. The good news is that the war is winding
4 down, the bad news is that they won't have orders for
5 armor plate and steel like they had and I think this
6 would be very timely to provide them with some orders
7 as well as Sparrows Point. If there's anything that we
8 could roll in support of this project we'd certainly

The Preferred Alternative presented in the FEIS improves transit in the Baltimore Region, as your comment recommends. The Preferred Alternative is a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line Build Alternative.

The MTA and Baltimore City are working on workforce development programs that are intended to lead to future employment and training opportunities for local area residents, as well as expanded opportunities for local small (disadvantaged) businesses. The intent is for the area economy to benefit from the job creation and economic development the Red Line project can generate. The MTA anticipates having a policy and program in place before construction contracts are advertised for the Red Line project.

9 like to.
10 On behalf of the steel workers and our rank
11 and file people down at Sparrows Point, who often talk
12 about the lack of a good east-west Mass Transit
13 Corridor. We encourage this project. Thank you.

UMBC

AN HONORS UNIVERSITY IN MARYLAND

Office of the President
University of Maryland, Baltimore County
1000 Hilltop Circle
Baltimore, Maryland 21250

PHONE: 410-455-2274
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December 12, 2008

Red Line
c/o: Office of Planning
6 St Paul Street, 9th Floor
Baltimore, Maryland 21203

To Whom It May Concern:

On behalf of UMBC students, faculty, and staff and as a former member of the Greater Baltimore Committee, I am writing in support of Red Line Alternative 4C. This major expansion of transit in the Baltimore region will provide many benefits for Greater Baltimore and the University.

I recently signed the American College and University Presidents' Climate Change Commitment, a pledge to reduce UMBC's carbon footprint on the environment. Many of our students, faculty, and staff travel to and from campus by car. In fact, nearly 40 percent of the campus's greenhouse gas emissions are related to transportation. If the Red Line Alternative 4C is available, our students, faculty, and staff will have expanded public transit options. This, in turn, will reduce rush-hour traffic and greenhouse gases.

The Red Line Alternative 4C will also support workforce development, linking our students to internship and employment opportunities throughout the Baltimore area – from the Social Security Administration and Centers for Medicare and Medicaid Services to downtown businesses and biomedical centers. Students would also be able to travel easily to Baltimore City for recreational and cultural activities that will help to retain them both at UMBC and in Baltimore after graduation.

I hope that you will join my students, colleagues, and me in supporting this important and exciting initiative.

Sincerely,

Freeman A. Hrabowski, III
President

DEC 20 2008

The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

The MTA and Baltimore City are working on workforce development programs that are intended to lead to future employment and training opportunities for local area residents, as well as expanded opportunities for local small (disadvantaged) businesses. The intent is for the area economy to benefit from the job creation and economic development the Red Line project can generate. The MTA anticipates having a policy and program in place before construction contracts are advertised for the Red Line project.

UNIVERSITY OF MARYLAND
MEDICAL SYSTEM

250 W. Pratt Street
24th Floor
Baltimore, Maryland 21201-6829
www.umms.org

CORPORATE OFFICE

December 12, 2008

DEC 20 2008

Ms. Dianne Ratcliff
Director of Planning
Maryland Transit Administration
6 St. Paul Street
Baltimore, MD 21202

Dear Ms. Ratcliff:

On behalf of the University of Maryland Medical System, our employees, patients, and visitors, I am writing to offer our strong support for the Red Line Transit Project. Specifically, we support Red Line Alternative 4C which will provide excellent transit access to three of the hospitals in our system: the University of Maryland Medical Center, Maryland General Hospital, and Kernan Hospital. Each of these facilities is located within a few blocks of a proposed Red Line station along Alternative 4C and would benefit from the Red Line as follows:

- Kernan Hospital is located less than a half-mile from the proposed Red Line station at the I-70 park and ride. This 133-bed facility, located in Woodlawn, is the state's largest rehabilitation and orthopaedic hospital serving both adults and children and has approximately 700 employees. Due to its location, Kernan is not especially well-served by existing MTA bus routes. Given Kernan's proximity to the I-70 station, it is very possible that MTA routes or Kernan-operated shuttles could provide a quick and easy connection from the station to the hospital. This would reduce the commute time of many staff members, patients and their visitors who must take several different bus lines to Kernan.

- The University of Maryland Medical Center is a 705-bed teaching hospital located at Lombard and Greene Streets in downtown Baltimore. The Medical Center cares for more than 32,000 inpatients and 300,000 outpatients each year, and has more than 6,600 employees and 1,000 attending physicians who would benefit from the Red Line. Alternative 4C includes a proposed underground station in the vicinity of Lombard and Greene Streets which would obviously provide tremendous benefit to our employees, patients and visitors by reducing travel times and costs, including the cost of parking. In addition, such excellent transit access would reduce the Medical Center's need to fund expensive off-street parking facilities.

- Maryland General Hospital is located at Howard Street and Martin Luther King, Jr. Boulevard along the Central Light Rail Line (Blue Line) between the State Center and Center Street Stations. This 242-bed teaching hospital offers a full spectrum of health care for more than 110,000 people annually. Maryland General's mission is focused on providing superior and accessible community health care in West Baltimore and Midtown; many of its patients and 1,488 employees are current transit users who would benefit from a faster, more reliable form of transit that would be provided by the Red Line.

UNIVERSITY OF MARYLAND MEDICAL SYSTEM
University of Maryland Medical Center • University Specialty Hospital
Kernan Orthopaedics and Rehabilitation • Maryland General Hospital • Baltimore Washington Medical Center • Mt. Washington Pediatric Hospital
Shore Health System-Memorial Hospital at Easton • Dorchester General Hospital
Chester River Health System

The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

The MTA has continued to work with your organization through the planning for the alignment and stations within the vicinity of the University of Maryland and will continue to do so.

Ms. Diane Ratcliff
December 12, 2008
Page 2

In addition, other hospitals in our system such as the Baltimore-Washington Medical Center in northern Anne Arundel County, the University Specialty Hospital in South Baltimore, and the Mt. Washington Pediatric Hospital will benefit from the build-out of the Red Line as a part of the overall Baltimore Region Rail System Plan. Each of these facilities is near to an existing Central Light Rail (Blue Line) station.

In summary, the Red Line Transit Project Alternative 4C offers incredible potential benefits to the employees, patients and visitors of the University of Maryland Medical System. In addition, building the Red Line as the next step in a system of regional rail lines only enhances Baltimore's competitive position in the healthcare industry, as many of our peer institutions have transit access and thus, livability benefits, beyond which we can offer today.

We look forward to swift adoption of Alternative 4C as the Locally Preferred Alternative and to the groundbreaking on this project in 2012.

Sincerely,

Robert A. Chrencik
President and CEO

cc: Mayor Sheila Dixon
County Executive Jim Smith
Secretary John Porcari
Members of the Maryland Congressional Delegation
Jeffrey A. Rivest, University of Maryland Medical Center
Sylvia Smith-Johnson, Maryland General Hospital
James E. Ross, Kernan Hospital
Karen Olscamp, Baltimore Washington Medical Center
Don Fry, Greater Baltimore Committee

10 MS. BRENDA LATNEY-LEE: My name is Brenda
11 Latney-Lee, Brenda, B-R-E-N-D-A, Latney, L-A-T-N-E-Y,
12 hyphen, L-E-E. And I represent the Uplands Community
13 Association. I'm the vice president and we know that
14 the Red Line will affect our community. And it will
15 affect the quality of our lives. And we believe that
16 we don't need an above ground rail system to improve
17 Edmondson Avenue. We believe that Edmondson Avenue can
18 be improved if the rail system is underground.
19 So, on behalf of the Uplands Community
20 Association, we're opposed to the Alternative 4C, which
21 is any above ground rail system. But we are for 4D
1 with the modification that it be underground and to
2 take the system back to the 10.5 miles that was
3 originally agreed upon by the Maryland State
4 legislation years ago. And so, we, the Uplands
5 Community oppose above- ground.

The No-Build Alternative represents the future conditions of transportation facilities and services in 2035 if the Red Line is not built. The No-Build Alternative integrates forecasted transit service levels, highway networks and traffic volumes, and demographics for the year 2035 for projects identified in the 2011 Baltimore Regional Transportation Board's Constrained Long Range Plan (CLRP), *Plan It 2035.* The CLRP consists of the existing highway and transit network as well as planned and programmed (committed) transportation improvements. The No-Build Alternative represents a continued investment in regional and local transportation projects, but does not address the purpose and need of reducing travel times, increasing transit accessibility, providing transportation choices for east-west commuting, or supporting community revitalization and economic development opportunities.

Under the No-Build Alternative, existing and future populations along the study corridor would continue to be served by the local bus system, with only planned and programmed transit improvements. Congestion on the roadways and highways would continue to negatively impact the reliability of travel by automobile and bus. The No-Build Alternative end-to-end transit travel time in 2035 is projected to be 79 minutes, whereas the Preferred Alternative would operate with an end-to-end transit travel time of 45 minutes, nearly half the travel time of the No-Build Alternative.

The Preferred Alternative would improve the quality of east-west transit service along the project study corridor by providing frequent and reliable service. Light rail traveling in a dedicated right-of-way would not be subject to congested roadway conditions, resulting in dependable, on-time service. The Preferred Alternative would provide park-and-ride facilities and feeder bus service to enhance access to the rail transit service and expanding the ridership market. The Preferred Alternative will not require any acquisition of real property that would result in an involuntary residential displacement.

Chapter 7 of the FEIS compares the No-Build Alternative with the Preferred Alternative while providing detailed information on transit efficiency and

accessibility, transportation choices, system wide transit connections, and community revitalization and economic development.

The Preferred Alternative is located on the surface (at-grade), generally within the median of Edmondson Avenue between the Cooks Lane Tunnel portal and the West Baltimore MARC station. There is adequate right-of-way available to construct light rail in the median without the need to purchase or relocate any residential homes. As such, an underground alternative is not needed to preserve adjacent land use. Also, the impact assessments for resources along Edmondson Avenue indicate that a surface alternative is feasible in this area of the project (see the FEIS, Chapter 2 and the Alternative Technical Report – 2012 Update for more detail). In the AA/DEIS, tunnel alignments were studied under Edmondson Avenue/ Franklin Street between Cooks Lane and Calverton Road. The major reason that a tunnel alignment was not pursued was cost. In order to design and construct that portion of the project underground, the cost of the project would increase by $525 million in year of expenditure dollars. Refer to Chapter 2 of the FEIS for additional information.

The WALTERS ART MUSEUM
600 North Charles Street
Baltimore, Maryland 21201-5185
telephone 410-547-9000
www.thewalters.org

November 10, 2008

Red Line
c/o Office of Planning
6 St. Paul St., 9th Floor
Baltimore, MD 21202

To Whom It May Concern:

The leadership of the Walters Art Museum realizes how important good public transportation is to a vibrant city.

We are fully in support of Red Line Alternative 4C. I am a member of the Greater Baltimore Committee and Alternative 4C is the option that has been endorsed by the GBC.

It will help to make Baltimore more competitive with nearby cities like Philadelphia and Washington, D.C. that already have a network of interconnected transit lines. The better our transportation infrastructure, the more jobs and mobility we are providing for our local community.

It will offer Baltimore region residents decent travel options at affordable prices. It will take thousands of polluting vehicles off the road.

We wholeheartedly support Red Line Alternative 4C and the enhanced quality of life that it will bring to Baltimore.

Sincerely yours,

Gary Vikan
Director

CC: The Honorable Martin O'Malley
The Honorable John D. Porcari

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Experience Fifty-five Centuries of Art

The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

Waterfront Coalition

Diane Ratcliff, Director, Office of Planning MTA

Re: Red Line Statement 12/11/08

We recognize the need for improved mass transit in Baltimore and we support the Fells Point Community Statement calling for a tunnel under that historic community. We also recognize the need to limit traffic through our neighborhoods, the result of significant business and residential growth along the waterfront, much of which is yet to come. Many of our intersections are failing or near failing now due to this growth.

We, however, do not find a redline alternative that addresses the needs and supports the Canton communities. Many business and political leaders have gotten behind the 4C alternative. While it satisfies the greater Fells Point neighborhood, it does not support the people who live in Canton. Canton is also a historic neighborhood where residents have worked hard to make it a vibrant and thriving community; 4C will be very detrimental. 4C also violates the Context Sensitive Solutions (CSS) of the National Trust in that it will not "preserve scenic, aesthetic, historic and environmental resources." We would support 4D as it tunnels under the residential areas preserving existing traffic and parking lanes in both Highlandtown and Canton.

All of the Canton leaders find absolutely **no** support for dedicated surface lanes on Boston Street. Particularly egregious is the arrival of underground transit onto the Boston St. surface either at Aliceanna or near the American Can complex. We feel having dedicated mass transit lanes on Boston and the portal barriers sacrifices the community in order to serve two large mixed use developments at Harbor East/Harbor Point and Canton Crossing/Brewers Hill. It will further isolate portions of the community from each other making access to the waterfront harder. It violates the state designation of Boston St. as a Scenic Byway. While not a designated option, we would support a tunnel under Boston St to Haven.

On the east side, we see one of the greatest needs as providing park and ride and transit service to people who work in the city and drive in from the east. It appears that the area near Bayview has the greatest potential for providing land for that purpose and we feel it is very important to encourage people to access the city from that point.

Building on the importance of the Bayview area, there was a community sponsored alternative not given full review. We feel this omission violates the NEPA process in not looking at all reasonable alternatives equally. Many of our leaders feel it would be the best solution, long term, for improving transit on the east side. That alternative is only casually mentioned in the Draft EIS plan on page 29: it is a heavy rail continuation of the subway NE from the Hopkins Medical campus to connect with the Amtrak Penn line to Bayview. We note that its cost effectiveness index is better than several of the MTA alternatives retained in the Draft EIS. With this alternative, a shuttle could bring riders to the two newly developing areas along the waterfront.

It is unfortunate that many political, developer and business leaders seem to be steamrolling 4C weeks before all public comment is due. We want better transit, but we want it to support our residents not destroy a significant part of our community.

Sincerely yours,

Carolyn Boitnott

Cc: Governor O'Malley, Mayor Dixon, Councilman Kraft, Senator Della, Delegate Hammen, Delegate Krysiak, Delegate McHale, Senator Mikulski, Senator Cardin, Congressman Sarbanes

ANCHORAGE TOWER* ANCHORAGE TOWNHOUSES* CANTON COVE* CANTON COMMUNITYASSN* CHICA*CANTON SQUARE HOMEOWNERS ASSN.*DOUGLASS PLACE* FELLS POINT COMMUNITY ORG* FELLS POINT DEVELOMENT CORP.*FELLS POINT RESIDENTS ASSN*FELLS PROSPECT*GREENSPACE ACTION*PRESERVATION SOCIETY FOR FEDERAL HILL AND FELLS POINT

In selecting the Preferred Alternative there were many critical considerations including quality of transit service, projected transit ridership, cost-effectiveness, land use/transportation integration, economic development potential, environmental impacts, impacts to communities, and public and stakeholder input. To meet the project's purpose and need, it was important to connect people with key activity centers such as the Social Security Administration, University of Maryland downtown, Central Business District, Harbor East, and Johns Hopkins Bayview Medical Center Campus. Transit connections to MARC and existing Metro and Light Rail were also critical to meeting the purpose and need.

The Boston Street corridor was selected as part of the Preferred Alternative because it represented the option with the least parking and traffic impacts when compared to the other surface options along Eastern Avenue and Fleet Street, and was $412 million less in year of expenditure dollars to construct than a tunnel under Eastern Avenue. Ridership projections for the option along Boston Street were also comparable to options in the Eastern Avenue / Fleet Street corridor. Refer to the Alternatives Technical Report – 2012 Update for additional information.

There is adequate right-of-way available to construct light rail in the median without the need to purchase or relocate any residential homes or businesses. As such, an underground alternative is not needed to preserve adjacent land use. Also, the impact assessments for resources along Boston Street indicate that a surface alternative is feasible in this area of the project (see the FEIS, Chapter 2 and the Alternative Technical Report – 2012 Update for more detail). The major reason that a tunnel alignment was not pursued along Boston Street was cost. In order to design and construct that portion of the project underground, the cost of the project would increase by $210 million, in year of expenditure dollars. Refer to the Alternatives Technical Report – 2012 Update for additional information.

Building the Red Line transit system would require that changes be made to a number of roadways along the Red Line alignment corridor. Currently, two

travel lanes in each direction are provided during the peak hour in the peak direction along Boston Street between Hudson Street and South Lakewood Avenue. Between South Lakewood Avenue and Clinton Street there are currently two travel lanes in each direction at all times. Under the Preferred Alternative, there would be one travel lane in each direction at all times for the entire length of Boston Street.

Street patterns may be modified in a number of other ways, including: new turn restrictions and removing or installing new traffic signals at several intersections along the Red Line alignment where the light rail would cross high volume side streets. The detailed plans and profiles provided in the Volume 2 of the FEIS provide greater design detail. Refer to Chapter 4 of the FEIS and the Traffic and Parking Technical Report in Appendix I for additional information.

Without the Red Line, traffic volumes along Boston Street, north of Montford Avenue, are projected to increase by approximately 33% by 2035 and volumes east of Conkling Street are projected to increase by 56% by 2035. With the Red Line by 2035, traffic volumes along Boston Street are projected to increase by 22% north of Montford Avenue and increase by 25% east of Conkling Street.

Levels of Service (LOS) were evaluated at signalized intersections along Boston Street for both the 2035 No-Build and the 2035 Build Condition. The assessment indicated the following changes in LOS:

- Boston Street at Aliceanna Street – From (F) to (B) during (PM) peak hour
- Boston Street at Montford Ave – From E to D during AM peak hour
- Boston Street at Ellwood Ave – From (A) to (D) during (PM) peak hour (Converted from signalized to unsignalized in Build conditions)
- Boston Street at Clinton Street – From F to E during AM peak hour
- Boston Street at Old Boston Street – From D (C) to E (E) during AM (PM) peak hour

LOS was evaluated at unsignalized intersections along Boston Street. The assessment indicated the following changes in LOS:

- Boston Street at Leakin Street – From F to better F during AM peak hour
- Boston Street at Safeway – From (D) to (A) during (PM) peak hour as it is converted to a signalized intersection in the Build year
- Boston Street at Kenwood Ave – From F (F) to D (D) during AM (PM) peak hour as it is converted to a signalized intersection in the Build year
- Boston Street at East Ave – From F to C during AM peak hour as it is converted to a signalized intersection in the Build year
- Boston Street at Bayliss Street – From F to B during AM peak hour

During construction, impacts to the public would be minimized through the implementation of Traffic and Transportation Management Plans. Access to local businesses through existing or temporary driveways would be provided where possible; however, there may be some instances where access cannot be maintained. In these cases, other accommodations would be arranged with the property owner. Specific mitigation would be developed during Final Design to determine maximum number of lanes closed during peak traffic hours, maintenance and removal of traffic control devices, efficient traffic rerouting measures, and scheduling of construction activities within the roadways for times other than peak traffic periods.

The National Scenic Byways Program is a Federal Highway Administration program established to help recognize, preserve and enhance selected roads throughout the US. A portion of Boston Street within the project study corridor is part of the Star-Spangled Banner Scenic Byway, a 100+ mile byway that provides views of and access to historic resources. The Red Line would not affect the function or designation of the Boston Street route as part of the scenic byway.

Two alternatives which incorporated Heavy Rail were considered in the AA/DEIS for the Red Line. They were described in Chapter 2, page 29 of the AA/DEIS. Each of these alternatives were proposed by members of the public.

The first of the two alternatives was a full Heavy Rail Alternative from Social Security Administration to Greektown, 14.3 miles. This alternative was estimated to cost $2.383 Billion in 2007 dollars. The alternative was not carried forward through full analysis in the AA/DEIS due to its high capital cost as compared to Light Rail and Bus Rapid Transit Alternatives being studied. The Preferred Alternative for the Red Line in the FEIS has a cost of $2.575 Billion in year-of-expenditure dollars. The year-of-expenditure dollars are based on a schedule that has the Red Line opening in 2021 and escalation occurring at a rate of +3.1% per year. Escalating the previously studied Heavy Rail Alternative capital cost at the same rate that is being used for the Preferred Alternative, with a project opening in 2021 and a mid-point of construction in the year 2018, yields a year-of-expenditure capital cost of $3.334 Billion. This cost estimate for Heavy Rail is $759 Million higher than the Preferred Alternative. This 30% cost differential still renders the Heavy Rail Alternative as too costly when compared with the Preferred Alternative. In addition, there are other aspects of this proposed Heavy Rail Alternative that could bring into question its feasibility, could lead to higher capital costs, and/or create environmental impacts that would need to be addressed with associated costs, if the Alternative were to be studied more thoroughly. These include constructing adjacent to the Amtrak Northeast corridor and within Amtrak right-of-way, constructing connections with the existing Baltimore Metro and the need to shut down Metro service while that construction occurred, likely six to nine months at a minimum, additional property takes along Amtrak right-of-way, visual impacts of aerial alignment from Orangeville to Greektown, potential 4(f) impacts to being in tunnel under Leakin Park due to associated ventilation or emergency egress that may be required, and viability of an at-grade alignment along I-70.

The second of the two alternatives was not a full Heavy Rail Alternative, but a combination of three modes – Heavy Rail, Light Rail, and Streetcar. The Heavy Rail component extended the existing Metro from Johns Hopkins Hospital to the Johns Hopkins Bayview Medical Center. From CMS to the western portion of downtown, the Alternative would be light rail similar to the Preferred Alternative. Upon entering downtown, the light rail would be in surface to Camden Yards, and then would be in tunnel to the existing

Charles Center Metro Station. The third component would be a streetcar from Camden Yards, with surface operations along Pratt Street and through Harbor East, Fells Point, Canton, Canton Crossing, and Haven Street to the Amtrak right-of-way, ending at Edison Highway. The streetcar alternative would run in mixed traffic along the surface. This Alternative was estimated to have a capital cost of $1.8 Billion in 2007 dollars. Escalated at 3.1% per year yields a cost of $2.518 Billion in year-of-expenditure dollars. This cost is comparable to the Preferred Alternative, just as it was similar to the costs of the light rail and bus rapid transit alternatives in the AA/DEIS. The reasons this alternative were not studied further in the AA/DEIS are:

- Many east-west trips through the corridor would require transfers due to the multiple modes, increasing transit travel time and decreasing ridership.
- All of the streetcar component requires sharing lanes with traffic, which degrades both vehicular traffic movements, as well as transit travel times, and would reduce ridership.
- Introducing a new mode, streetcar, requires an additional new maintenance facility for streetcars and introduces a new mode of transit to Baltimore, which does not improve transit efficiency.

Refer to Section 2.4.2 in the Alternatives Technical Report – 2012 Update for additional information.

WATERFRONT PARTNERSHIP
OF BALTIMORE, INC.

Red Line
c/o MTA Office of Planning
6 St. Paul St, 9th floor
Baltimore, Maryland 21202

12/31/08

Dear MTA

The Waterfront Partnership of Baltimore, Inc. is dedicated to further enhancing the economic vitality and viability of Baltimore, Maryland.

As we have met with employers around the waterfront, we learn of the difficulty employers have in recruiting and retaining employees who would like to use public transit to travel to and from work.

For one, there are too few bus lines that provide access to southeast, and those lines that do exist often require transit riders to walk several blocks to the office, something some employees are reluctant to do, particularly in the winter months when it gets dark early and is cold outside. As an interim step we are hopeful the new Downtown Shuttle will provide easier access and encourage employees to rely on the shuttle to connect transit riders to their offices.

Over the longer term however, to be competitive, Baltimore must have a public transit system, with an emphasis on system. Today, we have a few lines that bear no relation to one another and cannot be called a system.

The Waterfront Partnership is a strong advocate of the Regional Rail System and for the first phase are in full support of the Red Line proceeding; hopefully to be followed by construction of the Green and Yellow Lines.

Please consider this letter as our expression of full support for the Red Line as the primary new east-west transit corridor.

Please don't hesitate to call or write with any questions or with any suggestions of how we can be of further support in getting the Red Line funded and placed on the front burner.

Regards,

Laurie Schwartz, Managing Consultant

Cc: Board of Directors

RECEIVED JAN 6 2009

901 S. BOND STREET SUITE #400 BOND STREET WHARF BALTIMORE, MD 21231 T 410 537 5400 WWW.WATERFRONTPARTNERSHIP.ORG

The Preferred Alternative presented in the FEIS improves transit in the Baltimore Region, as your comment recommends. The Preferred Alternative is a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line Build Alternative.

11 MR. STEVE WHISLER: Good afternoon. My
12 name is Steve Whisler. S-T-E-V-E, W-H-I, S as in Sam,
13 L-E- R. I'm president of the Westview Park Community
14 Association, which is an 1800-home community that is
15 the largest community association on the Red Line
16 proposed routes. We are located primarily inside and
17 outside the Beltway between Ingleside Avenue, Rolling
18 Road, I-70 and Route 40.
19 I'm also here to let you know that I am a
20 former member of the Red Line Commission, appointed
21 under Governor Ehrlich's Red Line Commission and since
1 dismissed after Governor O'Malley took office and
2 consolidated the panels. So, I appreciate your efforts
3 today.
4 I'm here to voice support for the Red Line
5 effort. It is very important that we expand and
6 increase transportation opportunities for neighbors
7 here in Western Baltimore county. However, it's very
8 important to let you know that we would like to see
9 more investigation put into heavy rail alternatives.
10 The plans that we identify most with and
11 support are plans 4C and 4D, with 4D being the most
12 ideal because of tunneling. The main goal should be to
13 minimize impact to traffic and not to exacerbate
14 traffic conditions here in the Western Baltimore County
15 area.
16 My community association of 1800 homes, we
17 are completely against option 3E which involves any
18 routing of bus rapid transit or any kind of dedicated
19 lane use through Westview Park.
20 One of the things I'd like the Red Line
21 Commission to ensure, is it recommends to the state
1 legislator, the state legislatures, as this process
2 goes forward, as we build this, this project through
3 our communities, we really need to make sure that we
4 address crime issues and potential increases in crime,
5 that we need to make sure that we increase police
6 services to prevent crime.
7 In addition, I would like to see community

The Preferred Alternative presented in the FEIS improves transit in the Baltimore Region, as your comment recommends. The Preferred Alternative is a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line Build Alternative.

The Red Line is being designed with safety and security measures. Vehicles, station platforms, and parking lots will include closed circuit video cameras for observation and enforcement. Project design will also incorporate features to optimize sight lines for enhanced security. The MTA police force will patrol light rail vehicles, stations, and other project infrastructure.

Two alternatives which incorporated Heavy Rail were considered in the AA/DEIS for the Red Line. They were described in Chapter 2, page 29 of the AA/DEIS. Each of these alternatives were proposed by members of the public.

8 associations along the proposed route be involved in
9 any kind of architectural design reviews of the bus
10 stops or of the station stops, landscaping reviews,
11 because it's very important that we have community
12 buy-in to make sure that these facilities that we put
13 in these neighborhoods are conducive to what they would
14 like to see.
15 In addition, as this process moves forward
16 and if ground is broken to build the Red Line, we need
17 to make sure we pay close attention to how construction
18 may impact our businesses along any proposed route. We
19 have very fragile, small businesses along all of these
20 proposed routes. Any kind of disruption, any kind of
21 prolonged disruption related to construction, will
1 impact customers, it will impact their ability to keep
2 our neighbors that work at these locations and it's
3 very important that we think about this as we move
4 forward.
5 Lastly, again, I want to stress and
6 emphasize the need to investigate heavy rail
7 alternatives. It is very important that we not
8 discount this, this important alternative. The costs
9 are not as great as one would think.
10 Moreover, again, I'd like to remind you,
11 tunneling is obviously the most expensive alternative,
12 but it would provide the most long-term mitigated risk
13 to exacerbating traffic conditions in our area. We
14 need to make sure that any Red Line that we build, any
15 Alternative, any path that we choose as far as running
16 the Red Line, it needs to incorporate into existing
17 transportation infrastructure, it needs to be fast,
18 effective and efficient. Otherwise, people will not
19 use it.
20 And again, thank you very much for
21 everything you do. Again, being on the Red Line
1 Commission I know it's a lot of hard work and I
2 appreciate your efforts. Thank you and have a good
3 day.

The first of the two alternatives was a full Heavy Rail Alternative from Social Security Administration to Greektown, 14.3 miles. This alternative was estimated to cost $2.383 Billion in 2007 dollars. The alternative was not carried forward through full analysis in the AA/DEIS due to its high capital cost as compared to Light Rail and Bus Rapid Transit Alternatives being studied. The Preferred Alternative for the Red Line in the FEIS has a cost of $2.575 Billion in year-of-expenditure dollars. The year-of-expenditure dollars are based on a schedule that has the Red Line opening in 2021 and escalation occurring at a rate of +3.1% per year. Escalating the previously studied Heavy Rail Alternative capital cost at the same rate that is being used for the Preferred Alternative, with a project opening in 2021 and a mid-point of construction in the year 2018, yields a year-of-expenditure capital cost of $3.334 Billion. This cost estimate for Heavy Rail is $759 Million higher than the Preferred Alternative. This 30% cost differential still renders the Heavy Rail Alternative as too costly when compared with the Preferred Alternative. In addition, there are other aspects of this proposed Heavy Rail Alternative that could bring into question its feasibility, could lead to higher capital costs, and/or create environmental impacts that would need to be addressed with associated costs, if the Alternative were to be studied more thoroughly. These include constructing adjacent to the Amtrak Northeast corridor and within Amtrak right-of-way, constructing connections with the existing Baltimore Metro and the need to shut down Metro service while that construction occurred, likely six to nine months at a minimum, additional property takes along Amtrak right-of-way, visual impacts of aerial alignment from Orangeville to Greektown, potential 4(f) impacts to being in tunnel under Leakin Park due to associated ventilation or emergency egress that may be required, and viability of an at-grade alignment along I-70.

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- All of the streetcar component requires sharing lanes with traffic, which degrades both vehicular traffic movements, as well as transit travel times, and would reduce ridership.
- Introducing a new mode, streetcar, requires an additional new maintenance facility for streetcars and introduces a new mode of transit to Baltimore, which does not improve transit efficiency.

Through use of Station Area Advisory Committees and other community outreach the MTA will be receiving input on station design. Impacts to businesses during construction are discussed in Chapter 5 of the FEIS.

1ST MARINER Arena
SMG
An SMG-Managed Facility

November 3, 2008

Red Line
c/o Office of Planning
6 St. Paul St., 9th Floor
Baltimore, MD 21202

To Whom It May Concern,

As the General Manager of the 1st Mariner Arena, and a member of the Greater Baltimore Committee, I am writing in support of the Red Line Alternative 4C. Easy access and alternative means of transportation for people coming to Baltimore is crucial to not only the 1st Mariner Arena but for all the surrounding businesses and attractions as well.

In addition, this suggested change for Baltimore's transit system is good for the Arena's staff and Baltimore as a whole. Baltimore is a fabulous City with a lot to offer those that visit and this plan would only make Baltimore more attractive to visitors.

I fully support Red Line Alternative 4C and look forward to seeing it become a realty for the great City of Baltimore.

Sincerely,

Frank Remesch, Jr.
General Manager

cc: The Honorable Martin O'Malley
The Honorable John D. Porcari
The Honorable Barbara A. Mikulski
The Honorable Benjamin L. Cardin
The Honorable Wayne Gilchrest
The Honorable C.A. "Dutch" Ruppersberger
The Honorable John Sarbanes
The Honorable Donna Edwards
The Honorable Steny H. Hoyer
The Honorable Roscoe Bartlett
The Honorable Elijah Cummings
The Honorable Chris Van Hollen, Jr.

RECEIVED
NOV 7 2008
PROJECT DEVELOPMENT

201 West Baltimore Street • Baltimore, MD 21201 • phone: 410.347.2020 • fax: 410.347.2042
www.1stmarinerarena.com

The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

The Preferred Alternative would have a station located at Lombard and Howard Streets, providing convenient access to 1st Mariner Arena.

02 FINANCIAL, LLC
1300 Bank Street
Suite 120
Baltimore, Maryland 21231

November 17, 2008

Ms. Dianne Ratcliff
Director of Planning
Maryland Transit Administration
6 St. Paul Street, 9th Floor
Baltimore, MD 21201

RE: Red Line DEIS Comments

Dear Ms. Ratcliff:

I am writing in strong support of the Red Line Transit Project, and specifically Red Line Alternative 4C. As the owner of several redevelopment parcels along Central Avenue 9with offices on Central Avenue), I see the clear, long-term benefit of having great transit access to this area.

Creating an underground Red Line station at Central Avenue and Fleet Street will be a significant asset to our redevelopment opportunities. One of the greatest concerns heard from our tenants and customers along Central Avenue is the difficulty in finding parking and the safety of pedestrians trying to cross major streets.

We look forward to the day when the Red Line serves the Harbor East area and Central Avenue corridor. Please add this letter to the official public record for the Draft Environmental Impact Statement.

Sincerely,

James P. O'Hare

RECEIVED
NOV 24 2008

The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

The Red Line Harbor East Station has a station entrance proposed at Central Avenue and Fleet Street. Refer to Chapter 2 of the FEIS for additional information on this proposed station.

1199SEIU
United Healthcare Workers East

PRESIDENT
George Gresham

SECRETARY TREASURER
Maria Castaneda

EXECUTIVE VICE-PRESIDENTS
Norma Amsterdam
Yvonne Armstrong
Marshall Blake
Angela Doyle
Mike Fadel
Aida Garcia
Patrick Gaspard
Steve Kramer
Patrick Lindsay
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Antonio Howell
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George Kennedy
Maria Kercado
Rosa Lomuscio
Winslow Luna
Coraminita Mahr
Dalton Mayfield
Joanne McCarthy
Robert Moore*
Gerard Nordenberg
Isaac Nortey
Vasper Phillips
Bruce Popper
Rhadames Rivera
Victor Rivera
John Seales
Rona Shapiro
Allan Sherman
Patricia Smith
Greg Speller
Clare Thompson
Kathy Tucker
Veronica Turner-Biggs
Nelson Valdez
Laurie Vallone
Mary Whitten
Gladys Wrenick

GENERAL COUNSEL
Daniel J. Ratner, Esq.

* Acting VP

December 23, 2008

Diane Ratcliff
MTA Office of Planning
6 St. Paul Street, 9th Floor
Baltimore, MD 21202

Dear Ms. Ratcliff:

On behalf of the Baltimore area members of 1199 SEIU United Healthcare Workers-East, I am writing to express our support for the Red Line, and specifically alternative 4C. We strongly urge the adoption of this critical transportation project that will benefit the members or our organization as well as the people of the Baltimore region.

In these tough economic times, officials should embrace a project such as the Red Line that will put many Baltimoreans to work in the near term and the long term.

The Red Line calls for construction of tunnels, surface lines, stations and the development or redevelopment of areas around each station stop over the course of several years. That means the Red Line will bring thousands of construction workers to build it, and ongoing jobs for hundreds to run it. These jobs will offer wages and benefits to Baltimore families. And the economic development of areas along the Red Line corridor will mean jobs and prosperity to many more, well into future decades.

Provision of the Red Line will help our members travel not only to jobs in the center of Baltimore but will also enable our members and many others get out to jobs in the suburbs.

For the sake of the economy and our quality of life, the Red Line must be completed. We need it now, and I urge our leaders to move ahead with plans to build the Red Line – with alternative 4c – now.

Sincerely,

John Reid
Executive Vice President

cc: Danyell Diggs, Baltimore City DOT
Otis Rolley, III, Central MD Transportation Alliance

NEW YORK CITY PRINCIPAL HEADQUARTERS
310 West 43rd St.
New York, NY 10036
(212) 582-1890
www.1199seiu.org

ALBANY
155 Washington Ave.
Albany, NY 12210
(518) 396-2300

HICKSVILLE
100 Duffy Ave., Suite 3 West
Hicksville, NY 11801
(516) 542-1115

BALTIMORE
611 North Eutaw Street
Baltimore, MD 21201
(410) 332-1199

KINGSTON
75 Crown Street
Kingston, NY 12401
(845) 339-1900

BOSTON
150 Mt. Vernon Street, 3rd Fl.
Boston, MA 02125
(617) 284-1199

ROCHESTER
225 W. Broad St., Ste. B
Rochester, NY 14608
(585) 244-0830

BUFFALO
974 Kenmore Ave
Buffalo, NY 14216
(716) 982-0540

SYRACUSE
404 Oak St., Suite 120
Syracuse, NY 13203
(315) 424-1743

GOUVERNEUR
95 E Main St., 2nd Fl.
Gouverneur, NY, 13642
(315) 287-9013

WHITE PLAINS
99 Church St.
White Plains, NY 10601
(914) 993-6700

The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

The MTA and Baltimore City are working on workforce development programs that are intended to lead to future employment and training opportunities for local area residents, as well as expanded opportunities for local small (disadvantaged) businesses. The intent is for the area economy to benefit from the job creation and economic development the Red Line project can generate. The MTA anticipates having a policy and program in place before construction contracts are advertised for the Red Line project.

Appendix A: Responses to AA/DEIS Comments

Red Line Corridor Transit Study
AA/DEIS Comment Form

MTA Maryland

Only comments received by 5:00 PM on January 5, 2009 will be included in the Public Hearin
Record for the Red Line Corridor Transit Study.

MY CHOICE FOR THE EDMONDSON/ALLENDALE COMMUNITY IS AS STATED BELOW:

✓ NO BUILD ____ IMPROVE CURRENT BUS LINE SYSTEM ____ UNDERGROUND TUNNELING

PLEASE PRINT

Name: Lakeisha Abdul-Aziz Organization

Address: 1624 Kevin Rd

City: Baltimore State: MD Zip Code: 21229

I/WE wish to submit the following comments on this project:

The No-Build Alternative is considered in the FEIS, but was not selected because it does not meet the purpose and need. The evaluation of the No-Build Alternative is summarized in Chapter 7 of the FEIS. Refer to Chapter 9, Section 9.3, which provides responses to common themes in the comments received.

Red Line Corridor Transit Study
AA/DEIS Comment Form

Only comments received by 5:00 PM on January 5, 2009 will be included in the Public Hearing Record for the Red Line Corridor Transit Study.

PLEASE PRINT

Name: Gaylene Adamczyk Organization: Kernan Orthopaedics and Rehab

Address: 2200 Kernan Drive

City: Baltimore State: MD Zip Code: 21207

I/We wish to submit the following comments on this project: The proposed Red Line will benefit the over 800 employees of Kernan who either live or need to commute back and forth to meetings or classes at the University of Maryland Medical System — if appropriate measures are taken to ensure transportation is in place from the station at I-70 to Kernan.

Many of our employees live within the proposed Red Line area and many others make multiple trips to the UMMS campus on a weekly basis. Please keep Kernan in mind as you plan the station at I-70 and the feeder bus lines to it.

The Preferred Alternative presented in the FEIS improves transit in the Baltimore Region, as your comment recommends. The Preferred Alternative is a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line Build Alternative.

Kernan Hospital is serviced by the #15 bus line at Windsor Mill Drive and Kernan Drive and will continue to be served by the proposed feeder #15W with connections to the Security Square and Rosemont Stations.

Joan C. Adams
806 Cooks Lane
Baltimore, MD 21229

Title VI Program Coordinator
Federal Transit Administration
Office of Civil Rights
East Building, 5th Floor TCR
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

To Whom it May Concern:

I am a resident of Westhills in Baltimore, MD and I have lived on Cooks Lane for 34 years, retired and just beginning to enjoy my home. At this point of my life, I am not willing or ready to leave my home. I am concerned with vibrations and environmental impact the Red Line would have if it is constructed above ground.

In my view, the aggressive actions of the Maryland Transportation Administration to propose the Red Line Project fail to involve the community. We were not given a voice of opportunity, no input. We should be included in the planning process; what we want in our community; and how it will benefit us as a community. Also, when viewing the Red Line Census Study, Westhills Community is missing from that study. I don't understand that in their planning, they included Cooks Lane and neighboring communities and yet we are not included in their census study.

As I see it now, we would have to go out of the neighborhood to board whatever mode of transportation they decide to use. I am not against the Red Line Project, only the above ground mode of transportation on Cooks Lane. I believe any mode of transportation can effectively operate underground. If the Red Line must come up Cooks Lane, I support tunneling only!

Looking at some of the alternative routes, going up Rt. 40 to I-70 would be a more practical solution because this is were the merchants are and they would benefit greatly. This will also help the economy.

LIST OF CONCERNS AND QUESTIONS:

-too much for a densely populated area
-preserve the intregity of the neighborhoods
-destroying our community to accomodate other communities and counties
-environmental impact
-when tearing down and constructing, the investations of rodents
-construction causing cracks and other foundation problems
-community more involved in the planning process
-community should benefit from this project; schools, businesses, community facilities, jobs, etc.

1. What benefits will the Red Line bring to my community?
2. How will the stations fit in my neighborhood?
3. How do we make sure that it is safe to walk to the stations?

In planning this project, the MTA should consider what effect it will have on the people they are suppose to be servicing and not only the revenue it will bring in.

Thank you,

Joan C. Adams

Joan Adams' comments are located under IDs 167 and 168; the responses to her comments are combined below.

The Preferred Alternative will not require any acquisition of real property that would result in an involuntary residential displacement. The majority of the Red Line would be constructed within the public right-of-way; however, there are areas where the Red Line would require additional property. There will be the need to acquire "sliver takes" or narrow strips of property from some residential properties adjacent to and along the Red Line. Just compensation will be paid for all land that is acquired. These partial property acquisitions will leave the majority of land in the ownership of the current proprietor. A listing of property acquisitions is included in Appendix K of the FEIS.

The Preferred Alternative includes a tunnel under Cooks Lane.

The Baltimore Red Line planning study included a comprehensive public involvement program that was integral to the overall study effort. Public involvement activities began in Spring 2003 with the distribution of direct mail and e-mails announcing scoping meetings to approximately 84,280 homeowners and businesses, 214 associations and community groups, and over 1,450 individual e-mail addresses. Between 2004 and 2007, the MTA held five sets of open houses. From November 2004 to May 2005, four rounds of Community Workings Groups were held. Letters and project fact sheets were mailed to 249 religious institutions March 2005. Seventy-eight community meetings were held between September 2005 and March 2008. In 2006, the Maryland General Assembly passed a bill creating the Red Line Citizens' Advisory Council (CAC). The CAC advised the MTA on impacts, opportunities and community concerns about the Baltimore Red Line through the duration of the planning study. From 2010 to 2012 seventeen Station Area Advisory Committees (SAACs) were formed to provide input on the Red Line project development. Each of the SAACs met approximately ten times during that time frame.

Federal Transit Administration
Office of Civil Rights
Complaint Form

Section I

Name: JOAN ADAMS

Address: 806 COOKS LANE

Telephone Numbers

(Home) 410-233-5734 (Work) -

Electronic Mail Address: JOANADAMS2@VERIZON.NET

Accessible Format Requirements?

Large Print _____ Audio tape _____

TDD _____ Other _____

The Federal Transit Administration (FTA) Office of Civil Rights is responsible for civil rights compliance and monitoring, which includes ensuring that providers of public transportation properly abide by Title VI of the Civil Rights Act of 1964, Executive Order 12898, "Federal Actions To Address Environmental Justice in Minority Populations and Low Income Populations," and the Department of Transportation's Guidance to Recipients on Special Language Services to Limited English Proficient (LEP) Beneficiaries.

In the FTA complaint investigation process, we analyze the complainant's allegations for possible Title VI and related deficiencies by the transit provider. If deficiencies are identified they are presented to the transit provider and assistance is offered to correct the inadequacies within a predetermined timeframe. FTA also may refer the matter to the U.S. Department of Justice for enforcement.

Section II

Are you filing this complaint on your own behalf?

Yes ✓ No ____

[If you answered "yes" to this question, go to Section III.]

If not, please supply the name and relationship of the person for whom you are complaining. _____

Please explain why you have filed for a third party. _____

Between project initiation and the 2008 public hearing, MTA developed 9 separate project newsletters distributed to the Red Line mailing list. Additionally, regular (monthly/bi-monthly) e-newsletters have been distributed to subscribers to the project's e-mail registry. Throughout planning, project information was made available at 34 resource hubs throughout the project area. MTA also made available a Red Line project website (http://www.baltimoreredline.com/). Downloadable materials included a map and simulation of the Preferred Alternative, photos, fliers, e-newsletters, news articles, brochures, videos.

Refer to Chapter 8 of the FEIS for additional information.

Cooks Lane was selected as the route for the Red Line because it is the most direct and cost-effective route to major activity centers such as the Social Security Administration, Security Square Mall, and CMS.

It would be necessary to use protective measures to support building foundations as part of tunnel or station excavation, where unavoidable. These measures are often utilized to reduce potential for damage caused by construction-induced movement.

Both the Cooks Lane tunnel and Downtown Tunnel alignments and stations have been planned to avoid construction beneath existing buildings and other structures wherever possible. However, there are a few areas where this cannot be avoided. In addition, in some other areas, existing structures would be very close to excavation sites or the tunnel's alignment. In both of these cases, a variety of measures, including underpinning, grouting, and building external support frames or bracing structures would be used to protect nearby structures during and following construction. Types of protective measures for the Red Line include ground improvements, bracing structures, and underpinning nearby structures. Prior to construction, pre-construction conditions would be documented through baseline surveys and visual inspections for buildings that are directly adjacent to the alignment. These conditions can then be compared with any changes after construction and may be used as the basis for compensation.

Construction contractors will be required to implement rodent (mouse and rat) control programs.

Please confirm that you have obtained the permission of the aggrieved party if you are filing on behalf of a third party.

Yes ____ No ____

Section III

Have you previously filed a Title VI complaint with FTA? Yes____ No ✓

If yes, what was your FTA Complaint Number? _____

[Note: This information is needed for administrative purposes; we will assign the same complaint number to the new complaint.]

Have you filed this complaint with any of the following agencies?

Transit Provider _____ Department of Transportation ____

Department of Justice_____ Equal Employment Opportunity Commission _____

Other _____

Have you filed a lawsuit regarding this complaint? Yes____ No ✓

If yes, please provide a copy of the complaint form.

[Note: This above information is helpful for administrative tracking purposes. However, if litigation is pending regarding the same issues, we defer to the decision of the court.]

Section IV

Name of public transit provider complaint is against:

MARYLAND TRANSIT ADMINISTRATION

Contact person _____ Title: _____

Telephone number: _____

On separate sheets, please describe your complaint. You should include specific details such as names, dates, times, route numbers, witnesses, and any other information that would assist us in our investigation of your allegations. Please also provide any other documentation that is relevant to this complaint.

Section V

The Red Line will bring benefits to the communities located along the Red Line by providing improved transit access throughout the Baltimore Region. This will include access to activity centers and jobs along the Red Line as well as activities centers and jobs along interconnecting rail and bus lines.

The FTA Office of Civil Rights has reviewed the environmental justice and Title VI complaints and either dismissed or found them insufficient. The FTA has not found any violation of Title VI of the Civil Rights Act or the Community Right to Know Act.

In addition, Section 5.4 of the FEIS sets forth the detailed analysis performed to evaluate whether the Red Line would have a disproportionately high and adverse human health and environmental effects to minority and low-income communities that would result from the construction and operation of the Preferred Alternative. Since the AA/DEIS was published, the MTA has continued extensive public outreach with communities throughout the corridor, updated the environmental justice analysis with the 2010 US Census data, and continued coordinating with the FTA Office of Civil Rights. Refer to FEIS Chapters 5 and 8.

Overall, the Red Line would improve accessibility for all communities including low-income and minority populations. While some impacts would occur within these communities, the impacts of the project on minority and low-income communities are not disproportionately high and adverse, and the project benefits these same communities by providing improved accessibility and faster, more reliable transit.

The EJ analysis presented in the AA/DEIS was based on the 2000 Census Tracts. The West Hills Neighborhood is encompassed by Census Tract 280401.5 which was included in the EJ analysis. Refer to the Enviornmental Justice Technical Report for additional information.

May we release a copy of your complaint to the transit provider?

Yes ✓ No ___

May we release your identity to the transit provider?

Yes ✓ No ___

Please sign here: John C. Adams

Date: 11/18/08

[Note - We cannot accept your complaint without a signature]

Please mail your completed form to: Title VI Program Coordinator, FTA Office of Civil Rights, East Building, 5th Floor – TCR, 1200 New Jersey Ave., S.E., Washington, D.C. 20590

21 MS. JOAN ADAMS: Yes. My name is Joan
1 Adams. J-O-A-N, A-D-A-M-S. And I am a resident of
2 Greater West Hills of Baltimore, Maryland. I've lived
3 on Cooks Lane for 34 years. I'm retired and I'm just
4 beginning to enjoy my home. And at this point in my
5 life, I am not willing to or ready to leave my home,
6 I'm just beginning to enjoy it.
7 I am concerned about the vibrations and the
8 environmental impact that the Red Line would have if
9 it's constructed above ground. In my view, the
10 aggressive actions of the Maryland Transit Association,
11 Administration, to those who on the Red Line project
12 fail to involve the community. We were not given a
13 voice of opportunity, nor input. We should be included
14 in the planning process, what we want in our community
15 and how it will benefit us as a community.
16 Also, when viewing the Red Line census
17 study, West Hills community is not even in the study of
18 the census. I don't understand that in their planning
19 they included Cooks Lane and neighboring communities,
20 and yet we're not included in their census study.
21 As I sit now, we would have to go out of
1 our neighborhoods to board whatever mode of
2 transportation they decide to use. I am not against
3 the Red Line project, only the above-ground mode of
4 transportation on Cooks Lane. I believe my mode of
5 transportation can effectively operate underground.
6 If the Red Line must come up Cooks Lane I
7 am supporting tunneling only. Look at some of the
8 alternative routes that we could use, going up Route 40
9 or to I-70, would be a practical solution because this
10 is the way the merchants are and they would benefit
11 greatly from this. This would also help the economy.
12 And my list of concerns are that there are
13 too much, this is too much for a densely-populated
14 area. We need to preserve the integrity of the

15 neighborhoods. Don't destroy our community to
16 accommodate other communities and counties.
17 The environmental impact when tearing down
18 and constructing, the infestation of rodents, the
19 construction causing cracks and other foundation
20 problems in our homes, community more involved, we
21 should have more community involvement in the planning
1 process. The community should benefit from this
2 process, so we need to put some schools in there, some
3 community facilities and create jobs for persons in the
4 community.
5 What benefits will the Red Line bring to my
6 community? How will the stations fit in my
7 neighborhood? How will we make sure that it is safe to
8 walk to these stations?
9 I noticed that some of the stations that
10 they're planning to put in there, I would have to go
11 out of my community in order to get on any mode of
12 those transportations. In planning this project, the
13 MTA should consider what effect it will have on the
14 people they are supposed to be serving and not only the
15 revenue that it's bringing in. Thank you.

