10 MR. ROD EASTER: Rod Easter. R-O-D,
11 E-A-S-T-E-R. And I live at 832 Stamford Road, 21229.
12 I'm speaking here, I guess I'm wearing two hats today.
13 And one is as a resident of the community. I'm in
14 favor of the Red Line project. I'm also a construction
15 worker, I'm an electrician out of the IBW. And I
16 worked on the subway project and the light rail
17 projects back in the 80's.
18 I understand the impact that it's going to
19 have on the communities that is going through under
20 construction. But I look at the big picture what it's
21 going to do after the construction is over with. Right
1 now on my street every morning there's a lot of traffic
2 and people who don't want to go up to, through Cooks
3 Lane come through Stamford Road. But they come down
4 Stamford to avoid that traffic.
5 When the construction is going on, it's
6 going to be that much more traffic. And I'm just one
7 of those ones who believe the old saying no pain, no
8 gain. We gotta go through something to get somewhere.
9 The finished product will be, will help our community,
10 economic development, cut down on traffic, emissions,
11 it will cut down, it will give the city a way of having
12 a more efficient traffic and public transportation
13 system. I just look at the big picture of cities where
14 people can get around. Cars are just not the future.
15 We need a system like this.
16 And I understand and I don't take anything
17 away from those who don't want it in front of their
18 house, but I grew up on Bentalou Street. Behind us we
19 had the train system, right behind our house between
20 the train system and the back of our house we had the
21 Acme warehouse where we had the tractor trailer trucks
1 and right down the street we had a fire station. I've
2 never missed a night of sleep and my parents didn't
3 either. Those things you tend to get used to when
4 you're growing up in the environment. So, things will

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.

5 happen. You may not be comfortable with it because it's
6 not comfortable and familiar with it but you learn to
7 deal with certain situations.
8 Economically, from being the president of
9 the building trades, we built the other systems that
10 ran through our city and we plan to be a big major
11 player in building this one also. So therefore, we
12 have apprenticeship programs which would be hiring
13 youth and young adults who live in the community, we
14 have minority contractors, we will involve the public
15 in the construction of this project.
16 So I think it's a win-win situation for the
17 city, even though it will put some people, you know,
18 out of their normal realm of operating. Thank you.

Sent: Sun 1/4/2009 6:57 PM
To: MTA Red Line
Subject: DEIS Comment

Baltimore Red Line Official AA/DEIS Comment

William F. Eberhart, Jr.
1719 North Forest Park Avenue • Baltimore, MD • 21207-6504 • USA
Phone: 410.448.9944 • Fax: 410.448.9946 • Email: bill@eberhart.com

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:

I am a property owner in the Franklintown Historic District of Baltimore City and enthusiastically support its construction and the 4C light rail alignment. I strongly support the construction of a Red Line Station at the I-70 Park & Ride at Security Boulevard. I encourage the MTA to develop the Red Line Corridor in a coordinated manner that benefits both the communities it connects and the Baltimore Region as a whole.

The Franklintown Historic District is immediately adjacent to the I-70 Park & Ride at Security Boulevard and will benefit greatly by its

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 following responses are numbered to align with the numbers in the comments.

1. The MTA is working with a Station Area Advisory Committee in the design of the station. Specific station design will be part of the preliminary engineering and final design work completed after the FEIS.

2. 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.

3. 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.

reconstruction as a station for the Red Line. This Park & Ride area is probably the most unsightly and poorly designed in all of the State of Maryland. The proposed station is also a potential benefit to the Gwynns Falls Trail, which runs through the historic district. The station is one that has the potential to be truly multi-modal, in that it can serve traffic from I-695, local traffic, light rail traffic, community residents, and hikers and bikers from the Trail. It also has the potential to enhance Franklintown as an attractive gateway to Baltimore City and western Baltimore County.

Some specific suggestions are as follows:

1. The station should be linked to the Franklintown Historic District and use historical information of the area in its design and theme.
2. 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.
3. The station should provide convenient links to the surrounding communities, particularly the Franklintown Historic District – bus, bicycle, and pedestrian.
4. The development of the station should add amenities such as restrooms and convenience facilities to the trailhead/station.
5. Parking should be designed to serve both the station and the trailhead and to prohibit the parking of commercial trucks.
6. Loading areas should be available for local and long-distance buses, along with park & ride parking.
7. The parking area should be well designed and not the unsightly mess it is today.
8. There should be no truck stop at the station parking area and the parking should be designed in such a way as to make it difficult, if not impossible, to illegally park commercial trucks in the area.
9. There should be no vehicle or track maintenance facilities at or near the station, which is surrounded by residential communities.

4. There are no public restrooms or convenience facilities currently planned for this site.

5. 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.

6. 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.

7. The entire I-70 station will be designed to include landscaping, lighting, and clearly delineated parking spaces bus drop off areas, kiss-and-ride space, and light rail platforms with amenities.

8. There will be no designated parking for commercial trucks in the Park and Ride lot.

9. The Preferred Alternative does not include any vehicle or track maintenance facilities at or near the station.

10. In general the Red Line project is not intended to fund improvements to neighborhood streets. However, there are funds for street improvements when the Red Line directly impacts area streets. In the area of the I-70 station this would include construction funds for I-70, Parallel Drive, Ingleside Avenue, and a new intersection at Security Boulevard/Cooks Lane/I-70/Forest Park Avenue.

11. 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.

12. Accommodations for bicycles at both stations and on vehicles will be made.

10. There should be monies in the construction budget to provide amenities and improvements to the neighborhood streets, such as, North Forest Park Avenue and Franklintown Road.
11. Consideration should be given to providing a connection to Kernan Hospital – perhaps a shuttle bus which could also serve the surrounding communities.
12. The light rail vehicles and stations should be designed to accommodate bicycles.
13. 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.
14. 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.
15. All unnecessary access ramps and cloverleaf areas should be removed.
16. The station should be designed in such a way as to end permanently the ability to extend I-70 into downtown Baltimore through Leakin Park or the adjacent communities.
17. 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.
18. The I-70 Boulevard should be serpentine in design to eliminate the drag racing that currently occurs on the existing highway.
19. 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.
20. The maximum possible impervious surface along the I-70 spur should be removed both to improve storm water runoff and to beautify the area.
21. The Gwynns Falls Trail should be extended to run beside the Red Line to the Social Security Station.

13. The I-70 station will be accessible from I-70, Security Boulevard, Forest Park Avenue, Cooks Lane, and Parallel Drive.

14. Same comment and response as #13.

15. It has not yet been determined whether access ramps or cloverleafs will be removed by the Red Line project.

16. Currently there are no short range or long range plans to extend I-70 through Leakin Park. The construction of the Red Line and removal of existing pavement will make any future extension of I-70 less feasible than it is today.

17. I-70 will transition from a high speed highway to a lower speed limit roadway as it approaches Cooks Lane.

18. The end of I-70 will not be redesigned to be serpentine.

19. The current alternative utilizes the existing I-70 roadway (on the north side) for the rail line.

20. 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.

21. The Red Line project does not currently include extension of the Gwynns Falls Trail.

Again, I support the Building of the Red Line and the development of the Red Line Corridor, and look forward to working with you on this project.

Best regards,

William F. Eberhart, Jr.

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: Teresa Edwards Organization:

Address: 520 S. Wickham

City: Baltimore State: MD Zip Code: 21229

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

As A Baltimore City Resident I personally prefer more better Bus services I work At the Giant on Edmondson Ave and I live about 5 minutes away however the service that's provided I would have to go Downtown and back up to get to my destination which is about A hour or so out of the way.

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.

A bus operations plan is included as part of the Preferred Alternative. This plan includes both existing bus routes as well as reconfigured bus service to feed Red Line stations. 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.

Red Line Corridor Transit Study
AA/DEIS Comment Form

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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: Karen Edwards Organization

Address: Yale Heights

City: Baltimore State: MD Zip Code: 21229

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

Community destruction will be the end result.

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 12/15/2008 11:58 AM & 12:04 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Amanda Elson
15 E. Branch Ln, #c1
Baltimore, MD, 21202

Amanda Elson's comments:

I am writing to express my support of the proposed Red Line in Baltimore city. We absolutely need better public transportation options in this city.