6 MS. LILY ADLIN: So, my name is Lily Adlin,
7 L-I-L-Y A-D-L-I-N and I belong to the Fells Point
8 community organization, FIBCO and I'm also a member of
9 the Waterfront Coalition that started years and years
0 and years ago to protect Fells Point, which is an
11 Historic District, from the over development that was
12 threatening to happen there. Big, massive and very
13 tall.
14 And now I want to protect it as well from
15 having anything other than a tunnel go through the
16 small, old streets of Fells Point. It can't take
17 buses, it can't take Light Rail on the street because
18 there's not enough room for parking, for people to shop
19 and park their cars. So the only thing we can have
20 there is a tunnel.
21 I would prefer the tunnel to be on Eastern
1 Avenue rather than Aliceanna, rather than Fleet because
2 it seems to me that keeps it a little bit away from the
3 heart of Fells Point. That keeps it right on the
4 periphery and also it makes it closer to the upper
5 areas, like Fells Point Upper and Butchers Hill and
6 Washington Hill which Eastern Avenue is closer to
7 those.
8 So that's my point.

In selecting the Preferred Alternative there were many critical considerations including quality of transit service, projected transit ridership, cost-effectiveness, land use/transportation integration, economic development potential, environmental impacts, impacts to communities, and public and stakeholder input. To meet the project's purpose and need, it was important to connect people with key activity centers such as the Social Security Administration, University of Maryland downtown, Central Business District, Harbor East, and Johns Hopkins Bayview Medical Center Campus. Transit connections to MARC and existing Metro and Light Rail were also critical to meeting the purpose and need.

The Preferred Alternative includes a tunnel under Fleet Street.

12 MR. NELSON ADLIN: Nelson Adlin,
13 N-E-L-S-O-N A-D-L-I-N, 2001 Fleet Street and I'm a
14 part of a Fells Point Community organization and
15 essentially we do not want any surface transportation.
16 We are for tunnels.
17 And secondly, our preferable choice of
18 route would be Eastern Avenue. We're extremely
19 concerned about Fleet Street and Aliceanna Street.
20 Aliceanna Street is out because of the fragility of the
21 area with the tunneling into that area and all the
1 historic homes.
2 Fleet Street we're very concerned about for
3 that reason, but in addition there have been threats or
4 rumors about making Fleet Street and Aliceanna Street
5 one-way. That would destroy Fleet Street and
6 Aliceanna. A lot of us have put years of money and
7 effort into building up those areas only to be
8 threatened many times by zoning regulations, new
9 zoning, that puts us at a disadvantage.
10 This would be an even more severe
11 disadvantage because there's no parking. There are a
12 few businesses that are starting to emerge and that
13 would be the death mill for them. So a burgeoning
14 community, that somewhat represents this community in
15 olden times, is threatened as far as its future
16 possible development.
17 Our preferred route would be a tunnel,
18 Eastern Avenue to Bayview. We feel that Eastern Avenue
19 would prosper with this type of arrangement whereas
20 Fleet and Aliceanna Streets would be just the opposite.
21 We're not happy, also, with a system
1 running along Boston Street which is a new street and a
2 failed street even in its infancy. So adding the
3 terminals, and all the additional traffic, and lack of
4 parking would be a bad thing to do. And that's it.

In selecting the Preferred Alternative there were many critical considerations including quality of transit service, projected transit ridership, cost-effectiveness, land use/transportation integration, economic development potential, environmental impacts, impacts to communities, and public and stakeholder input. To meet the project's purpose and need, it was important to connect people with key activity centers such as the Social Security Administration, University of Maryland downtown, Central Business District, Harbor East, and Johns Hopkins Bayview Medical Center Campus. Transit connections to MARC and existing Metro and Light Rail were also critical to meeting the purpose and need.

The Preferred Alternative includes a tunnel under Fleet Street. No roadway changes are proposed on Aliceanna or Fleet Streets.

Building the Red Line transit system would require that changes be made to a number of roadways along the Red Line alignment corridor. Currently, two travel lanes in each direction are provided during the peak hour in the peak direction along Boston Street between Hudson Street and South Lakewood Avenue. Between South Lakewood Avenue and Clinton Street there are currently two travel lanes in each direction at all times. Under the Preferred Alternative, there would be one travel lane in each direction at all times for the entire length of Boston Street.

Street patterns may be modified in a number of other ways, including: new turn restrictions and removing or installing new traffic signals at several intersections along the Red Line alignment where the light rail would cross high volume side streets. The detailed plans and profiles provided in the Volume 2 of the FEIS provide greater design detail. Refer to Chapter 4 of the FEIS and the Traffic and Parking Technical Report in Appendix I for additional information.

Without the Red Line, traffic volumes along Boston Street, north of Montford Avenue, are projected to increase by approximately 33% by 2035 and volumes east of Conkling Street are projected to increase by 56% by 2035. With the Red Line by 2035, traffic volumes along Boston Street are projected to increase by 22% north of Montford Avenue and increase by 25% east of Conkling Street.

Levels of Service (LOS) were evaluated at signalized intersections along Boston Street for both the 2035 No-Build and the 2035 Build Condition. The assessment indicated the following changes in LOS:

- Boston Street at Aliceanna Street – From (F) to (B) during (PM) peak hour
- Boston Street at Montford Ave – From E to D during AM peak hour
- Boston Street at Ellwood Ave – From (A) to (D) during (PM) peak hour (Converted from signalized to unsignalized in Build conditions)
- Boston Street at Clinton Street – From F to E during AM peak hour
- Boston Street at Old Boston Street – From D (C) to E (E) during AM (PM) peak hour

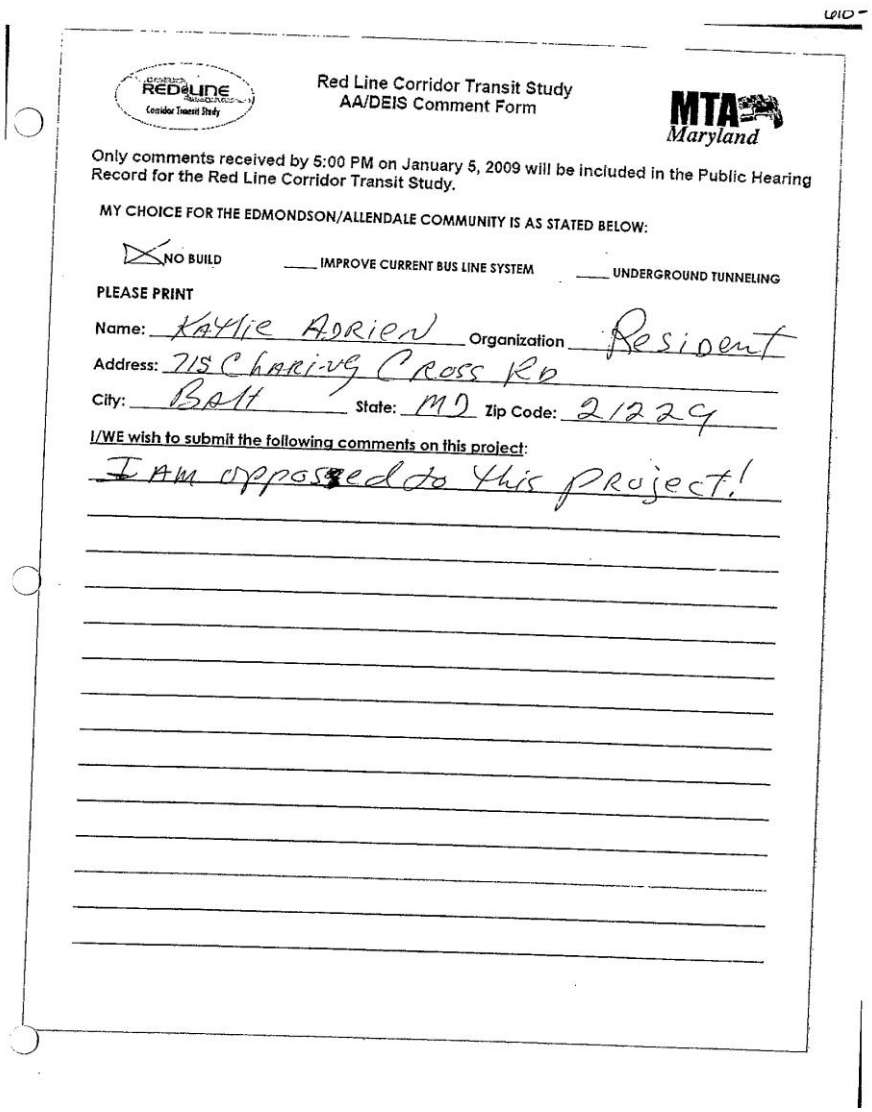
LOS was evaluated at unsignalized intersections along Boston Street. The assessment indicated the following changes in LOS:

- Boston Street at Leakin Street – From F to better F during AM peak hour
- Boston Street at Safeway – From (D) to (A) during (PM) peak hour as it is converted to a signalized intersection in the Build year
- Boston Street at Kenwood Ave – From F (F) to D (D) during AM (PM) peak hour as it is converted to a signalized intersection in the Build year
- Boston Street at East Ave – From F to C during AM peak hour as it is converted to a signalized intersection in the Build year
- Boston Street at Bayliss Street – From F to B during AM peak hour

During construction, impacts to the public would be minimized through the implementation of Traffic and Transportation Management Plans. Access to local businesses through existing or temporary driveways would be provided where possible; however, there may be some instances where access cannot be maintained. In these cases, other accommodations would be arranged with the property owner. Specific mitigation would be developed during Final Design to determine maximum number of lanes

closed during peak traffic hours, maintenance and removal of traffic control devices, efficient traffic rerouting measures, and scheduling of construction activities within the roadways for times other than peak traffic periods.

The implementation of the Red Line will require the elimination of parking spaces along the corridor. Currently, there are 239 total parking spaces, 161 full-time and 78 part-time parking spaces, along Boston Street between Hudson/Montford to Haven Street. Under the Preferred Alternative, 126 parking spaces (both on-street and off-street) would be displaced. For those parking spaces that remain along Boston Street , vehicles may be parked 24-hours a day. The proposed Park-and-Ride at the Canton Crossing Station could provide temporary parking spaces during construction. Refer to Chapter 4 of the FEIS and the Traffic and Parking Technical Report in Appendix I for additional information.



Red Line Corridor Transit Study
AA/DEIS Comment Form

MTA Maryland

Only comments received by 5:00 PM on January 5, 2009 will be included in the Public Hearing Record for the Red Line Corridor Transit Study.

MY CHOICE FOR THE EDMONDSON/ALLENDALE COMMUNITY IS AS STATED BELOW:

☒ NO BUILD ___ IMPROVE CURRENT BUS LINE SYSTEM ___ UNDERGROUND TUNNELING

PLEASE PRINT

Name: Kaylie Adrien Organization: Resident

Address: 715 Charing Cross Rd

City: Balt State: MD Zip Code: 21229

I/WE wish to submit the following comments on this project:

I am opposed to this project!

The No-Build Alternative is considered in the FEIS, but was not selected because it does not meet the purpose and need. The evaluation of the No-Build Alternative is summarized in Chapter 7 of the FEIS. Refer to Chapter 9, Section 9.3, which provides responses to common themes in the comments received.

Sent: Fri 1/2/2009 9:37 AM
To: MTA Red Line
Subject: DEIS Comment

Baltimore Red Line Official AA/DEIS Comment

Red Line
c/o MTA Office of Planning
6 St. Paul St. 9th Floor
Baltimore, MD 21202

January 2, 2009

To Whom it concerns at the MTA Office of Planning:

As a bicycle commuter I currently make use of the Metro line that runs between Johns Hopkins Hospital and Owings Mills. I regularly take my bicycle on board the metro train.

- For the record:

- I support construction of the Red Line as part of a high quality transit system.

- The Red Line should be designed to accommodate bicycling.

-I have read and agree with the contents of the following letter from the Mayor's Bicycle Advisory Committee:

The Mayor's Bicycle Advisory Committee, a signatory to the Red Line Community Compact, offers the following comments to the Draft Environmental Impact Statement (DEIS).

The committee strongly supports the construction of the Red Line. Transit and bicycling are each desirable and sustainable modes of transport, which, properly integrated, can provide a synergy which improves the efficacy of both. Our comments can be grouped into three topics, stated below and expanded in the following appendices.

Accommodate cyclists on the transit line. Vehicle design and MTA policy must maximize the possibility of bikes on board. Station design must facilitate bicycle access and parking.

Maximize Trail-by-Rail. The Security Mall to I-70 Park-and-Ride and Boston Street to Bayview sections offer the possibility of "Trail-by-Rail", which would provide functional green space and strengthen the regional trail network.

The MTA is a signatory of the Baltimore City Red Line Community Compact. The MTA considers the Community compact to be a framework of guiding principles to be applied to the Red Line project.

The Preferred Alternative presented in the FEIS improves transit in the Baltimore Region, as your comment recommends. The Preferred Alternative is a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line Build Alternative.

Accommodate cyclists on transit line: The Red Line will allow bicycles on trains and will have accommodations for bicycles at Red Line stations.

Maximize trail by rail: Trails adjacent or parallel to the Red Line were considered during the development of the Preferred Alternative for the FEIS but were not included in the definition of the Preferred Alternative due to additional capital cost and/or right of way impacts.

Share the Road. While tunneling may be the best option in some locations, we believe the safest, most vibrant urban streets are those designed to be shared by transit, automobiles, bicycles and pedestrians. In all the alternatives, including the apparent local favorite, 4c, a portion of the Red Line will be on streets which are currently used by cyclists and included in the network outlined by Baltimore City's Bicycle Master Plan. Design of these segments must accommodate on-road cycling.

These topics are not new ideas; they are addressed in the Red Line Community Compact and have proven successful on transit projects elsewhere. By designing the Red Line to enhance its coexistence with bicycling, the success of both modes can be maximized. The Mayor's Bicycle Advisory Committee strongly supports the Red Line and looks forward to working with the MTA in further design.

Appendix 1:
Accommodate cyclists on the transit line.

Bikes on transit: MTA's policy to allow bicycles on the Central Light Rail Line should extend to the Red Line as well. Low-floor vehicle design should make boarding with a bicycle easier. We understand the goal of using smaller transit vehicles, and hope that these vehicles are designed with space to safely and comfortably accommodate bicycles.

Bike Parking at Stations: To encourage biking to transit, safe and convenient bicycle access and parking should be central criteria for station design; we hope this will lead to stations that are connected to the surrounding neighborhoods. Special care should be taken with stations which are near trails or other green space to ensure safe, direct, and intuitive connection.

Parking should be provided for repeat riders with lockers or "bikelids"; less frequent riders should be accommodated with well designed and placed racks. The Baltimore City Bicycle Master Plan contains information regarding proper bike rack design and placement.

Accommodating cyclists on the Red Line is a highly desirable facet of the transit line and is addressed in the Red Line Community Compact.

Appendix 2:
Maximize Trail by Rail.

A subset of the extremely successful and popular "Rails to Trails" movement is the "Rails with Trails" concept in which trails are built alongside existing railroads rather than on the roadbed of an abandoned line. The rail lines along which trails have been built range from once-a-week low-speed freight spurs to high-speed, high-volume freight, passenger, and transit lines. Safety is ensured with appropriate levels of separation and/or barriers.

Although many of the railside trails are the result of downsized rail operations or extensive right of way acquisition that subsequently proved unnecessary, there are many examples in the US and other countries where trails were developed as part of the design

Share the road: The majority of the Preferred Alternative is not surface light rail within a roadway. However, in one location where light rail will be located in the median, the road will be revised to include a seven foot wide bike lane. That location is along Boston Street between Hudson Street/Montford Avenue to Eaton Street.

and construction of new rail lines, usually transit. The development of the Atlanta Belt Line is a particularly good example.

A parallel trail can enhance a transit line by providing greater rider potential, right-of-way visibility and management (therefore security), and maintenance/inspection/law enforcement access for the operating agency.

The sections of the proposed Red Line which lend the possibility of Trail-by-Rail are at either end. On the eastern end, the segment from Boston Street to Bayview makes use of a right-of-way that once accommodated four tracks, leaving plenty of room for a parallel trail, which would connect directly to the Waterfront Promenade Park at Boston Street, and potentially to the Herring Run Trail system at Pulaski Highway.

Toward the western end, the segment from Security Square Mall to the I-70 Park-and-Ride Station also provides the opportunity for a parallel trail. This would connect to the Gwynns Falls Trail at the Park-and-Ride and potentially to Patapsco State Park from the mall. A bicycle/pedestrian crossing of the beltway would be particularly valuable.

These additions to the trail systems and green spaces of the city and county would considerably enhance the value of the Red Line to the community. This subject is also addressed in the Red Line Community Compact. The Mayor's Bicycle Advisory Committee and the Rails to Trails Conservancy can provide photographs and other details of other trails along rail lines.

Appendix 3
Share the Road.

Several sections of the Red Line will make use of surface streets, either in a separated right-of-way or in shared traffic lanes. Bicycling is an existing use of these roads, and many are designated as bikeways in the Baltimore City Bicycle Master Plan adopted in 2006. Bicycles are typically accommodated along the parked cars or curb in either wide outside lane, a shoulder or a bike lane. These may have pavement markings ("sharrows") as part of the accommodation. Adding two lanes of transit to the existing street width can severely degrade the bicycle accommodation. Since bicyclists will use, and need access to destinations along the Red Line right of way, all roadways should be designed to be as safe as possible for cycling. Where space limitation leave less then ideal accommodation for cyclists, alternate parallel routes should be established and designated for cycling.

The 2600 through 3600 blocks of Boston Street shown in alternative 4c includes two ten-foot motor vehicle lanes and a reserved transit lane in each direction separated by a fourteen-foot landscaped median. This configuration does not provide for adequate bicycle accommodation. A narrowed median would still allow for attractive landscaping, but provide safer bicycle access via bike lanes or a wider outer lane with "sharrow" pavement markings.

On the 2500 block of Franklin Street, a parallel bike route can be established to the north on Edmondson Avenue and similar parallel routes may be possible through the neighborhoods of Rognel Heights and Hunting Ridge.

The bridge which carries Edmondson Avenue over the Gwynns Falls and the CSX Railroad tracks is the only route in this corridor. The existing bridge does not allow sufficient width for the safe, shared use among transit, motor vehicles, bicycles, and pedestrians. We hope that upgrades to this bridge will include adequate facilities for bicyclists and pedestrians.

Baltimore's Bicycle Master Plan calls for a soon to be constructed shared use sidewalk/bike trail along Martin Luther King Blvd. We hope that the right of way shown in option 4C can be designed to show adequate width for this shared use path on the east side of MLK.

Bicycling is an existing and desired use of the surface streets on which the Red Line may be constructed. If the transit line is added, some accommodation or mitigation must be made for continued use by bicyclists.

Sincerely,

Kara Adzima
5720 Pimlico Rd. Apt. #5
Baltimore, MD

Sent: Wed 11/26/2008 11:11 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

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kimiya aghevli
patterson park neighborhood association

9 s linwood ave
baltimore, MD, 21224

kimiya aghevli's comments:

I think that our area is in great need of an east-west transit line. It would reduce traffic, mitigate some parking issues, and of course, help us all be a little greener! I know there has been some complaining by individuals and groups in regards to putting the line on Boston rather than Eastern, but at the end of the day I think we'd all rather have a line a few more blocks away than none at all. I do hope that people don't fail to see the forest for the trees. Thanks!

The Preferred Alternative presented in the FEIS improves transit in the Baltimore Region, as your comment recommends. The Preferred Alternative is a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line Build Alternative.

9 MS. JEAN ALLEN: My name is Jean Allen,
10 J-E-A-N, A-L-L-E-N. And I support completely the Red
11 Line. I know that it will benefit our community. We
12 do not want to live in the black age forever. There
13 will be changes made forever and the only thing that we
14 have to do --
15 (Audience interference.)
18 MS. JEAN ALLEN: The Red Line is coming.
19 So the only thing that you can do instead of trying to
20 oppose it and going around telling untruths about it,
21 getting people upset, saying that their homes are going
1 to be lost, all these things that's on the back, it's
2 untruths. Let the people come out and hear the truth,
3 then decide for themselves. Why would I try to make
4 your opinion my opinion? Hear the truth and then
5 decide. All these homes, 231 homes will not be lost.
6 You have been misinformed. All these by the church
7 associations, all this, it's not the truth. I just got
8 back from Seattle, Washington. I saw how their
9 community, similar to ours, how the Red Line, I even
10 rode on the same model that we will be getting here in
11 Baltimore, I rode on that. It is small and nobody was
12 interrupted.
14 MS. JEAN ALLEN: As a matter of fact, they
15 benefitted from it. All the communities, not just the
16 community that the Red Line went down, but the
17 surrounding communities was beneficial. Do you want
18 your houses, you're not going to lose your houses, but
19 your houses will be beautified. Your not going to lose
20 anything.
21 MS. TRANNEL GUTHREY: Thank you, Ms. Allen.
1 Are you finished?
2 MS. JEAN ALLEN: And tell the truth. You
3 have a million young people to sign petitions, that's
4 wrong.
5 MS. TRANNEL GUTHREY: Excuse me.
6 MS. JEAN ALLEN: That's wrong. Before they
7 even know what's going on, they listen to what you say.
8 MS. TRANNEL GUTHREY: Okay

The Preferred Alternative presented in the FEIS improves transit in the Baltimore Region, as your comment recommends. The Preferred Alternative is a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line Build Alternative.

9 MS. JEAN ALLEN: I know. I know. I've
10 seen it happen.
11 MS. TRANNEL GUTHREY: Thank you, Ms. Allen.
12 MS. JEAN ALLEN: Is my three minutes up?
13 Is my three minutes up? Well, you're taking it away.
14 MS. TRANNEL GUTHREY: No, I'm sorry.
15 MS. JEAN ALLEN: You're taking it. You
16 should have wanted me to speak in behalf of the Red
17 Line. Instead of the people, the elected officials to
18 learn the truth so they can come out and make the right
19 decision to help us. We need, on Edmondson Avenue, we
20 need something, more than what we got. If they had
21 come to the meetings when they first started, then they
1 would know. They was, it was in the newspaper, I'm
2 sure people read the newspaper, some people received
3 notices in the mail, I did. And I don't know why
4 people have to have somebody knock on the door. Do
5 they come out to the community meetings? No! They
6 don't. The MTA and the City of Baltimore --

13 MS. MARY ALLEN: My name is Mary Allen.
14 M-A-R-Y, A-L-L-E-N. I would like to say that the Red
15 Line is probably one of the things that is going to
16 help mass transit but I don't want it coming from Cooks
17 Lane to Hilton Street. Why not go through Lincoln Park
18 with it? Then you would, you would keep us in our
19 homes and we would still be there. I am 85. And I
20 would love to stay in Edmondson Village and enjoy my
21 home that I spent some time paying for. I think
1 Lincoln Park would be the ideal way, if not, under
2 ground. That would take it. Lincoln Park would go
3 straight wherever you want to be. I am Mary Allen
4 speaking for the Allendale Association and the 400
5 block of Loudon Avenue. I thank you.

Section 4(f) of the US Department of Transportation Act does not permit the use a park property for transportation use if there are other feasible and prudent alternatives which avoid use of that property. In this case there are other feasible and prudent alternatives which avoid use of Leakin Park.

The Preferred Alternative is located on the surface (at-grade), generally within the median of Edmondson Avenue between the Cooks Lane Tunnel portal and the West Baltimore MARC station. There is adequate right-of-way available to construct light rail in the median without the need to purchase or relocate any residential homes. As such, an underground alternative is not needed to preserve adjacent land use. Also, the impact assessments for resources along Edmondson Avenue indicate that a surface alternative is feasible in this area of the project (see the FEIS, Chapter 2 and the Alternative Technical Report – 2012 Update for more detail). In the AA/DEIS, tunnel alignments were studied under Edmondson Avenue/ Franklin Street between Cooks Lane and Calverton Road. The major reason that a tunnel alignment was not pursued was cost. In order to design and construct that portion of the project underground, the cost of the project would increase by $525 million in year of expenditure dollars. Refer to Chapter 2 of the FEIS for additional information.

The Preferred Alternative will not require any acquisition of real property that would result in an involuntary residential displacement. The majority of the Red Line would be constructed within the public right-of-way; however, there are areas where the Red Line would require additional property. There will be the need to acquire “sliver takes” or narrow strips of property from some residential properties adjacent to and along the Red Line Just compensation will be paid for all land that is acquired. These partial property acquisitions will leave the majority of land in the ownership of the current proprietor. A listing of property acquisitions is included in Appendix K of the FEIS.

Red Line Corridor Transit Study
AA/DEIS Comment Form

MTA Maryland

Only comments received by 5:00 PM on January 5, 2009 will be included in the Public Hearing Record for the Red Line Corridor Transit Study.

PLEASE PRINT

Name: Tierrias Allen Organization:

Address: 220 n Spring ct

City: Balti State: md Zip Code: 21231

I/We wish to submit the following comments on this project:

Prefer undergraun

The Preferred Alternative is located on the surface (at-grade), generally within the median of Edmondson Avenue between the Cooks Lane Tunnel portal and the West Baltimore MARC station. There is adequate right-of-way available to construct light rail in the median without the need to purchase or relocate any residential homes. As such, an underground alternative is not needed to preserve adjacent land use. Also, the impact assessments for resources along Edmondson Avenue indicate that a surface alternative is feasible in this area of the project (see the FEIS, Chapter 2 and the Alternative Technical Report – 2012 Update for more detail). In the AA/DEIS, tunnel alignments were studied under Edmondson Avenue/ Franklin Street between Cooks Lane and Calverton Road. The major reason that a tunnel alignment was not pursued was cost. In order to design and construct that portion of the project underground, the cost of the project would increase by $525 million in year of expenditure dollars. Refer to Chapter 2 of the FEIS for additional information.

1 MS. PATRICIA ALT: My name is Patricia Alt,
2 P-A-T-R-I-C-I-A, Alt, A-L-T. I live on Brookwood Road
3 in Hunting Ridge. And we've been paying close
4 attention to this for quite a long time. At one point
5 they were going to tunnel under Brookwood, it sounds
6 like now they're talking about Cooks Lane. And I have
7 nothing at all, at least, I mean, against the Metro and
8 the Red Line idea. I think that it would make more
9 sense and my whole neighborhood thinks it would make
10 more sense to have it keep on going west out Route 40
11 and go up Ingleside. Because Cooks Lane is so narrow
12 and some of our streets would be really cut off during
13 the construction and after.
14 As we understand it, we wouldn't be able to
15 turn left onto Brookwood, which is a one way street.
16 And I used to live on the... Nottingham elbow off of
17 Cooks Lane and they would be in terrible shape while
18 this is being constructed and probably afterwards. So,
19 from our perspective it makes more sense to have it
20 keep on going out 40 and up a much larger, more
21 publicly used street, which is Ingleside. And you can
1 still get to the Park & Ride, you can still get to
2 Social Security and CMS. And that's just our
3 perspective and we've been saying it repeatedly.
4 But we're not at all, I'm not at all
5 against public transportation and the Metro, it's just
6 that this particular model doesn't make much sense
7 because that stretch of Cooks Lane between Route 40 and
8 the Park & Ride is very narrow, has a lot of houses on
9 it, apartment buildings, elderly people, et cetera, et
10 cetera, and would be just really a horrible mess while
11 it's being constructed and probably afterwards. So
12 that's my main point.

The Preferred Alternative includes a tunnel under Cooks Lane. As such, there would not be impacts to the surface of Cooks Lane or traffic on Cooks Lane. Construction impacts are described in Chapter 3 of the FEIS. Using the Route 40 corridor as a route for the Red Line would not directly serve major activity and employment centers such as the Social Security Administration, CMS, and Security Square Mall. Additionally this alignment would not be as cost-effective a route as the Preferred Alternative.

Red Line Corridor Transit Study
AA/DEIS Comment Form

MTA Maryland

Only comments received by 5:00 PM on January 5, 2009 will be included in the Public Hearing Record for the Red Line Corridor Transit Study.

MY CHOICE FOR THE EDMONDSON/ALLENDALE COMMUNITY IS AS STATED BELOW:

___ NO BUILD ___ IMPROVE CURRENT BUS LINE SYSTEM ✓ UNDERGROUND TUNNELING

PLEASE PRINT

Name: Ernest L. Anderson Organization West Hill Ass.

Address: 837 N. Chapel Gate

City: Balto. State: Md. Zip Code: 21229

I/WE wish to submit the following comments on this project:

I do not want a Train Track on Cooks Ln or Edmson Ave unless it underground Tunel.

The Preferred Alternative includes a tunnel under Cooks Lane.

The Preferred Alternative is located on the surface (at-grade), generally within the median of Edmondson Avenue between the Cooks Lane Tunnel portal and the West Baltimore MARC station. There is adequate right-of-way available to construct light rail in the median without the need to purchase or relocate any residential homes. As such, an underground alternative is not needed to preserve adjacent land use. Also, the impact assessments for resources along Edmondson Avenue indicate that a surface alternative is feasible in this area of the project (see the FEIS, Chapter 2 and the Alternative Technical Report – 2012 Update for more detail). In the AA/DEIS, tunnel alignments were studied under Edmondson Avenue/ Franklin Street between Cooks Lane and Calverton Road. The major reason that a tunnel alignment was not pursued was cost. In order to design and construct that portion of the project underground, the cost of the project would increase by $525 million in year of expenditure dollars. Refer to Chapter 2 of the FEIS for additional information.

RED LINE Corridor Transit Study

Red Line Corridor Transit Study
AA/DEIS Comment Form

MTA Maryland

Only comments received by 5:00 PM on January 5, 2009 will be included in the Public Hearing Record for the Red Line Corridor Transit Study.

PLEASE PRINT

Name: Norman Anderson Organization:

Address: 1668 N. Forest Park Ave

City: Gwynn Oak State: MD Zip Code: 21207

I/We wish to submit the following comments on this project:

I support the red line system underground or not at all.

The No-Build Alternative represents the future conditions of transportation facilities and services in 2035 if the Red Line is not built. The No-Build Alternative integrates forecasted transit service levels, highway networks and traffic volumes, and demographics for the year 2035 for projects identified in the 2011 Baltimore Regional Transportation Board's Constrained Long Range Plan (CLRP), *Plan It 2035.* The CLRP consists of the existing highway and transit network as well as planned and programmed (committed) transportation improvements. The No-Build Alternative represents a continued investment in regional and local transportation projects, but does not address the purpose and need of reducing travel times, increasing transit accessibility, providing transportation choices for east-west commuting, or supporting community revitalization and economic development opportunities.

Under the No-Build Alternative, existing and future populations along the study corridor would continue to be served by the local bus system, with only planned and programmed transit improvements. Congestion on the roadways and highways would continue to negatively impact the reliability of travel by automobile and bus. The No-Build Alternative end-to-end transit travel time in 2035 is projected to be 79 minutes, whereas The Preferred Alternative would operate with an end-to-end transit travel time of 45 minutes, nearly half the travel time of the No-Build Alternative.

The Preferred Alternative would improve the quality of east-west transit service along the project study corridor by providing frequent and reliable service. Light rail traveling in a dedicated right-of-way would not be subject to congested roadway conditions, resulting in dependable, on-time service. The Preferred Alternative would provide park-and-ride facilities and feeder bus service to enhance access to the rail transit service and expanding the ridership market. The Preferred Alternative will not require any acquisition of real property that would result in an involuntary residential displacement.

Chapter 7 of the FEIS compares the No-Build Alternative with the Preferred Alternative while providing detailed information on transit efficiency and accessibility, transportation choices, system wide transit connections, and community revitalization and economic development.

The Preferred Alternative is located on the surface (at-grade), generally within the median of Edmondson Avenue between the Cooks Lane Tunnel portal and the West Baltimore MARC station. There is adequate right-of-way available to construct light rail in the median without the need to purchase or relocate any residential homes. As such, an underground alternative is not needed to preserve adjacent land use. Also, the impact assessments for resources along Edmondson Avenue indicate that a surface alternative is feasible in this area of the project (see the FEIS, Chapter 2 and the Alternative Technical Report – 2012 Update for more detail). In the AA/DEIS, tunnel alignments were studied under Edmondson Avenue/ Franklin Street between Cooks Lane and Calverton Road. The major reason that a tunnel alignment was not pursued was cost. In order to design and construct that portion of the project underground, the cost of the project would increase by $525 million in year of expenditure dollars. Refer to Chapter 2 of the FEIS for additional information.

Sent: Wed 10/29/2008 2:17 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Steve Andrews
2904 E. Pratt Street
Baltimore, MD, 21224

Steve Andrews's comments:

As a resident of the Patterson Park neighborhood, I have been following the progress of the proposed Red Line with particular interest, and have gone to a couple of the meetings. I am TOTALLY IN FAVOR of some sort of enhanced public transportation link running East-West through Baltimore, for both my own personal reasons and for the image and well-being of Baltimore as a whole. Between the lack of parking Downtown as well as in neighborhoods such as Canton and Fells Point, the traffic congestion and safety issues of driving or taking a bus, and the expense/hassle of getting a cab anywhere other than Downtown, a light rail/subway system is sorely needed here. I do understand the myriad of costs, construction hassles, and neighborhood issues associated with such a grand plan, but it is nonet heless something which must be undertaken soon. My personal preferences for such a line after examining your study are what you term 4D (first choice) and 4A (2nd choice). Any sort of express-bus service would be better than the current situation, but a dedicated rail line (preferably with as few traffic lights as possible)would be a much better long-term solution. It would give many people with their own cars a reason not to use them, would take additional vehicles (buses) out of the traffic congestion mix, would be better for the environment, and would certainly be more efficient time-wise. For this reason I would favor as much tunnelling as is possible and practical. I personally favor an Eastern Avenue/Fleet Street alignment to one using Boston Street, both because it is closer to me personally and more practical for potential riders of the system. It is located closer to more residential housing, businesses and other things that people want to get to (ie Highlandtown and Patterson Park itself) than the Boston Street corridor would be. I also think that putting in an additional MARC station in the Johns Hopkins-Bayview or Main Hospital environs is a very good idea to increase ridership and enhance transportation options in this part of the city. Please continue to keep us posted on new information pertaining to the proposed Red Line. Thank You and Best Wishes, Steve Andrews

The Preferred Alternative presented in the FEIS improves transit in the Baltimore Region, as your comment recommends. The Preferred Alternative is a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Hopkins Bayview, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line Build Alternative.

In selecting the Preferred Alternative there were many critical considerations including quality of transit service, projected transit ridership, cost-effectiveness, land use/transportation integration, economic development potential, environmental impacts, impacts to communities, and public and stakeholder input. To meet the project's purpose and need, it was important to connect people with key activity centers such as the Social Security Administration, University of Maryland downtown, Central Business District, Harbor East, and Johns Hopkins Bayview Medical Center Campus. Transit connections to MARC and existing Metro and Light Rail were also critical to meeting the purpose and need.

The Boston Street corridor was selected as part of the Preferred Alternative because it represented the option with the least parking and traffic impacts when compared to the other surface options along Eastern Avenue and Fleet Street, and was $412 million less in year of expenditure dollars to construct than a tunnel under Eastern Avenue. Ridership projections for the option along Boston Street were also comparable to options in the Eastern Avenue / Fleet Street corridor. Refer to the Alternatives Technical Report – 2012 Update for additional information.

Sent: Tue 10/28/2008 9:59 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Timothy Arnett
3617 Telmar rd
Baltimore, MD, 21207

Timothy Arnett's comments:

I believe that mass transit in Baltimore is a must to ease travel congestion, make baltimore green, and to encourage migration to baltimore increasing the tax base.

The Preferred Alternative presented in the FEIS improves transit in the Baltimore Region, as your comment recommends. The Preferred Alternative is a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line Build Alternative.

Geraldine Aronin
2901 Boston Street-Unit 315
Baltimore, MD 21224
410-732-1469
gerryaronin@aeol.com

December 30, 2008

Diane Ratcliff, Director
Office of Planning
MTA
6 ST. Paul St., 9th Floor
Baltimore, MD 21202

Dear Ms. Ratcliff,

I am a resident of Canton and have been since 1987 . I have watched the development of Canton into a thriving and desirable residential community. I have worked with the community residents to preserve its status as a historic and scenic community. While I recognize the importance of improved mass transit in Baltimore I am appalled and dismayed at the prospects of passage of alternative 4C as the preferred plan for the Red Line in Canton.

There appears to be no support among community residents for dedicated surface lanes on Boston Street.. While it appears that many business and political leaders are supporting the 4C alternative, I , as a resident and tax payer, believe that a two track light rail running along the surface of Boston Street will have a severe negative impact on the Canton community business by:

- decreased parking i.e. decreasing the parking on the south side of Boston Street by 161 spaces. Parking is already a serious problem in Canton .
- the "portal" , a one and a half block open space , represents a serious and unacceptable safety and security risk for pedestrians.
- The Canton community will be essentially divided in half by the tracks thereby isolating parts of the community from each other and from the waterfront.

In the interest of supporting improvement in mass traffic in Baltimore I would support a tunnel under Boston Street to Haven Street. I would also support the alternative of using Eastern Avenue instead of Boston Street. Alternatives 4A and 4D which utilize Eastern Avenue, were apparently dismissed in favor of 4C. Alternative 4C violates the State designation of Boston Street as a Scenic Byway. 4C disregards the historic nature of Canton. Alternative 4C may be disregarding the expressed policy of the Maryland General Assembly under SB873 of the Red Line project which ". favors alignments that produce the least negative community impacts practicable. It is my believe that alternative 4C will produce serious negative impacts to the detriment of our thriving community. Given SB873 I would be interested in learning the results of your assessment

In selecting the Preferred Alternative there were many critical considerations including quality of transit service, projected transit ridership, cost-effectiveness, land use/transportation integration, economic development potential, environmental impacts, impacts to communities, and public and stakeholder input. To meet the project's purpose and need, it was important to connect people with key activity centers such as the Social Security Administration, University of Maryland downtown, Central Business District, Harbor East, and Johns Hopkins Bayview Medical Center Campus. Transit connections to MARC and existing Metro and Light Rail were also critical to meeting the purpose and need.

The Boston Street corridor was selected as part of the Preferred Alternative because it represented the option with the least parking and traffic impacts when compared to the other surface options along Eastern Avenue and Fleet Street, and was $412 million less in year of expenditure dollars to construct than a tunnel under Eastern Avenue. Ridership projections for the option along Boston Street were also comparable to options in the Eastern Avenue / Fleet Street corridor. Refer to the Alternatives Technical Report – 2012 Update for additional information.

There is adequate right-of-way available to construct light rail in the median without the need to purchase or relocate any residential homes or businesses. As such, an underground alternative is not needed to preserve adjacent land use. Also, the impact assessments for resources along Boston Street indicate that a surface alternative is feasible in this area of the project (see the FEIS, Chapter 2 and the Alternative Technical Report – 2012 Update for more detail). The major reason that a tunnel alignment was not pursued along Boston Street was cost. In order to design and construct that portion of the project underground, the cost of the project would increase by $210 million, in year of expenditure dollars. Refer to the Alternatives Technical Report – 2012 Update for additional information.

of community impacts from the various alternatives proposed in the Red Line Study—one that separates business interests from residents who live in the community.

Sincerely,

Geraldine Aronin
Resident-Canton Cove

Position letters were sent to : the Mayor, President of the City Council, Councilman Kraft, Office of the Governor, Maryland Elected Officials from the 46th Legislative District, Federal Elected Officials from the 3rd District.

The implementation of the Red Line will require the elimination of parking spaces along the corridor. Currently, there are 239 total parking spaces, 161 full-time and 78 part-time parking spaces, along Boston Street between Hudson/Montford to Haven Street. Under the Preferred Alternative, 126 parking spaces (both on-street and off-street) would be displaced. For those parking spaces that remain along Boston Street , vehicles may be parked 24-hours a day. The proposed Park-and-Ride at the Canton Crossing Station could provide temporary parking spaces during construction. Refer to Chapter 4 of the FEIS and the Traffic and Parking Technical Report in Appendix I for additional information.

The Red Line project would include designated pedestrian crossings along Boston Street. The ADA-compliant crosswalks will have traffic signals with indications for safe pedestrian movements. The traffic signals will provide adequate time for pedestrians to walk across the entire width of Boston Street. Pedestrian refuge medians would be provided in the center of Boston Street for increased safety.

The portal along Boston Street will be constructed and operated to function safely. Safety measures include construction of parapet walls and fencing along three sides of the portal to prevent intrusion, electronic surveillance at the portal, warning systems for vehicles and pedestrians entering the portal, and potential physical barriers to deter vehicles from entering the portal.

The National Scenic Byways Program is a Federal Highway Administration program established to help recognize, preserve and enhance selected roads throughout the US. A portion of Boston Street within the project study corridor is part of the Star-Spangled Banner Scenic Byway, a 100+ mile byway that provides views of and access to historic resources. The Red Line would not affect the function or designation of the Boston Street route as part of the scenic byway.

The description of community impacts is provided in Chapter 5 of the FEIS.

Sent: Wed 12/17/2008 6:17 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Jeff Arscott
1206 S Linwood
Baltimore, MD, 21224

Jeff Arscott's comments:

I personally do not like the idea of a train running through my back yard, but I especially dislike the idea of wasting much needed state and local money. I find it hard to believe that this project will be nothing more then an unneeded additional expense to our city/state and would be curious to know how the current light rail system is contributing to our city/state financially? This city proves day in and day out that they can't manage a school system, keep up any quality to our roads & infrastructure or even keep our citizens safe. what makes you think you can manage this project effectively

The Red Line is currently proposed to be funded by Federal transportation funds through the Federal Transit Administration New Starts Program and State of Maryland funds through the Consolidated Transportation Trust Fund. The State Transportation Trust Fund is a fund where Maryland transportation revenues (motor vehicle revenues, transit fares, airport fees, port fees, and other transportation revenues) are consolidated and used for highway, transit, port, airport, and other transportation operating and capital expenses. Taxes and fees in the Trust Fund are not based on any single project, but on the entire statewide transportation program.

Efficient transportation is a key factor contributing to the economic well-being and vitality of a region. While transportation infrastructure can have high capital costs, there are benefits in terms of access to jobs and meeting all forms of trip purposes such as education, access to health services, recreation, and commercial. For example, 7,500 businesses are located in the project study corridor that would be accessible by the Red Line.

18 MS. MARLENE ARTHUR: My name is Marlene
19 Arthur, the first name is M-A-R-L-E-N-E, the last name
20 is A-R-T-H-U-R. I'm from the West Hill Community
21 Association. And I'm here on behalf, I'm not only the
1 West Hill Community Association but all of the west
2 side, well you would say from Cooks Lane down Edmondson
3 Avenue, I agree with everything that was just said
4 here.
5 But my main concern is, when you come out
6 and talk about this Red Line, no one asks anyone what
7 they want, what this Red Line to do for their
8 community. It's only what the state, the federal
9 government, the city and everyone else want this line
10 to do.
11 You're not asking communities what input
12 they want, how they want this rail to come through
13 their community, you're not putting any input in, how
14 are you going to rebuild communities? Putting this Red
15 Line in tears communities up.
16 If you look at what you did with the light
17 rail on Howard Street, look how Howard Street looks now
18 with businesses gone. When you put the subway in, you
19 didn't ask anybody in those communities how they feel
20 about the subway coming through their community.
21 You're doing the exact same thing with the Red Line.
1 My mother was in Samtown when her house
2 cracked in the basement, but it's two and three years
3 or four years after you done put these tunnels in, the
4 water starts seeping in their basements. So what the
5 city say, you'll pay us, the time frame for them to pay
6 for any repairs. You haven't told anyone, no one come
7 to us tell us what's going to happen if this happens to
8 our communities.
9 You need to build a community when you're
10 doing things like that. To me, the system feels as
11 though they can come to anybody's community, especially
12 African- American communities and put in whatever they
13 want to put in and we have no say-so. We are tax

Marlene Arthur's comments are located under IDs 184 and 185; the responses to her comments are combined below.

The Baltimore Red Line planning study included a comprehensive public involvement program that was integral to the overall study effort. Public involvement activities began in Spring 2003 with the distribution of direct mail and e-mails announcing scoping meetings to approximately 84,280 homeowners and businesses, 214 associations and community groups, and over 1,450 individual e-mail addresses. Between 2004 and 2007, the MTA held five sets of open houses. From November 2004 to May 2005, four rounds of Community Workings Groups were held. Letters and project fact sheets were mailed to 249 religious institutions March 2005. Seventy-eight community meetings were held between September 2005 and March 2008. In 2006, the Maryland General Assembly passed a bill creating the Red Line Citizens' Advisory Council (CAC). The CAC advised the MTA on impacts, opportunities and community concerns about the Baltimore Red Line through the duration of the planning study. From 2010 to 2012 seventeen Station Area Advisory Committees (SAACs) were formed to provide input on the Red Line project development. Each of the SAACs met approximately ten times during that time frame.

Between project initiation and the 2008 public hearing, MTA developed 9 separate project newsletters distributed to the Red Line mailing list. Additionally, regular (monthly/bi-monthly) e-newsletters have been distributed to subscribers to the project's e-mail registry. Throughout planning, project information was made available at 34 resource hubs throughout the project area. MTA also made available a Red Line project website (http://www.baltimoreredline.com/). Downloadable materials included a map and simulation of the Preferred Alternative, photos, fliers, e-newsletters, news articles, brochures, videos.

Refer to Chapter 8 of the FEIS for additional information.

In selecting the Preferred Alternative there were many critical considerations including quality of transit service, projected transit ridership, cost-effectiveness, land use/transportation integration, economic

14 payers. We pay our taxes and we have the right.
15 I was lucky enough to visit the L.A. in
16 September. In their system, they went out to their
17 communities, asked the community people how can we
18 rebuild? If you go down Edmondson Avenue, Edmondson
19 Village needs to be rebuilt. Have you told the people
20 how you're going to rebuild Edmondson Village when you
21 put that rail through there? It's wrong.
1 No one has the right to decide what go into
2 people's communities but the community people
3 theirself. We live there, we have to breathe that air.
4 We're going to be the one to have to make the repairs
5 six and seven years after you start digging and their
6 houses start falling apart.
7 It's not right. It's not right to either
8 uproot people and relocate them when they've lived in
9 the community for 25 and 30 years. It's not fair.
10 But, what I'm asking you to do is to stop
11 lying to the people in the communities. Come out front
12 and say exactly what it is about. It's not about us,
13 it's never about African-American communities. People
14 do what they want to do in the communities.
15 And regardless, whether you're middle class
16 or low class in these communities, you have the right
17 to voice your opinion. You have the right to say how
18 you want the system done. You have the right to
19 rebuild those homes up that look shabby instead of
20 putting a system through there. You already tore up
21 downtown by putting that light rail that didn't do
1 anything. Don't do this to our communities. Do not do
2 that. That's all we ask, do not do our community like
3 you did the rest. Thank you.

development potential, environmental impacts, impacts to communities, and public and stakeholder input. To meet the project's purpose and need, it was important to connect people with key activity centers such as the Social Security Administration, University of Maryland downtown, Central Business District, Harbor East, and Johns Hopkins Bayview Medical Center Campus. Transit connections to MARC and existing Metro and Light Rail were also critical to meeting the purpose and need.

The status of land use and economic development in the Howard Street corridor cannot be directly attributed to the existence of light rail. Prior to the initiation of light rail in the early 1990s, the Howard Street corridor had already been changing from its existence as a major retail corridor in the 1960s and 1970s to a corridor in economic decline. Economic development in the Howard Street corridor has begun to occur in the last decade.

It would be necessary to use protective measures to support building foundations as part of tunnel or station excavation, where unavoidable. These measures are often utilized to reduce potential for damage caused by construction-induced movement.

Both the Cooks Lane tunnel and Downtown Tunnel alignments and stations have been planned to avoid construction beneath existing buildings and other structures wherever possible. However, there are a few areas where this cannot be avoided. In addition, in some other areas, existing structures would be very close to excavation sites or the tunnel's alignment. In both of these cases, a variety of measures, including underpinning, grouting, and building external support frames or bracing structures would be used to protect nearby structures during and following construction. Types of protective measures for the Red Line include ground improvements, bracing structures, and underpinning nearby structures. Prior to construction, pre-construction conditions would be documented through baseline surveys and visual inspections for buildings that are directly adjacent to the alignment. These conditions can then be compared with any changes after construction and may be used as the basis for compensation.

The Preferred Alternative will not require any acquisition of real property that would result in an involuntary residential displacement. The majority

13 MS. MARLENE ARTHUR: My name is Marlene,
14 M-A-R-L-E-N-E, last name is Arthur, A-R-T-H-U-R. My
15 mailing address is 1004 Stamford, S-T-A-M-F-O-R-D,
16 Road, and that's zone 21229 and I'm from the Greater
17 West Hills Association.
18 21229. And I'm from the Greater West Hills
19 Association. I'm here in behalf of my community
20 association and my neighbors for the Red Line because
21 the Red Line is coming up and through my community off
1 of I-70 and Cooks Lane.
2 Our main concern is that we want to know
3 what is MTA and the Red Line is going to offer our
4 community. I was one of the lucky ones that was able
5 to travel to L.A. when the Red Line sponsored this back
6 in September and I learned a lot, that I'm from L.A.,
7 that they do for their community that has not been
8 offered to our community.
9 So what we really would need is someone
10 from the MTA and the city to come to us and to address
11 how they can help us to better our community when they
12 put in this Red Line. We just don't want any kind of
13 system coming through our community, we want to be a
14 part of the design of how this Red Line will affect our
15 community, how it will run and how it will benefit
16 everyone in the community, not just the people as we
17 are told before from off of I-70 and the Social
18 Security Administration.
19 These people do not live in the West Hills
20 Association, so the concerns should be how are you
21 going to help the West Hills Association people.
1 That's my concern.

of the Red Line would be constructed within the public right-of-way; however, there are areas where the Red Line would require additional property. There will be the need to acquire “sliver takes” or narrow strips of property from some residential properties adjacent to and along the Red Line. Just compensation will be paid for all land that is acquired. These partial property acquisitions will leave the majority of land in the ownership of the current proprietor. A listing of property acquisitions is included in Appendix K of the FEIS.

Red Line Corridor Transit Study
AA/DEIS Comment Form

MTA Maryland

Only comments received by 5:00 PM on January 5, 2009 will be included in the Public Hearing Record for the Red Line Corridor Transit Study.