I frequently travel to Fells Point and Canton by car from my home in Mount Vernon, and I will definitely use the Red Line when it becomes available.

I fully support the proposed Red Line transit service. I would definitely use this service, were it available - especially in traveling to Fells Point and Canton. However, I am concerned that the MTA is already cutting certain commuter services due to budget constraints. While I definitely want baltimore to have better intercity public transport options, I also want MARC train options between D.C. and Baltimore to be improved (for example, late night trains, which may be cut in early 2009, and weekend service). Therefore, it might be better to restrict the red line service to one of the bus line options, which would be less expensive. I do not want all resources to focus on this red line; I would like MTA transit options to improve in general.

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.

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.

Red Line Corridor Transit Study
AA/DEIS Comment Form

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PLEASE PRINT

Name: Bill England Organization: Resident

Address: 2905 Elliott St

City: Baltimore State: MD Zip Code: 21224

I/We wish to submit the following comments on this project: I believe we should think big. A fast, reliable, clean, safe public transit system will transform the city. A bus system or a surface light rail will not do the trick. Rail that is totally independent of car traffic is the way to do it. Maximize the amount of tunnel and stations. The long term — 50+ years — depends on transport that is not only fast, reliable, clean, and safe, but that also has some WOW value. People feel different when they step onto a modern rail vehicle ~~than~~ compared to a bus. Rail is the way to go.

From a relatively personal standpoint, I think surface rail on Boston Street — my neighborhood — would be a bad idea.

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.

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: Fri 1/2/2009 2:00 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Jacqueline English
2205 East North Avenue
Baltimore, MD, 21213

Jacqueline English's comments:

I think that the redline will be a great asset to Maryland. It should have been thought about sooner.

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

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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: Samuel English Organization ____

Address: 3809 Edmondson Ave

City: Baltimore State: Md Zip Code: 21229

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

I don't want know red line going through my Neighbor hood.

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.

15 MS. GABRIELLE ERVIN: Absolutely. My name
16 is Gabrielle Ervin, G-A-B-R-I-E-L-L-E, last name is
17 E-R-V as in Victor, I-N. And my address is 537
18 Wildwood Parkway, a.k.a. in the middle of all of this
19 mess. Unlike most of the people here that have been in
20 Baltimore forever, I just recently moved to Baltimore.
21 I was caught up in Ms. Sheila Dixon's hype of live
1 Baltimore, help Baltimore, change Baltimore, Baltimore
2 is the greatest. And this is what I get.
3 Okay. I came here wanting to make a change
4 in the community, a daycare center for our children
5 that need the help. Childcare services for those
6 parents who work at night who don't have childcare. A
7 shuttle service for those who are obviously opposed to
8 the MTA because they're standing in the middle of the
9 street diving for somebody to pick them up. That, in
10 itself, shocked me. But to have somebody come in and
11 just basically tell me, okay, we're going to come
12 through your living room and you have no say, that's a
13 problem.
14 It's loud enough now, I can't get sleep.
15 I'm a college student that can't study because of the
16 noises going on, on Edmondson right now. Okay? And as
17 far as the MTA is concerned, that doesn't bother me.
18 There's no money in Baltimore for jobs. I drive to
19 Reston every day. The MTA doesn't get me there. I do
20 what I have to do to survive just like everybody else
21 in this community. In order for us to pay the 700
1 dollar BGE bills and 230 dollar water bills. I live by
2 myself, explain that. Okay?
3 So, in order for me to do what I have to do
4 for myself, I make the necessary adjustments just like
5 everybody in this room. We don't take it upon
6 ourselves to take from other people or disrespect or
7 disregard other people.
8 And speaking of disregard and disrespect,
9 which seems to be what this is all about, when I went

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.

10 to register my name to speak I was disrespected and
11 disregarded by one Mr. Charles Thomas who came up here
12 to speak. He walked past me as if I wasn't even
13 standing there. So, if I'm disregarded in a room for a
14 public hearing, how is my voice going to be heard as
15 far as my home and my community is concerned? I have
16 an issue with that. And instead of addressing it the
17 stereotypical way, I chose to address it this way.
18 This has to change. We need to come
19 together, we need to speak, we need to do whatever we
20 need to do to keep this community intact, keep our
21 children safe, keep our houses safe, keep our jobs,
1 keep our lights on, and keep the heat on. That's what
2 we need to do. If anybody needs anything from anybody,
3 speak on it. We're here to help each other, contrary
4 to what others may believe. Thank you.

Sent: Fri 11/07/2008 11:49 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

To Whom It May Concern:

If it is inevitable that the redline is to be implemented, I prefer either plan Alt3B:BRT or Alt4B:LRT. These two plans seem like the most cost effective with minimal disruption of any services in the affected areas. There needs to be minimal digging as possible. I am all for better service to commute around Baltimore, but not at the expense law abiding taxpayers. I pray that homeowners along the planned route will not loose their home due to eminent domain by MTA. Most of these homes are all these people have. They have nowhere else to go. I would not want this to happen to me. Bus Rapid Transit or Light Rail Transit seems to be the best alternatives.

Sincerely,
Rhonda T Evans

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 for the Red Line is Light Rail Transit and is slightly modified from Alternative 4C alignment in the AA/DEIS in order to maximize the efficiency of the alignment and address public comments. The Preferred Alternative and Alternative 4C were more efficient than Alternative 4B. The Preferred Alternative brings a reasonable mix of surface and underground operation, running the service underground in areas of high congestion, while running on the surface where streetscape enhancements and traffic calming could benefit communities.

There will be no homes purchased or relocated due to 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. In accordance with Maryland House Bill 426 and Senate Bill 614, the Red Line would not require any involuntary residential property displacements. Residential property impacts would consist of "sliver takes" or narrow strips of property located directly adjacent to the proposed improvements along the corridor. All of the residential sliver takes would be partial acquisitions, meaning the majority of the property would remain unaffected and under the ownership of the current proprietor. The use of and access to the property would not be affected.

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: M. TERESA EWEN Organization:

Address: 5700 WINDSOR MILL ROAD

City: BALTIMORE State: MD Zip Code: 21207

I/~~We~~ wish to submit the following comments on this project: WITH THE DOWNSIZING OF THE ECONOMY, THE FORECAST IN DROPS OF POPULATION + THE SHORTFALLS IN STATE + FEDERAL TREASURIES, WHY WOULD WE EVEN CONSIDER SPENDING MILLIONS TO BILLIONS ON A TRANSPORTATION SYSTEM THAT WILL NOT BE NEEDED OR USED? REALISTICALLY, PEOPLE SHOULD BETTER EVALUATE THEIR OWN SITUATIONS AND RELOCATE TO BE CLOSER TO THEIR PLACES OF EMPLOYMENT, SHOPPING AREAS + COMMUNITIES. MONEY WOULD BE BETTER SPENT REVITALIZING AREAS + NEIGHBORHOODS THAT ARE ALREADY MORE ACCESSIBLE TO BUSINESS DISTRICTS BY THE CURRENT TRANSPORTATION SYSTEMS ALREADY IN PLACE.

SECONDLY, THE ENVIRONMENTAL IMPACT OF CONSTRUCTION ON MANY OF THE PROPOSED PLANS IS DETRIMENTAL TO THE NEIGHBORING PARK SYSTEM THAT IS FINALLY STARTING TO REBOUND AFTER YEARS OF POLLUTION + NEGLECT.

STOP WASTING OUR MONEY ON THIS PLAN THAT WOULD BE OBSELETE ANYWAY UPON COMPLETION!

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.

Sent: Mon 10/20/2008 8:27 PM
To: MTA Red Line
Subject: yes

Baltimore Red Line Official AA/DEIS Comment

Yes go ahead and do it already. Why does it take so long to do things around here?