MY CHOICE FOR THE EDMONDSON/ALLENDALE COMMUNITY IS AS STATED BELOW:

✓ NO BUILD ___ IMPROVE CURRENT BUS LINE SYSTEM ___ UNDERGROUND TUNNELING

PLEASE PRINT

Name: Reginald D. Arthur Organization Edmondson Community

Address: 602 Allendale St

City: Baltimore State: Md. Zip Code: 21229

I/WE wish to submit the following comments on this project:

How is it that something like this is going on this long and Man up the council member told people in there district, I don't think that the whole process is right, and it's definitly unfair

The No-Build Alternative is considered in the FEIS, but was not selected because it does not meet the purpose and need. The evaluation of the No-Build Alternative is summarized in Chapter 7 of the FEIS. Refer to Chapter 9, Section 9.3, which provides responses to common themes in the comments received.

The Baltimore Red Line planning study included a comprehensive public involvement program that was integral to the overall study effort. Public involvement activities began in Spring 2003 with the distribution of direct mail and e-mails announcing scoping meetings to approximately 84,280 homeowners and businesses, 214 associations and community groups, and over 1,450 individual e-mail addresses. Between 2004 and 2007, the MTA held five sets of open houses. From November 2004 to May 2005, four rounds of Community Workings Groups were held. Letters and project fact sheets were mailed to 249 religious institutions March 2005. Seventy-eight community meetings were held between September 2005 and March 2008. In 2006, the Maryland General Assembly passed a bill creating the Red Line Citizens' Advisory Council (CAC). The CAC advised the MTA on impacts, opportunities and community concerns about the Baltimore Red Line through the duration of the planning study. From 2010 to 2012 seventeen Station Area Advisory Committees (SAACs) were formed to provide input on the Red Line project development. Each of the SAACs met approximately ten times during that time frame.

Between project initiation and the 2008 public hearing, MTA developed 9 separate project newsletters distributed to the Red Line mailing list. Additionally, regular (monthly/bi-monthly) e-newsletters have been distributed to subscribers to the project's e-mail registry. Throughout planning, project information was made available at 34 resource hubs throughout the project area. MTA also made available a Red Line project website (http://www.baltimoreredline.com/). Downloadable materials included a map and simulation of the Preferred Alternative, photos, fliers, e-newsletters, news articles, brochures, videos.

Refer to Chapter 8 of the FEIS for additional information.

Sent: Wed 11/12/2008 9:33 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

max asare
1040 hull st
baltimore, MD, 21230

max asare's comments:

I think this is long overdue. I hope as many stations are put underground as possible, to avoid the issues plaguing the Light Rail system. I hope the architecture of the new subways are indicative of the new future of Baltimore, rather than sticking to it's stodgy past. We really need this to compete with the DC and Philly metro areas; we're still in the 17th century by comparison.

The Preferred Alternative presented in the FEIS improves transit in the Baltimore Region, as your comment recommends. The Preferred Alternative is a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line Build Alternative.

Sent: Wed 12/31/2008 12:22 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Jennifer Ashlock
3136 Remington Ave
Baltimore, MD, 21211

Jennifer Ashlock's comments:

I support option 4D. Let's try out Obama on this funding. He's all for infrastructure.

In selecting the Preferred Alternative there were many critical considerations including quality of transit service, projected transit ridership, cost-effectiveness, land use/transportation integration, economic development potential, environmental impacts, impacts to communities, and public and stakeholder input. To meet the project's purpose and need, it was important to connect people with key activity centers such as the Social Security Administration, University of Maryland downtown, Central Business District, Harbor East, and Johns Hopkins Bayview Medical Center Campus. Transit connections to MARC and existing Metro and Light Rail were also critical to meeting the purpose and need.

Alternative 4D has a significantly higher capital cost than the Preferred Alternative, lower cost effectiveness, and would not provide commensurate benefits.

Red Line Corridor Transit Study
AA/DEIS Comment Form

Only comments received by 5:00 PM on January 5, 2009 will be included in the Public He Record for the Red Line Corridor Transit Study.

MY CHOICE FOR THE EDMONDSON/ALLENDALE COMMUNITY IS AS STATED BELOW:

____ NO BUILD ____ IMPROVE CURRENT BUS LINE SYSTEM ✓ UNDERGROUND TUNNELIN

PLEASE PRINT

Name: Damos Aulu Organization

Address: 3808 Sylvan Drive

City: Baltimore State: MD Zip Code: 21207

I/WE wish to submit the following comments on this project:

I am against the Red Line development ABOVE ground because I feel that it would be taking away from one of the oldest African-American Communities in the state of Maryland

The Preferred Alternative is located on the surface (at-grade), generally within the median of Edmondson Avenue between the Cooks Lane Tunnel portal and the West Baltimore MARC station. There is adequate right-of-way available to construct light rail in the median without the need to purchase or relocate any residential homes. As such, an underground alternative is not needed to preserve adjacent land use. Also, the impact assessments for resources along Edmondson Avenue indicate that a surface alternative is feasible in this area of the project (see the FEIS, Chapter 2 and the Alternative Technical Report – 2012 Update for more detail). In the AA/DEIS, tunnel alignments were studied under Edmondson Avenue/ Franklin Street between Cooks Lane and Calverton Road. The major reason that a tunnel alignment was not pursued was cost. In order to design and construct that portion of the project underground, the cost of the project would increase by $525 million in year of expenditure dollars. Refer to Chapter 2 of the FEIS for additional information.

Frank & Nancy Bader
2515 Boston Street, #906
Baltimore, Maryland 21224
Tel/Fax: 410-327-1506

December 15, 2008

Dear Director Office of planning, MTA,

We wish to submit the following comments on the Red Line Corridor Transit Project.

We strongly endorse the need for a light rail east-west mass transit system in Baltimore, but we oppose the Red Line Alternative 4C for the following reasons:

1. Boston Street is a major vehicle thoroughfare for traffic from/to I-95. The present traffic problems during rush hour will be further exacerbated by eliminating traffic lanes to accommodate the tracks.
2. From Canton Crossing to Boston Street the neighborhood is predominantly residential with few commercial destinations west of Conkling Street.
3. The presence of a Light Rail line down the narrow median of Boston Street would present a hazard to pedestrians and an annoyance to residents.
4. A more direct route via Eastern Avenue/Fleet Street as per Alternative 4A would be more economical and would offer mass transportation through a commercial region. This alternative would be far less disruptive to traffic, residents and the further development of the waterfront real estate.
5. Simplifying the construction by eliminating the Canton Crossing loop, the tunneling on Aliceanna Street and the transition from surface to underground at the intersection of Boston Street and Aliceanna Street will significantly reduce the time (and expense) of the project.
6. If there is a need to service the yet to be completed Canton Crossing Development, a direct north-south spur line could be added (coincident or subsequent to the initial construction) at a much lower cost than the proposed Alternative 4C.

Respectfully submitted,

Frank Bader Nancy Bader

DEC 18 2008

Building the Red Line transit system would require that changes be made to a number of roadways along the Red Line alignment corridor. Currently, two travel lanes in each direction are provided during the peak hour in the peak direction along Boston Street between Hudson Street and South Lakewood Avenue. Between South Lakewood Avenue and Clinton Street there are currently two travel lanes in each direction at all times. Under the Preferred Alternative, there would be one travel lane in each direction at all times for the entire length of Boston Street.

Street patterns may be modified in a number of other ways, including: new turn restrictions and removing or installing new traffic signals at several intersections along the Red Line alignment where the light rail would cross high volume side streets. The detailed plans and profiles provided in the Volume 2 of the FEIS provide greater design detail. Refer to Chapter 4 of the FEIS and the Traffic and Parking Technical Report in Appendix I for additional information.

Without the Red Line, traffic volumes along Boston Street, north of Montford Avenue, are projected to increase by approximately 33% by 2035 and volumes east of Conkling Street are projected to increase by 56% by 2035. With the Red Line by 2035, traffic volumes along Boston Street are projected to increase by 22% north of Montford Avenue and increase by 25% east of Conkling Street.

Levels of Service (LOS) were evaluated at signalized intersections along Boston Street for both the 2035 No-Build and the 2035 Build Condition. The assessment indicated the following changes in LOS:

- Boston Street at Aliceanna Street – From (F) to (B) during (PM) peak hour
- Boston Street at Montford Ave – From E to D during AM peak hour
- Boston Street at Ellwood Ave – From (A) to (D) during (PM) peak hour (Converted from signalized to unsignalized in Build conditions)
- Boston Street at Clinton Street – From F to E during AM peak hour
- Boston Street at Old Boston Street – From D (C) to E (E) during AM (PM) peak hour

LOS was evaluated at unsignalized intersections along Boston Street. The assessment indicated the following changes in LOS:

- Boston Street at Leakin Street – From F to better F during AM peak hour
- Boston Street at Safeway – From (D) to (A) during (PM) peak hour as it is converted to a signalized intersection in the Build year
- Boston Street at Kenwood Ave – From F (F) to D (D) during AM (PM) peak hour as it is converted to a signalized intersection in the Build year
- Boston Street at East Ave – From F to C during AM peak hour as it is converted to a signalized intersection in the Build year
- Boston Street at Bayliss Street – From F to B during AM peak hour

During construction, impacts to the public would be minimized through the implementation of Traffic and Transportation Management Plans. Access to local businesses through existing or temporary driveways would be provided where possible; however, there may be some instances where access cannot be maintained. In these cases, other accommodations would be arranged with the property owner. Specific mitigation would be developed during Final Design to determine maximum number of lanes closed during peak traffic hours, maintenance and removal of traffic control devices, efficient traffic rerouting measures, and scheduling of construction activities within the roadways for times other than peak traffic periods.

The Red Line project would include designated pedestrian crossings along Boston Street. The ADA-compliant crosswalks will have traffic signals with indications for safe pedestrian movements. The traffic signals will provide adequate time for pedestrians to walk across the entire width of Boston Street. Pedestrian refuge medians would be provided in the center of Boston Street for increased safety.

Various alternatives were analyzed in the DEIS to use the Eastern Avenue/Fleet Street corridors. These alternatives were not selected as part of the Preferred Alternative due to lack of feasibility or high capital costs.

Key reasons that the Eastern/Fleet Alternatives were not selected are described below:

Tunnel Option: A tunnel alternative along Eastern Avenue from the Downtown area to the Norfolk Southern right-of-way, north of Eastern Avenue, was considered. The costs of this alternative, due to both the tunnel and underground stations, would increase the cost of the Red Line by $412 million, in year of expenditure dollars.

Eastern-Fleet surface LRT Option: Three surface options were considered in the DEIS. Option one maintained two-way traffic on Eastern Avenue and Fleet Street with elimination of all parking on one side of each street. Light rail tracks would be separated with one directional track along Eastern Avenue and the other directional track along Fleet Street. Each of the other two surface options created one-way streets on both Eastern Avenue and Fleet Street with one lane for traffic, one lane for light rail, and two lanes for parking. Due to the existing street widths, sidewalk widths, and building face locations, Eastern Avenue and Fleet Street could not be widened for the inclusion of light rail. All of the surface options were deemed infeasible because of the impacts to parking or impacts to roadway capacity and local access. Refer to the Alternatives Technical Report – 2012 Update for additional information.

As described in the two paragraphs above, both a tunnel and a surface alignment on Eastern-Fleet was determined to be infeasible. As such, a north-south spur connecting Eastern Avenue to Canton Crossing is impractical compared to the Preferred Alternative which serves Canton Crossing directly.

Sent: Sat 12/13/2008 12:58 PM
To: MTA Red Line
Subject: Red Line in Canton

Baltimore Red Line Official AA/DEIS Comment

Dear Mayor Dixon and Council Member Kraft,

When we retired and moved to the city five years ago from Howard County, we chose Canton because, of all the waterfront areas, it seemed most like neighborhood to us. We have loved living here and participate in many activities in Canton and throughout the city. My husband and I support a better east/west mass transit system for this city. But in planning one, please be careful not to destroy a neighborhood. I remember when the supper highway through downtown and across Fells Point and Canton was defeated, and I know we are all happy that took place. We now have a wonderful inner harbor and two vibrant neighborhoods instead. So in approving a plan for mass transit for this area, please keep our neighborhood in mind. Please don't destroy our neighborhood by making it user friendly for tourists and commuters at the expense of it's residents.

Sincerely,
Patricia Bahr
2901 Boston Street #609
Baltimore, Md. 21224

The Preferred Alternative presented in the FEIS improves transit in the Baltimore Region, as your comment recommends. The Preferred Alternative is a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line Build Alternative.

The Preferred Alternative serves Canton via a tunnel and surface light rail on along the Boston Street corridor. The MTA is designing the light rail to fit within the community and minimize impacts to the neighborhood. The FEIS describes impacts of the Red Line in Chapters 3 through 6.

Red Line Corridor Transit Study
AA/DEIS Comment Form

MTA Maryland

Only comments received by 5:00 PM on January 5, 2009 will be included in the Public Hearing Record for the Red Line Corridor Transit Study.

PLEASE PRINT

Name: Brenda J. Bailey Organization:

Address: 712 Allendale St

City: Baltimore State: MD Zip Code: 21229

I/We wish to submit the following comments on this project:

After listening to the comments of the speakers I am AGAINT the red line. Edmondson Village is not being treated fairly. If you can have an underground system elsewhere why not Edmondson Village. The red line will increase traffic & traffic is already very heavy on Edmondson Ave, increase crime - we have enough crime in our community, & what about parking? In my block now I have a problem finding a place to park. ~~If the~~ I pay taxes why should my community suffer because county residents want to commute to the city, not my problem!!! People will lose their homes, what will happen to these elderly ?? There will be health & noise problems with the red line, Finally, you dont live in the neighborhood so you won't be inpacted.

The No-Build Alternative represents the future conditions of transportation facilities and services in 2035 if the Red Line is not built. The No-Build Alternative integrates forecasted transit service levels, highway networks and traffic volumes, and demographics for the year 2035 for projects identified in the 2011 Baltimore Regional Transportation Board's Constrained Long Range Plan (CLRP), *Plan It 2035.* The CLRP consists of the existing highway and transit network as well as planned and programmed (committed) transportation improvements. The No-Build Alternative represents a continued investment in regional and local transportation projects, but does not address the purpose and need of reducing travel times, increasing transit accessibility, providing transportation choices for east-west commuting, or supporting community revitalization and economic development opportunities.

Under the No-Build Alternative, existing and future populations along the study corridor would continue to be served by the local bus system, with only planned and programmed transit improvements. Congestion on the roadways and highways would continue to negatively impact the reliability of travel by automobile and bus. The No-Build Alternative end-to-end transit travel time in 2035 is projected to be 79 minutes, whereas The Preferred Alternative would operate with an end-to-end transit travel time of 45 minutes, nearly half the travel time of the No-Build Alternative.

The Preferred Alternative would improve the quality of east-west transit service along the project study corridor by providing frequent and reliable service. Light rail traveling in a dedicated right-of-way would not be subject to congested roadway conditions, resulting in dependable, on-time service. The Preferred Alternative would provide park-and-ride facilities and feeder bus service to enhance access to the rail transit service and expanding the ridership market. The Preferred Alternative will not require any acquisition of real property that would result in an involuntary residential displacement.

Chapter 7 of the FEIS compares the No-Build Alternative with the Preferred Alternative while providing detailed information on transit efficiency and

accessibility, transportation choices, system wide transit connections, and community revitalization and economic development.

The Preferred Alternative is located on the surface (at-grade), generally within the median of Edmondson Avenue between the Cooks Lane Tunnel portal and the West Baltimore MARC station. There is adequate right-of-way available to construct light rail in the median without the need to purchase or relocate any residential homes. As such, an underground alternative is not needed to preserve adjacent land use. Also, the impact assessments for resources along Edmondson Avenue indicate that a surface alternative is feasible in this area of the project (see the FEIS, Chapter 2 and the Alternative Technical Report – 2012 Update for more detail). In the AA/DEIS, tunnel alignments were studied under Edmondson Avenue/ Franklin Street between Cooks Lane and Calverton Road. The major reason that a tunnel alignment was not pursued was cost. In order to design and construct that portion of the project underground, the cost of the project would increase by $525 million in year of expenditure dollars. Refer to Chapter 2 of the FEIS for additional information.

Building the Red Line transit system would require that changes be made to a number of roadways along the Red Line alignment corridor. Currently, on Edmondson Avenue, three lanes are provided during the peak hour in the peak direction. Under the Preferred Alternative the three available lanes would be reduced to two lanes in each direction to accommodate the Red Line in the median.

Street patterns may be modified in a number of other ways including: new turn restrictions, removing signals, closing some median openings, and installing new traffic signals at several intersections along the Red Line alignment where the light rail would cross the roadway. The plans and profiles provided in Volume II of the FEIS provide greater detail on these roadway modifications.

Traffic volumes along Edmondson Avenue, without the Red Line, are projected to increase by approximately 18% by 2035. With the Red Line, traffic volumes are expected to remain relatively unchanged compared to

current conditions, due to the reduction in lanes and capacity to accommodate the Red Line in the median. Levels of Service (LOS) were evaluated at signalized intersections along Edmondson Avenue for both the 2035 No-Build and the 2035 Build Condition. The assessment indicates the following changes in LOS:

- Edmondson Ave. at Winans Way – From (A) to (C) during (PM) peak hour
- Edmondson Ave. at Swann Ave. – From D (D) to C (E) during AM (PM) peak hour
- Edmondson Ave. at Edmondson Shopping Center – From A (A) to B (C) during AM (PM) peak hour (Converted from signalized to unsignalized intersection in Build conditions)
- Edmondson Ave. at Wildwood Pkwy – From B (B) to D (D) during AM (PM) peak hour
- Edmondson Ave. at Allendale Street – From A to C during AM peak hour
- Edmondson Ave. at Hilton Street – From A to D during AM peak hour

LOS was evaluated at unsignalized intersections along Edmondson Avenue. The assessment indicated the following change in LOS:

- US 40 (Edmondson Ave.) at Denison St. – From F (F) to A (B) during AM (PM) peak hour as it is converted to signalized intersection in Build year

During construction, impacts to the public would be minimized through the implementation of Traffic and Transportation Management Plans. Access to local businesses would be provided where possible with existing or temporary driveways; however, there may be some instances where access cannot be maintained. In these cases, other accommodations would be arranged with the property owner. Specific mitigation would be developed during Final Design to determine the maximum number of lanes which may be closed during peak traffic hours, maintenance and removal of traffic

control devices, efficient traffic detours, and construction schedule restrictions. A detailed outreach plan will be developed prior to construction.

The Red Line is being designed with safety and security measures. Vehicles, station platforms, and parking lots will include closed circuit video cameras for observation and enforcement. Project design will also incorporate features to optimize sight lines for enhanced security. The MTA police force will patrol light rail vehicles, stations, and other project infrastructure.

The implementation of the Red Line will require the elimination of some parking spaces along the corridor. Under the Preferred Alternative 58 on-street parking spaces would be eliminated along Edmondson Avenue between Cooks lane and Franklintown Road. For those parking spaces that remain along Edmondson Avenue, vehicles may be parked 24-hours a day. MTA will work with the contactor to develop a plan to minimize the temporary loss of parking during construction. Refer to the Traffic and Parking Technical Report in Appendix I for additional information.

The Red Line is being developed to benefit people in the entire Baltimore region. The majority of the project is within Baltimore City, over eleven of the slightly over fourteen miles, and fifteen of the nineteen stations. The projected ridership of 55,000 trips per day is predominantly within Baltimore City, with over 70% of the boardings and alightings occurring at stations in Baltimore City.

The Preferred Alternative will not require any acquisition of real property that would result in an involuntary residential displacement. The majority of the Red Line would be constructed within the public right-of-way; however, there are areas where the Red Line would require additional property. There will be the need to acquire “sliver takes” or narrow strips of property from some residential properties adjacent to and along the Red Line. Just compensation will be paid for all land that is acquired. These partial property acquisitions will leave the majority of land in the ownership of the current proprietor. A listing of property acquisitions is included in Appendix K of the FEIS.

MTA completed an assessment of noise and vibration impacts of the Preferred Alternative. The results are provided in the Noise and Vibration Technical Report and Chapter 5 of the FEIS.

Sent: Fri 1/2/2009 9:16 AM
To: MTA Red Line
Subject: DEIS Comment

Baltimore Red Line Official AA/DEIS Comment

To whom it may concern,

As a resident of Canton and as someone that lives directly along the proposed route, I oppose Redline Alternative 4-C and support the reviews expressed by the Canton Community Association in the attached letter. Please consider either re-designing the line to tunnel under Boston Street or relocate the line along Fleet Street, Eastern Avenue or Baltimore Street. Ilene Bailey, 2331-5 Boston Street.

Ilene A. Bailey
Partner
McGuireWoods LLP
7 Saint Paul Street, Suite 1000
Baltimore, Maryland 21202

There is adequate right-of-way available to construct light rail in the median without the need to purchase or relocate any residential homes or businesses. As such, an underground alternative is not needed to preserve adjacent land use. Also, the impact assessments for resources along Boston Street indicate that a surface alternative is feasible in this area of the project (see the FEIS, Chapter 2 and the Alternative Technical Report – 2012 Update for more detail). The major reason that a tunnel alignment was not pursued along Boston Street was cost. In order to design and construct that portion of the project underground, the cost of the project would increase by $210 million, in year of expenditure dollars. Refer to the Alternatives Technical Report – 2012 Update for additional information.

Various alternatives were analyzed in the DEIS to use the Eastern Avenue/Fleet Street corridors. These alternatives were not selected as part of the Preferred Alternative due to lack of feasibility or high capital costs. Key reasons that the Eastern/Fleet Alternatives were not selected are described below:

Tunnel Option: A tunnel alternative along Eastern Avenue from the Downtown area to the Norfolk Southern right-of-way, north of Eastern Avenue, was considered. The costs of this alternative, due to both the tunnel and underground stations, would increase the cost of the Red Line by $412 million, in year of expenditure dollars.

Eastern-Fleet surface LRT Option: Three surface options were considered in the DEIS. Option one maintained two-way traffic on Eastern Avenue and Fleet Street with elimination of all parking on one side of each street. Light rail tracks would be separated with one directional track along Eastern Avenue and the other directional track along Fleet Street. Each of the other two surface options created one-way streets on both Eastern Avenue and Fleet Street with one lane for traffic, one lane for light rail, and two lanes for parking. Due to the existing street widths, sidewalk widths, and building face locations, Eastern Avenue and Fleet Street could not be widened for the inclusion of light rail. All of the surface options were deemed infeasible because of the impacts to parking or impacts to roadway capacity and local access. Refer to the Alternatives Technical Report – 2012 Update for additional information.

Sent: Mon 12/10/2008 7:55 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

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brandy baker
3513 Edmondson Ave
baltimore, MD, 21229

brandy baker's comments:

I live right on edmondson ave in the heart of where the redline is supposed to be built, right in front of my house,I live on edmondson ave between allendale and edgewood. It's great that you have a system like this but could it be put underground. Frist because everyday I see little kids, people trying to cross edmondson ave and it is dangerous enough with cars, let alone a light rail, secondly when the system starts runing are you planning to keep the 23, and 40 running, the 23 is only bus that goes straight up edmondson ave into catonsville where the majarity of people in area work at.Plus it runs to the route 40 and connects to the 77 and 10 line. It would be time consuming and inconveinet to have to go over to security on the redline and down to another bus to get into catonsville also it would inconvenint to have to go downtown to go back uptown, many already leave early to catch the bus on time and when you have to catch several buses you have to leave even earlier.Also the 40 is fast and conveninet getting people to security and downtown in a timely manner plus is is always accurate, one of the most accurate time schedules i have ever seen. Finally what about our sidwalks, my neighborhood barley has a front lawn let alone a fence. Tere has been rumoured that this project would take away our sidewalks, if this is true what does the mta propose to do for the homeowners in the area such as myself? Are you going to let them know about this, are we to be compensated for this?

The Preferred Alternative is located on the surface (at-grade), generally within the median of Edmondson Avenue between the Cooks Lane Tunnel portal and the West Baltimore MARC station. There is adequate right-of-way available to construct light rail in the median without the need to purchase or relocate any residential homes. As such, an underground alternative is not needed to preserve adjacent land use. Also, the impact assessments for resources along Edmondson Avenue indicate that a surface alternative is feasible in this area of the project (see the FEIS, Chapter 2 and the Alternative Technical Report – 2012 Update for more detail). In the AA/DEIS, tunnel alignments were studied under Edmondson Avenue/ Franklin Street between Cooks Lane and Calverton Road. The major reason that a tunnel alignment was not pursued was cost. In order to design and construct that portion of the project underground, the cost of the project would increase by $525 million in year of expenditure dollars. Refer to Chapter 2 of the FEIS for additional information.

The Red Line project would include designated pedestrian crossings along Edmonson Avenue. The ADA-compliant crosswalks will have traffic signals with indications for safe pedestrian movements. The traffic signals will provide adequate time for pedestrians to walk across the entire width of Edmondson Avenue. Pedestrian refuge medians would be provided in the center of Edmondson Avenue for increased safety.

The #23 bus will continue when the Red Line opens. The #40 bus would be discontinued as the Red line would replicate this service. Sidewalks would still be provided on both sides of Edmonson Avenue. These would be reconstructed as needed as part of the Red Line Project.

Building the Red Line transit system would require that changes be made to a number of roadways along the Red Line alignment corridor. Currently, on Edmondson Avenue, three lanes are provided during the peak hour in the peak direction. Under the Preferred Alternative the three available lanes would be reduced to two lanes in each direction to accommodate the Red Line in the median.

Familys in the area have owned there homes for generations and have no plans on moving. Finally how do you plan to direct traffic during construction, edmondson ave is already a busy street daily, will the buses be rerouted and if so how much of an inconvenice will it be, will the peo ple on Edmondson and wildwood have aceess to the bus service in front of thier houses? I live directly in front of a bus stop on both sides of edmonson that is one reason why I moved to have the convenence,I would like to have th above questions anwsered. thank you for your time

Street patterns may be modified in a number of other ways including: new turn restrictions, removing signals, closing some median openings, and installing new traffic signals at several intersections along the Red Line alignment where the light rail would cross the roadway. The plans and profiles provided in Volume II of the FEIS provide greater detail on these roadway modifications.

Traffic volumes along Edmondson Avenue, without the Red Line, are projected to increase by approximately 18% by 2035. With the Red Line, traffic volumes are expected to remain relatively unchanged compared to current conditions, due to the reduction in lanes and capacity to accommodate the Red Line in the median.

Levels of Service (LOS) were evaluated at signalized intersections along Edmondson Avenue for both the 2035 No-Build and the 2035 Build Condition. The assessment indicates the following changes in LOS:

- Edmondson Ave. at Winans Way – From (A) to (C) during (PM) peak hour
- Edmondson Ave. at Swann Ave. – From D (D) to C (E) during AM (PM) peak hour
- Edmondson Ave. at Edmondson Shopping Center – From A (A) to B (C) during AM (PM) peak hour (Converted from signalized to unsignalized intersection in Build conditions)
- Edmondson Ave. at Wildwood Pkwy – From B (B) to D (D) during AM (PM) peak hour
- Edmondson Ave. at Allendale Street – From A to C during AM peak hour
- Edmondson Ave. at Hilton Street – From A to D during AM peak hour

LOS was evaluated at unsignalized intersections along Edmondson Avenue. The assessment indicated the following change in LOS:

- US 40 (Edmondson Ave.) at Denison St. – From F (F) to A (B) during AM (PM) peak hour as it is converted to signalized intersection in Build year

During construction, impacts to the public would be minimized through the implementation of Traffic and Transportation Management Plans. Access to local businesses would be provided where possible with existing or temporary driveways; however, there may be some instances where access cannot be maintained. In these cases, other accommodations would be arranged with the property owner. Specific mitigation would be developed during Final Design to determine the maximum number of lanes which may be closed during peak traffic hours, maintenance and removal of traffic control devices, efficient traffic detours, and construction schedule restrictions. A detailed outreach plan will be developed prior to construction.

Sent: Mon 11/10/2008 2:27 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Angela Ballard
1403 Meridene Drive
Baltimore, MD, 21239

Angela Ballard's comments:

I am very excited about the red line. I am just wondering how much will the fare be. Right now, it is hard for me to even afford a monthly bus pass and I know that the red line will not be running for some time but I know that once it gets here someone else may struggle to pay the fare as well. So I am asking please don't care too much for the fare.

The Preferred Alternative presented in the FEIS improves transit in the Baltimore Region, as your comment recommends. The Preferred Alternative is a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to H Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line Build Alternative.

The fares for the Red Line are intended to be consistent with the overall MTA fare structure in place as of the project opening.

Sent: Tue 12/16/2008 12:08 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Joyce Bankert
632 South Kenwood Avenue
Baltimore, MD, 21224

Joyce Bankert's comments:

I am in favor of the Alternative 4C line. Looking forward to use of system. Please do not delay start of project.

The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

Sent: Sun 11/16/2008 11:48 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Adriana Baranello
825 Weyburn Terrace, Apt C17
Los Angeles, CA, 90024

Adriana Baranello's comments:

As a former resident of Baltimore, and a person who really enjoyed living in the city, I would like to see any possible improvement to the quality of life. (I moved for graduate school, not out of any dislike for the city.) I have watched major changes occur in the last 8 years and I hope to see them continue. I feel that the Red Line project will be an incredible boon for the city, and I enthusiastically support option 4C for construction. I truly hope this remarkable project is realized.

The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

Sent: Fri 12/26/2008 4:21 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Matt Barrett
2233 Essex Street
Baltimore, MD, 21231

Matt Barrett's comments:

This could not be a bigger waste of money. Boston Street is a mess as it is, and now you want to add a train to it? I don't know who thought of this idea, but it is a terrible one. With budgets as tight as they are, here's an idea for Maryland.....STOP SPENDING! The city, in its infinite wisdom just spent probably hundreds of thousand of dollars making one lane on Boston Street a bike lane. What happens to that? My guess is... so much for that idea. Let's scratch that, and start a new one, it's only tax payer money. We can always get more! And, has any genius there thought about what to do with Boston Street, along with the many others streets, as to where all that traffic will go once constructions starts. Here's thought, send some clerk out to count the amount of cars that go up and down Bo ston Street each day, and then think about where all those cars will go for the next 5 years, at best. Because unfortunately, I don't think it will be completed in any time shorter than that once you get the unions involved. How about a suggestion, instead of hundreds of millions of dollars being spent on a needless transit system, that would most likely wind up costing the tax payers even more, (because lets be honest, this city cannot manage money in any way shape, or form) why not use that money and increase the police force and start acknowledging the gang problem that is getting worse each day. Think about it, more people ALIVE in Baltimore = more people you can tax. OR....an even better idea, why not start by LOWERING property taxes, and trying to entice people to move into the city? You want to go green and lower peoples carbon

The Red Line is currently proposed to be funded by Federal transportation funds through the Federal Transit Administration New Starts Program and State of Maryland funds through the Consolidated Transportation Trust Fund. The State Transportation Trust Fund is a fund where Maryland transportation revenues (motor vehicle revenues, transit fares, airport fees, port fees, and other transportation revenues) are consolidated and used for highway, transit, port, airport, and other transportation operating and capital expenses. Taxes and fees in the Trust Fund are not based on any single project, but on the entire statewide transportation program.

Efficient transportation is a key factor contributing to the economic well-being and vitality of a region. While transportation infrastructure can have high capital costs, there are benefits in terms of access to jobs and meeting all forms of trip purposes such as education, access to health services, recreation, and commercial. For example, 7,500 businesses are located in the project study corridor that would be accessible by the Red Line.

Building the Red Line transit system would require that changes be made to a number of roadways along the Red Line alignment corridor. Currently, two travel lanes in each direction are provided during the peak hour in the peak direction along Boston Street between Hudson Street and South Lakewood Avenue. Between South Lakewood Avenue and Clinton Street there are currently two travel lanes in each direction at all times. Under the Preferred Alternative, there would be one travel lane in each direction at all times for the entire length of Boston Street.

Street patterns may be modified in a number of other ways, including: new turn restrictions and removing or installing new traffic signals at several intersections along the Red Line alignment where the light rail would cross high volume side streets. The detailed plans and profiles provided in the Volume 2 of the FEIS provide greater design detail. Refer to Chapter 4 of the FEIS and the Traffic and Parking Technical Report in Appendix I for additional information.

Without the Red Line, traffic volumes along Boston Street, north of Montford Avenue, are projected to increase by approximately 33% by 2035

foot print? Stop with these ridicules property tax rates, and start with a tax rate that makes it comparable to living in the county. Think about how many cars you could take off the road than? Huh? How's that sound? How quick the city was to reassess property taxes when home values were going up. Funny, I haven't heard anything from that department in some time. This is an extremely stupid idea, and I think I made my views as to whether or not I support it very clear. I can't believe this city, and state...looking to spend billion dollars in the times we are in....unbelievable. No wonder everyone is broke.

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and volumes east of Conkling Street are projected to increase by 56% by 2035. With the Red Line by 2035, traffic volumes along Boston Street are projected to increase by 22% north of Montford Avenue and increase by 25% east of Conkling Street.

Levels of Service (LOS) were evaluated at signalized intersections along Boston Street for both the 2035 No-Build and the 2035 Build Condition. The assessment indicated the following changes in LOS:

- Boston Street at Aliceanna Street – From (F) to (B) during (PM) peak hour
- Boston Street at Montford Ave – From E to D during AM peak hour
- Boston Street at Ellwood Ave – From (A) to (D) during (PM) peak hour (Converted from signalized to unsignalized in Build conditions)
- Boston Street at Clinton Street – From F to E during AM peak hour
- Boston Street at Old Boston Street – From D (C) to E (E) during AM (PM) peak hour

LOS was evaluated at unsignalized intersections along Boston Street. The assessment indicated the following changes in LOS:

- Boston Street at Leakin Street – From F to better F during AM peak hour
- Boston Street at Safeway – From (D) to (A) during (PM) peak hour as it is converted to a signalized intersection in the Build year
- Boston Street at Kenwood Ave – From F (F) to D (D) during AM (PM) peak hour as it is converted to a signalized intersection in the Build year
- Boston Street at East Ave – From F to C during AM peak hour as it is converted to a signalized intersection in the Build year
- Boston Street at Bayliss Street – From F to B during AM peak hour

During construction, impacts to the public would be minimized through the implementation of Traffic and Transportation Management Plans. Access to local businesses through existing or temporary driveways would be provided where possible; however, there may be some instances where

access cannot be maintained. In these cases, other accommodations would be arranged with the property owner. Specific mitigation would be developed during Final Design to determine maximum number of lanes closed during peak traffic hours, maintenance and removal of traffic control devices, efficient traffic rerouting measures, and scheduling of construction activities within the roadways for times other than peak traffic periods.

13 My name is Jannette Barth, that's J-A-N-N-E-T-T-E. Okay?
14 B-A-R-T-H.
15 COURT REPORTER: Thank you.
16 MS. JANNETTE BARTH: I'm making the
17 following comments as a concerned resident of historic
18 Fells Point. A board member of the Fells Point
19 Development Corporation. An economist who has worked
20 in the field of public transit for many years and is a
21 participant on the recent Red Line Transit Tour to Los
1 Angeles.
2 The Red Line could be a wonderful asset to
3 Baltimore. However, there are a number of issues that
4 must be addressed prior to committing to the Red Line.
5 While there are serious concerns about the proposed Red
6 Line along the entire west-to-east corridor, most of my
7 comments here relate to historic Fells Point.
8 I cannot squeeze all of my comments into
9 only a three minute talk so I've also prepared a
10 written statement. In that statement I make some
11 comments about the overall Red Line issue and also more
12 detailed comments on the impacts on historic Fells
13 Point. Here I will just talk about Fells Point.
14 Anyone who is knowledgeable about Baltimore
15 is familiar with historic Fells Point and the fact that
16 it is a charming, historic, unique, waterfront
17 neighborhood that is a cohesive community and a popular
18 tourist destination.
19 The character of historic Fells Point is
20 very important, not only to our local residents and
21 businesses, but also to the City of Baltimore and the
1 State of Maryland. It is imperative that such a
2 community remains intact and it not be destroyed by a
3 transit line.
4 The Analysis summarized in the DEIS
5 indicates that the logical choice for a Red Line in
6 Fells Point is to put it in an underground tunnel and
7 make it a Light Rail Transit System. Many detrimental
8 effects, feared by the community, have been confirmed
9 in the DEIS and they are summarized in my written

The Preferred Alternative presented in the FEIS improves transit in the Baltimore Region, as your comment recommends. The Preferred Alternative is a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line Build Alternative.

The Preferred Alternative includes a tunnel in the Fell's Point area under Fleet Street and a station at Broadway and Fleet Street.

10 submission.
11 Light Rail Transit in a tunnel under Fells
12 Point would optimize travel times both on transit and
13 on road ways. It would not eliminate parking spaces in
14 our area that already has very limited parking and it
15 would not detract from our unique, historic character.
16 Our community would support this option if the tunnel
17 runs under Fleet Street or Eastern Avenue.
18 The LRT tunnel option under Eastern Avenue
19 with an attractive, inviting, and safe station on
20 Broadway would encourage transit oriented development
21 in an area that would benefit from it. The area
1 immediately on and around Eastern is in need of
2 improved development and the station would be close
3 enough to historic Fells Point for accessibility.
4 The only acceptable option that is included
5 in the DEIS is #4 with a tunnel under Eastern Avenue.
6 It will not intersect our cohesive, historic community.
7 It will cause us to lose minimal parking spaces.
8 Vehicular access, traffic flow, and roadway travel time
9 will not be adversely effected.
10 It provides the fastest transit travel time
11 through the area. Loading docks will continue to be
12 accessible. It would not impact floodplains and it
13 would not have a negative impact on historic Fells
14 Point and it is likely to have a positive impact on all
15 of Baltimore.

Red Line Corridor Transit Study
AA/DEIS Comment Form

MTA Maryland

Only comments received by 5:00 PM on January 5, 2009 will be included in the Public Hearing Record for the Red Line Corridor Transit Study.

PLEASE PRINT

Name: Phillip Bass Organization:

Address: 127 N. Edgewood St

City: Balto State: MD Zip Code: 21229

I/We wish to submit the following comments on this project:

I cannot see how the Light Rail can be placed on Edmondson Ave. without using 20-30 meters of roadway. This will compromise the residents on Edmondson Ave.

Also will the equipment for construction be stored at Daisy Field? Thus taking away the only open space in the neighborhood.

Phillip Bass' comments are located under IDs 200 and 201; the responses to his comments are combined below.

The Preferred Alternative will not require any acquisition of real property that would result in an involuntary residential displacement. The majority of the Red Line would be constructed within the public right-of-way; however, there are areas where the Red Line would require additional property. There will be the need to acquire "sliver takes" or narrow strips of property from some residential properties adjacent to and along the Red Line. Just compensation will be paid for all land that is acquired. These partial property acquisitions will leave the majority of land in the ownership of the current proprietor. A listing of property acquisitions is included in Appendix K of the FEIS.

Some construction staging areas have been identified with the Preferred Alternative. These are described in Chapter 3 of the FEIS. Additional constriction sites will be identified later with the project design. The Daisy Field site has not been identified as a construction staging area.

The No-Build Alternative represents the future conditions of transportation facilities and services in 2035 if the Red Line is not built. The No-Build Alternative integrates forecasted transit service levels, highway networks and traffic volumes, and demographics for the year 2035 for projects identified in the 2011 Baltimore Regional Transportation Board's Constrained Long Range Plan (CLRP), *Plan It 2035*. The CLRP consists of the existing highway and transit network as well as planned and programmed (committed) transportation improvements. The No-Build Alternative represents a continued investment in regional and local transportation projects, but does not address the purpose and need of reducing travel times, increasing transit accessibility, providing transportation choices for east-west commuting, or supporting community revitalization and economic development opportunities.

21 MR. PHILLIP BASS: Phillip Bass,
1 P-H-I-L-L-I-P, Bass, B-A-S-S. My address is 127 North
2 Edgewood Street, Baltimore, Maryland, 21229. I am
3 against the project for several reasons. First of all,
4 when you calculate in the width of the roadway that's
5 going to have to be installed for the trains per
6 America Public Transit Authority specifications, you're
7 going to need at least 10 meters. Now you have a
8 situation of eminent domain because there's no way
9 you're going to be able to put in a 10 meter width
10 roadway up and down Edmondson Avenue without
11 encroaching on people's property.
12 Number two, the statement about we'll save
13 a billion dollars going above ground, well of course
14 you're going to have to save the billion dollars
15 because you're going to have to build a bridge across
16 Edmondson Avenue to facilitate the train. There's no
17 way that the train can be taken across the bridge,
18 that's a WPA project from back in the 30's. Also, the
19 main electrical feeders that come through the bridge
20 supply the electrical power for Edmondson Village. So
21 that means you may have to compromise the electrical
1 power for the people that live in the neighborhood.
2 Next, when you have bivouac that equipment
3 at night, you're going to have to do it on Daisy Field.
4 That's the last open space where children are playing
5 in this neighborhood.
6 Next, when I heard the statement about
7 minority participation, ma'am, I work in the elevator
8 trade, I work on construction sites all the time. I
9 can tell you right now, there's going to be a minimal,
10 let me say that again, a minimal amount of minority
11 participation. For example, you were talking about
12 janitorial jobs on the subway, BRAC does that. Number
13 two, when you talk about other jobs, for example in the
14 construction went in for the elevators, I think there
15 are only two minorities actually work on the project
16 when the subway was done, so I'm sure that'll be done

Under the No-Build Alternative, existing and future populations along the study corridor would continue to be served by the local bus system, with only planned and programmed transit improvements. Congestion on the roadways and highways would continue to negatively impact the reliability of travel by automobile and bus. The No-Build Alternative end-to-end transit travel time in 2035 is projected to be 79 minutes, whereas The Preferred Alternative would operate with an end-to-end transit travel time of 45 minutes, nearly half the travel time of the No-Build Alternative.

The Preferred Alternative would improve the quality of east-west transit service along the project study corridor by providing frequent and reliable service. Light rail traveling in a dedicated right-of-way would not be subject to congested roadway conditions, resulting in dependable, on-time service. The Preferred Alternative would provide park-and-ride facilities and feeder bus service to enhance access to the rail transit service and expanding the ridership market. The Preferred Alternative will not require any acquisition of real property that would result in an involuntary residential displacement.

Chapter 7 of the FEIS compares the No-Build Alternative with the Preferred Alternative while providing detailed information on transit efficiency and accessibility, transportation choices, system wide transit connections, and community revitalization and economic development.

The Edmonson Avenue Bridge over the Gwynns Falls will be reconstructed by Baltimore City due to its current condition. The reconstruction will be designed to accommodate the light rail.

The MTA and Baltimore City are working on workforce development programs that are intended to lead to future employment and training opportunities for local area residents, as well as expanded opportunities for local small (disadvantaged) businesses. The intent is for the area economy to benefit from the job creation and economic development the Red Line project can generate. The MTA anticipates having a policy and program in place before construction contracts are advertised for the Red Line project.

17 again. Okay? That same, that same type of
18 methodology. In fact, the prime minority contract was
19 cut out of that. So, that's going to happen again.
20 Trust me on that one. What this is a money grab.
21 When the new president came in, he talked
1 about increasing the infrastructure. These people see
2 money, all right? There's going to be minimal minority
3 participation. Most of those jobs for those people
4 coming in doing the construction are going to come from
5 outside the city, not inside the city. All right? And
6 for those that think, who talk about well, that's going
7 to enhance jobs, it's a pipedream. All right?
8 So, I just don't want to see people
9 displaced. Also, I've been living up here since 1958.
10 I was just told that when I leave my house I can only
11 turn right to head downtown because I'm not going to be
12 able to cross Edmondson Avenue. Now, and also if I'm
13 not mistaken, there's only going to be a stop up here
14 at Edmondson Village and at Hilton Street, so this
15 project is really not for the people in this community.
16 It's actually for the people outside of this community.
17 And when this gentleman came forth and made a
18 statement, I don't see him now, but he came forth
19 talking about how it's going to help people. It's
20 helping people in his community, not in my community.
21 All right? Thank you very much. And again, I'm
1 against the Red Line. My time is up. Thank you.

Building the Red Line transit system would require that changes be made to a number of roadways along the Red Line alignment corridor. Currently, on Edmondson Avenue, three lanes are provided during the peak hour in the peak direction. Under the Preferred Alternative the three available lanes would be reduced to two lanes in each direction to accommodate the Red Line in the median.

Street patterns may be modified in a number of other ways including: new turn restrictions, removing signals, closing some median openings, and installing new traffic signals at several intersections along the Red Line alignment where the light rail would cross the roadway. The plans and profiles provided in Volume II of the FEIS provide greater detail on these roadway modifications.

Traffic volumes along Edmondson Avenue, without the Red Line, are projected to increase by approximately 18% by 2035. With the Red Line, traffic volumes are expected to remain relatively unchanged compared to current conditions, due to the reduction in lanes and capacity to accommodate the Red Line in the median.

Levels of Service (LOS) were evaluated at signalized intersections along Edmondson Avenue for both the 2035 No-Build and the 2035 Build Condition. The assessment indicates the following changes in LOS:

- Edmondson Ave. at Winans Way – From (A) to (C) during (PM) peak hour
- Edmondson Ave. at Swann Ave. – From D (D) to C (E) during AM (PM) peak hour
- Edmondson Ave. at Edmondson Shopping Center – From A (A) to B (C) during AM (PM) peak hour (Converted from signalized to unsignalized intersection in Build conditions)
- Edmondson Ave. at Wildwood Pkwy – From B (B) to D (D) during AM (PM) peak hour
- Edmondson Ave. at Allendale Street – From A to C during AM peak hour

- Edmondson Ave. at Hilton Street – From A to D during AM peak hour

LOS was evaluated at unsignalized intersections along Edmondson Avenue. The assessment indicated the following change in LOS:

- US 40 (Edmondson Ave.) at Denison St. – From F (F) to A (B) during AM (PM) peak hour as it is converted to signalized intersection in Build year

During construction, impacts to the public would be minimized through the implementation of Traffic and Transportation Management Plans. Access to local businesses would be provided where possible with existing or temporary driveways; however, there may be some instances where access cannot be maintained. In these cases, other accommodations would be arranged with the property owner. Specific mitigation would be developed during Final Design to determine the maximum number of lanes which may be closed during peak traffic hours, maintenance and removal of traffic control devices, efficient traffic detours, and construction schedule restrictions. A detailed outreach plan will be developed prior to construction.

Sent: Thu 12/18/2008 9:46 PM
To: MTA Red Line
Subject: DEIS Comment

Baltimore Red Line Official AA/DEIS Comment

- I support construction of the Red Line as part of a high quality transit system.
- The Red Line should be designed to accommodate bicycling.

Thank You for your consideration
Rich Beck

The Preferred Alternative presented in the FEIS improves transit in the Baltimore Region, as your comment recommends. The Preferred Alternative is a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line Build Alternative.

Accommodate cyclists on transit line: The Red Line will allow bicycles on trains and will have accommodations for bicycles at Red Line stations.

Maximize trail by rail: Trails adjacent or parallel to the Red Line were considered during the development of the Preferred Alternative for the FEIS but were not included in the definition of the Preferred Alternative due to additional capital cost and/or right of way impacts.

Share the road: The majority of the Preferred Alternative is not surface light rail within a roadway. However, in one location where light rail will be located in the median, the road will be revised to include a seven foot wide bike lane. That location is along Boston Street between Hudson Street/Montford Avenue to Eaton Street.

Sent: Tue 12/30/2008 8:50 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Donna Becker
4615 Schenley Road
Baltimore, MD 21210-2525

December 30, 2008

Red Line Comments
c/o MTA Office of Planning
6 St. Paul St., 9th Fl.
Baltimore, MD 21202

Dear Red Line Comments:

I urge MTA to move the Red Line forward with coordinated investments that benefit nearby neighborhoods and Baltimore as a whole.

I believe the Red Line is a once-in-a-generation opportunity to attract investment to communities, bring jobs and economic activity to Baltimore, and improve our quality of life.

I support option 4C, which combines the permanence of light rail with cost-effectiveness and strategic tunneling to speed trips and avoid narrow neighborhood streets. Baltimore needs to come in line with other major cities!!!

Please move the Red Line forward.

Sincerely,

Donna Becker

The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

Sent: Tue 10/14/2008 8:55 AM
To: MTA Red Line
Subject: DEIS COMMENT
Baltimore Red Line Official AA/DEIS Comment

Philip Bell
1807 Aliceanna St.
Baltimore , MD, 21231

Philip Bell 's comments:

I think the redline is the worst idea I've heard in a very long time. If you think you can even build a tunnel under Aliceanna St. you must be insane. When hurricane Isabel hit storm surge flood water put 3 feet of water in my basement. The floodwater was so high it crossed the street and was reaching north towards Fleet St. If you had a tunnel under Aliceanna St it would have been completely filled with water and anyone in it would have died. Any property in the tunnel would have been completely destroyed as flood water is caustic and hazardous. Lets face it the redline is just for tourist and to make money for stores. Once again, just [redacted] the people who live in Fells Point right? The annual festival, the weekend crowd, marathons running past your house blocking traffic (I've been late to work twice because of this) duck tourist rides going past the house complete with people littering. Fells Point has enough people to [redacted] up everything we dont need people riding the light rail into our area to create any more annoyance. I've had the front of my house literally [redacted] on 2 years ago on a weekend night. It makes no sense. Fell's Point is not an ideal place to live and all the MTA redline will do is bring more [redacted] to this area. I really don't want crowds of people walking through the neighborhood ALL the time. Can you imagine how annoying that is---its a serious quality of life issue. I'm sure property values will drop with the installation of a lightrail system. No one wants to directly connect West Bal timore and East Baltimore and you know [redacted] well why. West Baltimore is full of crime and East Baltimore has less crime. Connect the areas and you can expect more criminal activity. The police, state,and federal governments can't guarantee the publics safety so how the hell can we give crime a direct route in which to spread? DO NOT BUILD THE MTA REDLINE. NO ONE HEAR WANTS IT.

The No-Build Alternative represents the future conditions of transportation facilities and services in 2035 if the Red Line is not built. The No-Build Alternative integrates forecasted transit service levels, highway networks and traffic volumes, and demographics for the year 2035 for projects identified in the 2011 Baltimore Regional Transportation Board's Constrained Long Range Plan (CLRP), *Plan It 2035.* The CLRP consists of the existing highway and transit network as well as planned and programmed (committed) transportation improvements. The No-Build Alternative represents a continued investment in regional and local transportation projects, but does not address the purpose and need of reducing travel times, increasing transit accessibility, providing transportation choices for east-west commuting, or supporting community revitalization and economic development opportunities.

Under the No-Build Alternative, existing and future populations along the study corridor would continue to be served by the local bus system, with only planned and programmed transit improvements. Congestion on the roadways and highways would continue to negatively impact the reliability of travel by automobile and bus. The No-Build Alternative end-to-end transit travel time in 2035 is projected to be 79 minutes, whereas The Preferred Alternative would operate with an end-to-end transit travel time of 45 minutes, nearly half the travel time of the No-Build Alternative.