Nicole Fall

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 11/06/2008 1:03 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Michael Farley
1401 w mt royal ave
Baltimore, MD, 21217

Michael Farley's comments:

I wholeheartedly endorse the red line initiative. However, I think in light of the recent election, more funding will be available for transit projects. We should build a heavy-rail metro in segments, utilizing existing tunnels as well, as opposed to light rail. Utilizing the rt 40 trench to connect the existing metro from Lexington Market to the West Baltimore MARC would require minimal tunneling as we already have the trench. The next segment should be from Shot Tower to Eastern Avenue with a straight line under Eastern Avenue to Bayview. With additional funding we can extend the metro to Security Square mall after the first two segments are complete. This would create a unified metro/MARC system with same-platform transfers from the existing green line as well as faster service that will generate more money in farebox returns (The existing metro attracts substantially more riders than the existing light rail due to speed). Building a proper metro system should be our priority, not hastily constructing another light rail line that will not have much impact on people's commuting decisions. A light rail trip from the county would take longer than driving; therefore less people will utilize it. If we wait until we have the funds for a proper metro line, we will end up with faster service that more people will choose. We should use the money we have now for a better, smaller system and then finish it when more funding is available. The cost of building the first segment of the metro that I have proposed would be less than building the entire light rail system with substantially higher returns.

Michael Farley's comments are located under IDs 324 and 325; the response 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 heavy rail option suggested by the commenter is similar to the first heavy rail option described below that was considered in the AA/DEIS. The suggestion to build the heavy rail alternative in increments does not alter the conclusion that the heavy rail alternative would be significantly more expensive than the Preferred 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.

11 MR. MICHAEL FARLEY: That's M-I-C-H-A-E-L,
12 F-A-R-L-E-Y. I am under the understanding that the
13 most expensive part of transit construction is right-
14 of-way. Then I know that there's like a huge cost
15 difference between heavy rail, Metro and Light Rail.
16 But if we're using the Route 40 trench anyway, that
17 would save on tunneling costs and we wouldn't have to
18 build a new tunnel through downtown if we used the same
19 kind of Metro trains that run through downtown.
20 If we built it incrementally, like the
21 Route 40 trench connecting to the Lexington Market
1 Station and then another segment from Shot Tower
2 Marketplace under Eastern Avenue and out to Bayview. I
3 think in the long-term, it might be cheaper and more
4 cost effective in the sense that Metro has such higher
5 ridership rates. Even in Baltimore, if you look at the
6 path of the Light Rail, it's not as - I mean, it runs
7 through more densely populated areas. But I'm pretty
8 sure it's still almost double the number of people
9 using Metro.
10 I just think especially since there's going
11 to be so much more funding for transit now, if we start
12 doing this with the best possible option and build what
13 we can and then get more funding for further
14 extensions, like, ultimately - yeah. The Route 40
15 trench westward towards Security Square Mall, there
16 would be funding in the future for another tunnel and,
17 in the meantime, there could be bus rapid transit to
18 supplement that.
19 But I think that if we start building Metro
20 now it will work out a lot better in the long-term
21 because it's just so much faster than Light Rail. We'd
1 have to build new tunnels for the Light Rail because
2 it's a different track with and not compatible with the
3 tracks and the trains that already operate on the
4 existing Metro.
5 So, I just think starting off with an
6 extension of the existing Metro system makes a lot more
7 sense. Like shared track. I guess that's it.

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.

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 Farr Organization:

Address: 110 Edgewood Street

City: Baltimore State: Md. Zip Code: 21229

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

Progress and change is good if it benefits the masses. I have lived in Edmondson Village for 33 years. I am strongly opposed to an above ground "light rail" from Cooks Lane to downtown Baltimore City. If MDOT is going forward with this project, then my desire would be to have the entire project done underground. Those of you that are in favor of the Red Line does not live in this neighborhood. Listen to the people that live in this neighborhood (21229) and the consensus is not to have an above ground light rail.

Peace and Blessings
Valerie Farr
12/27/08

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

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PLEASE PRINT

Name: NICKI FATHERLY Organization: RESIDENT

Address: 1026 COLLWOOD RD

City: CATONSVILLE State: MD Zip Code: 21228

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

I want the REDLINE built!

The proposed route w/ LRT and tunnels is the most reasonable and will best fit my community.

~~I~~ The longer we wait the more expen it will be. So don't delay. This East-West link will make Balti an even better city to live and work in.

Not everyone will be happy. But if we'd nothing everyone will not be happy when the congestion due to traff affects us all.