The Preferred Alternative would improve the quality of east-west transit service along the project study corridor by providing frequent and reliable service. Light rail traveling in a dedicated right-of-way would not be subject to congested roadway conditions, resulting in dependable, on-time service. The Preferred Alternative would provide park-and-ride facilities and feeder bus service to enhance access to the rail transit service and expanding the ridership market. The Preferred Alternative will not require any acquisition of real property that would result in an involuntary residential displacement.

Chapter 7 of the FEIS compares the No-Build Alternative with the Preferred Alternative while providing detailed information on transit efficiency and accessibility, transportation choices, system wide transit connections, and community revitalization and economic development.

The Red Line will be constructed in compliance with all Federal and State floodplain requirements. In particular, entrances to underground stations and tunnels will be constructed above an elevation of 12.2 feet above mean sea level. The 100-year storm elevation with wave action is 11.2 feet above mean sea level. The established elevation for the Red Line is more conservative than the standing 100-year floodplain elevation as it accounts for the effects of wind and waves. An additional one foot has been added to the standard elevation to be even more conservative.

Over the years, since the inception of Metro and Light Rail in Baltimore, the MTA has contacted local real estate professionals to understand what the effect of Metro and Light Rail has been on property values. The local real estate community has consistently responded that there is no way to relate any changes in property values to any one specific factor such as transit. There is no consistent change in property values around new transit areas.

The Red Line is being designed with safety and security measures. Vehicles, station platforms, and parking lots will include closed circuit video cameras for observation and enforcement. Project design will also incorporate features to optimize sight lines for enhanced security. The MTA police force will patrol light rail vehicles, stations, and other project infrastructure.

Sent: Wed 10/29/2008 8:14 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Ryan Bell
1214 Burke Road
Baltimore, MD, 21220

Ryan Bell's comments:

I am in full support of this project.

The Preferred Alternative presented in the FEIS improves transit in the Baltimore Region, as your comment recommends. The Preferred Alternative is a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line Build Alternative.

RED LINE Corridor Transit Study

Red Line Corridor Transit Study
AA/DEIS Comment Form

MTA Maryland

Only comments received by 5:00 PM on January 5, 2009 will be included in the Public Hearing Record for the Red Line Corridor Transit Study.

PLEASE PRINT

Name: Celestina Bennett Organization:

Address: 638 Brisban Rd

City: Baltimore State: Md Zip Code: 21229

I/We wish to submit the following comments on this project:

~~I yes I use Edg~~
i USE EDMONDSON VILLAGE SHOPPING CENTER WEEKLY AND DONOT WANT THE RED LI

The No-Build Alternative is considered in the FEIS, but was not selected because it does not meet the purpose and need. The evaluation of the No-Build Alternative is summarized in Chapter 7 of the FEIS. Refer to Chapter 9, Section 9.3, which provides responses to common themes in the comments received.

Sent: Tue 10/7/2008 4:23 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Ben Berbert
418 Greentree Circle
Abingdon, MD, 21009

Ben Berbert's comments:

As a resident of Harford County, I know my input may have less weight than of those who live in the city and directly effected communities, however I have an appreciation for urban life, mass-transit and an interest in seeing quality projects built. As for an exact alignment, I will leave that for community members and city officials to figure out, I only hope that it is Light Rail that is decided upon, rather than a bus route. I strongly feel many more people would use the route if it were a rail line because they generally feel safer and are slightly more reliable and fixed in route. I know I personally have no problem using light rail and metro rail when looking to use a mass-transit option, but am very hesitant to use buses, even if its a dedicated "rapid" route.

The Preferred Alternative presented in the FEIS improves transit in the Baltimore Region, as your comment recommends. The Preferred Alternative is a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS, along with the rationale for selecting light rail over bus rapid transit. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line Build Alternative.

8 MR. THOMAS BERRY: Good morning. Good
9 afternoon.
10 MS. TRANNEL GUTHREY: Excuse me, sir? Sir?
11 If you, in order for us to transcribe you have to speak
12 in the microphone and speak with me.
13 MR. THOMAS BERRY: Look at you? All right,
14 I don't know none of y'all, but I know these people.
15 I'm against all of that. My name is Thomas Berry --
16 MS. TRANNEL GUTHREY: Turn it.
17 MR. THOMAS BERRY: I live, Thomas,
18 T-H-O-M-A-S, Berry, 39, B-E-R-R-Y. I live 3914
19 Woodridge. I don't know any of y'all but I know these
20 people who work hard from day one. Blood, sweat and
21 tears for their houses, man. We love our neighborhood.
1 We actually love our children. What's going to happen
2 when one of our children get hit by one of these
3 trains? What's going to happen when one of us die by
4 these trains? I see, I see y'all got Lincoln Park, all
5 this about how you made a trail for bikes. Why you
6 can't make a trail for that train? That would be
7 something nice for those people who don't live here to
8 see on their way into work in the morning. We don't
9 need to see any trains. I'm just against it
10 altogether. I'm not a speaker nor a politician, I
11 built this neighborhood and we would like to see it
12 stay the same way we're keeping it now. Thank you.

The No-Build Alternative represents the future conditions of transportation facilities and services in 2035 if the Red Line is not built. The No-Build Alternative integrates forecasted transit service levels, highway networks and traffic volumes, and demographics for the year 2035 for projects identified in the 2011 Baltimore Regional Transportation Board's Constrained Long Range Plan (CLRP), *Plan It 2035.* The CLRP consists of the existing highway and transit network as well as planned and programmed (committed) transportation improvements. The No-Build Alternative represents a continued investment in regional and local transportation projects, but does not address the purpose and need of reducing travel times, increasing transit accessibility, providing transportation choices for east-west commuting, or supporting community revitalization and economic development opportunities.

Under the No-Build Alternative, existing and future populations along the study corridor would continue to be served by the local bus system, with only planned and programmed transit improvements. Congestion on the roadways and highways would continue to negatively impact the reliability of travel by automobile and bus. The No-Build Alternative end-to-end transit travel time in 2035 is projected to be 79 minutes, whereas The Preferred Alternative would operate with an end-to-end transit travel time of 45 minutes, nearly half the travel time of the No-Build Alternative.

The Preferred Alternative would improve the quality of east-west transit service along the project study corridor by providing frequent and reliable service. Light rail traveling in a dedicated right-of-way would not be subject to congested roadway conditions, resulting in dependable, on-time service. The Preferred Alternative would provide park-and-ride facilities and feeder bus service to enhance access to the rail transit service and expanding the ridership market. The Preferred Alternative will not require any acquisition of real property that would result in an involuntary residential displacement.

Chapter 7 of the FEIS compares the No-Build Alternative with the Preferred Alternative while providing detailed information on transit efficiency and accessibility, transportation choices, system wide transit connections, and community revitalization and economic development.

The Red Line project would include designated pedestrian crossings along Edmonson Avenue. The ADA-compliant crosswalks will have traffic signals with indications for safe pedestrian movements. The traffic signals will provide adequate time for pedestrians to walk across the entire width of Edmondson Avenue. Pedestrian refuge medians would be provided in the center of Edmondson Avenue for increased safety.

6 MS. DONNA BEVERLY: Okay. My name is Donna
7 Beverly, first name, D-O-N-N-A, last name Beverly,
8 B-E-V-E-R-L- Y. My address is 4444 Pen Lucy Road.
9 Okay. Thank you.
10 I would like to begin by stating that I
11 moved into the community in May of 2000. Shortly after
12 that I attended a community meeting where it was first
13 brought up, it was just an idea at that time of the Red
14 Line. And when it was presented at that time, like the
15 previous lady said, it was presented as though it was
16 going to be underground. It was no talk of it being
17 above ground at all. And again, it was just an idea.
18 And, you know, of course, I didn't go to every
19 community meeting from that time to now but I had
20 attended some and it really wasn't brought up.
21 And then now, all of a sudden, bam, it's
1 like we're full-blown into the plans and pretty much
2 the community feel and as well as myself that we were
3 left out of the process.
4 I am totally against the Red Line. I feel
5 that it would disrupt the community. I think that it
6 would be a significant safety issue for the children
7 and the elderly. I am all for improving transportation
8 but I think that we should explore other options. I
9 know one of the options was to widen the lanes, create
10 a lane for just buses, I think that would be great.
11 I really can't understand why we are even
12 discussing a project that costs this much in the state
13 of the city, the state and the county as a whole, we're
14 struggling. How are we going to find money to fund
15 this? Where is the money coming from? You know, if we
16 can plan 8 years out for something like this, I think
17 that we should be able to plan 8 years out to improve
18 the community by improving the schools, creating jobs
19 for the people in the community.
20 Yes, I think that the long-term goal of the
21 Red Line is hopefully help people to get into the city
1 to work but, you know, the price tag that's on this
2 project, I think is right now in the state of this

The No-Build Alternative represents the future conditions of transportation facilities and services in 2035 if the Red Line is not built. The No-Build Alternative integrates forecasted transit service levels, highway networks and traffic volumes, and demographics for the year 2035 for projects identified in the 2011 Baltimore Regional Transportation Board's Constrained Long Range Plan (CLRP), *Plan It 2035.* The CLRP consists of the existing highway and transit network as well as planned and programmed (committed) transportation improvements. The No-Build Alternative represents a continued investment in regional and local transportation projects, but does not address the purpose and need of reducing travel times, increasing transit accessibility, providing transportation choices for east-west commuting, or supporting community revitalization and economic development opportunities.

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The Preferred Alternative would improve the quality of east-west transit service along the project study corridor by providing frequent and reliable service. Light rail traveling in a dedicated right-of-way would not be subject to congested roadway conditions, resulting in dependable, on-time service. The Preferred Alternative would provide park-and-ride facilities and feeder bus service to enhance access to the rail transit service and expanding the ridership market. The Preferred Alternative will not require any acquisition of real property that would result in an involuntary residential displacement.

Bus rapid transit alternatives were also considered but were not selected because they had a lower cost effectiveness rating, slower transit travel times, and lower ridership than the light rail alternatives.

3 world, I think that it needs to be put on the back
4 burner and we go to our alternate way of improving
5 transportation. Let's see. That is pretty much it.
6 Thank you.

Chapter 7 of the FEIS compares the No-Build Alternative with the Preferred Alternative while providing detailed information on transit efficiency and accessibility, transportation choices, system wide transit connections, and community revitalization and economic development.

The Baltimore Red Line planning study included a comprehensive public involvement program that was integral to the overall study effort. Public involvement activities began in Spring 2003 with the distribution of direct mail and e-mails announcing scoping meetings to approximately 84,280 homeowners and businesses, 214 associations and community groups, and over 1,450 individual e-mail addresses. Between 2004 and 2007, the MTA held five sets of open houses. From November 2004 to May 2005, four rounds of Community Workings Groups were held. Letters and project fact sheets were mailed to 249 religious institutions March 2005. Seventy-eight community meetings were held between September 2005 and March 2008. In 2006, the Maryland General Assembly passed a bill creating the Red Line Citizens' Advisory Council (CAC). The CAC advised the MTA on impacts, opportunities and community concerns about the Baltimore Red Line through the duration of the planning study. From 2010 to 2012 seventeen Station Area Advisory Committees (SAACs) were formed to provide input on the Red Line project development. Each of the SAACs met approximately ten times during that time frame.

Between project initiation and the 2008 public hearing, MTA developed 9 separate project newsletters distributed to the Red Line mailing list. Additionally, regular (monthly/bi-monthly) e-newsletters have been distributed to subscribers to the project's e-mail registry. Throughout planning, project information was made available at 34 resource hubs throughout the project area. MTA also made available a Red Line project website (http://www.baltimoreredline.com/). Downloadable materials included a map and simulation of the Preferred Alternative, photos, fliers, e-newsletters, news articles, brochures, videos.

Refer to Chapter 8 of the FEIS for additional information.

The Red Line project would include designated pedestrian crossings along Edmonson Avenue. The ADA-compliant crosswalks will have traffic signals with indications for safe pedestrian movements. The traffic signals will provide adequate time for pedestrians to walk across the entire width of Edmondson Avenue. Pedestrian refuge medians would be provided in the center of Edmondson Avenue for increased safety.

The Red Line is currently proposed to be funded by Federal transportation funds through the Federal Transit Administration New Starts Program and State of Maryland funds through the Consolidated Transportation Trust Fund. The State Transportation Trust Fund is a fund where Maryland transportation revenues (motor vehicle revenues, transit fares, airport fees, port fees, and other transportation revenues) are consolidated and used for highway, transit, port, airport, and other transportation operating and capital expenses. Taxes and fees in the Trust Fund are not based on any single project, but on the entire statewide transportation program.

Sent: Mon 12/15/2008 12:17 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Anita Bhatia
418 South Chapel Street
Baltimore, MD, 21231

Anita Bhatia's comments:

For the Baltimore Red Line, I would suggest that a station be placed at Eastern Avenue and Broadway, rather than either Fleet and Broadway or Aliceanna and Broadway. First, both of the other intersections are already crowded due to the presence of the Market. Second, very importantly, a station at Eastern would be in close proximity to the parking garage at Eastern and Eden - providing a "Park and Ride" location. Third, this would "raise" the area of development, moving it closer to Hopkins and perhaps stimulating further development North along the Broadway commercial corridor, rather than "keeping" it in the South direction. Thank you for your consideration!

The Preferred Alternative includes Light Rail Transit in a tunnel under Fleet Street in Fells Point. A station entrance to the Red Line Fells Point Station is proposed in the median of Broadway on the north side of Fleet Street across from the Broadway Market. The Fleet Street corridor was selected for the Red Line to best balance origins and destinations to both the north and south, such as Harbor East and Fells Point to the south, and little Italy, the Eastern Avenue Corridor, and Johns Hopkins to the north. Refer to Chapter 2 of the FEIS for additional information on the Fells Point Station and a description of the Preferred Alternative.

Sent: Fri 12/26/2008 1:15 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Elizabeth Blair's comments:

I have been a Canton resident since 1993 and currently reside at 2357 Boston Street, directly on the route for the proposed red line.

I could not be more opposed to the proposal to run any type of above-ground trolley or light rail system through historic Fells Point and down Boston Street. Boston Street is currently one of three main routes to move traffic from downtown to 95 (O'Donnell Street and Eastern Avenue being the other two options). The amount of traffic congestion that would be involved with the proposal to have a light rail system and vehicular traffic down Boston Street is unimaginable and frankly the width of the street does not even seem to be able to accommodate this. The existing parking lanes would be removed and the business along Boston Street would suffer and push additional parking into the neighborhood and onto our private lot. Our current daily struggles to get in and out of property would be magnified and really adversely impact quality of life.

If the importance of transporting people so quickly and in such large numbers from the west side of the city to the east side is necessary, do it underground.

I am certain of nothing more than a decrease in my home's value with the new level of noise, traffic, dirt and congestion that would ensue from any above-ground transportation system past the front of my home. We are certain we would vacate our home and leave the city if this proposal moves forward and I am not the only neighbor to feel this way, what a shame for the city.

Sincerely,
Elizabeth Blair

Building the Red Line transit system would require that changes be made to a number of roadways along the Red Line alignment corridor. Currently, two travel lanes in each direction are provided during the peak hour in the peak direction along Boston Street between Hudson Street and South Lakewood Avenue. Between South Lakewood Avenue and Clinton Street there are currently two travel lanes in each direction at all times. Under the Preferred Alternative, there would be one travel lane in each direction at all times for the entire length of Boston Street.

Street patterns may be modified in a number of other ways, including: new turn restrictions and removing or installing new traffic signals at several intersections along the Red Line alignment where the light rail would cross high volume side streets. The detailed plans and profiles provided in the Volume 2 of the FEIS provide greater design detail. Refer to Chapter 4 of the FEIS and the Traffic and Parking Technical Report in Appendix I for additional information.

Without the Red Line, traffic volumes along Boston Street, north of Montford Avenue, are projected to increase by approximately 33% by 2035 and volumes east of Conkling Street are projected to increase by 56% by 2035. With the Red Line by 2035, traffic volumes along Boston Street are projected to increase by 22% north of Montford Avenue and increase by 25% east of Conkling Street.

Levels of Service (LOS) were evaluated at signalized intersections along Boston Street for both the 2035 No-Build and the 2035 Build Condition. The assessment indicated the following changes in LOS:

- Boston Street at Aliceanna Street – From (F) to (B) during (PM) peak hour
- Boston Street at Montford Ave – From E to D during AM peak hour
- Boston Street at Ellwood Ave – From (A) to (D) during (PM) peak hour (Converted from signalized to unsignalized in Build conditions)
- Boston Street at Clinton Street – From F to E during AM peak hour
- Boston Street at Old Boston Street – From D (C) to E (E) during AM (PM) peak hour

LOS was evaluated at unsignalized intersections along Boston Street. The assessment indicated the following changes in LOS:

- Boston Street at Leakin Street – From F to better F during AM peak hour
- Boston Street at Safeway – From (D) to (A) during (PM) peak hour as it is converted to a signalized intersection in the Build year
- Boston Street at Kenwood Ave – From F (F) to D (D) during AM (PM) peak hour as it is converted to a signalized intersection in the Build year
- Boston Street at East Ave – From F to C during AM peak hour as it is converted to a signalized intersection in the Build year
- Boston Street at Bayliss Street – From F to B during AM peak hour

During construction, impacts to the public would be minimized through the implementation of Traffic and Transportation Management Plans. Access to local businesses through existing or temporary driveways would be provided where possible; however, there may be some instances where access cannot be maintained. In these cases, other accommodations would be arranged with the property owner. Specific mitigation would be developed during Final Design to determine maximum number of lanes closed during peak traffic hours, maintenance and removal of traffic control devices, efficient traffic rerouting measures, and scheduling of construction activities within the roadways for times other than peak traffic periods.

The implementation of the Red Line will require the elimination of parking spaces along the corridor. Currently, there are 239 total parking spaces, 161 full-time and 78 part-time parking spaces, along Boston Street between Hudson/Montford to Haven Street. Under the Preferred Alternative, 126 parking spaces (both on-street and off-street) would be displaced. For those parking spaces that remain along Boston Street , vehicles may be parked 24-hours a day. The proposed Park-and-Ride at the Canton Crossing Station could provide temporary parking spaces during construction. Refer to Chapter 4 of the FEIS and the Traffic and Parking Technical Report in Appendix I for additional information.

There is adequate right-of-way available to construct light rail in the median without the need to purchase or relocate any residential homes or businesses. As such, an underground alternative is not needed to preserve adjacent land use. Also, the impact assessments for resources along Boston Street indicate that a surface alternative is feasible in this area of the project (see the FEIS, Chapter 2 and the Alternative Technical Report – 2012 Update for more detail). The major reason that a tunnel alignment was not pursued along Boston Street was cost. In order to design and construct that portion of the project underground, the cost of the project would increase by $210 million, in year of expenditure dollars. Refer to the Alternatives Technical Report – 2012 Update for additional information.

Over the years, since the inception of Metro and Light Rail in Baltimore, the MTA has contacted local real estate professionals to understand what the effect of Metro and Light Rail has been on property values. The local real estate community has consistently responded that there is no way to relate any changes in property values to any one specific factor such as transit. There is no consistent change in property values around new transit areas.

MTA completed an assessment of noise and vibration impacts of the Preferred Alternative. The results are provided in the Noise and Vibration Technical Report and Chapter 5 of the FEIS.

Sent: Tue 12/16/2008 11:21 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

As a current resident of Boston Street, and a resident of Canton for 15 years, I am very concerned about the impact that the Red Line will have on the quality of life in my neighborhood. I am a supporter of public transportation, but I feel that the current plan will add an incredible traffic and parking burden to what is currently Canton's most heavily traveled street. If the line needs to run along Boston Street, it should be run underground.
Currently, there are three routes that run from I-95 into Highlandtown/Canton/Fells Point: Eastern Avenue, O'Donnell Street, and Boston Street. Of these three, Boston Street is by far the fastest and most travelled. By adding the Red Line above-ground, Boston Street will not be able to handle a high level of car traffic, and the alternative routes (Eastern Avenue and O'Donnell Street) will not be able to assume the additional load. This will only put more cars on residential streets that do not have heavy traffic, and it will create traffic gridlock in the streets between I-95 and Fell's Point.

In addition to the gridlock that will result throughout Canton/Fells Point, the current Red Line route will eliminate much of the street parking that currently exists on Boston Street. Parking is at a premium in Canton/Fell's Point, and there are many residents and businesses that rely on Boston Street parking. I understand that businesses will profit from the people who will be brought into the area, but for the people who live in the area, this necessity of daily life will be eliminated, making our lives more difficult.

I know that there was a feasibility study done based on current traffic numbers, etc., but I question the finding that

In selecting the Preferred Alternative there were many critical considerations including quality of transit service, projected transit ridership, cost-effectiveness, land use/transportation integration, economic development potential, environmental impacts, impacts to communities, and public and stakeholder input. To meet the project's purpose and need, it was important to connect people with key activity centers such as the Social Security Administration, University of Maryland downtown, Central Business District, Harbor East, and Johns Hopkins Bayview Medical Center Campus. Transit connections to MARC and existing Metro and Light Rail were also critical to meeting the purpose and need.

The Boston Street corridor was selected as part of the Preferred Alternative because it represented the option with the least parking and traffic impacts when compared to the other surface options along Eastern Avenue and Fleet Street, and was $412 million less in year of expenditure dollars to construct than a tunnel under Eastern Avenue. Ridership projections for the option along Boston Street were also comparable to options in the Eastern Avenue / Fleet Street corridor. Refer to the Alternatives Technical Report – 2012 Update for additional information.

Building the Red Line transit system would require that changes be made to a number of roadways along the Red Line alignment corridor. Currently, two travel lanes in each direction are provided during the peak hour in the peak direction along Boston Street between Hudson Street and South Lakewood Avenue. Between South Lakewood Avenue and Clinton Street there are currently two travel lanes in each direction at all times. Under the Preferred Alternative, there would be one travel lane in each direction at all times for the entire length of Boston Street.

Street patterns may be modified in a number of other ways, including: new turn restrictions and removing or installing new traffic signals at several intersections along the Red Line alignment where the light rail would cross high volume side streets. The detailed plans and profiles provided in the Volume 2 of the FEIS provide greater design detail. Refer to Chapter 4 of the FEIS and the Traffic and Parking Technical Report in Appendix I for additional information.

aboveground trains on Boston Street is the best alternative and that traffic on Boston Street will not be profoundly affected.

Looking at the current route, it seems that Boston Street is included because of the nearly vacant Canton Crossing and Mr. Hale's future plans for building an arena nearby. If the final destination is Hopkins Bayview, then why not have the Red Line proceed directly from downtown to Bayview via Eastern Avenue? But if Boston Street has to be used for the Red Line route, for the sake of the sanity of the local residents, please consider the underground alternative.

Please take these factors in consideration when making the final decisions regarding the Boston Street route.

Thank you,

Matthew Blair

Without the Red Line, traffic volumes along Boston Street, north of Montford Avenue, are projected to increase by approximately 33% by 2035 and volumes east of Conkling Street are projected to increase by 56% by 2035. With the Red Line by 2035, traffic volumes along Boston Street are projected to increase by 22% north of Montford Avenue and increase by 25% east of Conkling Street.

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LOS was evaluated at unsignalized intersections along Boston Street. The assessment indicated the following changes in LOS:

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During construction, impacts to the public would be minimized through the implementation of Traffic and Transportation Management Plans. Access to local businesses through existing or temporary driveways would be provided where possible; however, there may be some instances where access cannot be maintained. In these cases, other accommodations would be arranged with the property owner. Specific mitigation would be developed during Final Design to determine maximum number of lanes closed during peak traffic hours, maintenance and removal of traffic control devices, efficient traffic rerouting measures, and scheduling of construction activities within the roadways for times other than peak traffic periods.

The implementation of the Red Line will require the elimination of parking spaces along the corridor. Currently, there are 239 total parking spaces, 161 full-time and 78 part-time parking spaces, along Boston Street between Hudson/Montford to Haven Street. Under the Preferred Alternative, 126 parking spaces (both on-street and off-street) would be displaced. For those parking spaces that remain along Boston Street , vehicles may be parked 24-hours a day. The proposed Park-and-Ride at the Canton Crossing Station could provide temporary parking spaces during construction. Refer to Chapter 4 of the FEIS and the Traffic and Parking Technical Report in Appendix I for additional information.

There is adequate right-of-way available to construct light rail in the median without the need to purchase or relocate any residential homes or businesses. As such, an underground alternative is not needed to preserve adjacent land use. Also, the impact assessments for resources along Boston Street indicate that a surface alternative is feasible in this area of the project (see the FEIS, Chapter 2 and the Alternative Technical Report – 2012 Update for more detail). The major reason that a tunnel alignment was not pursued along Boston Street was cost. In order to design and construct that portion of the project underground, the cost of the project would increase by $210 million, in year of expenditure dollars. Refer to the Alternatives Technical Report – 2012 Update for additional information.

21 MR. EARL BLAKE: Okay. My name is Earl
1 Blake. That's E-A-R-L, B-L-A-K-E, of 649 Plymouth
2 Road, 21229. And I am past president of the Westgate
3 Community Association, present board member of the
4 Community Association and here representing the
5 Community Association to tell you that we are in full
6 favor of the Red Line for Plan 4A, which would be total
7 surface. Because we believe that this is vital to the
8 economic survival of not just this community but
9 Baltimore City as a whole.
10 We have no real transportation going east
11 to west. We also believe that it should be not new
12 light rail but light rail that we have now. Take
13 advantage of what we have, expand what we have, not
14 make everything completely different.
15 Also, Edmondson Avenue, Route 40, was all
16 designed for streetcars. That's how you can put in
17 light rail on the surface same way you had streetcars
18 50 years ago. So, we fully support this light rail --
19 MS. TRANNEL GUTHREY: Excuse me.
20 MR. EARL BLAKE: -- and we hope to bring it
21 in as soon as possible.
1 MS. TRANNEL GUTHREY: Excuse me.
2 MR. EARL BLAKE: Uh-huh?
3 MS. TRANNEL GUTHREY: We would like to
4 please respect everyone's comment. If you have a
5 question once they leave you can speak to them one on
6 one. We would greatly appreciate everyone give the
7 person the time to speak. Thank you. Excuse me.
8 Excuse me.
9 MR. EARL BLAKE: I'm also a member --
10 MS. TRANNEL GUTHREY: Excuse me, sir? Sir?
11 If you can actually speak to the mic --
12 MR. EARL BLAKE: Okay.
13 MS. TRANNEL GUTHREY: -- and speak to me.
14 MR. EARL BLAKE: I'm a long-time resident
15 for over 50 years of this community. I went to school
16 here, so I know this community. So, you know, I'm

The Preferred Alternative presented in the FEIS improves transit in the Baltimore Region, as your comment recommends. The Preferred Alternative is a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line Build Alternative.

In selecting the Preferred Alternative there were many critical considerations including quality of transit service, projected transit ridership, cost-effectiveness, land use/transportation integration, economic development potential, environmental impacts, impacts to communities, and public and stakeholder input. To meet the project's purpose and need, it was important to connect people with key activity centers such as the Social Security Administration, University of Maryland downtown, Central Business District, Harbor East, and Johns Hopkins Bayview Medical Center Campus. Transit connections to MARC and existing Metro and Light Rail were also critical to meeting the purpose and need.

17 going to be impacted just as well as everyone else.
18 I'm going to be inconvenienced by the building just as
19 long as everyone else. And frankly, putting in surface
20 is going to take a lot less time than putting in
21 tunnels. When they build tunnels they're going to do
1 it cheap and you know how they're going to do it?
2 They're going to tear it up and then they're going to
3 put down the tracks and then they're going to put stuff
4 over it. Surface, they're going to put it right on
5 through, it'll be done very quickly. So that's why our
6 community supports the surface option for this Red
7 Line. Thank you.

Alternative 4A was not selected because while surface light rail throughout the corridor would have a lower capital cost, it would not provide the quality of transit service and ridership at the same level as the Preferred Alternative.

Sent: Tue 11/25/2008 12:05 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Arthur Boyd
2604 Queen Anne Rd
Baltimore, MD, 21216

Arthur Boyd's comments:

I support the Red Line as a light or heavy rail, with maximum dedicated right of way, including maximum feasible tunneling. A final routing and station locations need to be chosen for maximum benefit to the surrounding neighborhood populations rather than maximum benefit to out-of-area commuters Some of the options do not seem to meet this criteria. Looking at the route and station options, it would appear that the plan does not provide for convenient service to West side citizens. East of Poppleton there are for the most part frequent stations within easy walking distance of adjacent neighborhoods. West of Poppleton the stations are often twice as far apart as those on the East, and thus less easy to reach by walking from nearby neighborhoods. Similarly, the Canton and Canton Crossing route does not serve nearby populations with easy walking distances, in that it goes on the Southern edge of the land rather than through the middle of the communities, and again stations are farther apart. At the Edmondson High hearing, I was surprised and saddened to hear such widespread opposition. Then looking carefully at the planed route and station options, one can indeed get the impression that the Red Line is not being done for the benefit of nearby communities. With modifications, the Red Line could be a great boon to those neighborhoods. And such modifications clearly showing benefit to nearby neighborhoods could transform opposition into support. I hope so!

The Preferred Alternative presented in the FEIS improves transit in the Baltimore Region, as your comment recommends. The Preferred Alternative is a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line Build Alternative.

Stations are placed throughout the 14-mile corridor based on the need to serve major employment centers, connections between major transit lines and neighbor access. There are nine stations east of Poppleton in six miles of the Red Line averaging 0.7 miles between stations. There are nine stations west of Poppleton in eight miles of the Red Line averaging 0.9 miles between stations.

Sent: Sun 11/16/2008 2:53 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Charles Boyd
15 East Read St., 4B
Baltimore, MD, 21202

Charles Boyd's comments:

Any expansion of public transportation facilities is demonstrating genuine foresight as our city, region and nation continue to grow. I believe we have grown too dependent on the automobile and that has created problems that need to be resolved in many ways, one of which is by the expansion of public transportation facilities. Given dependable and efficient public transportation our population will return to using same. I urge the funding, development and construction of the Red Line, to name but one such project that is needed.

The Preferred Alternative presented in the FEIS improves transit in the Baltimore Region, as your comment recommends. The Preferred Alternative is a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line Build Alternative.

RED LINE Corridor Transit Study

Red Line Corridor Transit Study
AA/DEIS Comment Form

MTA Maryland

Only comments received by 5:00 PM on January 5, 2009 will be included in the Public Heari Record for the Red Line Corridor Transit Study.

MY CHOICE FOR THE EDMONDSON/ALLENDALE COMMUNITY IS AS STATED BELOW:

✓ NO BUILD ____ IMPROVE CURRENT BUS LINE SYSTEM ____ UNDERGROUND TUNNELING

PLEASE PRINT

Name: Demetria Boyd Organization Baltimore City Residen

Address: 1621 East Federal Street

City: Baltimore State: Md. Zip Code: 21213

I/WE wish to submit the following comments on this project:

The RedLine will only cause more destruction ~~and~~ to our ever deteriorating communities. It is important to preserve the historic landmarks and structures of our communities. There have been many projects that have not benefited other communities. For instance, the lightrail runs through different communites in the downtown area and southeastern parts of ~~Maryland~~ Baltimore. Even though the lightrail has been around for a long time it still remains an inconvenience. The residents in those neighborhoods are plagued with the constant noise of squeaking brakes. In addition to that there are vibrations and noises that other communities dont have to deal with. Sometimes when we allow these projects to be completed they lose revenue. For instance, if there is a mechanical problem, then the city loses lots of money because there not even providing the service! The city has lots of great ideas but first there needs to be a rebuilding of the community

→over

The No-Build Alternative represents the future conditions of transportation facilities and services in 2035 if the Red Line is not built. The No-Build Alternative integrates forecasted transit service levels, highway networks and traffic volumes, and demographics for the year 2035 for projects identified in the 2011 Baltimore Regional Transportation Board's Constrained Long Range Plan (CLRP), *Plan It 2035.* The CLRP consists of the existing highway and transit network as well as planned and programmed (committed) transportation improvements. The No-Build Alternative represents a continued investment in regional and local transportation projects, but does not address the purpose and need of reducing travel times, increasing transit accessibility, providing transportation choices for east-west commuting, or supporting community revitalization and economic development opportunities.

Under the No-Build Alternative, existing and future populations along the study corridor would continue to be served by the local bus system, with only planned and programmed transit improvements. Congestion on the roadways and highways would continue to negatively impact the reliability of travel by automobile and bus. The No-Build Alternative end-to-end transit travel time in 2035 is projected to be 79 minutes, whereas The Preferred Alternative would operate with an end-to-end transit travel time of 45 minutes, nearly half the travel time of the No-Build Alternative.

The Preferred Alternative would improve the quality of east-west transit service along the project study corridor by providing frequent and reliable service. Light rail traveling in a dedicated right-of-way would not be subject to congested roadway conditions, resulting in dependable, on-time service. The Preferred Alternative would provide park-and-ride facilities and feeder bus service to enhance access to the rail transit service and expanding the ridership market. The Preferred Alternative will not require any acquisition of real property that would result in an involuntary residential displacement.

Chapter 7 of the FEIS compares the No-Build Alternative with the Preferred

as a whole before new projects are started. Think about the people that will be directly affected by this. The loss of a home, a community the constant noise and crowds it will draw, the lack of space for parking for residents surrounding. I am not sure if this project will even benefit all involved. This is just another way to add more clutter and problems to city residents. It is outrageous at best.

Alternative while providing detailed information on transit efficiency and accessibility, transportation choices, system wide transit connections, and community revitalization and economic development.

The effect of the Red Line on historic resources has been considered as part of the Section 106 process. The MTA is continuing coordination with the Maryland Historical Trust with regard to Section 106 requirements.

MTA completed an assessment of noise and vibration impacts of the Preferred Alternative. The results are provided in the Noise and Vibration Technical Report and Chapter 5 of the FEIS.

The Preferred Alternative will not require any acquisition of real property that would result in an involuntary residential displacement. The majority of the Red Line would be constructed within the public right-of-way; however, there are areas where the Red Line would require additional property. There will be the need to acquire “sliver takes” or narrow strips of property from some residential properties adjacent to and along the Red Line. Just compensation will be paid for all land that is acquired. These partial property acquisitions will leave the majority of land in the ownership of the current proprietor. A listing of property acquisitions is included in Appendix K of the FEIS.

The implementation of the Red Line will require the elimination of some parking spaces along the corridor. Under the Preferred Alternative 58 on-street parking spaces would be eliminated along Edmondson Avenue between Cooks lane and Franklintown Road. For those parking spaces that remain along Edmondson Avenue, vehicles may be parked 24-hours a day. MTA will work with the contactor to develop a plan to minimize the temporary loss of parking during construction. Refer to the Traffic and Parking Technical Report in Appendix I for additional information.

Red Line Corridor Transit Study
AA/DEIS Comment Form

MTA Maryland

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MY CHOICE FOR THE EDMONDSON/ALLENDALE COMMUNITY IS AS STATED BELOW:

✓ NO BUILD ___ IMPROVE CURRENT BUS LINE SYSTEM ___ UNDERGROUND TUNNELING

PLEASE PRINT

Name: Gretchen Bradley Organization: Resident

Address: 3911 Cranston Ave

City: Balti. State: Md. Zip Code: 21229

I/WE wish to submit the following comments on this project:

Will deprecate my Home, destory my community

The No-Build Alternative represents the future conditions of transportation facilities and services in 2035 if the Red Line is not built. The No-Build Alternative integrates forecasted transit service levels, highway networks and traffic volumes, and demographics for the year 2035 for projects identified in the 2011 Baltimore Regional Transportation Board's Constrained Long Range Plan (CLRP), *Plan It 2035.* The CLRP consists of the existing highway and transit network as well as planned and programmed (committed) transportation improvements. The No-Build Alternative represents a continued investment in regional and local transportation projects, but does not address the purpose and need of reducing travel times, increasing transit accessibility, providing transportation choices for east-west commuting, or supporting community revitalization and economic development opportunities.

Under the No-Build Alternative, existing and future populations along the study corridor would continue to be served by the local bus system, with only planned and programmed transit improvements. Congestion on the roadways and highways would continue to negatively impact the reliability of travel by automobile and bus. The No-Build Alternative end-to-end transit travel time in 2035 is projected to be 79 minutes, whereas The Preferred Alternative would operate with an end-to-end transit travel time of 45 minutes, nearly half the travel time of the No-Build Alternative.

The Preferred Alternative would improve the quality of east-west transit service along the project study corridor by providing frequent and reliable service. Light rail traveling in a dedicated right-of-way would not be subject to congested roadway conditions, resulting in dependable, on-time service. The Preferred Alternative would provide park-and-ride facilities and feeder bus service to enhance access to the rail transit service and expanding the ridership market. The Preferred Alternative will not require any acquisition of real property that would result in an involuntary residential displacement.

Chapter 7 of the FEIS compares the No-Build Alternative with the Preferred Alternative while providing detailed information on transit efficiency and accessibility, transportation choices, system wide transit connections, and community revitalization and economic development.

Over the years, since the inception of Metro and Light Rail in Baltimore, the MTA has contacted local real estate professionals to understand what the effect of Metro and Light Rail has been on property values. The local real estate community has consistently responded that there is no way to relate any changes in property values to any one specific factor such as transit. There is no consistent change in property values around new transit areas.

Sent: Tue 12/30/2008 5:25PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Kristen Brandon
100 Roland Avenue
Lutherville, MD 21093-5520

December 30, 2008

Red Line Comments
c/o MTA Office of Planning
6 St. Paul St., 9th Fl.
Baltimore, MD 21202

Dear Red Line Comments:

I urge MTA to move the Red Line forward with coordinated investments that benefit nearby neighborhoods and Baltimore as a whole.

I believe the Red Line is a once-in-a-generation opportunity to attract investment to communities, bring jobs and economic activity to Baltimore, and improve our quality of life.

I support option 4C, which combines the permanence of light rail with cost-effectiveness and strategic tunneling to speed trips and avoid narrow neighborhood streets.

Please move the Red Line forward.

Sincerely,

Kristen Brandon

The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

Sent: Mon 1/5/2009 7:51 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Nancy Braymer
Baltimore (Canton) Resident and Taxpayer
2827 Elliott Street
Baltimore, MD, 21224

Nancy Braymer's comments:

1. I object to the fatally flawed NEPA process followed by the MTA on the Red Line Project. The Council on Environmental Quality (CEQ) refers to the alternative analysis section as the heart of the EIS and requires agencies to ".... rigorously explore and objectively evaluate all reasonable alternatives....." The U.S. Department of Transportation requires that "(d)uring the draft EIS stage all reasonable alternatives, or the reasonable range of alternatives, should be considered and discussed at a comparable level of detail to avoid any indication of a bias towards a particular alternative(s)." The Federal Highway Administration does state that "Financial feasibility should be one of the considerations in assessing the reasonableness of an alternative. Where the resources needed to build and operate an alternative clearly exceed the amount of funding that can reasonably be anticipated, that alternative may be eliminated despite its potential transportation or other merit." The Southeast community advanced early and often in various forums a proposed alternative. This alternative was given the most cursory treatment in the Draft EIS (page 29) and was summarily rejected based on application of this financial test. However, MTA "official" alternatives that also ran afoul of this financial test and to a greater degree were retained for inclusion and analysis in the DEIS. There is a double standard being applied here. 2. I object to the Mayor and others steamrolling Alternative 4C weeks before all public comment is due. It is bad enough that the Mayor and County Executive Smith endorse Alternative 4C amid much public fanfare; it is worse that they are publicly urging the Governor to formally designate Alternative 4C as the "locally preferred alternative" quickly upon close of the public comment period. This exerts a chilling effect on public participation. It is difficult for members of the public not to conclude that "...the fix is in"; that their comments would be meaningless and thus not to bother to comment. So much for objective decisionmaking as called for by NEPA. I think it is incumbent upon the Mayor to issue a News Release with the same circulation and in the same manner as that of Thursday, December 11 stating and addressed before a "locally preferred alternative"

The Red Line AA/DEIS did include a range of alternatives including No-Build, lower capital cost Transportation Systems Management, and a wide range of bus rapid, and light rail transit. In selecting the Preferred Alternative there were many critical considerations including quality of transit service, projected transit ridership, cost-effectiveness, land use/transportation integration, economic development potential, environmental impacts, impacts to communities, and public and stakeholder input. To meet the project's purpose and need, it was important to connect people with key activity centers such as the Social Security Administration, University of Maryland downtown, Central Business District, Harbor East, and Johns Hopkins Bayview Medical Center Campus. Transit connections to MARC and existing Metro and Light Rail were also critical to meeting the purpose and need.

Two alternatives which incorporated Heavy Rail were considered in the AA/DEIS for the Red Line. They were described in Chapter 2, page 29 of the AA/DEIS. Each of these alternatives were proposed by members of the public.

The first of the two alternatives was a full Heavy Rail Alternative from Social Security Administration to Greektown, 14.3 miles. This alternative was estimated to cost $2.383 Billion in 2007 dollars. The alternative was not carried forward through full analysis in the AA/DEIS due to its high capital cost as compared to Light Rail and Bus Rapid Transit Alternatives being studied. The Preferred Alternative for the Red Line in the FEIS has a cost of $2.575 Billion in year-of-expenditure dollars. The year-of-expenditure dollars are based on a schedule that has the Red Line opening in 2021 and escalation occurring at a rate of +3.1% per year. Escalating the previously studied Heavy Rail Alternative capital cost at the same rate that is being used for the Preferred Alternative, with a project opening in 2021 and a mid-point of construction in the year 2018, yields a year-of-expenditure capital cost of $3.334 Billion. This cost estimate for Heavy Rail is $759 Million higher than the Preferred Alternative. This 30% cost differential still renders the Heavy Rail Alternative as too costly when compared with the Preferred Alternative. In addition, there are other aspects of this proposed Heavy Rail Alternative that could bring into question its feasibility, could

is selected. 3. I object to Alternative 4C. I live in Canton; my property abuts Boston Street; since 1987 I have paid and continue to pay exorbitant property taxes; the major amenity of our community is access to the waterfront; my neighbors and I have worked very hard to transform Canton into the vibrant and thriving community it is today. Canton is on the National Register of Historic Places; it is not in need of revitalization (if anything it is overdeveloped); Boston Street has been designated by the State as a Scenic Byway; and there is extensive pedestrian traffic on Boston street. Canton residents use Boston Street as a means to get to the waterfront by foot and as ingress and egress from their properties by car. Alternative 4C which calls for dedicated surface lanes on Boston Street for light rail represents an unacceptable burden on our community with no discernible benefit. Putting the portal (the point where the rail emerges from the Fells Point tunnel to the surface) as called for by Alternative C -- that is putting an open ramp approximately a block and a half in length in the middle of a thriving residential neighborhood with extensive foot traffic represents an unacceptable safety and security risk. These deficiencies can not be cured by "engineering" of the Red Line project. It is particularly galling that Mayor Dixon has not even had the courtesy to meet with the Canton residents who will be so adversely impacted by Alternative 4C before announcing it as the solution to our transportation problem. In summary, I object to having my property taxes used to fund the City's share of a transportation project that will benefit others at our expense and literally and figuratively throw my neighbors and me under the rails.

lead to higher capital costs, and/or create environmental impacts that would need to be addressed with associated costs, if the Alternative were to be studied more thoroughly. These include constructing adjacent to the Amtrak Northeast corridor and within Amtrak right-of-way, constructing connections with the existing Baltimore Metro and the need to shut down Metro service while that construction occurred, likely six to nine months at a minimum, additional property takes along Amtrak right-of-way, visual impacts of aerial alignment from Orangeville to Greektown, potential 4(f) impacts to being in tunnel under Leakin Park due to associated ventilation or emergency egress that may be required, and viability of an at-grade alignment along I-70.

The second of the two alternatives was not a full Heavy Rail Alternative, but a combination of three modes – Heavy Rail, Light Rail, and Streetcar. The Heavy Rail component extended the existing Metro from Johns Hopkins Hospital to the Johns Hopkins Bayview Medical Center. From CMS to the western portion of downtown, the Alternative would be light rail similar to the Preferred Alternative. Upon entering downtown, the light rail would be in surface to Camden Yards, and then would be in tunnel to the existing Charles Center Metro Station. The third component would be a streetcar from Camden Yards, with surface operations along Pratt Street and through Harbor East, Fells Point, Canton, Canton Crossing, and Haven Street to the Amtrak right-of-way, ending at Edison Highway. The streetcar alternative would run in mixed traffic along the surface. This Alternative was estimated to have a capital cost of $1.8 Billion in 2007 dollars. Escalated at 3.1% per year yields a cost of $2.518 Billion in year-of-expenditure dollars. This cost is comparable to the Preferred Alternative, just as it was similar to the costs of the light rail and bus rapid transit alternatives in the AA/DEIS. The reasons this alternative were not studied further in the AA/DEIS are:

- Many east-west trips through the corridor would require transfers due to the multiple modes, increasing transit travel time and decreasing ridership.
- All of the streetcar component requires sharing lanes with traffic, which degrades both vehicular traffic movements, as well as transit travel times, and would reduce ridership.

- Introducing a new mode, streetcar, requires an additional new maintenance facility for streetcars and introduces a new mode of transit to Baltimore, which does not improve transit efficiency.

Refer to Section 2.4.2 in the Alternatives Technical Report – 2012 Update for additional information.

The AA/DEIS and the FEIS are combined federal/ state documents under the NEPA process and the project sponsors are the Federal Transit Administration and the Maryland Transit Administration. Local government agencies, such as Baltimore City and Baltimore County and their elected officials, are not restricted in providing comments on preferences during the public comment period.

The Red Line project would include designated pedestrian crossings along Boston Street. The ADA-compliant crosswalks will have traffic signals with indications for safe pedestrian movements. The traffic signals will provide adequate time for pedestrians to walk across the entire width of Boston Street. Pedestrian refuge medians would be provided in the center of Boston Street for increased safety.

The National Scenic Byways Program is a Federal Highway Administration program established to help recognize, preserve and enhance selected roads throughout the US. A portion of Boston Street within the project study corridor is part of the Star-Spangled Banner Scenic Byway, a 100+ mile byway that provides views of and access to historic resources. The Red Line would not affect the function or designation of the Boston Street route as part of the scenic byway.

The portal along Boston Street will be constructed and operated to function safely. Safety measures include construction of parapet walls and fencing along three sides of the portal to prevent intrusion, electronic surveillance at the portal, warning systems for vehicles and pedestrians entering the portal, and potential physical barriers to deter vehicles from entering the portal.

The Red Line is currently proposed to be funded by Federal transportation funds through the Federal Transit Administration New Starts Program and State of Maryland funds through the Consolidated Transportation Trust Fund. The State Transportation Trust Fund is a fund where Maryland transportation revenues (motor vehicle revenues, transit fares, airport fees, port fees, and other transportation revenues) are consolidated and used for highway, transit, port, airport, and other transportation operating and capital expenses. Taxes and fees in the Trust Fund are not based on any single project, but on the entire statewide transportation program.

Sent: Mon 11/17/2008 6:50 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Leslie Bridgett
520 Sylvan Way
Pasadena, MD 21122-5530

November 17, 2008

Red Line Comments
c/o MTA Office of Planning
6 St. Paul St., 9th Fl.
Baltimore, MD 21202

Dear Red Line Comments:

I urge MTA to move the Red Line forward with coordinated investments that benefit nearby neighborhoods and Baltimore as a whole.

I believe the Red Line is a once-in-a-generation opportunity to attract investment to communities, bring jobs and economic activity to Baltimore, and improve our quality of life.

I support option 4C, which combines the permanence of light rail with cost-effectiveness and strategic tunneling to speed trips and avoid narrow neighborhood streets.

Please move the Red Line forward.

Sincerely,

Leslie Bridgett

The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

268 + 4C

Red Line Corridor Transit Study
AA/DEIS Comment Form

Only comments received by 5:00 PM on January 5, 2009 will be included in the Public Hearing Record for the Red Line Corridor Transit Study.

PLEASE PRINT

Name: Leroy J. Bright Organization: N/A

Address: 127 Cowhide Circle

City: Middle River State: MD Zip Code: 21220-2135

I/We wish to submit the following comments on this project: Although I am a resident of East Suburban Middle River, I personally would prefer that Alternative 4C: Downtown Tunnel, Cooks Lane Tunnel & Dedicated Surface be implemented. Factoring in a maximum of positive impact from the surrounding businesses and with positive cooperation of area neighborhoods, especially in the Highlandtown & Canton sections, primarily tunneling under Lombard St. From MLK Blvd. continuing under Eastern Ave. to Aliceanna & Boston streets, then along the Norfolk Southern Right-of-Way.

Sincerely Yours,

Leroy Bright

Middle River, Maryland

The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

19 MR. ADRIAN BRINKLEY: My name is Adrian
20 Brinkley. A-D-R-I-A-N, B-R-I-N-K-L-E-Y. My address is
21 864 West Lombard. I think the Red Line will be very
1 helpful because it will help with some of the
2 congestion that is down on downtown in this area during
3 prime rush hour situations.
4 I think it's good that they're going to
5 increase MTA service and I think the Red Line would be
6 the proper way to do it. That's all I have to say.

The Preferred Alternative presented in the FEIS improves transit in the Baltimore Region, as your comment recommends. The Preferred Alternative is a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line Build Alternative.

Red Line Corridor Transit Study
AA/DEIS Comment Form

MTA Maryland

Only comments received by 5:00 PM on January 5, 2009 will be included in the Public Hearing Record for the Red Line Corridor Transit Study.

PLEASE PRINT

Name: Adiena Britt Organization: n/a

Address: 356 Elrino Street

City: Baltimore State: MD Zip Code: 21224

I/We wish to submit the following comments on this project: I think it is unnecessary and a waste of money that you apparently do not have. You've already proposed cuts in heavily used bus routes, discontinuation of Commuter routes that people depend upon to go outside of the city to work. It will be a major disruption for the construction of this, and it seems completely unnecessary to place people into a difficult commute to build something that isn't needed.

Just some food for thought, at least several times a week, I board buses where the machine that takes the money and prints out bus passes are broken. If you'd like to know why you are broke, calculate how much money you lose weekly on this.

This project is a further waste of money.

The No-Build Alternative is considered in the FEIS, but was not selected because it does not meet the purpose and need. The evaluation of the No-Build Alternative is summarized in Chapter 7 of the FEIS. Refer to Chapter 9, Section 9.3, which provides responses to common themes in the comments received.

Efficient transportation is a key factor contributing to the economic well-being and vitality of a region. While transportation infrastructure can have high capital costs, there are benefits in terms of access to jobs and meeting all forms of trip purposes such as education, access to health services, recreation, and commercial. For example, 7,500 businesses are located in the project study corridor that would be accessible by the Red Line.

Red Line Corridor Transit Study
AA/DEIS Comment Form

MTA Maryland

Only comments received by 5:00 PM on January 5, 2009 will be included in the Public Hearing Record for the Red Line Corridor Transit Study.

PLEASE PRINT

Name: Chauna Brocht Organization: private citizen/transit rider

Address: 2509 Guilford Ave.

City: Baltimore State: MD Zip Code: 21218

I/We wish to submit the following comments on this project:

I urge you to select one of the Light Rail Options as they have the fastest trips and highest projected riders. If the red line doesn't reduce trip time it will be a waste of money as it won't increase ridership. This project will require an investment in funds to be worthwhile.

RECEIVED NOV 17 2008

The Preferred Alternative presented in the FEIS improves transit in the Baltimore Region, as your comment recommends. The Preferred Alternative is a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line Build Alternative.

The projected travel time for the Preferred Alternative end-to-end is 45 minutes in 2035. The projected end-to-end travel time for buses in 2035 from CMS to Johns Hopkins Bayview Medical Center is 79 minutes.

Sent: Thu 10/30/2008 10:43 AM
To: MTA Red Line
Subject: support the red line

Baltimore Red Line Official AA/DEIS Comment

Jen Brock-Cancellieri's comments:

I live in northeast baltimore and am very supportive of the red line. Thank you for helping build our community!

Jen Brock-Cancellieri
2717 E. Strathmore Ave
Baltimore MD 21214

The Preferred Alternative presented in the FEIS improves transit in the Baltimore Region, as your comment recommends. The Preferred Alternative is a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line Build Alternative.

10 MR. RUSHON BROOKS: Good afternoon. My
11 name is Rushon Brooks, R-U-S-H-O-N, B-R-O-O-K-S. And
12 I'm originally from Catonsville but I own property in
13 Baltimore city which belonged to my parents and I just
14 inherited it a couple years ago at the West Station
15 Community Gardens on Mulberry Street and Smallwood
16 where the MARC train station is. And the house that I
17 own right now is about two blocks up across on Penrose
18 Avenue near Saratoga Street and the 2100 block.
19 Now, I've been looking at this program for
20 the past couple of months, been to a couple of meetings
21 in the past, and I understand in that area is going to
1 be a large operation, location for parking, shopping
2 and the transportation for the MARC train station also,
3 including the Red Line.
4 Now, I've been thinking about having my
5 property renovated, having it renovated inside out so I
6 can make improvements such as, in case if I have to
7 rent the property out in the few months coming I can do
8 this. But now I'm in a stage where if I have this
9 property renovated it would probably cost me from 75 to
10 95 thousand dollars. If that operation on Mulberry
11 Street and the MARC train station expands to my block
12 and I get a notice that they're going to have to take
13 my house and that whole block for parking facilities or
14 expansion, I would like to know ahead of time whether I
15 should proceed on with this operation on my property to
16 have it renovated or could they give me some
17 information on whether I should renovate or let it stay
18 as it is. In the case I have to sell my house to the
19 city, would I get full property value.
20 And I do know that this Red Line is going
21 to happen. It's going to come through. And it's gotta
1 come through somewhere. And I recommend for the people
2 in Edmondson Village, like you said, take it
3 underground. I know it's going to be expensive, but
4 you gotta take it underground cause I don't want to see
5 a lot of these people in that community, in Edmondson
6 Village, lose their properties and their homes. Cause

The Preferred Alternative does not include private property acquisitions and relocations at the West Baltimore MARC Train station area.

The Preferred Alternative will not require any acquisition of real property that would result in an involuntary residential displacement. The majority of the Red Line would be constructed within the public right-of-way; however, there are areas where the Red Line would require additional property. There will be the need to acquire “sliver takes” or narrow strips of property from some residential properties adjacent to and along the Red Line. Just compensation will be paid for all land that is acquired. These partial property acquisitions will leave the majority of land in the ownership of the current proprietor. A listing of property acquisitions is included in Appendix K of the FEIS.

The Preferred Alternative is located on the surface (at-grade), generally within the median of Edmondson Avenue between the Cooks Lane Tunnel portal and the West Baltimore MARC station. There is adequate right-of-way available to construct light rail in the median without the need to purchase or relocate any residential homes. As such, an underground alternative is not needed to preserve adjacent land use. Also, the impact assessments for resources along Edmondson Avenue indicate that a surface alternative is feasible in this area of the project (see the FEIS, Chapter 2 and the Alternative Technical Report – 2012 Update for more detail). In the AA/DEIS, tunnel alignments were studied under Edmondson Avenue/ Franklin Street between Cooks Lane and Calverton Road. The major reason that a tunnel alignment was not pursued was cost. In order to design and construct that portion of the project underground, the cost of the project would increase by $525 million in year of expenditure dollars. Refer to Chapter 2 of the FEIS for additional information.

7 those people work very hard because I remember the
8 first African-American family move in this neighborhood
9 was in 1957. And right here today, those are kids,
10 which you're all my age now, still on that property
11 after their parents passed away. So, that's all I have
12 to say. Thank you.

6 MS. BETTY P. BROWN: Betty, B-E-T-T-Y. P.
7 Brown, B-R-O-W-N. Okay. Well, I just recently found
8 out and realized the extent of this proposal, what it's
9 really doing for the people in the neighborhood. I've
10 lived in this neighborhood, I'm a homeowner for 38
11 years. And I live on the corner of Edgewood and
12 Allendale, which one of the proposed spots to put, I'm
13 not familiar with all of the things, but one of the,
14 where you wait for the transit.
15 What I'm saying, during the 38 years I've
16 lived there, I've brought my children up there, now I'm
17 in the midst of bringing up my grand-children.
18 There's a lot of crime and everything in
19 the community. What it's going to do, it's going to
20 deprive the people who have been there for years who
21 have established Edmondson Village. It's going, extend
1 all the way down to Hilton Street, all of the areas
2 where the proprietors are right now. They have to do
3 that and they're going to put something up here. First
4 of all, I don't understand the purpose of it, to the
5 extent of where it's going. So that's my main concern,
6 if it's just to come from downtown to where. Did
7 anyone ask that question?
11 MS. BETTY P. BROWN: Okay, fine. Wherever
12 it's going, it's going to affect the community as a
13 whole. I don't live directly on Edmondson Avenue but
14 the area where, and I understand all the streets that's
15 going to be cut off you can't make a left turn, there's
16 people that's going to be deprived of coming out,
17 because if you know all that area goes into a circle.
18 Once you go in, where you have to go in a circle, all
19 around the circle as you come out, and then you have
20 blockage on one, two, three, four, at least five
21 streets. Okay?

The Red Line is being designed with safety and security measures. Vehicles, station platforms, and parking lots will include closed circuit video cameras for observation and enforcement. Project design will also incorporate features to optimize sight lines for enhanced security. The MTA police force will patrol light rail vehicles, stations, and other project infrastructure.

Building the Red Line transit system would require that changes be made to a number of roadways along the Red Line alignment corridor. Currently, on Edmondson Avenue, three lanes are provided during the peak hour in the peak direction. Under the Preferred Alternative the three available lanes would be reduced to two lanes in each direction to accommodate the Red Line in the median.

Street patterns may be modified in a number of other ways including: new turn restrictions, removing signals, closing some median openings, and installing new traffic signals at several intersections along the Red Line alignment where the light rail would cross the roadway. The plans and profiles provided in Volume II of the FEIS provide greater detail on these roadway modifications.

Traffic volumes along Edmondson Avenue, without the Red Line, are projected to increase by approximately 18% by 2035. With the Red Line, traffic volumes are expected to remain relatively unchanged compared to current conditions, due to the reduction in lanes and capacity to accommodate the Red Line in the median.

Levels of Service (LOS) were evaluated at signalized intersections along Edmondson Avenue for both the 2035 No-Build and the 2035 Build Condition. The assessment indicates the following changes in LOS:

- Edmondson Ave. at Winans Way – From (A) to (C) during (PM) peak hour
- Edmondson Ave. at Swann Ave. – From D (D) to C (E) during AM (PM) peak hour

1 And second, there are no places for
2 parking. Where are the people going to move? Where
3 are they going to park? And also, this is my opinion,
4 it's going to bring more crime and stuff in the
5 neighborhood because people are going to be afraid to
6 stand, people can do what they want, get in and out,
7 and from where they're coming from.
8 We have been satisfied with the transit,
9 the way we've had it for years. Why not put more money
10 into the transit, to get people jobs, the bus, we've
11 been riding the buses for years. For 35 years I've
12 caught the bus. And so, what do we need with this?
13 Can we use the money some place else that's going to be
14 more productive? Why not bring up the neighborhood?
15 Give people low-income houses so they can buy the homes
16 and fix them up? I cannot see this being an
17 improvement for the neighborhood. Thank you.

- Edmondson Ave. at Edmondson Shopping Center – From A (A) to B (C) during AM (PM) peak hour (Converted from signalized to unsignalized intersection in Build conditions)
- Edmondson Ave. at Wildwood Pkwy – From B (B) to D (D) during AM (PM) peak hour
- Edmondson Ave. at Allendale Street – From A to C during AM peak hour
- Edmondson Ave. at Hilton Street – From A to D during AM peak hour

LOS was evaluated at unsignalized intersections along Edmondson Avenue. The assessment indicated the following change in LOS:

- US 40 (Edmondson Ave.) at Denison St. – From F (F) to A (B) during AM (PM) peak hour as it is converted to signalized intersection in Build year

During construction, impacts to the public would be minimized through the implementation of Traffic and Transportation Management Plans. Access to local businesses would be provided where possible with existing or temporary driveways; however, there may be some instances where access cannot be maintained. In these cases, other accommodations would be arranged with the property owner. Specific mitigation would be developed during Final Design to determine the maximum number of lanes which may be closed during peak traffic hours, maintenance and removal of traffic control devices, efficient traffic detours, and construction schedule restrictions. A detailed outreach plan will be developed prior to construction.

The implementation of the Red Line will require the elimination of some parking spaces along the corridor. Under the Preferred Alternative 58 on-street parking spaces would be eliminated along Edmondson Avenue between Cooks lane and Franklintown Road. For those parking spaces that remain along Edmondson Avenue, vehicles may be parked 24-hours a day. MTA will work with the contactor to develop a plan to minimize the temporary loss of parking during construction. Refer to the Traffic and Parking Technical Report in Appendix I for additional information.

019

Red Line Corridor Transit Study
AA/DEIS Comment Form

MTA Maryland

Only comments received by 5:00 PM on January 5, 2009 will be included in the Public Hearing Record for the Red Line Corridor Transit Study.

MY CHOICE FOR THE EDMONDSON/ALLENDALE COMMUNITY IS AS STATED BELOW:

✓ NO BUILD ___ IMPROVE CURRENT BUS LINE SYSTEM ~~UNDERGROUND TUNNELING~~

PLEASE PRINT

Name: DARRYL BROWN Organization SWIA

Address: 3700 FLOWERTON RD

City: BALTO State: MD Zip Code: 21229

I/WE wish to submit the following comments on this project:

The No-Build Alternative is considered in the FEIS, but was not selected because it does not meet the purpose and need. The evaluation of the No-Build Alternative is summarized in Chapter 7 of the FEIS. Refer to Chapter 9, Section 9.3, which provides responses to common themes in the comments received.

Red Line Corridor Transit Study
AA/DEIS Comment Form

MTA Maryland

Only comments received by 5:00 PM on January 5, 2009 will be included in the Public Hearing Record for the Red Line Corridor Transit Study.

PLEASE PRINT

Name: Brown Deborah Organization:

Address: 1632 Chase St

City: Balto State: Md Zip Code: 21213

I/We wish to submit the following comments on this project:

Traffic - I Drive thru this area. No Build

621 The No-Build Alternative is considered in the FEIS, but was not selected because it does not meet the purpose and need. The evaluation of the No-Build Alternative is summarized in Chapter 7 of the FEIS. Refer to Chapter 9, Section 9.3, which provides responses to common themes in the comments received.

622

Red Line Corridor Transit Study
AA/DEIS Comment Form

MTA Maryland

Only comments received by 5:00 PM on January 5, 2009 will be included in the Public Hearing Record for the Red Line Corridor Transit Study.

MY CHOICE FOR THE EDMONDSON/ALLENDALE COMMUNITY IS AS STATED BELOW:

✓ NO BUILD ____ IMPROVE CURRENT BUS LINE SYSTEM ____ UNDERGROUND TUNNELING

PLEASE PRINT

Name: Irma M. Brown Organization: Southwest Improvement Assoc

Address: 3700 Frederick Road

City: Baltimore State: Md. Zip Code: 21229

I/WE wish to submit the following comments on this project:

I do not want Red Line in my community
I say no.

The No-Build Alternative is considered in the FEIS, but was not selected because it does not meet the purpose and need. The evaluation of the No-Build Alternative is summarized in Chapter 7 of the FEIS. Refer to Chapter 9, Section 9.3, which provides responses to common themes in the comments received.

167

Red Line Corridor Transit Study
AA/DEIS Comment Form

MTA Maryland

+ comm

Only comments received by 5:00 PM on January 5, 2009 will be included in the Public Hearing Record for the Red Line Corridor Transit Study.

PLEASE PRINT

Name: Kenyatta Brown Organization:

Address: 2002 Royal Garden drive

City: Gwynn Oak State: MD Zip Code: 21207

I/We wish to submit the following comments on this project:

I'm for the Red Line Corridor Transit Study and feel that it should be given full support by the state. Whatever needs to be done along the lines of safety measures and any other precautions to ensure that it'll be effective as possible with no harm done – should be done. On behalf of myself and much of teenage population I know the connection from west (here in the woodlawn area) to the east in the city – downtown is an absolute must and will be very beneficial. This will make visiting my family in the city much more efficient and reduce the hassel of numerous bus and subway transfers and the time they take. The fact that I don't have a car and somewhat an environmentally considerate person pushes me to be fully supportive. For those desiring revolutionize and more productive transportation systems, The Red Line is it.

The Preferred Alternative presented in the FEIS improves transit in the Baltimore Region, as your comment recommends. The Preferred Alternative is a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line Build Alternative.

6

RED LINE Corridor Transit Study

Red Line Corridor Transit Study
AA/DEIS Comment Form

MTA Maryland

Only comments received by 5:00 PM on January 5, 2009 will be included in the Public Hearing Record for the Red Line Corridor Transit Study.

PLEASE PRINT

Name: Laquasha Brown Organization:

Address: 702 Braeside Rd

City: Baltimore State: Md Zip Code: 21229

I/We wish to submit the following comments on this project:

edmondson Village area under ground

The Preferred Alternative is located on the surface (at-grade), generally within the median of Edmondson Avenue between the Cooks Lane Tunnel portal and the West Baltimore MARC station. There is adequate right-of-way available to construct light rail in the median without the need to purchase or relocate any residential homes. As such, an underground alternative is not needed to preserve adjacent land use. Also, the impact assessments for resources along Edmondson Avenue indicate that a surface alternative is feasible in this area of the project (see the FEIS, Chapter 2 and the Alternative Technical Report – 2012 Update for more detail). In the AA/DEIS, tunnel alignments were studied under Edmondson Avenue/ Franklin Street between Cooks Lane and Calverton Road. The major reason that a tunnel alignment was not pursued was cost. In order to design and construct that portion of the project underground, the cost of the project would increase by $525 million in year of expenditure dollars. Refer to Chapter 2 of the FEIS for additional information.

623-

Red Line Corridor Transit Study
AA/DEIS Comment Form

MTA Maryland

Only comments received by 5:00 PM on January 5, 2009 will be included in the Public Hearing Record for the Red Line Corridor Transit Study.

MY CHOICE FOR THE EDMONDSON/ALLENDALE COMMUNITY IS AS STATED BELOW:

✓ NO BUILD ___ IMPROVE CURRENT BUS LINE SYSTEM ___ UNDERGROUND TUNNELING

PLEASE PRINT

Name: Lori A. Brown Organization

Address: 3700 Flowerton Rd.

City: Balto. State: Md. Zip Code: 21229

I/WE wish to submit the following comments on this project:

I am totally against the Red line.

The No-Build Alternative is considered in the FEIS, but was not selected because it does not meet the purpose and need. The evaluation of the No-Build Alternative is summarized in Chapter 7 of the FEIS. Refer to Chapter 9, Section 9.3, which provides responses to common themes in the comments received.

Sent: Thu 10/2/2008 2:04 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Mark Brown
BCDOT

417 E. Fayette St
Baltimore, MD, 21231

Mark Brown's comments:

Perhaps State Center could be included in the TOD map even though it doesn't connect directly with the Red Line. With the additional residential units and retail at State Center, it will serve as an attractor which will have some direct benefits to the Red Line.

With the Preferred Alternative having a direct connection with Metro, the State Center development will have excellent access from the Red Line and any TOD development at State Center will be enhanced.

19 MR. NORMAN BROWN: My name is Norman Brown,
20 N-O-R-M-A-N, My last name is B-R-O-W-N.
21 MS. TRANNEL GUTHREY: And if you could give
1 your address please.
2 MR. NORMAN BROWN: I live at 410 Lyndhurst
3 Street, Baltimore, Maryland, 21229. The first thing I
4 wanted to say is that I am very happy that MTA is
5 finally going to be given more trains than one through
6 the city because when I used to have to take the MTA
7 and all that it was very inconvenient for me. It would
8 take two hours, like the gentleman earlier said, it
9 would take two hours for me to get from my house to my
10 job. And that means that I had to inconvenience myself
11 getting up extra early in the morning or whatever to go
12 somewhere.
13 But, what I do want to say is that just as
14 they did in D.C. where all the trains are underground,
15 it is very convenient for those people who live there.
16 Not only is it convenient to them but it is not the
17 kind of noise pollution that we would have if the
18 trains were above ground. I am not in favor of an
19 above ground train because that's going to disrupt this
20 whole area, not just by noise pollution but by traffic,
21 but by displacing people who live here and various
1 other reasons.
2 The next thing I want to address is that if
3 they're going to be trying, if they would have tried to
4 put the train above ground, that would mean that you
5 would have certain historical churches that are on
6 Edmondson Avenue. What are they going to do with that?
7 They're going just destroy it and then, you know, push
8 them somewhere else and say go find another place to
9 build a church, when that's a historical landmark? I
10 don't think so.
11 And not only that, but the people that live
12 on that street, if you're going to be trying to take
13 the property, then you're going to be basically saying
14 that it doesn't matter that you paid for whatever, that
15 you spent your money on this, we're going to take it

The Preferred Alternative presented in the FEIS improves transit in the Baltimore Region, as your comment recommends. The Preferred Alternative is a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line Build Alternative.

The Preferred Alternative is located on the surface (at-grade), generally within the median of Edmondson Avenue between the Cooks Lane Tunnel portal and the West Baltimore MARC station. There is adequate right-of-way available to construct light rail in the median without the need to purchase or relocate any residential homes. As such, an underground alternative is not needed to preserve adjacent land use. Also, the impact assessments for resources along Edmondson Avenue indicate that a surface alternative is feasible in this area of the project (see the FEIS, Chapter 2 and the Alternative Technical Report – 2012 Update for more detail). In the AA/DEIS, tunnel alignments were studied under Edmondson Avenue/ Franklin Street between Cooks Lane and Calverton Road. The major reason that a tunnel alignment was not pursued was cost. In order to design and

16 because of what we want to do and we'll disregard
17 whatever it is that you worked so hard to get. And
18 just as previous people said, there are people, when
19 they get displaced, they will not be given the value of
20 their home and what they should be given to be able to
21 move into another area.
1 Not only that, but even if they were given
2 the value of it, the point is is that they would not be
3 able to move into a house that would even be equivalent
4 to what they have now because prices are so high on the
5 houses. So even in that respect, it is still not going
6 to be the same, it's not going to be equal, it's not
7 going to be equivalent.
8 It's going to be, instead of an upgrade
9 it's going to be a downgrade. And so, anyone that's
10 caught up in that situation is going to be affected in
11 many ways and their life is going to be disrupted very
12 much so without, without any kind of real retribution,
13 any kind of real, anything that can replace whatever it
14 is that they've lost.
15 I just want to say also, lastly, that I
16 believe that the train is going to be good but only if
17 it's underground. Thank you.

construct that portion of the project underground, the cost of the project would increase by $525 million in year of expenditure dollars. Refer to Chapter 2 of the FEIS for additional information.

MTA completed an assessment of noise and vibration impacts of the Preferred Alternative. The results are provided in the Noise and Vibration Technical Report and Chapter 5 of the FEIS.

Building the Red Line transit system would require that changes be made to a number of roadways along the Red Line alignment corridor. Currently, on Edmondson Avenue, three lanes are provided during the peak hour in the peak direction. Under the Preferred Alternative the three available lanes would be reduced to two lanes in each direction to accommodate the Red Line in the median.

Street patterns may be modified in a number of other ways including: new turn restrictions, removing signals, closing some median openings, and installing new traffic signals at several intersections along the Red Line alignment where the light rail would cross the roadway. The plans and profiles provided in Volume II of the FEIS provide greater detail on these roadway modifications.

Traffic volumes along Edmondson Avenue, without the Red Line, are projected to increase by approximately 18% by 2035. With the Red Line, traffic volumes are expected to remain relatively unchanged compared to current conditions, due to the reduction in lanes and capacity to accommodate the Red Line in the median.

Levels of Service (LOS) were evaluated at signalized intersections along Edmondson Avenue for both the 2035 No-Build and the 2035 Build Condition. The assessment indicates the following changes in LOS:

- Edmondson Ave. at Winans Way – From (A) to (C) during (PM) peak hour
- Edmondson Ave. at Swann Ave. – From D (D) to C (E) during AM (PM) peak hour

- Edmondson Ave. at Edmondson Shopping Center – From A (A) to B (C) during AM (PM) peak hour (Converted from signalized to unsignalized intersection in Build conditions)
- Edmondson Ave. at Wildwood Pkwy – From B (B) to D (D) during AM (PM) peak hour
- Edmondson Ave. at Allendale Street – From A to C during AM peak hour
- Edmondson Ave. at Hilton Street – From A to D during AM peak hour

LOS was evaluated at unsignalized intersections along Edmondson Avenue. The assessment indicated the following change in LOS:

- US 40 (Edmondson Ave.) at Denison St. – From F (F) to A (B) during AM (PM) peak hour as it is converted to signalized intersection in Build year

During construction, impacts to the public would be minimized through the implementation of Traffic and Transportation Management Plans. Access to local businesses would be provided where possible with existing or temporary driveways; however, there may be some instances where access cannot be maintained. In these cases, other accommodations would be arranged with the property owner. Specific mitigation would be developed during Final Design to determine the maximum number of lanes which may be closed during peak traffic hours, maintenance and removal of traffic control devices, efficient traffic detours, and construction schedule restrictions. A detailed outreach plan will be developed prior to construction.

The Preferred Alternative will not require any acquisition of real property that would result in an involuntary residential displacement. The majority of the Red Line would be constructed within the public right-of-way; however, there are areas where the Red Line would require additional property. There will be the need to acquire “sliver takes” or narrow strips of property from some residential properties adjacent to and along the Red Line. Just compensation will be paid for all land that is acquired. These

partial property acquisitions will leave the majority of land in the ownership of the current proprietor. A listing of property acquisitions is included in Appendix K of the FEIS.

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Sent: Mon 11/17/2008 10:47 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Tom Brown's comments:

I support increased rail transit in Baltimore City. I am so happy that planning for the Red Line is in full swing. I cannot wait to ride it when the route has been finalized and construction complete.

Tom Brown of Baltimore

The Preferred Alternative presented in the FEIS improves transit in the Baltimore Region, as your comment recommends. The Preferred Alternative is a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line Build Alternative.

14 MR. LARRY BROWN, SR.: Good evening,
15 everyone. My name is Larry D. Brown, Sr. That's
16 L-A-R-R-Y, D. B-R-O- W-N, S-R, senior.
17 I think it's a wonderful time for me to be
18 here. Just like the business on here. This is my main
19 reason for being here. This farce. You see?
20 It's like she said. You're going from
21 Edmondson Heights all the way over here to Bayview.
1 $1.1 billion dollars for this, just to do this. To our
2 understanding. Everyone here is a business person or
3 whatever they are. One point one billion dollars.
4 Where do you get this money from in these economic
5 times like this?
6 I see preachers here. I see business folks
7 here. I'm going to conclude this because I don't like
8 to do a lot of talking because I'm not impressed after
9 45 years of this.
10 Something is not right with this picture.
11 I know you've got the little tower out there, too. Do
12 not be fooled by what you see. Somebody is going to
13 pay for this and 80 percent of the monies now, from my
14 understanding, from Maryland's point of view, is being
15 held by the federal government. Some questions have to
16 be answered. You all have a good day.

The Red Line is currently proposed to be funded by Federal transportation funds through the Federal Transit Administration New Starts Program and State of Maryland funds through the Consolidated Transportation Trust Fund. The State Transportation Trust Fund is a fund where Maryland transportation revenues (motor vehicle revenues, transit fares, airport fees, port fees, and other transportation revenues) are consolidated and used for highway, transit, port, airport, and other transportation operating and capital expenses. Taxes and fees in the Trust Fund are not based on any single project, but on the entire statewide transportation program.

Sent: Thu 1/1/2009 8:40 PM
To: MTA Red Line
Subject: DEIS Comment

Baltimore Red Line Official AA/DEIS Comment

Morita Bruce
507 Millwood Drive
Fallston, MD 21047-3020

January 1, 2009

Red Line Comments
c/o MTA Office of Planning
6 St. Paul St., 9th Fl.
Baltimore, MD 21202

Dear Red Line Comments:

I urge MTA to move the Red Line forward with coordinated investments that benefit nearby neighborhoods and Baltimore as a whole.

I believe the Red Line is a once-in-a-generation opportunity to attract investment to communities, bring jobs and economic activity to Baltimore, and improve our quality of life.

I support option 4C, which combines the permanence of light rail with cost-effectiveness and strategic tunneling to speed trips and avoid narrow neighborhood streets.

Please move the Red Line forward. This is an incredible opportunity to redevelop Baltimore and enable residents to efficiently and conveniently reach jobs, medical facilities, shopping and entertainment areas.

Sincerely,

Morita Bruce

The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

NP

Red Line Corridor Transit Study
AA/DEIS Comment Form

MTA Maryland

Only comments received by 5:00 PM on January 5, 2009 will be included in the Public Hearing Record for the Red Line Corridor Transit Study.

PLEASE PRINT

Name: Ronald L. Buchman Organization: Area homeowner Retired, S.H.A.

Address: c/o 440 Gilmore St.

City: Woodlawn State: MD Zip Code: 21207-5206

I/We wish to submit the following comments on this project:

Were origin/destination surveys ever conducted to establish the desire route(s) for the project?

Is this project a resurrection of the 30+ year-old concept in which the Interstate Division for Baltimore city (SHA) built the Franklin/Mulberry canyon with allowances for rapid rail in the median?

The travel demand methodology used to project ridership for the alternatives uses a regional travel model under the authority of the Baltimore Metropolitan Council (BMC). This model is the accepted standard by local governments, state governments, and the federal transit administration. The BMC model is validated periodically with surveys and census data.

The Red Line Project was prioritized in the 2002 Baltimore Regional Rail System Plan, and in not an Interstate Division for Baltimore City plan.

Sent: Fri 1/2/2009 5:17 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Dear Sir or Madame,

I have lived in Canton for the past 11 years and have seen lots of change. I have attended many neighborhood meetings regarding the red line and sit on the board of the Canton Community Association. I am fearful that the current plans for the red line in Canton would severely disrupt our neighborhood life. Boston Street is major artery. I am worried about increase traffic and crime. Please consider moving it underground to protect the investment and sanity of the loyal residents of Canton.

Sincerely,
Tracy Bumba

There is adequate right-of-way available to construct light rail in the median without the need to purchase or relocate any residential homes or businesses. As such, an underground alternative is not needed to preserve adjacent land use. Also, the impact assessments for resources along Boston Street indicate that a surface alternative is feasible in this area of the project (see the FEIS, Chapter 2 and the Alternative Technical Report – 2012 Update for more detail). The major reason that a tunnel alignment was not pursued along Boston Street was cost. In order to design and construct that portion of the project underground, the cost of the project would increase by $210 million, in year of expenditure dollars. Refer to the Alternatives Technical Report – 2012 Update for additional information.

Building the Red Line transit system would require that changes be made to a number of roadways along the Red Line alignment corridor. Currently, two travel lanes in each direction are provided during the peak hour in the peak direction along Boston Street between Hudson Street and South Lakewood Avenue. Between South Lakewood Avenue and Clinton Street there are currently two travel lanes in each direction at all times. Under the Preferred Alternative, there would be one travel lane in each direction at all times for the entire length of Boston Street.

Street patterns may be modified in a number of other ways, including: new turn restrictions and removing or installing new traffic signals at several intersections along the Red Line alignment where the light rail would cross high volume side streets. The detailed plans and profiles provided in the Volume 2 of the FEIS provide greater design detail. Refer to Chapter 4 of the FEIS and the Traffic and Parking Technical Report in Appendix I for additional information.

Without the Red Line, traffic volumes along Boston Street, north of Montford Avenue, are projected to increase by approximately 33% by 2035 and volumes east of Conkling Street are projected to increase by 56% by 2035. With the Red Line by 2035, traffic volumes along Boston Street are projected to increase by 22% north of Montford Avenue and increase by 25% east of Conkling Street.

Levels of Service (LOS) were evaluated at signalized intersections along Boston Street for both the 2035 No-Build and the 2035 Build Condition. The assessment indicated the following changes in LOS:

- Boston Street at Aliceanna Street – From (F) to (B) during (PM) peak hour
- Boston Street at Montford Ave – From E to D during AM peak hour
- Boston Street at Ellwood Ave – From (A) to (D) during (PM) peak hour (Converted from signalized to unsignalized in Build conditions)
- Boston Street at Clinton Street – From F to E during AM peak hour
- Boston Street at Old Boston Street – From D (C) to E (E) during AM (PM) peak hour

LOS was evaluated at unsignalized intersections along Boston Street. The assessment indicated the following changes in LOS:

- Boston Street at Leakin Street – From F to better F during AM peak hour
- Boston Street at Safeway – From (D) to (A) during (PM) peak hour as it is converted to a signalized intersection in the Build year
- Boston Street at Kenwood Ave – From F (F) to D (D) during AM (PM) peak hour as it is converted to a signalized intersection in the Build year
- Boston Street at East Ave – From F to C during AM peak hour as it is converted to a signalized intersection in the Build year
- Boston Street at Bayliss Street – From F to B during AM peak hour

During construction, impacts to the public would be minimized through the implementation of Traffic and Transportation Management Plans. Access to local businesses through existing or temporary driveways would be provided where possible; however, there may be some instances where access cannot be maintained. In these cases, other accommodations would be arranged with the property owner. Specific mitigation would be developed during Final Design to determine maximum number of lanes closed during peak traffic hours, maintenance and removal of traffic control

devices, efficient traffic rerouting measures, and scheduling of construction activities within the roadways for times other than peak traffic periods.

The Red Line is being designed with safety and security measures. Vehicles, station platforms, and parking lots will include closed circuit video cameras for observation and enforcement. Project design will also incorporate features to optimize sight lines for enhanced security. The MTA police force will patrol light rail vehicles, stations, and other project infrastructure.

Sent: Thu 10/30/2008 12:26 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Mary Bunting's comments:

Yes it is about time. Balto needs a lot more public transportation to get people to the jobs and to save the environment from all the cars. Mary Bunting

Mary Bunting's comments are located under IDs 241 and 242 the responses to her comments are combined below.

The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

Sent: Tue 12/30/2008 4:52 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

mary Bunting
6506 Darnall Rd
Baltimore, MD 21204-6423

December 30, 2008

Red Line Comments
c/o MTA Office of Planning
6 St. Paul St., 9th Fl.
Baltimore, MD 21202

Dear Red Line Comments:

I urge MTA to move the Red Line forward with coordinated investments that benefit nearby neighborhoods and Baltimore as a whole.

I believe the Red Line is a once-in-a-generation opportunity to attract investment to communities, bring jobs and economic activity to Baltimore, and improve our quality of life.

I support option 4C, which combines the permanence of light rail with cost-effectiveness and strategic tunneling to speed trips and avoid narrow neighborhood streets.

Please move the Red Line forward.

Sincerely,

Mary Catherine Bunting

13 MS. CAROLINE BURKHART: I live on Elliott
14 Street which is between Boston Street and O'Donnell
15 Street. And I am vehemently opposed to anything going
16 down Boston Street other than maybe the tunnel. I
17 think it's totally inappropriate.
18 We bought our house 21 years ago. It was
19 new. We put a lot of faith in the fact that Canton
20 would become a neighborhood that we would like to live
21 in and it's a very pleasant and successful neighborhood
1 now.
2 However, I think the train down the middle
3 of Boston Street is going to be an utter disaster for
4 our neighborhood. There's 134 townhouses and a lot of
5 them face or back up to Boston Street. Our property
6 values are definitely going to be negatively affected
7 by that. No one wants a train going through their
8 backyard.
9 We are also going to be negatively affected
10 by the traffic, the trash, and the potential crime
11 problems that would be generated by the stop that seems
12 to be in the park just south of St. Casimir's. That
13 also is going to introduce petty crime and trash into
14 our neighborhood.
15 Now the biggest issue for us is parking.
16 We are already in a very tough parking situation
17 because we have the people from the high-rise buildings
18 and rental buildings across the street parking in our
19 neighborhood. We have a lot of people that work in
20 those buildings. They park there during the day. And
21 then at nighttime we have all the night life parking,
1 which is sometimes unbearable, but it would be even
2 worse if we have the station there.
3 We would then demand to have permit parking
4 which is a terrible inconvenience as everybody that
5 lives on Federal Hill knows. We would either demand
6 permit parking at all times or two or three-hour
7 parking. That would be an inconvenience, but it would
8 prevent all the commuters from the suburbs and

Caroline Burkhart's comments are located under IDs 243 and 244; the responses to her comments are combined below.

There is adequate right-of-way available to construct light rail in the median without the need to purchase or relocate any residential homes or businesses. As such, an underground alternative is not needed to preserve adjacent land use. Also, the impact assessments for resources along Boston Street indicate that a surface alternative is feasible in this area of the project (see the FEIS, Chapter 2 and the Alternative Technical Report – 2012 Update for more detail). The major reason that a tunnel alignment was not pursued along Boston Street was cost. In order to design and construct that portion of the project underground, the cost of the project would increase by $210 million, in year of expenditure dollars. Refer to the Alternatives Technical Report – 2012 Update for additional information.

Over the years, since the inception of Metro and Light Rail in Baltimore, the MTA has contacted local real estate professionals to understand what the effect of Metro and Light Rail has been on property values. The local real estate community has consistently responded that there is no way to relate any changes in property values to any one specific factor such as transit. There is no consistent change in property values around new transit areas.

Building the Red Line transit system would require that changes be made to a number of roadways along the Red Line alignment corridor. Currently, two travel lanes in each direction are provided during the peak hour in the peak direction along Boston Street between Hudson Street and South Lakewood Avenue. Between South Lakewood Avenue and Clinton Street there are currently two travel lanes in each direction at all times. Under the Preferred Alternative, there would be one travel lane in each direction at all times for the entire length of Boston Street.

Street patterns may be modified in a number of other ways, including: new turn restrictions and removing or installing new traffic signals at several intersections along the Red Line alignment where the light rail would cross high volume side streets. The detailed plans and profiles provided in the Volume 2 of the FEIS provide greater design detail. Refer to Chapter 4 of the

9 elsewhere in the city from parking in our neighborhood
10 and walking to the station.
11 Now this in turn is going to have a
12 negative affect on the businesses. The restaurants,
13 the bars, and the little stores that are up on the
14 square because they depend on our streets for parking.
15 So when you have permit parking, where the people from
16 out of the neighborhood can't park at all or you have a
17 limit of two or three-hours, then the restaurants don't
18 get the kind of business that they're used to having.
19 Because people will know that they can only
20 park, and there's no other parking down there. There
21 is just no commercial lot or any place for people to
1 park within a reasonable distance of the restaurants.
2 So I think since most of Eastern Avenue is
3 zoned for business already, Eastern Avenue should be
4 the place to put this. If Fells Point can have a
5 tunnel, we can have a tunnel, if that's what we have to
6 do. Thank you.

FEIS and the Traffic and Parking Technical Report in Appendix I for additional information.

Without the Red Line, traffic volumes along Boston Street, north of Montford Avenue, are projected to increase by approximately 33% by 2035 and volumes east of Conkling Street are projected to increase by 56% by 2035. With the Red Line by 2035, traffic volumes along Boston Street are projected to increase by 22% north of Montford Avenue and increase by 25% east of Conkling Street.

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- Boston Street at East Ave – From F to C during AM peak hour as it is converted to a signalized intersection in the Build year
- Boston Street at Bayliss Street – From F to B during AM peak hour

December 17, 2008

Ms. Diane Ratliff, Director
Office of Planning, MTA
6 St. Paul Street
9th Floor
Baltimore, MD 21202

Dear Ms. Ratliff,

I actually sat down and read through the Baltimore Red Line Study and it's even worse than I imagined. The prospect of trains running down the middle of the street is an absolute nightmare for the people who live along Boston Street and we are very distraught at the thought of the negative implications of this (4C) preferred plan. The people of Canton Square invested in Canton in 1987 and took a chance by paying $100,000 to $150,000 when there was hardly a house in the older part worth $50,000. This will kill our property values. No one wants to live next to a train.

Negative impacts:

- The stations at Canton Crossing and the park at St. Casmir's will draw large amounts of commuters who will park on the streets in front of our homes all day. Then at night the bar traffic takes up the parking. We will scream bloody murder about it and force the city to allow us the inconvenience of permit parking. The city does not have parking enforcement geared to night time tickets nor do they have the budget. If we do get permit parking, the merchants will complain because their customers want to stay more than 2-3 hours. It will hurt their profits and they will be very vocal about it.
- Parking on the south side of Boston Street will be reduced by 161 spaces (page 170 of the neighborhood impact study). ".....Aliceanna and Boston will experience the largest reduction in parking spaces."-page 161. In summer the boaters will leave their cars all weekend and pool patrons will leave theirs for a few hours. Page 220 notes that "There is on street parking in the vicinity of the station area". So they must think that's good for their customers even though it's horrible for the residents. Page 159 -"Limited parking along Boston Street would create greater demand for parking on side streets in this neighborhood".
- The station location also concerns us because it may increase crime in the neighborhood-our homes, our cars, and our personal safety will be increasingly vulnerable to forces from outside the neighborhood.
- Crossing Boston Street on foot will be a death defying feat even with four new traffic lights. Rush hour will be even worse. Already treacherous, pedestrians will have to dodge trains as well as speeding traffic. The "portal" where the train is currently to come out of the tunnel from Fells Point looks like a deep hole stretching a block and a half long and that is quite an obstacle to foot traffic.

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During construction, impacts to the public would be minimized through the implementation of Traffic and Transportation Management Plans. Access to local businesses through existing or temporary driveways would be provided where possible; however, there may be some instances where access cannot be maintained. In these cases, other accommodations would be arranged with the property owner. Specific mitigation would be developed during Final Design to determine maximum number of lanes closed during peak traffic hours, maintenance and removal of traffic control devices, efficient traffic rerouting measures, and scheduling of construction activities within the roadways for times other than peak traffic periods.

The Red Line is being designed with safety and security measures. Vehicles, station platforms, and parking lots will include closed circuit video cameras for observation and enforcement. Project design will also incorporate features to optimize sight lines for enhanced security. The MTA police force will patrol light rail vehicles, stations, and other project infrastructure.

The implementation of the Red Line will require the elimination of parking spaces along the corridor. Currently, there are 239 total parking spaces, 161 full-time and 78 part-time parking spaces, along Boston Street between Hudson/Montford to Haven Street. Under the Preferred Alternative, 126 parking spaces (both on-street and off-street) would be displaced. For those parking spaces that remain along Boston Street , vehicles may be parked 24-hours a day. The proposed Park-and-Ride at the Canton Crossing Station could provide temporary parking spaces during construction. Refer to Chapter 4 of the FEIS and the Traffic and Parking Technical Report in Appendix I for additional information. The Canton Crossing Station for the Red Line will include a parking lot for Red Line commuters and will include 500 to 600 spaces.

The Permit Parking Program is managed and operated by the City of Baltimore. Any decision to introduce permit parking for a particular neighborhood is made by Baltimore City in consultation with local neighborhoods and businesses.

- The residents who paid extra for water views will have those ruined by the overhead lines. Page 159- "The visual environment would be affected by the introduction of railroad tracks, rail stations and an overhead catenary system."
- Noise will be a major problem as outlined on page 34 "Moderate station noise impacts from TSM and BRT options. Moderate station noise impacts from LRT. Moderate to severe wheel squeal from LRT options. Vibration impacts from LRT options"

For the 134 homes in Canton Square and the other waterfront developments there seems to be no upside to the surface LRT plan. **A tunnel seems to be the only acceptable solution.** In Canton, the Red Line benefits only Ed Hale's future commercial development at Canton Crossing. In discussions with my neighbors, most who overwhelmingly do not use public transportation to get to employment (most can't), there is the thought that they would take the train no more than they currently take the Water Taxi-a few times a year.

Help us maintain the value and quality of life in our community-vote FOR the tunnel option on Boston Street. Thank you.

Sincerely,

Caroline E. Burkhart

Caroline E. Burkhart
2804 Elliott Street
Baltimore, Md. 21224
carolineburkhart@yahoo.com

The Red Line project would include designated pedestrian crossings along Boston Street. The ADA-compliant crosswalks will have traffic signals with indications for safe pedestrian movements. The traffic signals will provide adequate time for pedestrians to walk across the entire width of Boston Street. Pedestrian refuge medians would be provided in the center of Boston Street for increased safety.

The Red Line would have positive and negative impacts on the visual experience. The visual impacts of the Preferred Alternative were fully assessed and are documented in the Visual and Aesthetic Resources Technical Report, which is a supporting document to the FEIS. Design details of the transitway, stations, ancillary buildings, and landscaping has been carefully considered to be congruent with the existing environment, particularly in sensitive areas such as historic districts in order to minimize the visual impact to the community.

MTA completed an assessment of noise and vibration impacts of the Preferred Alternative. The results are provided in the Noise and Vibration Technical Report and Chapter 5 of the FEIS.

Sent: Wed 10/1/2008 8:58 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Gregory Burnett
7430 Hindon Circle Unit 102
Windsor Mill, MD, 21244

Gregory Burnett's comments:

As a commuter within the reach of the Western terminus of the corridor study I wished to add how this would affect my commute. Currently if I have issues with my personal vehicle getting to work either in locations in Baltimore or Washington DC (as I work multiple locations) is severely constrain due to the dearth of options. The closest current bus route is nearly 1.5mi away and while the 77 line provides access either to the Old Court station if I need to get to Metro (and Owings Mills) or Halethorpe (if I need to take the MARC to DC) the time cost is noticeable. In order to catch a train southbound normally requires leaving my house 20-25 minutes prior to departure whereas with the current transit infrastructure that increases to nearly an hour and a half. The addition of the Red Line, and preferentially some form of light rail, woudl enable short commute to either CMS or Security Mall with transit into the city (and its transit connections) or to West Baltimore and the commuter lines there. This would save an enourmous amount of time compared to current alternatives and would certianly make this a viable option even on days when my vehicle is working due to the reduced stress of not having to deal with traffic and negotiating the perpetual delays in the Liberty Road-Edmonson Road segment of the Outer Loop.

The Preferred Alternative presented in the FEIS improves transit in the Baltimore Region, as your comment recommends. The Preferred Alternative is a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line Build Alternative.

Sent: Mon 1/5/2009 3:00 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Cindy Buxbaum
2702 Moores Valley Drive
Baltimore, MD 21209-1049

January 5, 2009

Red Line Comments
c/o MTA Office of Planning
6 St. Paul St., 9th Fl.
Baltimore, MD 21202

Dear Red Line Comments:

I urge MTA to move the Red Line forward with coordinated investments that benefit nearby neighborhoods and Baltimore as a whole.

I believe the Red Line is a once-in-a-generation opportunity to attract investment to communities, bring jobs and economic activity to Baltimore, and improve our quality of life.

I support option 4C, which combines the permanence of light rail with cost-effectiveness and strategic tunneling to speed trips and avoid narrow neighborhood streets.

Please move the Red Line forward.

Sincerely,

Cindy Buxbaum

The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

Sent: Fri 11/21/2008 8:28 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

November 21, 2008

Red Line Comments
c/o MTA Office of Planning
6 St. Paul St., 9th Fl.
Baltimore, MD 21202

Dear Red Line Comments:

I urge MTA to move the Red Line forward with coordinated investments that benefit nearby neighborhoods and Baltimore as a whole.

I believe the Red Line is a once-in-a-generation opportunity to attract investment to communities, bring jobs and economic activity to Baltimore, and improve our quality of life.

I support option 4C, which combines the permanence of light rail with cost-effectiveness and strategic tunneling to speed trips and avoid narrow neighborhood streets.

Please move the Red Line forward.

Sincerely,

Allison Campbell

The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

Sent: Thu 1/1/2009 6:15 PM
To: MTA Red Line
Subject: DEIS Comment

Baltimore Red Line Official AA/DEIS Comment

1220 S. Curley Street
Baltimore, Maryland 21224

RE: DEIS COMMENT

As residents of the Canton area of Baltimore City, we would like to register our strong objections to the routing of a surface Red Line track on Boston Street for the following reasons:

1. It is questionable whether the soil foundation on Boston Street, originally marshy and later created with fill-in dirt, would support a light rail system. Several houses in our community have suffered expensive repairs to their homes because of foundation problems. Several examples:
   a) collapse of a complete rear wall of a home in the 1200 block of South Linwood Avenue;
   b) high level of ground water under the homes in our community;
   c) we personally are aware of at least three homes in our immediate community of Canton Square that have had water leaks through the basement floor and have worn out several sump pumps from continual day and night pumping out of ground water;
   d) soggy garden areas throughout the community

2. Several years ago, the single lane road on Boston Street was replaced with a dual lane highway with federal money. If the Red Line were to appropriate one of these lanes for its tracks, would Baltimore City be required to reimburse the Federal Government for its previous financial outlay (because it would no longer be a dual lane highway)?

3. If eastbound and westbound Red Line track lanes were to be built beside the dual lane highway, then homes adjacent to Boston Street would have to be condemned. How will homeowners in this corridor be reimbursed for their properties?

Charles and Mary Campbell's comments are located under IDs 248, 249, 250 and 251; the responses to their comments are combined below

Extensive geotechnical investigations have occurred and will continue to occur throughout the project study corridor in support of the preliminary engineering to ensure the Red Line is constructed within suitable soils and competent rock. The Red Line will be constructed in compliance with all Federal and State floodplain requirements. In particular, entrances to underground stations and tunnels will be constructed above an elevation of 12.2 feet above mean sea level. The 100-year storm elevation with wave action is 11.2 feet above mean sea level. The established elevation for the Red Line is more conservative than the standing 100-year floodplain elevation as it accounts for the effects of wind and waves. An additional one foot has been added to the standard elevation to be even more conservative.

Prior to construction, pre-construction conditions would be documented through baseline surveys and visual inspections for buildings that are directly adjacent to the alignment. These conditions can then be compared with any changes after construction and may be used as the basis for compensation.

Federal Highway Administration (FHWA) funds were used in the Boston Street enhancements. Under the Preferred Alternative, the roadway would continue to be used for transportation purposes; therefore, reimbursement to FHWA is not required.

The Preferred Alternative for the Red Line includes tunnel under Boston Street to a tunnel portal east of the intersection with Montford Avenue/Hudson Street ascending to the surface in the median of Boston Street. The Preferred Alternative continues southeast at-grade in the median of Boston Street. The MTA has insured that there will be no involuntary residential displacements for the Red Line. There is no need to take any homes for the Red Line. The majority of the Red Line would be constructed within the public right-of-way; however, there are areas where the Red Line would require additional property. There will be the need to

their cars on neighborhood streets, thus further inconveniencing the residents of the Canton area?

4. What compensations would be made in property taxes for decreased quality of life and reduced property values?

5. Would the Red Line pay for itself in commuter fares, or would it result in an additional subsidy on the backs of the already overly taxed homeowners of Baltimore City (e.g., the Light Rail)?

We are not convinced of the need for any additional public transportation in East Baltimore. However, if a need is deemed warranted, a Boston Street route would be contraindicated in consideration of the reasons outlined above.

Sincerely,

Charles H. Campbell

Mary H. Campbell

---

acquire "sliver takes" or narrow strips of property from some residential properties adjacent to and along the Red Line. Just compensation will be paid for all land that is acquired. These partial property acquisitions will leave the majority of land in the ownership of the current proprietor. A listing of property acquisitions is included in Chapter 5.

The implementation of the Red Line will require the elimination of parking spaces along the corridor. Currently, there are 239 total parking spaces, 161 full-time and 78 part-time parking spaces, along Boston Street between Hudson/Montford to Haven Street. Under the Preferred Alternative, 126 parking spaces (both on-street and off-street) would be displaced. For those parking spaces that remain along Boston Street , vehicles may be parked 24-hours a day. The proposed Park-and-Ride at the Canton Crossing Station could provide temporary parking spaces during construction. Refer to Chapter 4 of the FEIS and the Traffic and Parking Technical Report in Appendix I for additional information.

Over the years, since the inception of Metro and Light Rail in Baltimore, the MTA has contacted local real estate professionals to understand what the effect of Metro and Light Rail has been on property values. The local real estate community has consistently responded that there is no way to relate any changes in property values to any one specific factor such as transit. There is no consistent change in property values around new transit areas.

The operating costs for the Red Line would not be covered by the fares and revenues generated by the Red Line. Therefore, there would be an operating cost subsidy. That subsidy would be funded through Transportation Trust Fund and funded through property taxes of homeowners in Baltimore City.

In selecting the Preferred Alternative there were many critical considerations including quality of transit service, projected transit ridership, cost-effectiveness, land use/transportation integration, economic development potential, environmental impacts, impacts to communities, and public and stakeholder input. To meet the project's purpose and need,

4 MR. CHARLES CAMPBELL: Charles,
5 C-H-A-R-L-E-S, Campbell, C-A-M-P-B-E-L-L. I don't like
6 any of the alternatives, although the best one is 4D
7 and that might do the job.
8 I think if one of the routes is through
9 Boston Street it will make the area unbearable, as far
10 as the traffic, it will be extend. Also parking will
11 be a mess. So it will definitely deteriorate my
12 quality of life and I think the quality of life of many
13 families in my immediate area. Thank you.

it was important to connect people with key activity centers such as the Social Security Administration, University of Maryland downtown, Central Business District, Harbor East, and Johns Hopkins Bayview Medical Center Campus. Transit connections to MARC and existing Metro and Light Rail were also critical to meeting the purpose and need.

The Boston Street corridor was selected as part of the Preferred Alternative because it represented the option with the least parking and traffic impacts when compared to the other surface options along Eastern Avenue and Fleet Street, and was $412 million less in year of expenditure dollars to construct than a tunnel under Eastern Avenue. Ridership projections for the option along Boston Street were also comparable to options in the Eastern Avenue / Fleet Street corridor. Refer to the Alternatives Technical Report – 2012 Update for additional information.

The No-Build Alternative represents the future conditions of transportation facilities and services in 2035 if the Red Line is not built. The No-Build Alternative integrates forecasted transit service levels, highway networks and traffic volumes, and demographics for the year 2035 for projects identified in the 2011 Baltimore Regional Transportation Board's Constrained Long Range Plan (CLRP), *Plan It 2035.* The CLRP consists of the existing highway and transit network as well as planned and programmed (committed) transportation improvements. The No-Build Alternative represents a continued investment in regional and local transportation projects, but does not address the purpose and need of reducing travel times, increasing transit accessibility, providing transportation choices for east-west commuting, or supporting community revitalization and economic development opportunities.

Under the No-Build Alternative, existing and future populations along the study corridor would continue to be served by the local bus system, with only planned and programmed transit improvements. Congestion on the roadways and highways would continue to negatively impact the reliability of travel by automobile and bus. The No-Build Alternative end-to-end transit travel time in 2035 is projected to be 79 minutes, whereas The Preferred

Red Line Corridor Transit Study
AA/DEIS Comment Form

MTA Maryland

Only comments received by 5:00 PM on January 5, 2009 will be included in the Public Hearing Record for the Red Line Corridor Transit Study.

PLEASE PRINT

Name: Charles & Mary Campbell Organization:

Address: 1220 S. Curley St.

City: Baltimore State: MD Zip Code: 21224

I/We wish to submit the following comments on this project:

We wish to object to the Red Line using the Median strip of Boston St. for one of the ~~routes~~ proposed routes. We live in this area and the increase of car traffic & parking problems will severely inhibit our quality of life. While I do not want the Red Line at all, MD is the best of the alternatives

Alternative would operate with an end-to-end transit travel time of 45 minutes, nearly half the travel time of the No-Build Alternative.

Chapter 7 of the FEIS compares the No-Build Alternative with the Preferred Alternative while providing detailed information on transit efficiency and accessibility, transportation choices, system wide transit connections, and community revitalization and economic development.

Building the Red Line transit system would require that changes be made to a number of roadways along the Red Line alignment corridor. Currently, two travel lanes in each direction are provided during the peak hour in the peak direction along Boston Street between Hudson Street and South Lakewood Avenue. Between South Lakewood Avenue and Clinton Street there are currently two travel lanes in each direction at all times. Under the Preferred Alternative, there would be one travel lane in each direction at all times for the entire length of Boston Street.

Street patterns may be modified in a number of other ways, including: new turn restrictions and removing or installing new traffic signals at several intersections along the Red Line alignment where the light rail would cross high volume side streets. The detailed plans and profiles provided in the Volume 2 of the FEIS provide greater design detail. Refer to Chapter 4 of the FEIS and the Traffic and Parking Technical Report in Appendix I for additional information.

Without the Red Line, traffic volumes along Boston Street, north of Montford Avenue, are projected to increase by approximately 33% by 2035 and volumes east of Conkling Street are projected to increase by 56% by 2035. With the Red Line by 2035, traffic volumes along Boston Street are projected to increase by 22% north of Montford Avenue and increase by 25% east of Conkling Street.

Levels of Service (LOS) were evaluated at signalized intersections along Boston Street for both the 2035 No-Build and the 2035 Build Condition. The assessment indicated the following changes in LOS:

1220 S. Curley Street
Baltimore, Maryland 21224
January 2, 2009

JAN 5 2009

Diane Ratcliff, Director
Office of Planning, MTA
6 St. Paul Street, 9th Floor
Baltimore, Maryland 21202

Dear Ms. Ratcliff:

As residents of the Canton area of Baltimore City, we would like to register our strong objections to the routing of a surface Red Line track on Boston Street for the following reasons:

1. It is questionable whether the soil foundation on Boston Street, originally marshy and later created with fill-in dirt, would support a light rail system. Several houses in our community have suffered expensive repairs to their homes because of foundation problems. Several examples:
   a) collapse of a complete rear wall of a home in the 1200 block of South Linwood Avenue;
   b) high level of ground water under the homes in our community;
   c) we personally are aware of at least three homes in our immediate community of Canton Square that have had water leaks through the basement floor and have worn out several sump pumps from continual day and night pumping out of ground water;
   d) soggy garden areas throughout the community
2. Several years ago, the single lane road on Boston Street was replaced with a dual lane highway with federal money. If the Red Line were to appropriate one of these lanes for its tracks, would Baltimore City be required to reimburse the Federal Government for its previous financial outlay (because it would no longer be a dual lane highway)?
3. If eastbound and westbound Red Line track lanes were to be built beside the dual lane highway, then homes adjacent to Boston Street would have to be condemned. How will homeowners in this corridor be reimbursed for their properties?
4. According to the brochure, several stops are proposed for the Boston Street area. What provisions would be included to avoid Red Line passengers parking their cars on neighborhood streets, thus further inconveniencing the residents of the Canton area?
5. What compensations would be made in property taxes for decreased quality of life and reduced property values?
6. Would the Red Line pay for itself in commuter fares, or would it result in an additional subsidy on the backs of the already overly taxed homeowners of Baltimore City (e.g., the Light Rail)?

- 1 -

- Boston Street at Aliceanna Street – From (F) to (B) during (PM) peak hour
- Boston Street at Montford Ave – From E to D during AM peak hour
- Boston Street at Ellwood Ave – From (A) to (D) during (PM) peak hour (Converted from signalized to unsignalized in Build conditions)
- Boston Street at Clinton Street – From F to E during AM peak hour
- Boston Street at Old Boston Street – From D (C) to E (E) during AM (PM) peak hour

LOS was evaluated at unsignalized intersections along Boston Street. The assessment indicated the following changes in LOS:

- Boston Street at Leakin Street – From F to better F during AM peak hour
- Boston Street at Safeway – From (D) to (A) during (PM) peak hour as it is converted to a signalized intersection in the Build year
- Boston Street at Kenwood Ave – From F (F) to D (D) during AM (PM) peak hour as it is converted to a signalized intersection in the Build year
- Boston Street at East Ave – From F to C during AM peak hour as it is converted to a signalized intersection in the Build year
- Boston Street at Bayliss Street – From F to B during AM peak hour

During construction, impacts to the public would be minimized through the implementation of Traffic and Transportation Management Plans. Access to local businesses through existing or temporary driveways would be provided where possible; however, there may be some instances where access cannot be maintained. In these cases, other accommodations would be arranged with the property owner. Specific mitigation would be developed during Final Design to determine maximum number of lanes closed during peak traffic hours, maintenance and removal of traffic control devices, efficient traffic rerouting measures, and scheduling of construction activities within the roadways for times other than peak traffic periods.

- 2 -

We are not convinced of the need for any additional public transportation in East Baltimore. However, if a need is deemed warranted, a Boston Street route would be contraindicated in consideration of the reasons outlined above.

Sincerely,

Charles H. Campbell
Mary H. Campbell

Charles H. Campbell
Mary H. Campbell

Sent: Fri 10/17/2008 9:52 AM
To: MTA Red Line
Subject: RED LINE

Baltimore Red Line Official AA/DEIS Comment

As a longtime resident of Canton, I would hope the RED LINE is proximate, but NOT IN Canton. It should stay north of Patterson Park and service Johns Hopkins Hospital and Bayview. This way, Canton residents can access it, but it won't slice through Canton's gentrified neighborhoods. MTA bus access to the Red Line from Canton would be sufficient. As we all know, the area east of JHH and north of Patterson Park is an area that could greatly benefit from a project like this.

Randy Capone
3000 Hudson Street

Randolph B. Capone, MD, FACS
Director, The Baltimore Center for Facial Plastic Surgery

In selecting the Preferred Alternative there were many critical considerations including quality of transit service, projected transit ridership, cost-effectiveness, land use/transportation integration, economic development potential, environmental impacts, impacts to communities, and public and stakeholder input. To meet the project's purpose and need, it was important to connect people with key activity centers such as the Social Security Administration, University of Maryland downtown, Central Business District, Harbor East, and Johns Hopkins Bayview Medical Center Campus. Transit connections to MARC and existing Metro and Light Rail were also critical to meeting the purpose and need.

The Boston Street corridor was selected as part of the Preferred Alternative because it represented the option with the least parking and traffic impacts when compared to the other surface options along Eastern Avenue and Fleet Street, and was $412 million less in year of expenditure dollars to construct than a tunnel under Eastern Avenue. Ridership projections for the option along Boston Street were also comparable to options in the Eastern Avenue / Fleet Street corridor. Refer to the Alternatives Technical Report – 2012 Update for additional information.

The 2002 Baltimore Region Rail System Plan provided guidance on the development of a Red Line. The Rail Plan indicated Harbor East, Fell's Point, Patterson Park, Canton, Highlandtown, Greektown, and Johns Hopkins Bayview Medical Center as key activity centers on the Red Line. Alignments north of Patterson Park would not directly serve these activity centers. The existing Baltimore Metro directly serves Johns Hopkins Hospital and the Hospital would be accessible from the Red Line with the connection of the Red Line with the Metro at Charles Center.

Red Line Corridor Transit Study
AA/DEIS Comment Form

Only comments received by 5:00 PM on January 5, 2009 will be included in the Public Hearing Record for the Red Line Corridor Transit Study.

PLEASE PRINT

Name: Lola Cargill Organization:

Address: 213 Allendale Street

City: Baltimore State: Md. Zip Code: 21229

I/We wish to submit the following comments on this project:

I am against the Red Line this is a residential area with a lot of elderly Homeowners such as my self. We do not need the parking problem or the heavy traffic this will cause. I think our School children will be affected in a negative way they do not need the extra traffic and congestion the construction of this project will cause. It is not fair to the homeowners who will lose their property and the residents will be impacted negatively by the businessis and services that will have to move

The No-Build Alternative represents the future conditions of transportation facilities and services in 2035 if the Red Line is not built. The No-Build Alternative integrates forecasted transit service levels, highway networks and traffic volumes, and demographics for the year 2035 for projects identified in the 2011 Baltimore Regional Transportation Board's Constrained Long Range Plan (CLRP), *Plan It 2035.* The CLRP consists of the existing highway and transit network as well as planned and programmed (committed) transportation improvements. The No-Build Alternative represents a continued investment in regional and local transportation projects, but does not address the purpose and need of reducing travel times, increasing transit accessibility, providing transportation choices for east-west commuting, or supporting community revitalization and economic development opportunities.

Under the No-Build Alternative, existing and future populations along the study corridor would continue to be served by the local bus system, with only planned and programmed transit improvements. Congestion on the roadways and highways would continue to negatively impact the reliability of travel by automobile and bus. The No-Build Alternative end-to-end transit travel time in 2035 is projected to be 79 minutes, whereas The Preferred Alternative would operate with an end-to-end transit travel time of 45 minutes, nearly half the travel time of the No-Build Alternative.

The Preferred Alternative would improve the quality of east-west transit service along the project study corridor by providing frequent and reliable service. Light rail traveling in a dedicated right-of-way would not be subject to congested roadway conditions, resulting in dependable, on-time service. The Preferred Alternative would provide park-and-ride facilities and feeder bus service to enhance access to the rail transit service and expanding the ridership market. The Preferred Alternative will not require any acquisition of real property that would result in an involuntary residential displacement.

Chapter 7 of the FEIS compares the No-Build Alternative with the Preferred Alternative while providing detailed information on transit efficiency and

accessibility, transportation choices, system wide transit connections, and community revitalization and economic development.

The implementation of the Red Line will require the elimination of some parking spaces along the corridor. Under the Preferred Alternative 58 on-street parking spaces would be eliminated along Edmondson Avenue between Cooks lane and Franklintown Road. For those parking spaces that remain along Edmondson Avenue, vehicles may be parked 24-hours a day. MTA will work with the contactor to develop a plan to minimize the temporary loss of parking during construction. Refer to the Traffic and Parking Technical Report in Appendix I for additional information.

Street patterns may be modified in a number of other ways including: new turn restrictions, removing signals, closing some median openings, and installing new traffic signals at several intersections along the Red Line alignment where the light rail would cross the roadway. The plans and profiles provided in Volume II of the FEIS provide greater detail on these roadway modifications.

Traffic volumes along Edmondson Avenue, without the Red Line, are projected to increase by approximately 18% by 2035. With the Red Line, traffic volumes are expected to remain relatively unchanged compared to current conditions, due to the reduction in lanes and capacity to accommodate the Red Line in the median.

Levels of Service (LOS) were evaluated at signalized intersections along Edmondson Avenue for both the 2035 No-Build and the 2035 Build Condition. The assessment indicates the following changes in LOS:

- Edmondson Ave. at Winans Way – From (A) to (C) during (PM) peak hour
- Edmondson Ave. at Swann Ave. – From D (D) to C (E) during AM (PM) peak hour
- Edmondson Ave. at Edmondson Shopping Center – From A (A) to B (C) during AM (PM) peak hour (Converted from signalized to unsignalized intersection in Build conditions)
- Edmondson Ave. at Wildwood Pkwy – From B (B) to D (D) during AM (PM) peak hour
- Edmondson Ave. at Allendale Street – From A to C during AM peak hour
- Edmondson Ave. at Hilton Street – From A to D during AM peak hour

LOS was evaluated at unsignalized intersections along Edmondson Avenue. The assessment indicated the following change in LOS:

- US 40 (Edmondson Ave.) at Denison St. – From F (F) to A (B) during AM (PM) peak hour as it is converted to signalized intersection in Build year

During construction, impacts to the public would be minimized through the implementation of Traffic and Transportation Management Plans. Access to local businesses would be provided where possible with existing or temporary driveways; however, there may be some instances where access cannot be maintained. In these cases, other accommodations would be arranged with the property owner. Specific mitigation would be developed during Final Design to determine the maximum number of lanes which may be closed during peak traffic hours, maintenance and removal of traffic control devices, efficient traffic detours, and construction schedule restrictions. A detailed outreach plan will be developed prior to construction.

The Preferred Alternative will not require any acquisition of real property that would result in an involuntary residential displacement. The majority of the Red Line would be constructed within the public right-of-way; however, there are areas where the Red Line would require additional property. There will be the need to acquire “sliver takes” or narrow strips of property from some residential properties adjacent to and along the Red Line. Just compensation will be paid for all land that is acquired. These partial property acquisitions will leave the majority of land in the ownership of the current proprietor. A listing of property acquisitions is included in Appendix K of the FEIS.

Sent: Fri 11/07/2008 3:07 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

M Carlisle
1238 Ramblewood Road
Baltimore, MD 21239-2637

November 7, 2008

Red Line Comments
c/o MTA Office of Planning
6 St. Paul St., 9th Fl.
Baltimore, MD 21202

Dear Red Line Comments:

I urge MTA to move the Red Line forward with coordinated investments that benefit nearby neighborhoods and Baltimore as a whole.

I believe the Red Line is a once-in-a-generation opportunity to attract investment to communities, bring jobs and economic activity to Baltimore, and improve our quality of life.

I support option 4C, which combines the permanence of light rail with cost-effectiveness and strategic tunneling to speed trips and avoid narrow neighborhood streets.

Please move the Red Line forward.

Sincerely,

M Carlisle

M. Carlisle's comments are located under IDs 254 and 255; the responses to her comments are combined below.

The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

The Baltimore Red Line planning study included a comprehensive public involvement program that was integral to the overall study effort. Public involvement activities began in Spring 2003 with the distribution of direct mail and e-mails announcing scoping meetings to approximately 84,280 homeowners and businesses, 214 associations and community groups, and over 1,450 individual e-mail addresses. Between 2004 and 2007, the MTA held five sets of open houses. From November 2004 to May 2005, four rounds of Community Workings Groups were held. Letters and project fact sheets were mailed to 249 religious institutions March 2005. Seventy-eight community meetings were held

RED LINE Corridor Transit Study

Red Line Corridor Transit Study
AA/DEIS Comment Form

MTA Maryland

Only comments received by 5:00 PM on January 5, 2009 will be included in the Public Hearing Record for the Red Line Corridor Transit Study.

PLEASE PRINT

Name: Marilyn Carlisle Organization:

Address: 1238 Ramblewood Rd.

City: Baltimore State: MD Zip Code: 21239

I/We wish to submit the following comments on this project:

I believe the affected communities on the west side as well as along Boston St. and in Fells Point have not been consulted nor the effect on their lives considered.

Unfortunately, the studies did not include the Yellow Line, and the connections between the Red Line and existing public transportation are poor.

Therefore, I do not wish to encourage the MTA with any of its proposals. All will take out homes, all upset communities. I recommend new studies including all the community associations.

Perhaps proposal 2 is the best. Though none affect me where I live, and I am in favor of investing in public transportation SOON, I cannot support proposals 3 or 4 in any form.

Thank you

between September 2005 and March 2008. In 2006, the Maryland General Assembly passed a bill creating the Red Line Citizens' Advisory Council (CAC). The CAC advised the MTA on impacts, opportunities and community concerns about the Baltimore Red Line through the duration of the planning study. From 2010 to 2012 seventeen Station Area Advisory Committees (SAACs) were formed to provide input on the Red Line project development. Each of the SAACs met approximately ten times during that time frame.

Between project initiation and the 2008 public hearing, MTA developed 9 separate project newsletters distributed to the Red Line mailing list. Additionally, regular (monthly/bi-monthly) e-newsletters have been distributed to subscribers to the project's e-mail registry. Throughout planning, project information was made available at 34 resource hubs throughout the project area. MTA also made available a Red Line project website (http://www.baltimoreredline.com/). Downloadable materials included a map and simulation of the Preferred Alternative, photos, fliers, e-newsletters, news articles, brochures, videos.

Refer to Chapter 8 of the FEIS for additional information.

The Yellow Line would be a separate project from the Red Line. The Yellow Line would be able to be accommodated with the current profile of the Red Line. The Yellow Line would be accommodated at a lower elevation than both the existing Metro tunnel under Baltimore Street, and the Red Line under Lombard Street.

In selecting the Preferred Alternative there were many critical considerations including quality of transit service, projected transit ridership, cost-effectiveness, land use/transportation integration, economic development potential, environmental impacts, impacts to communities, and public and stakeholder input. To meet the project's purpose and need, it was important to connect people with key activity centers such as the Social Security Administration, University of Maryland downtown, Central Business District, Harbor East, and Johns Hopkins Bayview Medical Center Campus. Transit connections to MARC and existing Metro and Light Rail were also critical to meeting the purpose and need.

The No-Build Alternative represents the future conditions of transportation facilities and services in 2035 if the Red Line is not built. The No-Build Alternative integrates forecasted transit service levels, highway networks and traffic volumes, and demographics for the year 2035 for projects identified in the 2011 Baltimore Regional Transportation Board's Constrained Long Range Plan (CLRP), *Plan It 2035*. The CLRP consists of the existing highway and transit network as well as planned and programmed (committed) transportation improvements. The No-Build Alternative represents a continued investment in regional and local transportation projects, but does not address the purpose and need of reducing travel times, increasing transit accessibility, providing transportation choices for east-west commuting, or supporting community revitalization and economic development opportunities.

The Preferred Alternative will not require any acquisition of real property that would result in an involuntary residential displacement. The majority of the Red Line would be constructed within the public right-of-way; however, there are areas where the Red Line would require additional property. There will be the need to acquire "sliver takes" or narrow strips of property from some residential properties adjacent to and along the Red Line. Just compensation will be paid for all land that is acquired. These partial property acquisitions will leave the majority of land in the ownership of the current proprietor. A listing of property acquisitions is included in Appendix K of the FEIS.

October 30, 2008

Diane Ratcliff
Director Office of Planning
MTA
6 St. Paul Street 9th Floor
Baltimore MD 21202

RECEIVED
JUN 5 2009

Re: DEIS Comment Area #7 Boston Street

Ms Ratcliff,

I am writing to express my displeasure and opposition with the AA/DEIS plan submitted, in particular to geographic area #7, Re. Boston Street project.

Private Citizens and the city have spent a great deal of effort to clean up the harbor area. I find it curious that there is a plan to build along the watershed area. Additional building, motor shed, and traffic along the Boston Street corridor should be strongly discouraged. Are you aware of the many recent fuel and oil spills into the harbor along the Canton Crossing area? Is your office in touch with the city's "green" planning strategies along the harbor?

Vehicular traffic on and around Boston Street is already at a standstill during peak periods (I continue to be amazed that traffic lanes are still underutilized in these areas). As a private citizen who lives near and enjoys the harbor (and pays dearly for this privilege), I have serious concerns about the plan your department is considering. Any change of this magnitude would surely undermine the living standard, beauty, and history of the Baltimore harbor.

Please re-consider planning along the Boston Street area. It is a bad idea and will be fought vigorously.

Sincerely,

John Carrier
1204 S Potomac Street
Baltimore MD 21224

John Carrier's comments are located under IDs 256 and 257; the responses to his comments are combined below.

In selecting the Preferred Alternative there were many critical considerations including quality of transit service, projected transit ridership, cost-effectiveness, land use/transportation integration, economic development potential, environmental impacts, impacts to communities, and public and stakeholder input. To meet the project's purpose and need, it was important to connect people with key activity centers such as the Social Security Administration, University of Maryland downtown, Central Business District, Harbor East, and Johns Hopkins Bayview Medical Center Campus. Transit connections to MARC and existing Metro and Light Rail were also critical to meeting the purpose and need.

The Boston Street corridor was selected as part of the Preferred Alternative because it represented the option with the least parking and traffic impacts when compared to the other surface options along Eastern Avenue and Fleet Street, and was $412 million less in year of expenditure dollars to construct than a tunnel under Eastern Avenue. Ridership projections for the option along Boston Street were also comparable to options in the Eastern Avenue / Fleet Street corridor. Refer to the Alternatives Technical Report – 2012 Update for additional information.

Building the Red Line transit system would require that changes be made to a number of roadways along the Red Line alignment corridor. Currently, two travel lanes in each direction are provided during the peak hour in the peak direction along Boston Street between Hudson Street and South Lakewood Avenue. Between South Lakewood Avenue and Clinton Street there are currently two travel lanes in each direction at all times. Under the Preferred Alternative, there would be one travel lane in each direction at all times for the entire length of Boston Street.

Street patterns may be modified in a number of other ways, including: new turn restrictions and removing or installing new traffic signals at several intersections along the Red Line alignment where the light rail would cross

Sent: Thu 10/30/2008 11:06 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

John Carrier
1204 S Potomac Street
Baltimore, MD, 21224

John Carrier's comments:

I am writing to express my displeasure and opposition with the AA/DEIS plan submitted, in particular to geographic area #7, Re. Boston Street project. Private Citizens and the city have spent a great deal of effort to clean up the harbor area. I find it curious that there is a plan to build along the watershed area. Additional building, motor shed, and traffic along the Boston Street corridor should be strongly discouraged. Are you aware of the many recent fuel and oil spills into the harbor along the Canton Crossing area? Is your office in touch with the city's planning strategies along the harbor? Vehicular traffic on and around Boston Street is already at a standstill during peak periods (I continue to be amazed that traffic lanes are still underutilized in these areas). As a private citizen who lives near and enjoys the harbor (and pays dearly for this privilege), I have serious concerns about the plan your department is considering. Any change of this magnitude would surely undermine the living standard, beauty, and history of the Baltimore harbor. Please re-consider planning along the Boston Street area. It is a bad idea and will be fought vigorously. Sincerely, John Carrier 1204 S Potomac Street Baltimore MD 21224

high volume side streets. The detailed plans and profiles provided in the Volume 2 of the FEIS provide greater design detail. Refer to Chapter 4 of the FEIS and the Traffic and Parking Technical Report in Appendix I for additional information.

Without the Red Line, traffic volumes along Boston Street, north of Montford Avenue, are projected to increase by approximately 33% by 2035 and volumes east of Conkling Street are projected to increase by 56% by 2035. With the Red Line by 2035, traffic volumes along Boston Street are projected to increase by 22% north of Montford Avenue and increase by 25% east of Conkling Street.

Levels of Service (LOS) were evaluated at signalized intersections along Boston Street for both the 2035 No-Build and the 2035 Build Condition. The assessment indicated the following changes in LOS:

- Boston Street at Aliceanna Street – From (F) to (B) during (PM) peak hour
- Boston Street at Montford Ave – From E to D during AM peak hour
- Boston Street at Ellwood Ave – From (A) to (D) during (PM) peak hour (Converted from signalized to unsignalized in Build conditions)
- Boston Street at Clinton Street – From F to E during AM peak hour
- Boston Street at Old Boston Street – From D (C) to E (E) during AM (PM) peak hour

LOS was evaluated at unsignalized intersections along Boston Street. The assessment indicated the following changes in LOS:

- Boston Street at Leakin Street – From F to better F during AM peak hour
- Boston Street at Safeway – From (D) to (A) during (PM) peak hour as it is converted to a signalized intersection in the Build year
- Boston Street at Kenwood Ave – From F (F) to D (D) during AM (PM) peak hour as it is converted to a signalized intersection in the Build year

- Boston Street at East Ave – From F to C during AM peak hour as it is converted to a signalized intersection in the Build year
- Boston Street at Bayliss Street – From F to B during AM peak hour

During construction, impacts to the public would be minimized through the implementation of Traffic and Transportation Management Plans. Access to local businesses through existing or temporary driveways would be provided where possible; however, there may be some instances where access cannot be maintained. In these cases, other accommodations would be arranged with the property owner. Specific mitigation would be developed during Final Design to determine maximum number of lanes closed during peak traffic hours, maintenance and removal of traffic control devices, efficient traffic rerouting measures, and scheduling of construction activities within the roadways for times other than peak traffic periods.

Sent: Thu 11/13/2008 2:36 PM
To: MTA Red Line
Subject: DEIS COMMENT
Baltimore Red Line Official AA/DEIS Comment

Brenda Carter
Tote-It, Incorporated

P.O. Box
Baltimore, MD, 21203

Brenda Carter's comments:

I wish to submit that I agree with the comments on the document.

This comment on the DEIS does not provide enough information to draft a specific response.

624

Red Line Corridor Transit Study
AA/DEIS Comment Form

MTA Maryland

Only comments received by 5:00 PM on January 5, 2009 will be included in the Public Hearing Record for the Red Line Corridor Transit Study.

MY CHOICE FOR THE EDMONDSON/ALLENDALE COMMUNITY IS AS STATED BELOW:

✓ NO BUILD ____ IMPROVE CURRENT BUS LINE SYSTEM ____ UNDERGROUND TUNNELING

PLEASE PRINT

Name: CLIFFORD CARTER Organization Resident

Address: 1106 MT Holly St

City: Balto State: MD Zip Code: 21229

I/WE wish to submit the following comments on this project:

The No-Build Alternative is considered in the FEIS, but was not selected because it does not meet the purpose and need. The evaluation of the No-Build Alternative is summarized in Chapter 7 of the FEIS. Refer to Chapter 9, Section 9.3, which provides responses to common themes in the comments received.

13 MS. ROSE CARTER: My name is Rose Carter.
14 R-O-S-E, C-A-R-T-E-R. I'm from the Boyd Booth
15 Community. I'm for the Light Rail.
16 I have checked out different things about
17 the system. I've went to a different state to see how
18 their system runs. I think it would be a great
19 opportunity for Baltimore if we could get a system up
20 and running that could go from east to west to help us
21 get from one destination to the other. Especially
1 along that area of West Baltimore near the MARC train
2 station. You can get downtown, over to Johns Hopkins
3 and everywhere.
4 Plus it will help with redevelopment of the
5 different communities in that area because some of the
6 communities are really down and out because people have
7 forgotten about us in that area.
8 It will be a lot of ways for people to be
9 able to get jobs or training and everything and help
10 with the different greenery. Make the area look so
11 much better. So I'm really for the Red Line. Thank
12 you.

The Preferred Alternative presented in the FEIS improves transit in the Baltimore Region, as your comment recommends. The Preferred Alternative is a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancement s to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line Build Alternative.

Sent: Fri 11/28/2008 8:12 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Richard Caserta
2028 Gough St
Baltimore, MD, 21231

Richard Caserta's comments:

I think the most sensible option for the Red Line as presented in the public hearings brochure is Alternative 4C for light rail. This plan obviously gives the most "bang for the buck": having a rail transit line that bew riders people will choose to use (as opposed to a bus), while preserving the maximum number of parking spaces (as opposed to the insane no-build option and ridiculously expensive Alternative 4D. In Southeast Baltimore, it would be advantageous to run the LRT on Eastern and Fleet Streets, rather than Boston St., in order to maximize local ridership. However, unless the rail line were tunneled under Eastern and Fleet until the East Highlandtown rail viaduct, it would probably be defeated by the area public. Still, it might be made palatable by making Eastern one-way eastbound, making Fleet one-way westbound, and building a "no stop vehicle ramp" onto westbound Fleet from Eastern on the approach to Highlandtown just after or under the viaduct. The LRT would run westbound on the west side of Eastern Avenue, and run eastbound on the east side of Fleet Street. Reverse angle parking would be installed on the west side of Fleet Street, facing westward; and on the east side of Eastern Avenue, facing eastward. All of this would preserve the "two way vehicular pattern" among the LRT and cars/trucks and maximize visibility to avoid collisions. It would preserve maximal parking closest to the Highlandtown business district, even though some parking would be a block away on Fleet.

The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

Various alternatives were analyzed in the DEIS to use the Eastern Avenue/Fleet Street corridors. These alternatives were not selected as part of the Preferred Alternative due to lack of feasibility or high capital costs. Key reasons that the Eastern/Fleet Alternatives were not selected are described below:

Tunnel Option: A tunnel alternative along Eastern Avenue from the Downtown area to the Norfolk Southern right-of-way, north of Eastern Avenue, was considered. The costs of this alternative, due to both the tunnel and underground stations, would increase the cost of the Red Line by $412 million, in year of expenditure dollars.

Eastern-Fleet surface LRT Option: Three surface options were considered in the DEIS. Option one maintained two-way traffic on Eastern Avenue and Fleet Street with elimination of all parking on one side of each street. Light rail tracks would be separated with one directional track along Eastern Avenue and the other directional track along Fleet Street. Each of the other two surface options created one-way streets on both Eastern Avenue and Fleet Street with one lane for traffic, one lane for light rail, and two lanes for parking. Due to the existing street widths, sidewalk widths, and building face locations, Eastern Avenue and Fleet Street could not be widened for the inclusion of light rail. All of the surface options were deemed infeasible because of the impacts to parking or impacts to roadway capacity and local access. Refer to the Alternatives Technical Report – 2012 Update for additional information.

Sent: Fri 12/05/2008 2:23 PM
To: MTA Red Line
Subject: DEIS COMMENT

Nancy Caudill's comments:

As a resident and business person in Historic Fell's Point for more than 20 years, I am delighted to see that our various community groups have been able to work together effectively with Councilman Kraft to come up with alignment and station location(s) that all can support. We all know that we need improved public transit, but not if it hurts our community, which is why any surface alignment is simply not acceptable.

I wholeheartedly agree that a tunnel under Eastern Avenue and/or Fleet Street with station entries and exits on Broadway would be best for Fell's Point. For as long as I've been in the neighborhood, we've been trying to encourage both residents and visitors to explore the restaurants and shops on Broadway above Fleet and Eastern. The Red Line can give us the economic stimulus that will finally do this!

We know that people are drawn to historic districts. We know that they're drawn to waterfront neighborhoods. That's a given, and that's what we have right now. And, with the Market Place at Fells Point development, people will soon be living, shopping, and dining on Broadway between Aliceanna and Fleet. What the Red Line can do is deliver people at both Fleet and at Eastern so that development will continue on up Broadway.

I hope to see a station with entries and exits on both Fleet and Eastern - with signage that identifies the southern one leading to the Waterfront and the Fell's Point Historic District and the northern one leading to Eastern Avenue and Spanish Town.

Since I was not able to attend one of the recent public hearings, I thank you for this opportunity to comment via e-mail on the Red Line and the DEIS.
Nancy Caudill

The Preferred Alternative includes a tunnel under Fleet Street in the Fell's Point area, with a station at Broadway and Fleet Streets. The Fleet Street station is proposed to include one station entrance at Broadway and Fleet Streets. The comment includes an interest in having two station entries, one at Fleet Street and one at Eastern Avenue. A second station entrance on Eastern Avenue would be cost prohibitive.

62

Red Line Corridor Transit Study
AA/DEIS Comment Form

MTA Maryland

Only comments received by 5:00 PM on January 5, 2009 will be included in the Public Hearing Record for the Red Line Corridor Transit Study.

PLEASE PRINT

Name: Shanice Chandler Organization:

Address: 25 Chase mill Circle

City: Owings Mills State: Md Zip Code: 21117

I/We wish to submit the following comments on this project:

I do not feel like it is right that they are building the light rail overtop of the street I feel it should be underneath or not at all.

The No-Build Alternative represents the future conditions of transportation facilities and services in 2035 if the Red Line is not built. The No-Build Alternative integrates forecasted transit service levels, highway networks and traffic volumes, and demographics for the year 2035 for projects identified in the 2011 Baltimore Regional Transportation Board's Constrained Long Range Plan (CLRP), *Plan It 2035.* The CLRP consists of the existing highway and transit network as well as planned and programmed (committed) transportation improvements. The No-Build Alternative represents a continued investment in regional and local transportation projects, but does not address the purpose and need of reducing travel times, increasing transit accessibility, providing transportation choices for east-west commuting, or supporting community revitalization and economic development opportunities.

Under the No-Build Alternative, existing and future populations along the study corridor would continue to be served by the local bus system, with only planned and programmed transit improvements. Congestion on the roadways and highways would continue to negatively impact the reliability of travel by automobile and bus. The No-Build Alternative end-to-end transit travel time in 2035 is projected to be 79 minutes, whereas The Preferred Alternative would operate with an end-to-end transit travel time of 45 minutes, nearly half the travel time of the No-Build Alternative.

The Preferred Alternative would improve the quality of east-west transit service along the project study corridor by providing frequent and reliable service. Light rail traveling in a dedicated right-of-way would not be subject to congested roadway conditions, resulting in dependable, on-time service. The Preferred Alternative would provide park-and-ride facilities and feeder bus service to enhance access to the rail transit service and expanding the ridership market. The Preferred Alternative will not require any acquisition of real property that would result in an involuntary residential displacement.

Chapter 7 of the FEIS compares the No-Build Alternative with the Preferred Alternative while providing detailed information on transit efficiency and

accessibility, transportation choices, system wide transit connections, and community revitalization and economic development.

The Preferred Alternative is located on the surface (at-grade), generally within the median of Edmondson Avenue between the Cooks Lane Tunnel portal and the West Baltimore MARC station. There is adequate right-of-way available to construct light rail in the median without the need to purchase or relocate any residential homes. As such, an underground alternative is not needed to preserve adjacent land use. Also, the impact assessments for resources along Edmondson Avenue indicate that a surface alternative is feasible in this area of the project (see the FEIS, Chapter 2 and the Alternative Technical Report – 2012 Update for more detail). In the AA/DEIS, tunnel alignments were studied under Edmondson Avenue/ Franklin Street between Cooks Lane and Calverton Road. The major reason that a tunnel alignment was not pursued was cost. In order to design and construct that portion of the project underground, the cost of the project would increase by $525 million in year of expenditure dollars. Refer to Chapter 2 of the FEIS for additional information.

Sent: Tue 12/30/2008 1:12 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Sue Chapelle
6021 Lakeview Road
Baltimore, MD 21210-1033

December 30, 2008

Red Line Comments
c/o MTA Office of Planning
6 St. Paul St., 9th Fl.
Baltimore, MD 21202

Dear Red Line Comments:

I urge MTA to move the Red Line forward with coordinated investments that benefit nearby neighborhoods and Baltimore as a whole.

I believe the Red Line is a once-in-a-generation opportunity to attract investment to communities, bring jobs and economic activity to Baltimore, and improve our quality of life.

I support option 4C, which combines the permanence of light rail with cost-effectiveness and strategic tunneling to speed trips and avoid narrow neighborhood streets.

Please move the Red Line forward.

Sincerely,

Sue Chapelle

The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

626

Red Line Corridor Transit Study
AA/DEIS Comment Form

Only comments received by 5:00 PM on January 5, 2009 will be included in the Public Hearing Record for the Red Line Corridor Transit Study.

MY CHOICE FOR THE EDMONDSON/ALLENDALE COMMUNITY IS AS STATED BELOW:

X NO BUILD ____ IMPROVE CURRENT BUS LINE SYSTEM ____ UNDERGROUND TUNNELING

PLEASE PRINT

Name: Connie Cheeseboro Organization ____

Address: 125 Edgewood St.

City: Baltimore State: MD Zip Code: 21229

I/WE wish to submit the following comments on this project:

No Build, will Hurt my Community

The No-Build Alternative is considered in the FEIS, but was not selected because it does not meet the purpose and need. The evaluation of the No-Build Alternative is summarized in Chapter 7 of the FEIS. Refer to Chapter 9, Section 9.3, which provides responses to common themes in the comments received.

MR. KENNETH CHRANE: My first name is Kenneth, K-E-N-N-E-T-H, my last name is Chrane, C-H-R-A-N-E. I would like to tell you that I do support the Red Line and also want to say that the, as far as the subway I think it could be extended too and have more lines added to it because I go to work at Blind Industries and Services of Maryland, BISM. And I think it would be easier if the transportation was extended because there's going to be a change in taxi access maybe in January. And to six miles and only, well, accept 15 dollars, you know, and if they restrict it, I can't use it like I do now. So, that's my testimony and I want to thank you, unless anybody has any questions to ask me.

And also, we don't have any bus service in our neighborhood where we live. They took the 44X off the bus system in October of '04. We live near Huntington Drive and Southern Cross. So, I'd like to see the buses put back on so it would make it easier for us to go where we need to go. Thank you.

The Preferred Alternative presented in the FEIS improves transit in the Baltimore Region, as your comment recommends. The Preferred Alternative is a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line Build Alternative.

Sent: Thu 12/18/2008 9:10 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Elizabeth Christman's comments:

To whom it may concern:
I recognize the need for improved mass transit in Baltimore and support the Fells Point Community Statement calling for a tunnel under that historic community. I also recognize the need to limit traffic through our neighborhoods, the result of significant business and residential growth along the waterfront, much of which is yet to come. Many of our intersections are failing or near failing now due to this growth.
I do not find a redline alternative that addresses the needs and supports the Canton communities. Many business and political leaders have gotten behind the 4C alternative. While it satisfies the greater Fells Point neighborhood, it does not support the people who live in Canton. Canton is also a historic neighborhood where residents have worked hard to make it a vibrant and thriving community; 4C will be very detrimental. 4C also violates the Context Sensitive Solutions (CSS) of the National Trust in that it will not "preserve scenic, aesthetic, historic and environmental resources." I would support 4D as it tunnels under the residential areas preserving existing traffic and parking lanes in both Highlandtown and Canton.
I absolutely cannot support the dedicated surface lanes on Boston Street. Particularly egregious is the arrival of underground transit onto the Boston St. surface either at Aliceanna or near the American Can complex. We feel having dedicated mass transit lanes on Boston and the portal barriers sacrifices the community in order to serve two large mixed use developments at Harbor East/Harbor Point and Canton Crossing/Brewers Hill. It will further isolate portions of the community from each other making access to the waterfront harder. It violates the state designation of Boston St. as a Scenic Byway. While not a designated option, we would support a tunnel under Boston St to Haven.
On the east side, one of the greatest needs is to provide park and ride and transit service to people who work in the city and drive in from the east. It appears that the area near Bayview has the greatest potential for providing land for that purpose and we feel it is very important to encourage people to access the city from that point. Building on the importance of the Bayview area, there was a community sponsored alternative not given full review. I feel this omission violates the NEPA process in not looking at all reasonable alternatives equally. Many of our leaders feel it would be the best solution, long term, for improving transit on the east side. That alternative is only casually mentioned in the Draft EIS plan on page 29: it is a heavy rail

In selecting the Preferred Alternative there were many critical considerations including quality of transit service, projected transit ridership, cost-effectiveness, land use/transportation integration, economic development potential, environmental impacts, impacts to communities, and public and stakeholder input. To meet the project's purpose and need, it was important to connect people with key activity centers such as the Social Security Administration, University of Maryland downtown, Central Business District, Harbor East, and Johns Hopkins Bayview Medical Center Campus. The comment specifically mentions Harbor East/Harbor Point and Canton Crossing/Brewers Hill. As with other key activity centers in the Red Line corridor, access to these developments will address Purpose and Need by providing access to major employment centers. Transit connections to MARC and existing Metro and Light Rail were also critical to meeting the purpose and need.

The Boston Street corridor was selected as part of the Preferred Alternative because it represented the option with the least parking and traffic impacts when compared to the other surface options along Eastern Avenue and Fleet Street, and was $412 million less in year of expenditure dollars to construct than a tunnel under Eastern Avenue. Ridership projections for the option along Boston Street were also comparable to options in the Eastern Avenue / Fleet Street corridor. Refer to the Alternatives Technical Report – 2012 Update for additional information.

There is adequate right-of-way available to construct light rail in the median without the need to purchase or relocate any residential homes or businesses. As such, an underground alternative is not needed to preserve adjacent land use. Also, the impact assessments for resources along Boston Street indicate that a surface alternative is feasible in this area of the project (see the FEIS, Chapter 2 and the Alternative Technical Report – 2012 Update for more detail). The major reason that a tunnel alignment was not pursued along Boston Street was cost. In order to design and construct that portion of the project underground, the cost of the project would increase by $210 million, in year of expenditure dollars. Refer to the Alternatives Technical Report – 2012 Update for additional information.

continuation of the subway NE from the Hopkins Medical campus to connect with the Amtrak Penn line to Bayview. We note that its cost effectiveness index is better than several of the MTA alternatives retained in the Draft EIS. With this alternative, a shuttle could bring riders to the two newly developing areas along the waterfront. It is unfortunate that many political, developer and business leaders seem to be steamrolling 4C weeks before all public comment is due. We want better transit, but we want it to support our residents not destroy a significant part of our community.

Sincerely yours,
Elizabeth Christman
3212 Toone Street

Building the Red Line transit system would require that changes be made to a number of roadways along the Red Line alignment corridor. Currently, two travel lanes in each direction are provided during the peak hour in the peak direction along Boston Street between Hudson Street and South Lakewood Avenue. Between South Lakewood Avenue and Clinton Street there are currently two travel lanes in each direction at all times. Under the Preferred Alternative, there would be one travel lane in each direction at all times for the entire length of Boston Street.

Street patterns may be modified in a number of other ways, including: new turn restrictions and removing or installing new traffic signals at several intersections along the Red Line alignment where the light rail would cross high volume side streets. The detailed plans and profiles provided in the Volume 2 of the FEIS provide greater design detail. Refer to Chapter 4 of the FEIS and the Traffic and Parking Technical Report in Appendix I for additional information.

Without the Red Line, traffic volumes along Boston Street, north of Montford Avenue, are projected to increase by approximately 33% by 2035 and volumes east of Conkling Street are projected to increase by 56% by 2035. With the Red Line by 2035, traffic volumes along Boston Street are projected to increase by 22% north of Montford Avenue and increase by 25% east of Conkling Street.

Levels of Service (LOS) were evaluated at signalized intersections along Boston Street for both the 2035 No-Build and the 2035 Build Condition. The assessment indicated the following changes in LOS:

- Boston Street at Aliceanna Street – From (F) to (B) during (PM) peak hour
- Boston Street at Montford Ave – From E to D during AM peak hour
- Boston Street at Ellwood Ave – From (A) to (D) during (PM) peak hour (Converted from signalized to unsignalized in Build conditions)
- Boston Street at Clinton Street – From F to E during AM peak hour
- Boston Street at Old Boston Street – From D (C) to E (E) during AM (PM) peak hour

LOS was evaluated at unsignalized intersections along Boston Street. The assessment indicated the following changes in LOS:

- Boston Street at Leakin Street – From F to better F during AM peak hour
- Boston Street at Safeway – From (D) to (A) during (PM) peak hour as it is converted to a signalized intersection in the Build year
- Boston Street at Kenwood Ave – From F (F) to D (D) during AM (PM) peak hour as it is converted to a signalized intersection in the Build year
- Boston Street at East Ave – From F to C during AM peak hour as it is converted to a signalized intersection in the Build year
- Boston Street at Bayliss Street – From F to B during AM peak hour

During construction, impacts to the public would be minimized through the implementation of Traffic and Transportation Management Plans. Access to local businesses through existing or temporary driveways would be provided where possible; however, there may be some instances where access cannot be maintained. In these cases, other accommodations would be arranged with the property owner. Specific mitigation would be developed during Final Design to determine maximum number of lanes closed during peak traffic hours, maintenance and removal of traffic control devices, efficient traffic rerouting measures, and scheduling of construction activities within the roadways for times other than peak traffic periods.

The National Scenic Byways Program is a Federal Highway Administration program established to help recognize, preserve and enhance selected roads throughout the US. A portion of Boston Street within the project study corridor is part of the Star-Spangled Banner Scenic Byway, a 100+ mile byway that provides views of and access to historic resources. The Red Line would not affect the function or designation of the Boston Street route as part of the scenic byway.

The paragraphs below respond to the comment on a community-sponsored alternative. This community-sponsored alternative is part of the second heavy rail alternative described below. Two alternatives which incorporated Heavy Rail were considered in the AA/DEIS for the Red Line. They were

described in Chapter 2, page 29 of the AA/DEIS. Each of these alternatives were proposed by members of the public.

The first of the two alternatives was a full Heavy Rail Alternative from Social Security Administration to Greektown, 14.3 miles. This alternative was estimated to cost $2.383 Billion in 2007 dollars. The alternative was not carried forward through full analysis in the AA/DEIS due to its high capital cost as compared to Light Rail and Bus Rapid Transit Alternatives being studied. The Preferred Alternative for the Red Line in the FEIS has a cost of $2.575 Billion in year-of-expenditure dollars. The year-of-expenditure dollars are based on a schedule that has the Red Line opening in 2021 and escalation occurring at a rate of +3.1% per year. Escalating the previously studied Heavy Rail Alternative capital cost at the same rate that is being used for the Preferred Alternative, with a project opening in 2021 and a mid-point of construction in the year 2018, yields a year-of-expenditure capital cost of $3.334 Billion. This cost estimate for Heavy Rail is $759 Million higher than the Preferred Alternative. This 30% cost differential still renders the Heavy Rail Alternative as too costly when compared with the Preferred Alternative. In addition, there are other aspects of this proposed Heavy Rail Alternative that could bring into question its feasibility, could lead to higher capital costs, and/or create environmental impacts that would need to be addressed. These include constructing adjacent to the Amtrak Northeast corridor and within Amtrak right-of-way; constructing connections with the existing Baltimore Metro and the need to shut down Metro service while that construction occurred, likely six to nine months at a minimum; additional property takes along Amtrak right-of-way; visual impacts of an aerial alignment from Orangeville to Greektown; potential 4(f) impacts from being in a tunnel under Leakin Park due to associated ventilation or emergency egress that may be required; and viability of an at-grade alignment along I-70.

The second of the two alternatives was not a full Heavy Rail Alternative, but a combination of three modes – Heavy Rail, Light Rail, and Streetcar. The Heavy Rail component extended the existing Metro from Johns Hopkins Hospital to the Johns Hopkins Bayview Medical Center. From CMS to the

western portion of downtown, the Alternative would be light rail similar to the Preferred Alternative. Upon entering downtown, the light rail would be in surface to Camden Yards, and then would be in tunnel to the existing Charles Center Metro Station. The third component would be a streetcar from Camden Yards, with surface operations along Pratt Street and through Harbor East, Fells Point, Canton, Canton Crossing, and Haven Street to the Amtrak right-of-way, ending at Edison Highway. The streetcar alternative would run in mixed traffic along the surface. This Alternative was estimated to have a capital cost of $1.8 Billion in 2007 dollars. Escalated at 3.1% per year yields a cost of $2.518 Billion in year-of-expenditure dollars. This cost is comparable to the Preferred Alternative, just as it was similar to the costs of the light rail and bus rapid transit alternatives in the AA/DEIS. The reasons this alternative were not studied further in the AA/DEIS are:

- Many east-west trips through the corridor would require transfers due to the multiple modes, increasing transit travel time and decreasing ridership.
- All of the streetcar component requires sharing lanes with traffic, which degrades both vehicular traffic movements, as well as transit travel times, and would reduce ridership.
- Introducing a new mode, streetcar, requires an additional new maintenance facility for streetcars and introduces a new mode of transit to Baltimore, which does not improve transit efficiency.

Refer to Section 2.4.2 in the Alternatives Technical Report – 2012 Update for additional information.

Sent: Thu 11/06/2008 11:04 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Gina-Marie Cincinnati
1208 63rd Street
Rosedale, MD, 21237

Gina-Marie Cincinnati's comments:

The red line will help citizens have a safer and more economical time commuting in and out of the city. It is a much needed addition to Baltimore! Raise it above ground, don't dig!

The Preferred Alternative presented in the FEIS improves transit in the Baltimore Region, as your comment recommends. The Preferred Alternative is a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line Build Alternative.

In selecting the Preferred Alternative there were many critical considerations including quality of transit service, projected transit ridership, cost-effectiveness, land use/transportation integration, economic development potential, environmental impacts, impacts to communities, and public and stakeholder input. To meet the project's purpose and need, it was important to connect people with key activity centers such as the Social Security Administration, University of Maryland downtown, Central Business District, Harbor East, and Johns Hopkins Bayview Medical Center Campus. Transit connections to MARC and existing Metro and Light Rail were also critical to meeting the purpose and need.

Sent: Tue 11/04/2008 10:01 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Michael Cirillo
4705 Erdman Ave.
Baltimore, MD, 21205

Michael Cirillo's comments:

I am in full support of the RedLine project because it will showcase our city as progessive in regards to enviromental concerns,it will help ease our over congested roads and highways, reduce the number of traffic accidents/casualties, support our efforts to attract more people to the city,more conventions, and also create many new jobs for our citizens. Baltimore is a great city, but our current public transportation systems diminishes its appeal.

The Preferred Alternative presented in the FEIS improves transit in the Baltimore Region, as your comment recommends. The Preferred Alternative is a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to H Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line Build Alternative.

21 MS. VALERIE CLARKE: Okay, all right. Good
1 morning. My name is Valerie Clarke and that spelled V,
2 capital V-A-L-E-R-I-E, capital C-L-A-R-K with an E. I
3 reside at 307 Allendale Street. I am here to testify
4 on the behalf of the Red Line Corridor saying for
5 against. I reside in a community which is called
6 Edmondson Village which is number 19 in your economical
7 technical impact. I am here on behalf of myself, my
8 family, V.C. Learning Art, which is a non-profit
9 organization that I have formed, Southwest Better
10 Community Association, along with other associations.
11 First, I would like to say thank you for
12 this public hearing. Secondly, I will be stating my
13 research and fact findings from the MTA and the State
14 of Maryland's economical and technical impact
15 materials.
16 First, I'm going to do the west side of
17 this Red Line. I'm going to, by me living in Edmondson
18 Village, this is the main point. But three
19 geographical locations along with others, which is 3,
20 4, and 5, which involves US-40, Franklin Street,
21 Longwood Street, Edmondson Village residents, the
1 Baltimore MARC, Mulberry Street, and Martin Luther King
2 Boulevard. That's mostly on the west side.
3 Communities involved would be Edmondson Village, Lower
4 Edmondson Village, Samtown, Mosher, Harlem Park and
5 Rosemount.
6 Now, the Edmondson Village area mostly will
7 be impacted. Now, I'm going to break it down in three
8 categories which you have direct property impact, then
9 you have the parking and your accessibility. 68% of
10 homeowners are in the Edmondson Village area. Now,
11 back in the early 70's, there was an I-170, which is
12 called Highway to Nowhere. 971 homes were displaced,
13 businesses and one school. Now, in our Edmondson
14 Village area, we have 68% homeowners, mostly are elders
15 that have been there for at least 20, 30, 40 years.
16 32% renters, 8% vacant homes. The parking will be

The No-Build Alternative represents the future conditions of transportation facilities and services in 2035 if the Red Line is not built. The No-Build Alternative integrates forecasted transit service levels, highway networks and traffic volumes, and demographics for the year 2035 for projects identified in the 2011 Baltimore Regional Transportation Board's Constrained Long Range Plan (CLRP), *Plan It 2035.* The CLRP consists of the existing highway and transit network as well as planned and programmed (committed) transportation improvements. The No-Build Alternative represents a continued investment in regional and local transportation projects, but does not address the purpose and need of reducing travel times, increasing transit accessibility, providing transportation choices for east-west commuting, or supporting community revitalization and economic development opportunities.

Under the No-Build Alternative, existing and future populations along the study corridor would continue to be served by the local bus system, with only planned and programmed transit improvements. Congestion on the roadways and highways would continue to negatively impact the reliability of travel by automobile and bus. The No-Build Alternative end-to-end transit travel time in 2035 is projected to be 79 minutes, whereas The Preferred Alternative would operate with an end-to-end transit travel time of 45 minutes, nearly half the travel time of the No-Build Alternative.

The Preferred Alternative would improve the quality of east-west transit service along the project study corridor by providing frequent and reliable service. Light rail traveling in a dedicated right-of-way would not be subject to congested roadway conditions, resulting in dependable, on-time service. The Preferred Alternative would provide park-and-ride facilities and feeder bus service to enhance access to the rail transit service and expanding the ridership market. The Preferred Alternative will not require any acquisition of real property that would result in an involuntary residential displacement.

17 greatly impacted because it will do more lanes. The
18 accessibility will be less property value because you
19 will have the noise and the access, safety, community
20 coherence. Now, most of our elders, like I said, have
21 been in these homes for 20, 30, 40 years.
1 We have schools and we also have nearby
2 businesses that the community rely upon. Now, this is
3 the west side and I just broke down for Edmondson
4 Village, the area where I reside at but then also is
5 other statistics in that technical book.
6 Now on the east side of it would be
7 geographical areas 6, 7, and 8 which is dealing with
8 Fayette Street, Baltimore, Lombard, Martin Luther King,
9 Market Place, Central Avenue, Pier 6, Aliceanna,
10 Eastern Avenue, Fleet, Chester, Boston, Conkling,
11 Southern, what is it, north of Southern, Canton
12 Railroad, and Bayview MARC. That's on the east side.

Chapter 7 of the FEIS compares the No-Build Alternative with the Preferred Alternative while providing detailed information on transit efficiency and accessibility, transportation choices, system wide transit connections, and community revitalization and economic development.

The implementation of the Red Line will require the elimination of some parking spaces along the corridor. Under the Preferred Alternative 58 on-street parking spaces would be eliminated along Edmondson Avenue between Cooks lane and Franklintown Road. For those parking spaces that remain along Edmondson Avenue, vehicles may be parked 24-hours a day. MTA will work with the contactor to develop a plan to minimize the temporary loss of parking during construction. Refer to the Traffic and Parking Technical Report in Appendix I for additional information.

Over the years, since the inception of Metro and Light Rail in Baltimore, the MTA has contacted local real estate professionals to understand what the effect of Metro and Light Rail has been on property values. The local real estate community has consistently responded that there is no way to relate any changes in property values to any one specific factor such as transit. There is no consistent change in property values around new transit areas.

MTA completed an assessment of noise and vibration impacts of the Preferred Alternative. The results are provided in the Noise and Vibration Technical Report and Chapter 5 of the FEIS.

Building the Red Line transit system would require that changes be made to a number of roadways along the Red Line alignment corridor. Currently, on Edmondson Avenue, three lanes are provided during the peak hour in the peak direction. Under the Preferred Alternative the three available lanes would be reduced to two lanes in each direction to accommodate the Red Line in the median.

Street patterns may be modified in a number of other ways including: new turn restrictions, removing signals, closing some median openings, and installing new traffic signals at several intersections along the Red Line alignment where the light rail would cross the roadway. The plans and profiles provided in Volume II of the FEIS provide greater detail on these roadway modifications.

Traffic volumes along Edmondson Avenue, without the Red Line, are projected to increase by approximately 18% by 2035. With the Red Line, traffic volumes are expected to remain relatively unchanged compared to current conditions, due to the reduction in lanes and capacity to accommodate the Red Line in the median.

Levels of Service (LOS) were evaluated at signalized intersections along Edmondson Avenue for both the 2035 No-Build and the 2035 Build Condition. The assessment indicates the following changes in LOS:

- Edmondson Ave. at Winans Way – From (A) to (C) during (PM) peak hour
- Edmondson Ave. at Swann Ave. – From D (D) to C (E) during AM (PM) peak hour
- Edmondson Ave. at Edmondson Shopping Center – From A (A) to B (C) during AM (PM) peak hour (Converted from signalized to unsignalized intersection in Build conditions)
- Edmondson Ave. at Wildwood Pkwy – From B (B) to D (D) during AM (PM) peak hour
- Edmondson Ave. at Allendale Street – From A to C during AM peak hour
- Edmondson Ave. at Hilton Street – From A to D during AM peak hour

LOS was evaluated at unsignalized intersections along Edmondson Avenue. The assessment indicated the following change in LOS:

- US 40 (Edmondson Ave.) at Denison St. – From F (F) to A (B) during AM (PM) peak hour as it is converted to signalized intersection in Build year

During construction, impacts to the public would be minimized through the implementation of Traffic and Transportation Management Plans. Access to local businesses would be provided where possible with existing or temporary driveways; however, there may be some instances where access cannot be maintained. In these cases, other accommodations would be arranged with the property owner. Specific mitigation would be developed during Final Design to determine the maximum number of lanes which may be closed during peak traffic hours, maintenance and removal of traffic control devices, efficient traffic detours, and construction schedule restrictions. A detailed outreach plan will be developed prior to construction.

4 MS. PRINCESS CLIFTON: My name is Princess
5 Clifton. P-R-I-N-C-E-S-S, Clifton, C-L-I-F-T-O-N. I
6 live at 124 North Monastery Avenue. I am opposed to
7 the Red Line. I am opposed to it being above ground or
8 underground. Because it will affect our neighborhoods,
9 no matter what the Department of Transportation says.
10 They sent out jargon that you got to be, you have to
11 have a Ph.D. to understand. I think that the people
12 should be made aware of what's going on in their
13 communities in plain language. We should have our
14 elected officials here to speak to us so that they will
15 know how we feel about this Red Line coming through.
16 I live on a side street, we don't get no
17 help on the side street now. So, if they come up
18 Edmondson Avenue and it affects the parking, then it's
19 going to affect the parking on side streets. The
20 people on Edmondson Avenue will be looking for ways to
21 park, they may have to park three, four blocks away
1 from their house. That's not fair.
2 Now, if the city wants to do something to
3 improve Edmondson Avenue, then improve some of the
4 boarded-up homes, make the people who have businesses
5 there improve their businesses, so that it'll make it
6 better. But the greenery that was put down Edmondson
7 Avenue, I understand it cost thousands and thousands of
8 dollars. Tax payers pay for that. We as tax payers
9 pay for that. They're just going to strip it up. You
10 know, I don't understand how the city could be so
11 wasteful with our money. That's not fair. And I am
12 opposed to it.
13 I think that they should find another route
14 to take in order, if they want a tunnel then they
15 shouldn't be tunneling through Edmondson Avenue because
16 that's going to affect the houses that are there. And
17 like they said, the infrastructure is going to be
18 shaken, even if it's underground. So they should find
19 another way to re-route it. We have historical
20 properties and sites here too that we care about. The

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Under the No-Build Alternative, existing and future populations along the study corridor would continue to be served by the local bus system, with only planned and programmed transit improvements. Congestion on the roadways and highways would continue to negatively impact the reliability of travel by automobile and bus. The No-Build Alternative end-to-end transit travel time in 2035 is projected to be 79 minutes, whereas The Preferred Alternative would operate with an end-to-end transit travel time of 45 minutes, nearly half the travel time of the No-Build Alternative.

The Preferred Alternative would improve the quality of east-west transit service along the project study corridor by providing frequent and reliable service. Light rail traveling in a dedicated right-of-way would not be subject to congested roadway conditions, resulting in dependable, on-time service. The Preferred Alternative would provide park-and-ride facilities and feeder bus service to enhance access to the rail transit service and expanding the ridership market. The Preferred Alternative will not require any acquisition of real property that would result in an involuntary residential displacement.

21 Edmondson Village Shopping Center has been there since
1 1947. Don't tear it down, improve it. Don't put a
2 rest stop there, improve it. We have a barbershop on
3 the corner of Allendale that's historic to a lot of
4 people here who had their babies and grandbabies' hair
5 cut there. You want to take that away if it's a
6 station? That's not fair to the business owners. They
7 have an investment in this community. People in the
8 other communities who are getting tunneling and are for
9 it, fine. But this is a way that doesn't bring us
10 business, it's a way for them to get through our
11 neighborhood.
12 They don't want to stop here. They don't
13 want to stop here. They just want to come through,
14 make it convenient for everybody else. We have cars.
15 We have cars and we have no problem with the problem
16 that we have now. Most of the people in Edmondson
17 Village have a way to get around. A lot of homes have
18 two and three cars, we worked hard to get them. We
19 don't want to have to give up our cars because we don't
20 have a place to park. Thank you for your time.

Chapter 7 of the FEIS compares the No-Build Alternative with the Preferred Alternative while providing detailed information on transit efficiency and accessibility, transportation choices, system wide transit connections, and community revitalization and economic development.

The implementation of the Red Line will require the elimination of some parking spaces along the corridor. Under the Preferred Alternative 58 on-street parking spaces would be eliminated along Edmondson Avenue between Cooks lane and Franklintown Road. For those parking spaces that remain along Edmondson Avenue, vehicles may be parked 24-hours a day. MTA will work with the contactor to develop a plan to minimize the temporary loss of parking during construction. Refer to the Traffic and Parking Technical Report in Appendix I for additional information.

Sent: Wed 11/12/2008 9:44 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

James Coates
Ayers Saint Gross, Architects and Planners

1040 Hull Street, Suite 100
Baltimore, MD, 21230

James Coates's comments:

I want to express this line would be extremely useful and convient for so many that uses public transportation and may save on pollution in the air.

The Preferred Alternative presented in the FEIS improves transit in the Baltimore Region, as your comment recommends. The Preferred Alternative is a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line Build Alternative.

207 + Bost E/F

Red Line Corridor Transit Study
AA/DEIS Comment Form

MTA Maryland

Only comments received by 5:00 PM on January 5, 2009 will be included in the Public Hearing Record for the Red Line Corridor Transit Study.

PLEASE PRINT

Name: Burt + Sandra Cohen Organization: Anchorage Board of Director Owner of Condo unit

Address: 2515 Boston St. #1205

City: Baltimore State: MD Zip Code: 21224

I/We wish to submit the following comments on this project:

There is way too much traffic on Boston Street, already. The project will devalue all the property on the water side & block it (divide) from the rest of Canton Community. You have allowed disgraceful Townhome projects to be constructed for the increase of taxes but poorly thrown together. I hope, at some point, you can change and do what is best for the community instead of the developers. Please don't ruin this community but put the Red Line on Eastern Ave. and/or closer to Johns Hopkins & Johns Hopkins Bay View. Please don't destroy the Community.

Building the Red Line transit system would require that changes be made to a number of roadways along the Red Line alignment corridor. Currently, two travel lanes in each direction are provided during the peak hour in the peak direction along Boston Street between Hudson Street and South Lakewood Avenue. Between South Lakewood Avenue and Clinton Street there are currently two travel lanes in each direction at all times. Under the Preferred Alternative, there would be one travel lane in each direction at all times for the entire length of Boston Street.

Street patterns may be modified in a number of other ways, including: new turn restrictions and removing or installing new traffic signals at several intersections along the Red Line alignment where the light rail would cross high volume side streets. The detailed plans and profiles provided in the Volume 2 of the FEIS provide greater design detail. Refer to Chapter 4 of the FEIS and the Traffic and Parking Technical Report in Appendix I for additional information.

Without the Red Line, traffic volumes along Boston Street, north of Montford Avenue, are projected to increase by approximately 33% by 2035 and volumes east of Conkling Street are projected to increase by 56% by 2035. With the Red Line by 2035, traffic volumes along Boston Street are projected to increase by 22% north of Montford Avenue and increase by 25% east of Conkling Street.

Levels of Service (LOS) were evaluated at signalized intersections along Boston Street for both the 2035 No-Build and the 2035 Build Condition. The assessment indicated the following changes in LOS:

- Boston Street at Aliceanna Street – From (F) to (B) during (PM) peak hour
- Boston Street at Montford Ave – From E to D during AM peak hour
- Boston Street at Ellwood Ave – From (A) to (D) during (PM) peak hour (Converted from signalized to unsignalized in Build conditions)
- Boston Street at Clinton Street – From F to E during AM peak hour
- Boston Street at Old Boston Street – From D (C) to E (E) during AM (PM) peak hour

LOS was evaluated at unsignalized intersections along Boston Street. The assessment indicated the following changes in LOS:

- Boston Street at Leakin Street – From F to better F during AM peak hour
- Boston Street at Safeway – From (D) to (A) during (PM) peak hour as it is converted to a signalized intersection in the Build year
- Boston Street at Kenwood Ave – From F (F) to D (D) during AM (PM) peak hour as it is converted to a signalized intersection in the Build year
- Boston Street at East Ave – From F to C during AM peak hour as it is converted to a signalized intersection in the Build year
- Boston Street at Bayliss Street – From F to B during AM peak hour

During construction, impacts to the public would be minimized through the implementation of Traffic and Transportation Management Plans. Access to local businesses through existing or temporary driveways would be provided where possible; however, there may be some instances where access cannot be maintained. In these cases, other accommodations would be arranged with the property owner. Specific mitigation would be developed during Final Design to determine maximum number of lanes closed during peak traffic hours, maintenance and removal of traffic control devices, efficient traffic rerouting measures, and scheduling of construction activities within the roadways for times other than peak traffic periods.

Over the years, since the inception of Metro and Light Rail in Baltimore, the MTA has contacted local real estate professionals to understand what the effect of Metro and Light Rail has been on property values. The local real estate community has consistently responded that there is no way to relate any changes in property values to any one specific factor such as transit. There is no consistent change in property values around new transit areas.

Various alternatives were analyzed in the DEIS to use the Eastern Avenue/Fleet Street corridors. These alternatives were not selected as part

of the Preferred Alternative due to lack of feasibility or high capital costs. Key reasons that the Eastern/Fleet Alternatives were not selected are described below:

Tunnel Option: A tunnel alternative along Eastern Avenue from the Downtown area to the Norfolk Southern right-of-way, north of Eastern Avenue, was considered. The costs of this alternative, due to both the tunnel and underground stations, would increase the cost of the Red Line by $412 million, in year of expenditure dollars.

Eastern-Fleet surface LRT Option: Three surface options were considered in the DEIS. Option one maintained two-way traffic on Eastern Avenue and Fleet Street with elimination of all parking on one side of each street. Light rail tracks would be separated with one directional track along Eastern Avenue and the other directional track along Fleet Street. Each of the other two surface options created one-way streets on both Eastern Avenue and Fleet Street with one lane for traffic, one lane for light rail, and two lanes for parking. Due to the existing street widths, sidewalk widths, and building face locations, Eastern Avenue and Fleet Street could not be widened for the inclusion of light rail. All of the surface options were deemed infeasible because of the impacts to parking or impacts to roadway capacity and local access. Refer to the Alternatives Technical Report – 2012 Update for additional information.

62

RED LINE Corridor Transit Study

Red Line Corridor Transit Study
AA/DEIS Comment Form

MTA Maryland

Only comments received by 5:00 PM on January 5, 2009 will be included in the Public Hearing Record for the Red Line Corridor Transit Study.

PLEASE PRINT

Name: Keisha Coleman Organization:

Address: 9154 Hamlet Court

City: Pittsburgh State: PA Zip Code: 15144

I/We wish to submit the following comments on this project:

To remove homes and businesses would not benefit this community.

The No-Build Alternative represents the future conditions of transportation facilities and services in 2035 if the Red Line is not built. The No-Build Alternative integrates forecasted transit service levels, highway networks and traffic volumes, and demographics for the year 2035 for projects identified in the 2011 Baltimore Regional Transportation Board's Constrained Long Range Plan (CLRP), *Plan It 2035.* The CLRP consists of the existing highway and transit network as well as planned and programmed (committed) transportation improvements. The No-Build Alternative represents a continued investment in regional and local transportation projects, but does not address the purpose and need of reducing travel times, increasing transit accessibility, providing transportation choices for east-west commuting, or supporting community revitalization and economic development opportunities.

Under the No-Build Alternative, existing and future populations along the study corridor would continue to be served by the local bus system, with only planned and programmed transit improvements. Congestion on the roadways and highways would continue to negatively impact the reliability of travel by automobile and bus. The No-Build Alternative end-to-end transit travel time in 2035 is projected to be 79 minutes, whereas The Preferred Alternative would operate with an end-to-end transit travel time of 45 minutes, nearly half the travel time of the No-Build Alternative.

The Preferred Alternative would improve the quality of east-west transit service along the project study corridor by providing frequent and reliable service. Light rail traveling in a dedicated right-of-way would not be subject to congested roadway conditions, resulting in dependable, on-time service. The Preferred Alternative would provide park-and-ride facilities and feeder bus service to enhance access to the rail transit service and expanding the ridership market. The Preferred Alternative will not require any acquisition of real property that would result in an involuntary residential displacement.

Chapter 7 of the FEIS compares the No-Build Alternative with the Preferred Alternative while providing detailed information on transit efficiency and accessibility, transportation choices, system wide transit connections, and community revitalization and economic development.

The Preferred Alternative will not require any acquisition of real property that would result in an involuntary residential displacement. The majority of the Red Line would be constructed within the public right-of-way; however, there are areas where the Red Line would require additional property. There will be the need to acquire “sliver takes” or narrow strips of property from some residential properties adjacent to and along the Red Line. Just compensation will be paid for all land that is acquired. These partial property acquisitions will leave the majority of land in the ownership of the current proprietor. A listing of property acquisitions is included in Appendix K of the FEIS.

18 MS. SANDRA CONNER: Hello. My name is
19 Sandra Conner. The first name is S-A-N-D-R-A, the last
20 name is C-O- N-N-E-R. First of all, I'd like to say
21 that I strongly agree with the Red Line system.
1 However, the concern that I have is and my hope is that
2 we will be able to come up with an alternative that
3 will satisfy the citizens that are affected or impacted
4 by this particular process or system that we're
5 planning.
6 One of the reasons that I'm really for the
7 Red Line is because I think that some of the concerns
8 that the citizens who have been here today to testify
9 will be, will be solved or satisfied. I've heard the
10 comments about safety. I recently visited the Los
11 Angeles system and one of the things that they did for
12 the citizens there was they designed a whole safety
13 program that was outside of the concept of the initial
14 planning, the growing pains that they had to go
15 through. My hope is that we will allow this system to
16 go through, first of all, designing and selecting the
17 best system, the best system being one that is a
18 win-win for everybody, the state, the government, the
19 local community people as well.
20 And then I hope that we will be able to
21 move forward with developing things like safety
1 programs, where we educate our children, our seniors,
2 et cetera, on how to effectively use the system, how to
3 effectively navigate around it.
4 I also agree with those who have been here
5 early to talk about no pain, no gain. That's really,
6 really true. If, in fact, we don't go through
7 something, we can't realize the benefits. And some of
8 the benefits I think that we will realize with this Red
9 Line is yes, we will hopefully have a system that
10 people will use to take us from east to west. Take us
11 from east to west to go to job opportunities that might
12 be in between those routes all the way from east to
13 west.
14 But also, the benefits are with our

The Preferred Alternative presented in the FEIS improves transit in the Baltimore Region, as your comment recommends. The Preferred Alternative is a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line Build Alternative.

The MTA is a signatory of the Baltimore City Red Line Community Compact. The MTA considers the Community compact to be a framework of guiding principles to be applied to the Red Line project.

15 communities. What I learned in L.A. from the tour
16 there, is that the neighborhoods benefitted. They had
17 people from each of their neighborhoods that were a
18 part of the Red Line, their line, their line was called
19 Gold Line, who actively engaged in deciding, first of
20 all as a community, what do you want?
21 Our communities need to begin talking
1 about, okay, like the young lady said before, if the
2 Red Line goes through, what do I want from my
3 neighborhood? What do I want my stations to look like?
4 Do I not want the trains or buses or whatever come
5 through my neighborhood? How do I want my neighborhood
6 to be beautified? Do I want a green system or what do
7 I want that will help my neighborhood be the best
8 neighborhood that it could be?
9 I heard someone say earlier about job
10 opportunities. We need to get ready to start planning
11 for job opportunities not only for the Red Line but
12 just in general. The Mayor's compactor that she has
13 community compact I think has some plans already for us
14 to begin looking at how we engage people for some of
15 these job opportunities, if, in fact, the Red Line
16 should come.
17 It doesn't matter where you live, if you're
18 on the east-west corridor or east-west track, et
19 cetera, there is still a job opportunity for you. If
20 you don't have the skill sets, we need to start
21 training people up. We need to start getting
1 businesses engaged so that they will be ready for the
2 Red Line once it does, in fact, come.
3 I think that it is, indeed, a great system.
4 I think that we have got to let go of some of the stuff
5 that we're hearing, that I'm hearing some negative
6 stuff about people, the scare tactic. Cause that to me
7 is just, if I may say the trick of the enemy, when they
8 let you know that something's going to be bad and
9 they're not telling you the whole truth.
10 I believe that we need to get the facts, we
11 need to study the facts, and then if the facts are

12 true, how do we turn the facts around so they benefit
13 us and us is everybody, whether I live on the Red Line
14 or a I don't live on the Red Line, which I do live
15 nearby and I'm also working there. But if I do or
16 don't, how do we make this be good for the whole city
17 of Baltimore? Within the state as well?
18 I heard someone say the housing value will
19 go up. It will go up because your homes and
20 neighborhoods will be better for people who want to
21 move in your neighborhood and your communities. So I'm
1 hoping that we'll all look for the positive of this
2 situation and that we'll move towards it and that we
3 will be able to come with a good system, long term,
4 that will benefit everybody.

September 11, 2008

To Whom It May Concern:

I reside at 4509 Rokeby Road. I have been here for 40 years. This letter is to notify you that I oppose the " Red Line" coming into the Edmondson Village area. I feel that, this would cause major traffic problems in our community.

Thank you,
Mrs. Barbara Connor

The No-Build Alternative represents the future conditions of transportation facilities and services in 2035 if the Red Line is not built. The No-Build Alternative integrates forecasted transit service levels, highway networks and traffic volumes, and demographics for the year 2035 for projects identified in the 2011 Baltimore Regional Transportation Board's Constrained Long Range Plan (CLRP), *Plan It 2035.* The CLRP consists of the existing highway and transit network as well as planned and programmed (committed) transportation improvements. The No-Build Alternative represents a continued investment in regional and local transportation projects, but does not address the purpose and need of reducing travel times, increasing transit accessibility, providing transportation choices for east-west commuting, or supporting community revitalization and economic development opportunities.

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accessibility, transportation choices, system wide transit connections, and community revitalization and economic development.

Building the Red Line transit system would require that changes be made to a number of roadways along the Red Line alignment corridor. Currently, on Edmondson Avenue, three lanes are provided during the peak hour in the peak direction. Under the Preferred Alternative the three available lanes would be reduced to two lanes in each direction to accommodate the Red Line in the median.

Street patterns may be modified in a number of other ways including: new turn restrictions, removing signals, closing some median openings, and installing new traffic signals at several intersections along the Red Line alignment where the light rail would cross the roadway. The plans and profiles provided in Volume II of the FEIS provide greater detail on these roadway modifications.

Traffic volumes along Edmondson Avenue, without the Red Line, are projected to increase by approximately 18% by 2035. With the Red Line, traffic volumes are expected to remain relatively unchanged compared to current conditions, due to the reduction in lanes and capacity to accommodate the Red Line in the median.

Levels of Service (LOS) were evaluated at signalized intersections along Edmondson Avenue for both the 2035 No-Build and the 2035 Build Condition. The assessment indicates the following changes in LOS:

- Edmondson Ave. at Winans Way – From (A) to (C) during (PM) peak hour
- Edmondson Ave. at Swann Ave. – From D (D) to C (E) during AM (PM) peak hour
- Edmondson Ave. at Edmondson Shopping Center – From A (A) to B (C) during AM (PM) peak hour (Converted from signalized to unsignalized intersection in Build conditions)
- Edmondson Ave. at Wildwood Pkwy – From B (B) to D (D) during AM (PM) peak hour

- Edmondson Ave. at Allendale Street – From A to C during AM peak hour
- Edmondson Ave. at Hilton Street – From A to D during AM peak hour

LOS was evaluated at unsignalized intersections along Edmondson Avenue. The assessment indicated the following change in LOS:

- US 40 (Edmondson Ave.) at Denison St. – From F (F) to A (B) during AM (PM) peak hour as it is converted to signalized intersection in Build year

During construction, impacts to the public would be minimized through the implementation of Traffic and Transportation Management Plans. Access to local businesses would be provided where possible with existing or temporary driveways; however, there may be some instances where access cannot be maintained. In these cases, other accommodations would be arranged with the property owner. Specific mitigation would be developed during Final Design to determine the maximum number of lanes which may be closed during peak traffic hours, maintenance and removal of traffic control devices, efficient traffic detours, and construction schedule restrictions. A detailed outreach plan will be developed prior to construction.

Sent: Sun 11/16/2008 1:56 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Henry Cook
213 E. Mount Royal Ave, Apt. 2
Baltimore, MD, 21202

Henry Cook's comments:

After considering the alternatives, I would like to option 4C for the Red Line Transit Corridor. I believe that it is vital to improve the interconnections between Baltimore's existing public transit options. While BRT may be an attractive alternative from a cost perspective, I think that drastically fewer people would use it compared to light rail. Dedicated rail lines for public transit definitely show a city's dedication to public transit - bus lines show that a city is too cheap or not important enough to rate rail lines. If Baltimore builds option 4C, it will help to cement the re-emergence of Baltimore as a thriving population center. Thank you for considering my opinion, I look forward to the day when I can ride the Red Line across the city! Henry Cook

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The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

Sent: Tue 11/11/2008 5:20 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Grant Corley
113 N. Ellwood Avenue
Baltimore, MD 21224-1308

Dear Red Line Comments:

I urge MTA to move the Red Line forward with coordinated investments that benefit nearby neighborhoods and Baltimore as a whole.

I am writing to support plans for the Red Line. I generally support option 4C, which combines the permanence of light rail with cost-effectiveness and strategic tunneling to speed trips and avoid narrow neighborhood streets.

My one concern with option 4C is the proposal to build the light rail along Boston Street in Canton. By moving the line this far south, and along the waterfront, wouldn't we be cutting out a large number of potential riders? Could we not build the eastern section of the light rail closer to Eastern Avenue, as that will allow riders from neighborhoods both to the north and the south to have easy access to the line? A line further north could also spur revitalization along Eastern Avenue and its neighborhoods, and serve lower-income riders who populate these neighborhoods and are in need of quality mass transit.

With that caveat, I support moving forward with the light rail.

Sincerely,

Grant Corley

The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

Various alternatives were analyzed in the DEIS to use the Eastern Avenue/Fleet Street corridors. These alternatives were not selected as part of the Preferred Alternative due to lack of feasibility or high capital costs. Key reasons that the Eastern/Fleet Alternatives were not selected are described below:

Tunnel Option: A tunnel alternative along Eastern Avenue from the Downtown area to the Norfolk Southern right-of-way, north of Eastern Avenue, was considered. The costs of this alternative, due to both the tunnel and underground stations, would increase the cost of the Red Line by $412 million, in year of expenditure dollars.

Eastern-Fleet surface LRT Option: Three surface options were considered in the DEIS. Option one maintained two-way traffic on Eastern Avenue and Fleet Street with elimination of all parking on one side of each street. Light rail tracks would be separated with one directional track along Eastern Avenue and the other directional track along Fleet Street. Each of the other two surface options created one-way streets on both Eastern Avenue and Fleet Street with one lane for traffic, one lane for light rail, and two lanes for parking. Due to the existing street widths, sidewalk widths, and building face locations, Eastern Avenue and Fleet Street could not be widened for the inclusion of light rail. All of the surface options were deemed infeasible because of the impacts to parking or impacts to roadway capacity and local access. Refer to the Alternatives Technical Report – 2012 Update for additional information.

Red Line Corridor Transit Study
AA/DEIS Comment Form

Only comments received by 5:00 PM on January 5, 2009 will be included in the Public Hearing Record for the Red Line Corridor Transit Study.

PLEASE PRINT

Name: Darryl D Cornish Organization:

Address: 649 Brisbane

City: Baltimore State: MD Zip Code: 21229

I/We wish to submit the following comments on this project:

Needs To Go underground

The Preferred Alternative is located on the surface (at-grade), generally within the median of Edmondson Avenue between the Cooks Lane Tunnel portal and the West Baltimore MARC station. There is adequate right-of-way available to construct light rail in the median without the need to purchase or relocate any residential homes. As such, an underground alternative is not needed to preserve adjacent land use. Also, the impact assessments for resources along Edmondson Avenue indicate that a surface alternative is feasible in this area of the project (see the FEIS, Chapter 2 and the Alternative Technical Report – 2012 Update for more detail). In the AA/DEIS, tunnel alignments were studied under Edmondson Avenue/ Franklin Street between Cooks Lane and Calverton Road. The major reason that a tunnel alignment was not pursued was cost. In order to design and construct that portion of the project underground, the cost of the project would increase by $525 million in year of expenditure dollars. Refer to Chapter 2 of the FEIS for additional information.

8 MR. JIM CORWIN: It's Jim Corwin, J-I-M
9 C-O-R-W-I-N. I'm a board member of the 1400 Lancaster
10 Condo Association but I'm here today, not officially
11 representing the condo association.
12 I have no objections to any of the
13 alternatives, except #1, the No-Build Option. So I'm
14 completely in favor of the Red Line. The big issues
15 are the appearance of the stations and the effect on
16 the character of the neighborhood. We're down there in
17 the Fells Point area.
18 This is not much about that, I understand.
19 So I'll address just particularly the alignment
20 options. Again, no big issues with any of the
21 alignments except for those that involve surface
1 options only. Particularly through the Eastern- Fleet
2 Street couplets that are being discussed and what kind
3 of an impact those surface right-of-ways would have on
4 traffic flows, and parking, and use of the retail
5 commercial space and so on.
6 I understand that you're not here to answer
7 questions and we had a lot of questions about what
8 couplets meant. Would that mean Eastern and Fleet
9 become one-way streets and so on? Our concern is if
10 they do become one-way streets, especially just running
11 the whole length, say from President's Street out to
12 Boston Street, those one- way streets are just
13 devastating to a neighborhood.
14 If you look at what happened, say on North
15 Charles Street when that went one-way. People just fly
16 through. They don't see anything. They don't stop.
17 So to that end we've actually worked up a
18 little drawing on a way to have one-way streets, if
19 need be, but doing some cleaver structuring of those
20 one-way streets as already exist now on Lancaster
21 Street. So in some cases you'll have a two-way street
1 and then you'll have one-way streets, which kind of
2 come head-on against each other.
3 So no one can go flying down a one-way
4 street. If they want to keep going, in say in an

The Preferred Alternative presented in the FEIS improves transit in the Baltimore Region, as your comment recommends. The Preferred Alternative is a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line Build Alternative.

The Station architecture is presented in Chapter 2 of the FEIS. The final architectural design will continue to progress and incorporate input from the public as the project moves forward.

Various alternatives were analyzed in the DEIS to use the Eastern Avenue/Fleet Street corridors. These alternatives were not selected as part of the Preferred Alternative due to lack of feasibility or high capital costs. Key reasons that the Eastern/Fleet Alternatives were not selected are described below:

Tunnel Option: A tunnel alternative along Eastern Avenue from the Downtown area to the Norfolk Southern right-of-way, north of Eastern Avenue, was considered. The costs of this alternative, due to both the

5 easterly direction, they have to make a right and then
6 a left to get onto another street. That has a traffic
7 calming effect. So we've worked out a little sketch on
8 how that can be done on the Eastern-Fleet couplets.
9 So if there's no tunnel to be built under
10 Eastern Avenue, if it has to be on the street, we would
11 like to submit this as a proposed way of doing that.
12 And I guess I can just give it to one of the officials
13 or something.

tunnel and underground stations, would increase the cost of the Red Line by $412 million, in year of expenditure dollars.

Eastern-Fleet surface LRT Option: Three surface options were considered in the DEIS. Option one maintained two-way traffic on Eastern Avenue and Fleet Street with elimination of all parking on one side of each street. Light rail tracks would be separated with one directional track along Eastern Avenue and the other directional track along Fleet Street. Each of the other two surface options created one-way streets on both Eastern Avenue and Fleet Street with one lane for traffic, one lane for light rail, and two lanes for parking. Due to the existing street widths, sidewalk widths, and building face locations, Eastern Avenue and Fleet Street could not be widened for the inclusion of light rail. All of the surface options were deemed infeasible because of the impacts to parking or impacts to roadway capacity and local access. Refer to the Alternatives Technical Report – 2012 Update for additional information.

Red Line Corridor Transit Study
AA/DEIS Comment Form

MTA Maryland

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PLEASE PRINT

Name: Carol A. Cosgrove Organization:

Address: 204 E. Joppa Rd.

City: Towson State: MD Zip Code: 21286

I/~~We~~ wish to submit the following comments on this project:

I favor Alternative 4A LRT, which seems to be the best all-around alternative. BRT would have to compete with other traffic. Tunnel alternatives are too expensive, as the Metro heavy rail experience demonstrated.

The Preferred Alternative presented in the FEIS improves transit in the Baltimore Region, as your comment recommends. The Preferred Alternative is a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line Build Alternative.

Alternative 4A was not selected, when compared to the Preferred Alternative, primarily because surface transit on Cooks Lane and through downtown Baltimore was not determined to be practical. The major reasons why surface was determined impractical along Cooks Lane were traffic impacts, slower travel times for transit, and adjacent property impacts. The major reasons why surface was determined impractical downtown were slower travel times for transit (a 14 minute increase over the Preferred Alternative), traffic and parking impacts, and lower projected transit ridership.

20 MR. CHRISTOPHER COSTELLO: Yeah. My first
21 name is Christopher like in St. Christopher. My last
1 name is Costello, like in Abbott and Costello, C-O-S-T-
2 E-L-L-O. Need anything else? Okay.
3 MS. TRANNEL GUTHREY: Your address.
4 MR. CHRISTOPHER COSTELLO: 5304 Brabant
5 Road, Baltimore, Maryland, 21229. All right. I wanted
6 to reiterate that I think a lot of what the gentleman
7 before me just said is certainly applicable so I won't
8 go into that. But I also serve on the Red Line
9 Citizens Advisory Committee and I went on this tour to
10 L.A. to look at that and it's obvious that in those
11 communities that we went, people had many of the same
12 concerns that we're hearing here but they were at the
13 point where they were finishing the project.
14 And at that point, MTA and the State of
15 California had done a lot to address the concerns and
16 they were happy with it at that point in time. But
17 they told us that they went through a very difficult
18 process leading up to it.
19 Just here on the west side it's pretty
20 obvious we have two very important places that come to
21 mind. One is the tunneling under Cooks Lane and then
1 the absence of tunneling under Edmondson between
2 Edmondson Village and probably Hilton Parkway. These
3 are important issues for the community and if the
4 community is going to support this, I think that needs
5 to be addressed. Now, I personally have a preference
6 of not tunneling under Cooks Lane. I would hope that
7 we could avoid that. And one suggestion is to run it
8 down the median of the Beltway between Route 40 and
9 Security. Now, I'm sure that somebody else will have
10 some serious problems about that.
11 The other alternative would be if you did
12 that, you certainly wouldn't have the expense of
13 tunneling under Cooks Lane, and if you were using the
14 same model for funding or cost you might be able to
15 then put into the plan tunneling in the Edmondson area.

Christopher Costello's comments are located under IDs 282 and 283; the responses to his comments are combined below.

The Preferred Alternative presented in the FEIS improves transit in the Baltimore Region, as your comment recommends. The Preferred Alternative is a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line Build Alternative.

The Preferred Alternative includes a tunnel under Cooks Lane. An alignment along US Route 40 to Westview was studied but would not serve the major activity centers such as the Social Security Administration, Security Square Mall, and CMS as directly as the Preferred Alternative. The Preferred Alternative provides a much quicker transit trip than using aerial structure on I-695 or an alignment along US 40 between I-695 and Cooks Lane. Also, the alignment proposed in this comment would not provide a station at the Social Security Administration, a key employer.

16 On the east side I know they have other problems and
17 they are going through much the same process and
18 apparently they have some good ideas over there.
19 So I would appreciate you taking the time
20 to listen to us. I hope that you listen to it and help
21 us find the solution that brings everybody together
1 because a Red Line, if it works and works well, is
2 going to add a lot to the city's value as a place to
3 live and a place to invest and we hope that the
4 transit-oriented development and all that comes with it
5 will help to improve the city's financial position,
6 relative to the rest of us, improve our tax base,
7 reduce our taxes hopefully, increase job opportunities,
8 and that's what we're all hoping.
9 And of course if that doesn't come out of
10 it, then we probably will have an entirely different
11 situation. But we honestly believe that it will. And
12 because communities where it has been done that has
13 been the result. So thank you very much and thank you
14 very much for listening.

The Preferred Alternative is located on the surface (at-grade), generally within the median of Edmondson Avenue between the Cooks Lane Tunnel portal and the West Baltimore MARC station. There is adequate right-of-way available to construct light rail in the median without the need to purchase or relocate any residential homes. As such, an underground alternative is not needed to preserve adjacent land use. Also, the impact assessments for resources along Edmondson Avenue indicate that a surface alternative is feasible in this area of the project (see the FEIS, Chapter 2 and the Alternative Technical Report – 2012 Update for more detail). In the AA/DEIS, tunnel alignments were studied under Edmondson Avenue/ Franklin Street between Cooks Lane and Calverton Road. The major reason that a tunnel alignment was not pursued was cost.

The Cooks Lane tunnel is estimated to cost $158 Million according to the Preferred Alternative Cost Estimate. A surface alignment along Cooks Lane would cost approximately $20 Million, a savings of $138 Million, if a tunnel were not constructed under Cooks Lane. However, tunnel under Edmondson Avenue would cost $525 Million to construct. Refer to Chapter 2 of the FEIS for additional information.

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Red Line Corridor Transit Study
AA/DEIS Comment Form

MTA Maryland

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PLEASE PRINT

Name: Chris Costello Organization: Westgate

Address: 5304 BRABANT Rd

City: Baltimore State: MD Zip Code: 21229

I/~~We~~ wish to submit the following comments on this project:

I Support EAST WEST Rail Service; however, IT is important to address the Concerns Expressed by people in the community.

Of primary CONCERN is Edmondson between Edmondson Village and Hilton Parkway AS well AS Cooks Lane.

Could MTA RUN AN elevated Section over The median of The Beltway between RT 40 and Security Blvd RATHER THAN ~~TUNNEL~~ Under Cooks Lane? If That Could be done, Could The Funding for Cooks Lane tunnel to tunnel under Edmonson Ave. between Edmondson Village and Hilton Parkway

Sent: Fri 12/19/2008 2:23 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Mark Counselman
3409 Oakenshaw Place
Baltimore, MD, 21218

Mark Counselman's comments:

We strongly support the construction of the Red Line and hope that it will be designed to best accommodate bicycles and pedestrians. Transit and bicycling are each desirable and sustainable modes of transport, which, properly integrated, can provide a synergy which improves the efficacy of both. We have recommendations in three subject areas, stated below and expanded in the following appendices.

Accommodate cyclists on the transit line. Vehicle design and MTA policy must maximize the possibility of bikes on board. Station design must facilitate bicycle access and parking.

Maximize Trail-by-Rail. The Security Mall to I-70 Park-and-Ride and Boston Street to Bayview sections offer the possibility of "Trail-by-Rail", which would provide functional green space and strengthen the regional trail network.

Share the Road. While tunneling may be the best option in some locations, we believe the safest, most vibrant urban streets are those designed to be shared by transit, automobiles, bicycles and pedestrians. In all the alternatives, including the apparent local favorite, 4c, a portion of the Red Line will be on streets which are currently used by cyclists and included in the network outlined by Baltimore City's Bicycle Master Plan. Design of these segments must accommodate on-road cycling.

These topics are not new ideas; they are addressed in the Red Line Community Compact and have proven successful on transit projects elsewhere. By designing the Red Line to enhance its coexistence with bicycling, the success of both modes can be maximized.

Appendix 1:
Accommodate cyclists on the transit line.
Bikes on transit: MTA's policy to allow bicycles on the Central Light Rail Line should extend to the Red Line as well. Low-floor vehicle design should make boarding with a

The Preferred Alternative presented in the FEIS improves transit in the Baltimore Region, as your comment recommends. The Preferred Alternative is a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line Build Alternative.

Accommodate cyclists on transit line: The Red Line will allow bicycles on trains and will have accommodations for bicycles at Red Line stations.

Maximize trail by rail: Trails adjacent or parallel to the Red Line were considered during the development of the Preferred Alternative for the FEIS but were not included in the definition of the Preferred Alternative due to additional capital cost and/or right of way impacts.

Share the road: The majority of the Preferred Alternative is not surface light rail within a roadway. However, in one location where light rail will be located in the median, the road will be revised to include a seven foot wide bike lane. That location is along Boston Street between Hudson Street/Montford Avenue to Eaton Street.

bicycle easier. We understand the goal of using smaller transit vehicles, and hope that these vehicles are designed with space to safely and comfortably accommodate bicycles. Bike Parking at Stations: To encourage biking to transit, safe and convenient bicycle access and parking should be central criteria for station design; we hope this will lead to stations that are connected to the surrounding neighborhoods. Special care should be taken with stations which are near trails or other green space to ensure safe, direct, and intuitive connection.

Parking should be provided for repeat riders with lockers or “bikelids”; less frequent riders should be accommodated with well designed and placed racks. The Baltimore City Bicycle Master Plan contains information regarding proper bike rack design and placement.

Accommodating cyclists on the Red Line is a highly desirable facet of the transit line and is addressed in the Red Line Community Compact.

Appendix 2:
Maximize Trail by Rail.
A subset of the extremely successful and popular “Rails to Trails” movement is the “Rails with Trails” concept in which trails are built alongside existing railroads rather than on the roadbed of an abandoned line. The rail lines along which trails have been built range from once-a-week low-speed freight spurs to high-speed, high-volume freight, passenger, and transit lines. Safety is ensured with appropriate levels of separation and/or barriers.

Although many of the railside trails are the result of downsized rail operations or extensive right of way acquisition that subsequently proved unnecessary, there are many examples in the US and other countries where trails were developed as part of the design and construction of new rail lines, usually transit. The development of the Atlanta Belt Line is a particularly good example.

A parallel trail can enhance a transit line by providing greater rider potential, right-of-way visibility and management (therefore security), and maintenance/inspection/law enforcement access for the operating agency.

The sections of the proposed Red Line which lend the possibility of Trail-by-Rail are at either end. On the eastern end, the segment from Boston Street to Bayview makes use of a right-of-way that once accommodated four tracks, leaving plenty of room for a parallel trail, which would connect directly to the Waterfront Promenade Park at Boston Street, and potentially to the Herring Run Trail system at Pulaski Highway.

Toward the western end, the segment from Security Square Mall to the I-70 Park-and-Ride Station also provides the opportunity for a parallel trail. This would connect to the Gwynns Falls Trail at the Park-and-Ride and potentially to Patapsco State Park from the mall. A bicycle/pedestrian crossing of the beltway would be particularly valuable.

The MTA is a signatory of the Baltimore City Red Line Community Compact. The MTA considers the Community compact to be a framework of guiding principles to be applied to the Red Line project.

These additions to the trail systems and green spaces of the city and county would considerably enhance the value of the Red Line to the community. This subject is also addressed in the Red Line Community Compact. The Mayor's Bicycle Advisory Committee and the Rails to Trails Conservancy can provide photographs and other details of other trails along rail lines.

Appendix 3
Share the Road.
Several sections of the Red Line will make use of surface streets, either in a separated right-of-way or in shared traffic lanes. Bicycling is an existing use of these roads, and many are designated as bikeways in the Baltimore City Bicycle Master Plan adopted in 2006. Bicycles are typically accommodated along the parked cars or curb in either wide outside lane, a shoulder or a bike lane. These may have pavement markings ("sharrows") as part of the accommodation. Adding two lanes of transit to the existing street width can severely degrade the bicycle accommodation. Since bicyclists will use, and need access to destinations along the Red Line right of way, all roadways should be designed to be as safe as possible for cycling. Where space limitation leave less then ideal accommodation for cyclists, alternate parallel routes should be established and designated for cycling.

The 2600 through 3600 blocks of Boston Street shown in alternative 4c includes two ten-foot motor vehicle lanes and a reserved transit lane in each direction separated by a fourteen-foot landscaped median. This configuration does not provide for adequate bicycle accommodation. A narrowed median would still allow for attractive landscaping, but provide safer bicycle access via bike lanes or a wider outer lane with "sharrow" pavement markings.

On the 2500 block of Franklin Street, a parallel bike route can be established to the north on Edmondson Avenue and similar parallel routes may be possible through the neighborhoods of Rognel Heights and Hunting Ridge.

The bridge which carries Edmondson Avenue over the Gwynns Falls and the CSX Railroad tracks is the only route in this corridor. The existing bridge does not allow sufficient width for the safe, shared use among transit, motor vehicles, bicycles, and pedestrians. We hope that upgrades to this bridge will include adequate facilities for bicyclists and pedestrians.

Baltimore's Bicycle Master Plan calls for a soon to be constructed shared use sidewalk/bike trail along Martin Luther King Blvd. We hope that the right of way shown in option 4C can be designed to show adequate width for this shared use path on the east side of MLK.

Bicycling is an existing and desired use of the surface streets on which the Red Line may be constructed. If the transit line is added, some accommodation or mitigation must be made for continued use by bicyclists.

Red Line Corridor Transit Study
AA/DEIS Comment Form

Only comments received by 5:00 PM on January 5, 2009 will be included in the Public Hearing Record for the Red Line Corridor Transit Study.

PLEASE PRINT

Name: Vernell Crockett Organization:

Address: 3910 Cranston AVE.

City: Baltimore State: MD. Zip Code: 21229

I/We wish to submit the following comments on this project:

Everyone has their opion, I hope as a senior citizen we have something to help us instead of making things harder for us.

The project purpose and need lists goals for a better transit system and therefore would help senior citizens and other residents in the corridor. The purpose and need is described in Chapter 1 of the FEIS.

Sent: Mon 11/03/2008 8:17 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Jessie Cunningham
316 S Broadway APT B
Baltimore, MD, 21231

Jessie Cunningham's comments:

To whom it may concern, After looking at all the options for improving transit in Fells Point I believe that the Tunnel under Aliceanna St is the best alternative. We already have a parking problem, especially on drinking nights. As a local who drives I like to be able to park nearby in a semi well lit area without having to pay. Thank you for your time and efforts. Sincerely, Jessie Cunningham

The Preferred Alternative presented in the FEIS improves transit in the Baltimore Region, as your comment recommends. The Preferred Alternative is a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line Build Alternative.

The Preferred Alternative has a tunnel under Fleet Street and not Aliceanna Street as a result of more detailed engineering and community input.

Sent: Thu 11/06/2008 11:03 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Barb Cutko
513 Orkney Road
Baltimore, MD 21212-3716

November 6, 2008

Red Line Comments
c/o MTA Office of Planning
6 St. Paul St., 9th Fl.
Baltimore, MD 21202

Dear Red Line Comments:

I urge MTA to move the Red Line forward with coordinated investments that benefit nearby neighborhoods and Baltimore as a whole.

I believe the Red Line is a once-in-a-generation opportunity to attract investment to communities, bring jobs and economic activity to Baltimore, and improve our quality of life.

I support option 4C, which combines the permanence of light rail with cost-effectiveness and strategic tunneling to speed trips and avoid narrow neighborhood streets.

Please move the Red Line forward.
As representative of the Transit Riders League to the 2002 Advisory Committee for the Baltimore Region Rail System Plan, I am thrilled to see the progress being made on the Red Line. Although we envisioned heavy rail, I realize that cost makes it unfeasable. Option 4C is clearly the best choice.

Thank you,
Barbara Cutko

The Locally Preferred Alternative selected in 2009 by the State of Maryland, with input from local governments, most closely resembles Alternative 4C in the AA/DEIS. Alternative 4C in the AA/DEIS was a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line and support for Alternative 4C.

11 MR. JOHN CUTONILLI: John, J-O-H-N.
12 Cutonilli, C-U-T-O-N-I-L-L-I. I'd like to state that
13 the Red Line does not evaluate all the reasonable
14 alternatives. Most of the alternatives evaluated in
15 the DEIS do not meet appropriate cost effective
16 criteria. The remaining alternatives are not
17 acceptable to the community.
18 I intend on presenting an alternative that
19 will qualify for federal funding and be acceptable to
20 the community. My proposal fits essentially within the
21 Red Line corridor and uses a combination of highway and
1 transit modifications to reduce the cost effectiveness
2 scores of the alternative. It's equivalent to the C or
3 D options in the DEIS because it costs significantly
4 less money.
5 I guess I'm proposing a combination of
6 strategies for utilizing the Red Line. It's going to
7 be a combination of new highway, utilizing BRT and
8 Heavy Rail, utilizing existing infrastructure in the
9 Penn line, highway to nowhere median and the Metro
10 subway.
11 Starting on the west side it would use
12 existing highway on Security Boulevard to the I-
13 Park and Ride as stated in the DEIS. The
14 highway alignment with tunnel under Cooks Lane
15 utilizing either surface or tunnel under Edmondson
16 Avenue to the West Baltimore MARC station.
17 It would then utilize the highway to
18 nowhere to MLK Boulevard. The heavy rail would start
19 around the intersection of Wilkins Avenue and the Penn
20 line, utilizing the existing Penn line infrastructure
21 up to West Baltimore MARC. It would then utilize the
1 highway to nowhere median and MLK Boulevard. Tunnel
2 under MLK and connect to the existing Metro subway
3 between State Center and Lexington Market. It would
4 then utilize existing Metro infrastructure downtown to
5 the end of the line.
6 It would then extend the Metro subway to
7 the existing Penn line and utilize the abandoned

In selecting the Preferred Alternative there were many critical considerations including quality of transit service, projected transit ridership, cost-effectiveness, land use/transportation integration, economic development potential, environmental impacts, impacts to communities, and public and stakeholder input. To meet the project's purpose and need, it was important to connect people with key activity centers such as the Social Security Administration, University of Maryland downtown, Central Business District, Harbor East, and Johns Hopkins Bayview Medical Center Campus. Transit connections to MARC and existing Metro and Light Rail were also critical to meeting the purpose and need.

Much of the heavy rail component of the commenter's proposal is described below as the first heavy rail option. For reasons described below this option is infeasible from a capital cost standpoint. The BRT portion of the commenter's alternative would require a very expensive, 45-foot diameter tunnel under Cooks Lane and would also require all passengers to transfer from BRT to heavy rail, increasing transit travel times and decreasing ridership.

Two alternatives which incorporated Heavy Rail were considered in the AA/DEIS for the Red Line. They were described in Chapter 2, page 29 of the AA/DEIS. Each of these alternatives were proposed by members of the public.

The first of the two alternatives was a full Heavy Rail Alternative from Social Security Administration to Greektown, 14.3 miles. This alternative was estimated to cost $2.383 Billion in 2007 dollars. The alternative was not carried forward through full analysis in the AA/DEIS due to its high capital cost as compared to Light Rail and Bus Rapid Transit Alternatives being studied. The Preferred Alternative for the Red Line in the FEIS has a cost of $2.575 Billion in year-of-expenditure dollars. The year-of-expenditure dollars are based on a schedule that has the Red Line opening in 2021 and escalation occurring at a rate of +3.1% per year. Escalating the previously studied Heavy Rail Alternative capital cost at the same rate that is being used for the Preferred Alternative, with a project opening in 2021 and a

8 Norfolk/Southern right-of-way. The highway tunnel
9 under Cooks Lane would consist of a three-lane highway
10 in a double-decker configuration. I've estimated a
11 45-foot diameter and a 49-foot outside diameter should
12 meet the federal highway standard clearances and should
13 remain within the existing limits of the tunnel.
14 It should have financial benefits because
15 the cross-sectional area is two and a half times larger
16 than the twin 22-foot outside diameter tunnels
17 calculated in the DEIS. But they have three times the
18 carrying capacity.
19 Let's see, what else do I need to say. I
20 guess that's it. I want to submit a hard copy.

mid-point of construction in the year 2018, yields a year-of-expenditure capital cost of $3.334 Billion. This cost estimate for Heavy Rail is $759 Million higher than the Preferred Alternative. This 30% cost differential still renders the Heavy Rail Alternative as too costly when compared with the Preferred Alternative. In addition, there are other aspects of this proposed Heavy Rail Alternative that could bring into question its feasibility, could lead to higher capital costs, and/or create environmental impacts that would need to be addressed. These include constructing adjacent to the Amtrak Northeast corridor and within Amtrak right-of-way; constructing connections with the existing Baltimore Metro and the need to shut down Metro service while that construction occurred, likely six to nine months at a minimum; additional property takes along Amtrak right-of-way; visual impacts of an aerial alignment from Orangeville to Greektown; potential 4(f) impacts from being in a tunnel under Leakin Park due to associated ventilation or emergency egress that may be required; and viability of an at-grade alignment along I-70.

The second of the two alternatives was not a full Heavy Rail Alternative, but a combination of three modes – Heavy Rail, Light Rail, and Streetcar. The Heavy Rail component extended the existing Metro from Johns Hopkins Hospital to the Johns Hopkins Bayview Medical Center. From CMS to the western portion of downtown, the Alternative would be light rail similar to the Preferred Alternative. Upon entering downtown, the light rail would be in surface to Camden Yards, and then would be in tunnel to the existing Charles Center Metro Station. The third component would be a streetcar from Camden Yards, with surface operations along Pratt Street and through Harbor East, Fells Point, Canton, Canton Crossing, and Haven Street to the Amtrak right-of-way, ending at Edison Highway. The streetcar alternative would run in mixed traffic along the surface. This Alternative was estimated to have a capital cost of $1.8 Billion in 2007 dollars. Escalated at 3.1% per year yields a cost of $2.518 Billion in year-of-expenditure dollars. This cost is comparable to the Preferred Alternative, just as it was similar to the costs of the light rail and bus rapid transit alternatives in the AA/DEIS. The reasons this alternative were not studied further in the AA/DEIS are:

- Many east-west trips through the corridor would require transfers due to the multiple modes, increasing transit travel time and decreasing ridership.
- All of the streetcar component requires sharing lanes with traffic, which degrades both vehicular traffic movements, as well as transit travel times, and would reduce ridership.
- Introducing a new mode, streetcar, requires an additional new maintenance facility for streetcars and introduces a new mode of transit to Baltimore, which does not improve transit efficiency.

Refer to Section 2.4.2 in the Alternatives Technical Report – 2012 Update for additional information.

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MTA Maryland

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PLEASE PRINT

Name: PETER DALCIN Organization: HOMEOWNER

Address: 249 SOUTH CENTRAL AVE

City: BALTIMORE State: MD Zip Code: 21202

I/We wish to submit the following comments on this project:

MY SELF AND MY NIEBHOR (EVA FERACCI) ARE WRITING TO TELL YOU THAT WE THINK THIS PROJECT AS STATED WILL BE OF GREAT BENIFIT TO THE PEOPLE AND TO THE ADVANTAGES THAT THIS WILL BRING FOR TRANSPECTATION TO A AREA WHICH IS GROWING VERY VERY RAPIDLY AT A TIME WHEN WE MUST SLOW THE USE OF FOSIL FUEL.

PLEASE, WE HOPE THIS PROJECT START SOON!

THE SOONER THE BETTER

SINCERELY

The Preferred Alternative presented in the FEIS improves transit in the Baltimore Region, as your comment recommends. The Preferred Alternative is a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line Build Alternative.

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MTA Maryland

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PLEASE PRINT

Name: Angela Davis Organization:

Address: 1113 N. Aisquith St.

City: Balto State: MD Zip Code: 21202

I/We wish to submit the following comments on this project:

I hope the Red line serve the Johnston Square Community just as well as the Fells Point, Canton & Port Covington Community.

Will the Red line allow MP3, I Pod / Podcast or laptop usage & function?
What about discounts for city residents on Sunday only during the Summer Kids 0-12.

I hope the Red project is a green built and functioning project. Solar power hydrogen, Wind for fuel.

RECEIVED JAN 5 2009

Johnston Square is not directly within the Red Line Corridor, but connections can be made to the Red Line via the MTA bus system, including the #13 Line.

The Red Line will allow the use of personal computer technology on trains and in stations.

The fares for the Red Line are intended to be consistent with the overall MTA fare structure in place as of the project opening.

Environmental sustainability is being taken into consideration under project design and sustainable practices will be implemented where feasible.

62

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MTA Maryland

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MY CHOICE FOR THE EDMONDSON/ALLENDALE COMMUNITY IS AS STATED BELOW:

___ NO BUILD X IMPROVE CURRENT BUS LINE SYSTEM ___ UNDERGROUND TUNNELING

PLEASE PRINT

Name: Freda Davis Organization GNA

Address: 153 Thomas Guldera Circle

City: Baltimore State: MD Zip Code: 21229

I/WE wish to submit the following comments on this project:

Attended meeting: Nov. 8, 2008
Edmondson High School
501 N. Athol Avenue,
Baltimore, MD 21229

The MTA is constantly assessing its bus service in order to make improvements where needed. The Transportation Systems Management Alternative in the AA/DEIS included enhanced bus service, but this alternative was not selected because it did not meet the project purpose and need. Bus rapid transit alternatives were also considered but were not selected because they had a lower cost effectiveness rating, slower transit travel times, and lower ridership than the light rail alternatives.

Sent: Fri 10/24/2008 2:19 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

JOHN DAVIS
3831 CHERRYBROOK R0AD
RANDALLSTOWN, MD, 21133

JOHN DAVIS's comments:

THE BUS & THE TRAINS NEED TO RUN ON TIME!!!!!.

The Red Line will be scheduled for a high on-time performance percentage. This comment may be directed towards MTA operations in general. If so, it is not a Red Line specific comment.

20 MR. THOMAS STUART DAVIS: Okay. My first
21 name is Thomas, my middle name is Stuart, and my last
1 name is Davis. S-T-U-A-R-T, D-A-V-I-S. The first name
2 is Thomas. And my address?
3 MS. TRANNEL GUTHREY: Yes, your address,
4 please.
5 MR. THOMAS STUART DAVIS: 608 Nottingham
6 Road, Baltimore, Maryland, 21229.
7 MS. TRANNEL GUTHREY: You can begin.
8 MR. THOMAS STUART DAVIS: I am a resident
9 of the Hunting Ridge Community located in west
10 Baltimore. I am writing this letter to indicate my
11 opposition to two main elements of the Red Line transit
12 rapid system that is being proposed for this West
13 Baltimore neighborhood.
14 First, I oppose the Red Line being run
15 above ground on Edmondson Avenue, US Route 40 West.
16 Second, I oppose the Red Line being routed down Cooks
17 Lane. Regardless of whether this route is above ground
18 or below ground.
19 Why I am opposed to an above ground transit
20 line on Edmondson Avenue. The MTA's proposal for an
21 above ground Red Line or possibly a bus-rapid line on
1 Edmondson Avenue from Cooks Lane to Hilton Street. The
2 above ground Red Line would make it impossible for
3 vehicle traffic to make left hand turns from Edmondson
4 Avenue onto side streets, except at designated traffic
5 light intersections.
6 There is also the possibility that traffic
7 approaching Edmondson Avenue from side streets will
8 only be able to make left hand turns onto Edmondson
9 Avenue from these same designated intersections. These
10 traffic changes will require many drivers to travel out
11 of their way in order to reach their destinations along
12 the Edmondson Avenue corridor. This will increase the
13 traffic congestion and may encourage drivers to use
14 neighborhood side streets, which will themselves become
15 congested.
16 I also wonder what type of impact this will

Thomas Stuart Davis' comments are located under IDs 293 and 294; the responses to his comments are combined below.

The Preferred Alternative is located on the surface (at-grade), generally within the median of Edmondson Avenue between the Cooks Lane Tunnel portal and the West Baltimore MARC station. There is adequate right-of-way available to construct light rail in the median without the need to purchase or relocate any residential homes. As such, an underground alternative is not needed to preserve adjacent land use. Also, the impact assessments for resources along Edmondson Avenue indicate that a surface alternative is feasible in this area of the project (see the FEIS, Chapter 2 and the Alternative Technical Report – 2012 Update for more detail). In the AA/DEIS, tunnel alignments were studied under Edmondson Avenue/ Franklin Street between Cooks Lane and Calverton Road. The major reason that a tunnel alignment was not pursued was cost. In order to design and construct that portion of the project underground, the cost of the project would increase by $525 million in year of expenditure dollars. Refer to Chapter 2 of the FEIS for additional information.

Building the Red Line transit system would require that changes be made to a number of roadways along the Red Line alignment corridor. Currently, on Edmondson Avenue, three lanes are provided during the peak hour in the peak direction. Under the Preferred Alternative the three available lanes would be reduced to two lanes in each direction to accommodate the Red Line in the median.

Street patterns may be modified in a number of other ways including: new turn restrictions, removing signals, closing some median openings, and installing new traffic signals at several intersections along the Red Line alignment where the light rail would cross the roadway. The plans and profiles provided in Volume II of the FEIS provide greater detail on these roadway modifications.

Traffic volumes along Edmondson Avenue, without the Red Line, are projected to increase by approximately 18% by 2035. With the Red Line, traffic volumes are expected to remain relatively unchanged compared to

17 have on pedestrian traffic. Will pedestrians be able
18 to cross Edmondson Avenue at any intersection as they
19 can today? Has the MTA taken into consideration the
20 type of burden this will take on some of our senior
21 citizens who depend on walking to get to their
1 destinations? Are we asking them to walk two to three
2 blocks further just to cross the street?
3 There is a lot of teenagers and child
4 pedestrians that walk to different schools, the Enoch
5 Pratt Library, different churches, and they walk to
6 many homes along the Edmondson Avenue corridor. The
7 convenience and safety of child and adult pedestrian
8 alike is at issue. I always said that you can tell
9 what type of society you live in just based on how the
10 society treats its young and old.
11 My next question pertains to whether the
12 Red Line system on Edmondson Avenue be built as an
13 above ground light rail system or bus rapid transit
14 system. The lower part of Edmondson Avenue is narrower
15 than the upper part of Edmondson Avenue. There is a
16 strong possibility that part or some of the Edmondson
17 Avenue homeowner's property will be taken. Or maybe
18 all of their property will be taken.
19 I support the improvement of public
20 transportation systems in Baltimore City. However, an
21 above ground Red Line transit line on Edmondson Avenue
1 is unacceptable.
Basically
10 speaking, like I said earlier, I am against it on
11 Edmondson Avenue as well as Cooks Lane. I never
12 understood why they wanted to run it down Cooks Lane,
13 especially when you consider the fact that you have a
14 lot of businesses along the Route 40 corridor that will
15 profit from increased ridership. Most people who will
16 want to ride the Red Line probably would not want to go
17 down Cooks Lane. There's no businesses along Cooks
18 Lane. So why not take it out Route 40?

current conditions, due to the reduction in lanes and capacity to accommodate the Red Line in the median.

Levels of Service (LOS) were evaluated at signalized intersections along Edmondson Avenue for both the 2035 No-Build and the 2035 Build Condition. The assessment indicates the following changes in LOS:

- Edmondson Ave. at Winans Way – From (A) to (C) during (PM) peak hour
- Edmondson Ave. at Swann Ave. – From D (D) to C (E) during AM (PM) peak hour
- Edmondson Ave. at Edmondson Shopping Center – From A (A) to B (C) during AM (PM) peak hour (Converted from signalized to unsignalized intersection in Build conditions)
- Edmondson Ave. at Wildwood Pkwy – From B (B) to D (D) during AM (PM) peak hour
- Edmondson Ave. at Allendale Street – From A to C during AM peak hour
- Edmondson Ave. at Hilton Street – From A to D during AM peak hour

LOS was evaluated at unsignalized intersections along Edmondson Avenue. The assessment indicated the following change in LOS:

- US 40 (Edmondson Ave.) at Denison St. – From F (F) to A (B) during AM (PM) peak hour as it is converted to signalized intersection in Build year

During construction, impacts to the public would be minimized through the implementation of Traffic and Transportation Management Plans. Access to local businesses would be provided where possible with existing or temporary driveways; however, there may be some instances where access cannot be maintained. In these cases, other accommodations would be arranged with the property owner. Specific mitigation would be developed during Final Design to determine the maximum number of lanes which may be closed during peak traffic hours, maintenance and removal of traffic control devices, efficient traffic detours, and construction schedule restrictions. A detailed outreach plan will be developed prior to construction.

To the Maryland Transit Administration (MTA):

I am a resident of the Hunting Ridge Community located in West Baltimore. I am writing this letter to indicate my opposition to two main elements of the Red Line transit rapid system that is being proposed for this West Baltimore neighborhood. First, I oppose the Red Line being run above ground on Edmondson Avenue/US Route 40 West. Second, I oppose the Red Line being routed down Cooks Lane, regardless of whether this route is above ground or below ground.

Why I am opposed to an above ground transit line on Edmondson Avenue.

The MTA 's proposal call for an above ground rail line or possibly a bus rapid line on Edmondson Avenue from Cooks Lane to Hilton Street. The above ground rail line will make it impossible for vehicular traffic to make left hand turns from Edmondson Avenue onto side streets except at designated traffic light intersections. There is also the possibility that traffic approaching Edmonson Avenue from side streets will only be able to make a left hand turn onto Edmondson Avenue from these same designated intersections. These traffic changes will require many drivers to travel out of their way in order to reach their destinations along the Edmondson Avenue corridor. This will increase the traffic congestion and may encourage drivers to use neighborhood side streets, which will themselves become congested.

I also wonder what type of impact this will have on pedestrian traffic. Will pedestrians be able to cross Edmondson Avenue at any intersection as they can today? Has the MTA taken into consideration the type of burden this will take on some of our senior citizens who depend on walking to get to their destinations. Are we asking them to walk 2 to 3 blocks farther just to cross the street? There is a lot of teenagers and child pedestrians that walk to the different schools, the Enoch Pratt Library, different churches, and they walk to many homes along the Edmondson Avenue corridor. The convenience and safety of child and adult pedestrians alike is at issue. I always said that you can tell what type of society you live in just based on how the society treat its young and old (senior citizens).

MY next question pertains to whether the Red Line system on Edmondson Avenue be built as a above ground light rail system or bus rapid transit system. The lower part of Edmondson Avenue is narrower than the upper part of Edmondson Avenue. There is a strong possibility that part of some of the Edmondson Avenue homeowners property will be taken, or maybe all of their property will be taken. I support the improvement of public transportation systems in Baltimore City; however, an above ground Red Line transit line on Edmondson Avenue is unacceptable.

Why I am opposed to an above or below ground transit line on Cooks Lane.

I oppose the routing of the Red Line transit system down Cooks Lane, regardless of whether the transit is above or below ground. An above ground system will create an additional traffic burden on a road that is already heavily congested during the morning and evening rush hours. There is no guarantee that improving public transit along Cooks Lane will reduce the vehicular traffic on this road. Instead, what is likely to happen is that this narrow road will become overburdened with traffic it simply cannot

The Red Line project would include designated pedestrian crossings along Edmonson Avenue. The ADA-compliant crosswalks will have traffic signals with indications for safe pedestrian movements. The traffic signals will provide adequate time for pedestrians to walk across the entire width of Edmondson Avenue. Pedestrian refuge medians would be provided in the center of Edmondson Avenue for increased safety.

The Preferred Alternative will not require any acquisition of real property that would result in an involuntary residential displacement. The majority of the Red Line would be constructed within the public right-of-way; however, there are areas where the Red Line would require additional property. There will be the need to acquire “sliver takes” or narrow strips of property from some residential properties adjacent to and along the Red Line. Just compensation will be paid for all land that is acquired. These partial property acquisitions will leave the majority of land in the ownership of the current proprietor. A listing of property acquisitions is included in Appendix K of the FEIS.

The Cooks Lane alignment was selected as part of the Preferred Alternative to most directly serve major activity centers such as the Social Security Administration, Security Square Mall, and CMS. A tunnel was selected for Cooks Lane to minimize impacts that would have occurred with surface alternatives on Cooks Lane. The major reasons why surface was determined impractical along Cooks Lane were traffic impacts, slower travel times for transit, and adjacent property impacts.

accommodate, creating heavy congestion, long delays, and diverting drivers onto residential side streets of Hunting Ridge and adjacent neighborhoods. There is also the possibility that part of Cooks Lane resident's property will be taken, or maybe all of their property.

I also have serious concerns that digging a below ground transit system down Cooks Lane may cause serious damage to houses and other buildings along this road. The houses and other buildings along Cooks Lane have narrow setback from the street, and any underground tunneling will encroach upon these buildings and potentially cause serious damage or create instability in the foundations. It is my understanding that the tunnel will only be 20-40 feet below the surface along a substantial part of Cooks Lane. Vibrations during the operation of the Red Line may well be close enough to these buildings to cause costly and ongoing damage. The MTA simply cannot simply guarantee that these serious consequences will not be the result of underground tunneling on Cooks Lane.

I think that the Red Line should go directly from Edmondson Avenue to Route 40 West. Route 40 west is wider than Cooks Lane, so this will minimize any damage to any buildings along Route 40 West. There are many businesses that sit along the Route 40 West corridor that will benefit from ridership. I believe that the Red Line will generate more ridership going in the Route 40 West direction as compared to Cooks Lane. The businesses along the Route 40 West corridor will prosper because increased ridership will increase the businesses revenue. The Red Line could travel to the 695 beltway or it could travel down Ingleside Avenue to meet Route 70 west or the Route 70 Park and Ride. Again, Ingleside Avenue is wider than Cooks Lane, so any damage to existing buildings or homes will be minimized.

Thank you.

Thomas Stuart Davis

608 Nottingham Road, Baltimore MD. 21229

15 MS. VERONICA DAVIS: Sure, thank you. My
16 name is Veronica Davis. That's V-E-R-O-N-I-C-A, last
17 name Davis, D-A-V-I-S. I'm at 4636 Rokeby Road. I've
18 looked at our alternatives for the Red Line and I would
19 like to say that I am truly in support of change for
20 Baltimore and I think this is going to be one of the
21 progressive and most needed changes that we face as a
1 community. However, what I see that's lacking and that
2 really concerns me is really the impact on safety for
3 our community. We've got so many schools that are in
4 close proximity to this Red Line proposal of the
5 routes. We also have a lot of elderly and just people
6 in our neighborhood that are, like some people have
7 already said, need the most help. And I don't see
8 where safety has been enough of our concern. I'd just
9 like for my remarks to show that I think that needs to
10 be considered as an impact when we're making our
11 choices on which option is the best option. Thank you.

The Preferred Alternative presented in the FEIS improves transit in the Baltimore Region, as your comment recommends. The Preferred Alternative is a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line Build Alternative.

The Red Line project would include designated pedestrian crossings along Edmonson Avenue. The ADA-compliant crosswalks will have traffic signals with indications for safe pedestrian movements. The traffic signals will provide adequate time for pedestrians to walk across the entire width of Edmondson Avenue. Pedestrian refuge medians would be provided in the center of Edmondson Avenue for increased safety.

Red Line Corridor Transit Study
AA/DEIS Comment Form

MTA Maryland

Only comments received by 5:00 PM on January 5, 2009 will be included in the Public Hearing Record for the Red Line Corridor Transit Study.

MY CHOICE FOR THE EDMONDSON/ALLENDALE COMMUNITY IS AS STATED BELOW:

✓ NO BUILD ___ IMPROVE CURRENT BUS LINE SYSTEM ___ UNDERGROUND TUNNELING

PLEASE PRINT

Name: Wilbert Davis Organization ___

Address: 3922 Flowerton rd

City: BALto State: md. Zip Code: 21229

I/WE wish to submit the following comments on this project:

I Do Not WANT the RED LINE

The No-Build Alternative is considered in the FEIS, but was not selected because it does not meet the purpose and need. The evaluation of the No-Build Alternative is summarized in Chapter 7 of the FEIS. Refer to Chapter 9, Section 9.3, which provides responses to common themes in the comments received.

Red Line Corridor Transit Study
AA/DEIS Comment Form

MTA Maryland

Only comments received by 5:00 PM on January 5, 2009 will be included in the Public Hearing Record for the Red Line Corridor Transit Study.

PLEASE PRINT

Name: Valerie Day Organization:

Address: 2727 Baker Street

City: Baltimore State: MD Zip Code: 21216

I/We wish to submit the following comments on this project:

No Build its Not right what you are doing To this Community

The No-Build Alternative is considered in the FEIS, but was not selected because it does not meet the purpose and need. The evaluation of the No-Build Alternative is summarized in Chapter 7 of the FEIS. Refer to Chapter 9, Section 9.3, which provides responses to common themes in the comments received.

Sent: Tue 11/25/2008 3:30 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Joseph Di Mattina
129 N Ellwood Ave
Baltimore, MD, 21224

Joseph Di Mattina's comments:

I moved to Baltimore four years ago from New York and have been amazed at the lack of accessible public transit ever since. My wife and I went from a no car family to a two car family out of necessity, not desire, and the apparent lack of Federal and State efforts to build on the transit in this city has led us to consider moving to a more transit friendly area of the country such as Washington, D.C. The emphasis on cars in this city has led to many growing pain issues, especially in the Southeast District, where both my wife and I must fight for parking on a nightly basis. I live two miles from downtown, but am virtually never there because of parking and poor public transit issues, so I either shop at places I can walk to, or outside the city at shopping plazas that have parking lots or garages. The city is losing many potential shoppers in the downtown and waterfront districts due to a lack of efficient public transit, and it's equating to millions in lost revue for the retailers at those locations. As for the type of transit option to chose for this transit line, I would like to point out that while the initial cost of a light rail system may be higher than that of a Rapid Bus Transit system, the number of weekly patrons is higher for light rail while the yearly operating cost is less, and the time per trip is substantially less. So in a number of years the city can recoup the construction costs (especially since the Federal Government foots most of the construction bill) and serve the most number of people, most efficiently and for the least amount of money. Also, the environmental savings of having a transit system that runs off of electricity rather than fuels that can fluctuate in price and availability make the Light Rail option the sensible option for this transit line. I truly look forward to this transit line and you can count me as one of the weekly riders when this project is completed. Thanks, Joe

Joseph Di Mattina's comments are located under IDs 298 and 299; the responses to his comments are combined below.

The Preferred Alternative presented in the FEIS improves transit in the Baltimore Region, as your comment recommends. The Preferred Alternative is a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line Build Alternative.

Sent: Thu 12/18/2008 11:37 AM
To: MTA Red Line
Subject: Red Line Comments

Baltimore Red Line Official AA/DEIS Comment

I moved to Baltimore from New York over six years ago and my wife and I went from a no-car-family to a two car family in less than two months. We initially tried living in the Mt Vernon area and relying on the single line metro system and single line light rail system to navigate the city, but quickly found out that it was a lost cause.

The amount of this city that you CAN'T get to via reliable rail transit (buses are traffic dependent and rarely on time) is amazing, and we've never lived in a more isolated city prior to moving to Baltimore (we also lived in Boston and outside of Philadelphia). A reliable east-west transit system is not something that should be up for debate in a city where people from the east side can count on their hand how many times they have been downtown, or on the west side this year because of poor public transit options to get to those locations.

Please don't let a few vocal opponents squash a transit system that will bring workers to their jobs, and job opportunities to people that don't have or want cars, but can't afford to live downtown. A good portion of the city is relying on this development, and stopping the build would let down many more people than those "hurt" by the creation of this light rail system.

Thanks,
Joe Di Mattina
129 N Ellwood Ave

Ms. Diane Ratcliff
Director Of Planning MTA
6 St. Paul Street, 9th Floor
Baltimore, Maryland 21202
November 8, 2008

I would like to thank the Maryland Transit Authority to for allowing me to give testimony concerning the Red Line Transit System. After reviewing the DEIS and various alternatives, I believe alternative 3E would best serve residence and the business community with some alterations.

Alternative 3E truly reaches the objectives of the Red Line which is to service commuters and residence by moving them quickly from east to west in the Baltimore area. This alternative links residence in east Baltimore to the West view Shopping Center, which gives them more employment opportunities. However in order to take advantage of greater employment opportunities in west Baltimore, the Red Line must go further west to Wal-Mart. From Wal-Mart the Red Line BRT could move up Rolling Road linking commuters and residence to CMS, Security Mall, and the Social Security Administration. Of course there should be a compromise concerning dedicated lanes for the Red Line. While the Bus Rapid Transit travels up Rolling Road it should be on a non- dedicated lane and flow with traffic. This would allow residence along Rolling Road to keep their community which homeowners have worked for in tack. Providing public transportation through a large business corridor is vital to ensuring the Red Line is a success.

When the Red Line Transit System leaves Security Boulevard it would exist on Woodlawn Drive to Johnny Cake Road on a dedicated lane and proceeds to route 40. I also believe alternative 3E would also best serve residence of Edmondson Village by tunneling to maintain this great neighborhood.

Public transportation is important to Baltimore City and the Bus Rapid Transit addresses that need. Bus Rapid Transit offer flexibility that light rail does not offer and would do least damage to communities. During these hard economic times, affordable transportation that commutes people to places of employment is invaluable. At the same time public transportation which is located near shopping areas will stimulate businesses and better

Mike Dickson's comments are located under IDs 300 and 301; the responses to his comments are combined below.

In selecting the Preferred Alternative there were many critical considerations including quality of transit service, projected transit ridership, cost-effectiveness, land use/transportation integration, economic development potential, environmental impacts, impacts to communities, and public and stakeholder input. To meet the project's purpose and need, it was important to connect people with key activity centers such as the Social Security Administration, University of Maryland downtown, Central Business District, Harbor East, and Johns Hopkins Bayview Medical Center Campus. Transit connections to MARC and existing Metro and Light Rail were also critical to meeting the purpose and need.

The BRT alternatives, including Alternative 3E, were not selected as the Preferred Alternative because they had overall lower ratings in cost-effectiveness than the light rail alternatives. Additionally, there was very minimal support from the public for any of the BRT alternatives.

The alignment on Rolling Road between Rolling Bend Road and US 40 was considered as a BRT only alignment during the preliminary screening of alternatives. This alignment was considered as an alternative route between US 40 and Security Boulevard. This alignment was eliminated from further study because it was longer and more circuitous, resulting in longer travel times than other alignments. Additionally, the Rolling Road alignment would not serve the Social Security Administration, a major employer within the project area.

The Transportation Systems Management Alternative in the AA/DEIS included enhanced bus service, but this alternative was not selected because it did not meet the project purpose and need. Bus rapid transit alternatives were also considered but were not selected because they had a lower cost effectiveness rating, slower transit travel times, and lower ridership than the light rail alternatives.

serve the communities . The route 40 corridor has more than just two main places of employment besides Social Security and John Hopkins. Businesses are located through out the corridor, which are small, mid size and large which can use the patronage from residence and commutors along the corridor. To ignore these businesses would result in a tremendous missed opportunity to stimulate economic growth in the route 40 corridor.

The Red Line can be a great public transportation system which can service residence and commuters through out the Baltimore metropolitan region. Linking commuters and residence to businesses, shopping, recreation, entertainment, sports events and friends can become a wining situation for every one. Once again thank you for allowing me to give my testimony for the Red Line DEIS.

Sincerely,

Mike Dickson
1010 Wedgewood Road
Baltimore, Maryland 21229
443-762-0768

The Cooks Lane alignment was selected as part of the Preferred Alternative because it most directly serves major activity centers such as the Social Security Administration, Security Square Mall, and CMS. A tunnel was selected for Cooks Lane to minimize impacts that would have occurred with surface alternatives on Cooks Lane.

Ms. Diane Ratcliff
Director of Planning MTA
6 St. Paul Street, 9th Floor
Baltimore, Maryland 21202
December 29, 2008

I would like to thank the Maryland Transit Authority to for allowing me to give testimony concerning the Red Line Transit System. After reviewing the DEIS, I have come away with concerns as to how various alternative effect Cooks Lane.

Out of the eleven alternatives which are offered for the Red Line, ten alternatives are on Cooks Lane. These alternatives will disrupt the quality of life citizens on Cooks Lane have come to enjoy. Residence on Cooks Lane are predominately African American home owners and several are retired seniors looking forward to enjoy the home their years of labor has paid for. When I studied the demographics or census statistics, there is no mention of residence on Cooks Lane. How can home owners, which have worked for over twenty years to earn the American dream of home ownership, be over looked?

After reviewing the current bus route which travels along the Red Line transit corridor I have discovered it takes the number 40 quick bus 47 minutes to travel from CMS to Bay view John Hopkins during non rush hour. This travel time is merely four minutes slower than what the proposed Red Line build options have to offer. It appears to me that enhancement of bus service and perhaps building bus shelters for commuters is actually more cost effective. Just think it will cost tax payers over two billion dollars just to get from CMS to Bay view John Hopkins four minutes faster. Even at peak rush hour the travel time does increase by 8 which would be the same for the build options which are offered in DEIS.

Enhance bus service for the corridor appears to be the key in relieving traffic congestion on the Red Line corridor. It is extremely cost effective, and flexible enough to chance routes if service is required some where else. Taxpayers deserve the best and most cost effective mode of transportation along the Red Line corridor.

RECEIVED
JAN 5 2009

Thank you for taking time out of your busy schedule to read my letter concerning the Red Line Transit System.

Sincerely,

Mike Dickson
1010 Wedgewood Road
Baltimore, Maryland 21229
(410) 566-5862

RED LINE Corridor Transit Study

Red Line Corridor Transit Study
AA/DEIS Comment Form

MTA Maryland

Only comments received by 5:00 PM on January 5, 2009 will be included in the Public Hearing Record for the Red Line Corridor Transit Study.

PLEASE PRINT

Name: Sidney Diggs Organization:

Address: 4006 Carlston Dr

City: Balti State: Md Zip Code: 21229

I/We wish to submit the following comments on this project:

I would like to have it underground.

Sidney Diggs

The Preferred Alternative is located on the surface (at-grade), generally within the median of Edmondson Avenue between the Cooks Lane Tunnel portal and the West Baltimore MARC station. There is adequate right-of-way available to construct light rail in the median without the need to purchase or relocate any residential homes. As such, an underground alternative is not needed to preserve adjacent land use. Also, the impact assessments for resources along Edmondson Avenue indicate that a surface alternative is feasible in this area of the project (see the FEIS, Chapter 2 and the Alternative Technical Report – 2012 Update for more detail). In the AA/DEIS, tunnel alignments were studied under Edmondson Avenue/ Franklin Street between Cooks Lane and Calverton Road. The major reason that a tunnel alignment was not pursued was cost. In order to design and construct that portion of the project underground, the cost of the project would increase by $525 million in year of expenditure dollars. Refer to Chapter 2 of the FEIS for additional information.

Red Line Corridor Transit Study
AA/DEIS Comment Form

MTA Maryland

Only comments received by 5:00 PM on January 5, 2009 will be included in the Public Hearing Record for the Red Line Corridor Transit Study.

MY CHOICE FOR THE EDMONDSON/ALLENDALE COMMUNITY IS AS STATED BELOW:

✓ NO BUILD ____ IMPROVE CURRENT BUS LINE SYSTEM ____ UNDERGROUND TUNNELING

PLEASE PRINT

Name: Melvina Dowdy Organization ____

Address: 4402 Rokeby Road

City: Baltimore State: Md. Zip Code: 21229

I/WE wish to submit the following comments on this project:

We have enough crime in this area without adding to it. I am against the Red Line. The way the economy is how many jobs will there be for the young men and women who live in this area? Every man or women standing on the corners aren't lazy. Who's going to be there to protect the citizens from being robbed or raped when they get off the line? You count the white that frequent the stores in the Village. I don't feel that Red Line will be an access. I am against it. But somehow I believe the city has already decided the out come whether we like it or not.

The No-Build Alternative represents the future conditions of transportation facilities and services in 2035 if the Red Line is not built. The No-Build Alternative integrates forecasted transit service levels, highway networks and traffic volumes, and demographics for the year 2035 for projects identified in the 2011 Baltimore Regional Transportation Board's Constrained Long Range Plan (CLRP), *Plan It 2035.* The CLRP consists of the existing highway and transit network as well as planned and programmed (committed) transportation improvements. The No-Build Alternative represents a continued investment in regional and local transportation projects, but does not address the purpose and need of reducing travel times, increasing transit accessibility, providing transportation choices for east-west commuting, or supporting community revitalization and economic development opportunities.

Under the No-Build Alternative, existing and future populations along the study corridor would continue to be served by the local bus system, with only planned and programmed transit improvements. Congestion on the roadways and highways would continue to negatively impact the reliability of travel by automobile and bus. The No-Build Alternative end-to-end transit travel time in 2035 is projected to be 79 minutes, whereas The Preferred Alternative would operate with an end-to-end transit travel time of 45 minutes, nearly half the travel time of the No-Build Alternative.

The Preferred Alternative would improve the quality of east-west transit service along the project study corridor by providing frequent and reliable service. Light rail traveling in a dedicated right-of-way would not be subject to congested roadway conditions, resulting in dependable, on-time service. The Preferred Alternative would provide park-and-ride facilities and feeder bus service to enhance access to the rail transit service and expanding the ridership market. The Preferred Alternative will not require any acquisition of real property that would result in an involuntary residential displacement.

Chapter 7 of the FEIS compares the No-Build Alternative with the Preferred Alternative while providing detailed information on transit efficiency and accessibility, transportation choices, system wide transit connections, and community revitalization and economic development.

The Red Line is being designed with safety and security measures. Vehicles, station platforms, and parking lots will include closed circuit video cameras for observation and enforcement. Project design will also incorporate features to optimize sight lines for enhanced security. The MTA police force will patrol light rail vehicles, stations, and other project infrastructure.

Sent: Sun 12/21/2008 9:03 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Kevin Drennan
509 South Chapel St
Baltimore, MD, 21231

Kevin Drennan's comments:

I think the Red Line is a great idea. I currently live in Fells Point and grew up in the Hunting Ridge neighborhood in West Baltimore so I am pretty familiar with the areas this line will cover. I think the line should be underground as much as possible, especially in the Fells Point/Canton area.

The Preferred Alternative presented in the FEIS improves transit in the Baltimore Region, as your comment recommends. The Preferred Alternative is a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line Build Alternative.

The Preferred Alternative does include a tunnel in the Fells Point area, under Fleet Street and into the Canton area until the alignment reaches Boston Street at Hudson Street.

There is adequate right-of-way available to construct light rail in the median without the need to purchase or relocate any residential homes or businesses. As such, an underground alternative is not needed to preserve adjacent land use. Also, the impact assessments for resources along Boston Street indicate that a surface alternative is feasible in this area of the project (see the FEIS, Chapter 2 and the Alternative Technical Report – 2012 Update for more detail). The major reason that a tunnel alignment was not pursued along Boston Street was cost. In order to design and construct that portion of the project underground, the cost of the project would increase by $210

million, in year of expenditure dollars. Refer to the Alternatives Technical Report – 2012 Update for additional information.

Red Line Corridor Transit Study
AA/DEIS Comment Form

Only comments received by 5:00 PM on January 5, 2009 will be included in the Public Hearing Record for the Red Line Corridor Transit Study.

PLEASE PRINT

Name: Robert Dudley Organization:

Address: 1215 Wildwood Pkwy

City: Balt State: Md Zip Code: 21229

I/We wish to submit the following comments on this project:

"Do Not" Approve of this construction project

1. Heavy Traffic
2. Crime
3. Relocation of current Community Families, Businesses, etc
4. More Taxes

RECEIVED NOV 17 2008

Building the Red Line transit system would require that changes be made to a number of roadways along the Red Line alignment corridor. Currently, on Edmondson Avenue, three lanes are provided during the peak hour in the peak direction. Under the Preferred Alternative the three available lanes would be reduced to two lanes in each direction to accommodate the Red Line in the median.

Street patterns may be modified in a number of other ways including: new turn restrictions, removing signals, closing some median openings, and installing new traffic signals at several intersections along the Red Line alignment where the light rail would cross the roadway. The plans and profiles provided in Volume II of the FEIS provide greater detail on these roadway modifications.

Traffic volumes along Edmondson Avenue, without the Red Line, are projected to increase by approximately 18% by 2035. With the Red Line, traffic volumes are expected to remain relatively unchanged compared to current conditions, due to the reduction in lanes and capacity to accommodate the Red Line in the median.

Levels of Service (LOS) were evaluated at signalized intersections along Edmondson Avenue for both the 2035 No-Build and the 2035 Build Condition. The assessment indicates the following changes in LOS:

- Edmondson Ave. at Winans Way – From (A) to (C) during (PM) peak hour
- Edmondson Ave. at Swann Ave. – From D (D) to C (E) during AM (PM) peak hour
- Edmondson Ave. at Edmondson Shopping Center – From A (A) to B (C) during AM (PM) peak hour (Converted from signalized to unsignalized intersection in Build conditions)
- Edmondson Ave. at Wildwood Pkwy – From B (B) to D (D) during AM (PM) peak hour
- Edmondson Ave. at Allendale Street – From A to C during AM peak hour

- Edmondson Ave. at Hilton Street – From A to D during AM peak hour

LOS was evaluated at unsignalized intersections along Edmondson Avenue. The assessment indicated the following change in LOS:

- US 40 (Edmondson Ave.) at Denison St. – From F (F) to A (B) during AM (PM) peak hour as it is converted to signalized intersection in Build year

During construction, impacts to the public would be minimized through the implementation of Traffic and Transportation Management Plans. Access to local businesses would be provided where possible with existing or temporary driveways; however, there may be some instances where access cannot be maintained. In these cases, other accommodations would be arranged with the property owner. Specific mitigation would be developed during Final Design to determine the maximum number of lanes which may be closed during peak traffic hours, maintenance and removal of traffic control devices, efficient traffic detours, and construction schedule restrictions. A detailed outreach plan will be developed prior to construction.

The Red Line is being designed with safety and security measures. Vehicles, station platforms, and parking lots will include closed circuit video cameras for observation and enforcement. Project design will also incorporate features to optimize sight lines for enhanced security. The MTA police force will patrol light rail vehicles, stations, and other project infrastructure.

The Preferred Alternative will not require any acquisition of real property that would result in an involuntary residential displacement. The majority of the Red Line would be constructed within the public right-of-way; however, there are areas where the Red Line would require additional property. There will be the need to acquire “sliver takes” or narrow strips of property from some residential properties adjacent to and along the Red Line.

Just compensation will be paid for all land that is acquired. These partial property acquisitions will leave the majority of land in the ownership of the current proprietor. A listing of property acquisitions is included in Appendix K of the FEIS.

The Red Line is currently proposed to be funded by Federal transportation funds through the Federal Transit Administration New Starts Program and State of Maryland funds through the Consolidated Transportation Trust Fund. The State Transportation Trust Fund is a fund where Maryland transportation revenues (motor vehicle revenues, transit fares, airport fees, port fees, and other transportation revenues) are consolidated and used for highway, transit, port, airport, and other transportation operating and capital expenses. Taxes and fees in the Trust Fund are not based on any single project, but on the entire statewide transportation program.

To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Teresa Duggan's comments:

While I think it's critical to have better east-west public transportation across Baltimore, I strongly feel that it would be better to try to improve the broken systems we already have in place - especially the bus system - and make this a part of it. Otherwise you're spending way too much money on yet another half-baked plan that isn't a part of anything bigger. Something so expensive would also ensure that the terrible bus system that I use every day will not be able to improve. I also feel that Baltimore planners need to look at the whole city as having people who need to travel around, not just a few big institutions like Johns Hopkins or Security Square. Thank you.

The MTA places its first priority on the quality and delivery of its existing transit services; bus Metro, light rail, MARC, and paratransit. The development of the Red Line will not compromise existing operations.

Efficient transportation is a key factor contributing to the economic well-being and vitality of a region. While transportation infrastructure can have high capital costs, there are benefits in terms of access to jobs and meeting all forms of trip purposes such as education, access to health services, recreation, and commercial. For example, 7,500 businesses are located in the project study corridor that would be accessible by the Red Line.

1 MS. PATRICIA DUMLER: Patricia,
2 P-A-T-R-I-C-I-A, Dumler, D-U-M-L-E-R. I live at 2001
3 Hillcrest Road here in Woodlawn. I am a member of the
4 Greystone Community Association but my comments do not
5 reflect the opinion of the Greystone Community
6 Association at this time.
7 I wanted to let you all know that I am in
8 favor of the maximal tunnel option. I do have
9 concerns, I travel Cooks Lane every day to work
10 downtown at Johns Hopkins and I have concerns about
11 increasing bus or any kind of rail surface traffic
12 along that route.
13 Other concerns that I have are for the
14 aesthetics of the community. I think having more
15 above-ground commuting options would create a problem
16 with the aesthetics of the community. We need more
17 open green space.
18 Also, another concern of mine is with
19 crime. While increased crime due to commuting options
20 is not a reason not to have them, I am concerned that
21 this will not addressed and would like to know what you
1 all are going to do to address it. As evidenced over
2 the past couple of years, we hear in the local news
3 that there are issues with crime coming to commuting
4 parking areas. And this concerns me for this
5 community. Thank you.

The Preferred Alternative includes a tunnel under Cooks Lane.

The Preferred Alternative is located on the surface (at-grade), generally within the median of Edmondson Avenue between the Cooks Lane Tunnel portal and the West Baltimore MARC station. There is adequate right-of-way available to construct light rail in the median without the need to purchase or relocate any residential homes. As such, an underground alternative is not needed to preserve adjacent land use. Also, the impact assessments for resources along Edmondson Avenue indicate that a surface alternative is feasible in this area of the project (see the FEIS, Chapter 2 and the Alternative Technical Report – 2012 Update for more detail). In the AA/DEIS, tunnel alignments were studied under Edmondson Avenue/ Franklin Street between Cooks Lane and Calverton Road. The major reason that a tunnel alignment was not pursued was cost. In order to design and construct that portion of the project underground, the cost of the project would increase by $525 million in year of expenditure dollars. Refer to Chapter 2 of the FEIS for additional information.

The Red Line is being designed with safety and security measures. Vehicles, station platforms, and parking lots will include closed circuit video cameras for observation and enforcement. Project design will also incorporate features to optimize sight lines for enhanced security. The MTA police force will patrol light rail vehicles, stations, and other project infrastructure.

Red Line Corridor Transit Study
AA/DEIS Comment Form

Only comments received by 5:00 PM on January 5, 2009 will be included in the Public Hearing Record for the Red Line Corridor Transit Study.

PLEASE PRINT

Name: Lakesha Duncan Organization:

Address: 3027 pressman St

City: Baltimore State: MD Zip Code: 21216

I/We wish to submit the following comments on this project:

I don't think it right?

The No-Build Alternative is considered in the FEIS, but was not selected because it does not meet the purpose and need. The evaluation of the No-Build Alternative is summarized in Chapter 7 of the FEIS. Refer to Chapter 9, Section 9.3, which provides responses to common themes in the comments received.

Red Line Corridor Transit Study
AA/DEIS Comment Form

Only comments received by 5:00 PM on January 5, 2009 will be included in the Public Hearing Record for the Red Line Corridor Transit Study.

PLEASE PRINT

Name: KECIA DUNHAM Organization:

Address: 8815 Meadow Heights Road

City: RANDALLSTOWN State: MD Zip Code: 21133

I/We wish to submit the following comments on this project:

If the community do not want the Red Line, Why Are you Forcing on us!

The No-Build Alternative is considered in the FEIS, but was not selected because it does not meet the purpose and need. The evaluation of the No-Build Alternative is summarized in Chapter 7 of the FEIS. Refer to Chapter 9, Section 9.3, which provides responses to common themes in the comments received.

Sent: Wed 12/03/2008 10:36 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Christian Dunn
2026 E. Pratt Street
Baltimore, MD, 21231

Christian Dunn's comments:

The redline is sorely needed. It will connect existing mass transit to create a fuller system. With the reknewed interest in city living and high enegry prices a clean attractive rail line will benefit all classes in Baltimore. Many two car families in the city would like to give up a car, but can't because busses are preceived as dangerous and inefficient. and the poor network of rail mass transit does not serve the city well. The redline is sorely needed. It will also take Baltimore to the next step towards becoming a world class city. Thank You!

The Preferred Alternative presented in the FEIS improves transit in the Baltimore Region, as your comment recommends. The Preferred Alternative is a light rail transit line, with tunnels under downtown Baltimore and Cooks Lane, primarily surface in other portions of the corridor, and a limited amount of aerial structure. Since 2009, refinements and enhancements to the 2009 Locally Preferred Alternative have been made based upon further environmental analysis, engineering, cost estimating, geotechnical investigation, input from stakeholders, and the public involvement program. Some of these refinements include new alignment along Security Boulevard as opposed to through the Security Square Mall property, alignment along I-70 and the highway ramp from I-70 westbound to I-695 northbound, slight extension of the Cooks Lane tunnel, new alignment along Franklintown Road, tunnel under Fremont Avenue, new aerial from Norfolk Southern right-of-way over I-895 to Johns Hopkins Bayview Medical Center, and new alignment on the Bayview Campus. These refinements along with the decrease from 20 stations to 19 stations, have resulted in the Preferred Alternative presented in the FEIS. A description of the Preferred Alternative can be found in Chapter 2 of the FEIS. An evaluation of the Alternatives which led to the Preferred Alternative can be found in Chapter 7 of the FEIS. The Preferred Alternative meets the project purpose and need and also is consistent with your comments on the need for the Red Line Build Alternative.

Sent: Tue 12/30/2008 2:55 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Danielle Dutreix-Moomau
1537 Aliceanna Street
Baltimore, MD, 21231

Danielle Dutreix-Moomau's comments:

1. Improved public transit is a good thing, but not if it hurts our communities. 2. A surface alignment would not be acceptable to Historic Fell's Point as it would destroy the character of the community, it would negatively impact our already difficult parking situation, and it would cause increased traffic congestion, road travel times, and intersection failures. 3. A tunnel under Aliceanna Street would not be acceptable as it would be in the middle of the historic district, would be intrusive in a residential area, and would likely have flood plain issues. Also, a station on Alicecanna would not be the best option for encouraging development in the area. 4. Instead, a tunnel under Fleet Street or Eastern Avenue, with a station at Broadway, would be best for Historic Fellâ€™s Point. A station on Fleet or Eastern at Broadway would be a gateway to the community and there is a greater need for transit oriented development along Fleet or Eastern than along Aliceanna. 5. We are pleased that the GBC, the CMTA, and the City have all endorsed a Red Line alternative that includes LRT in a tunnel under Fell's Point, but we must be assured that the tunnel will run under either Fleet Street or Eastern Avenue, and not under Aliceanna St.

The Preferred Alternative for the Red Line now includes a tunnel through Fells Point under Fleet Street not Aliceanna Street with a station located at Fleet Street and Central Avenue. With the decision to have a portal at Boston Street and Hudson Street/Montford Avenue, a tunnel under Fleet Street provided a better geographic transition. A tunnel from Fleet to Boston Streets only required one horizontal curve. A tunnel from Fleet to Aliceanna Streets would have required an additional curve which would have increased capital costs and increased travel time.

The Preferred Alternative includes an underground station entrance to the Fells Point Station within the median of Broadway, north of Fleet Street.

Refer to Chapter 2 of the FEIS for a description of the Preferred Alternative.