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 4:52 PM
To: MTA Red Line
Subject: Red Line

Baltimore Red Line Official AA/DEIS Comment

To whom it may concern:

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.

Philip Feldman
205 Newburg Ave
Baltimore, MD 21228

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.

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: MARY B. FIELDS Organization: Retired

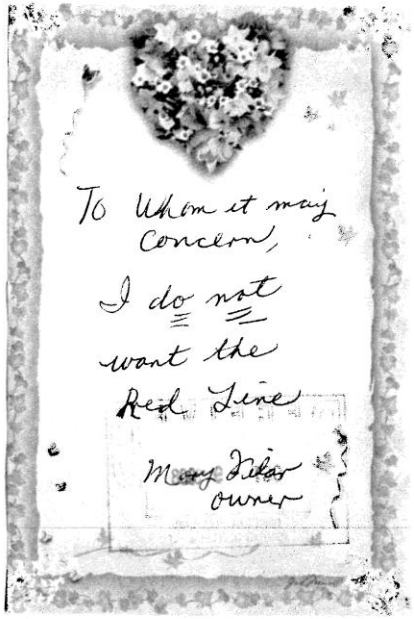
Address: 4512 ROKEBY ROAD

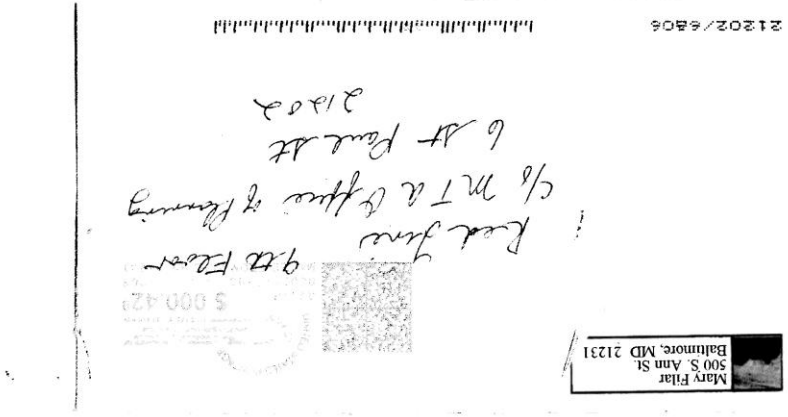
City: BALTIMORE State: MD Zip Code: 21229

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

This Red Line should go Underground Just Like The SUBWAY WAS built

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.


To Whom it may
Concern,
I do not
want the
Red Line
Mary Filar
owner



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 12/11/2008 3:44 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

HOWARD FINE
2327 BOSTONST # 7
BALTIMORE, MD, 21244

HOWARD FINE's comments:

PLEASE LOOK AT HOWARD ST AND SEE HOW THE LIGHT RAIL DESTROYED A ONCE THRIVING BUSINESS AREA. LETS NOT MAKE THE SAME MISTAKE AGAIN. HOWARD FINE

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.

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 Preferred Alternative includes a combination of surface and tunnel options to meet the project purpose and need.

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: MR. John Fletcher Organization: West Hills Community

Address: 1140 COOK'S LANE

City: BALTIMORE State: MD Zip Code: 21229

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

The Residents of Cook's Lane were not part of the decision making process. It is NOT RIGHT for MTA to COME TO A COMMUNITY AND TAKE Residents Properties, It's NOT Right. So Please DONOT DO this to my COMMUNITY.

Sincerely
Mr. John Fletcher

RECEIVED
NOV 25 2008

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 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 1/2/2009 5:08 PM
To: MTA Red Line
Subject: DEIS COMMENT
Baltimore Red Line Official AA/DEIS Comment

Darlene and Gary Florence
2808 Elliott Street
Baltimore, MD, 21224

Darlene and Gary Florence's comments:

We hate the idea of trains running down the middle of Boston Street. There are alresdy traffic and parking issues in Canton which have been made public. The city even did their own study and came to the same conclusion. With other projects yet to be finished in this area the problem will only get worse and now you want to take away even more parking. Not only do we disagree with this project for the parking/traffic issues,but the idea of having noisey trains traveling up and down Boston Street in front of our homes is unnerving and an eyesore. There is no benefit to our neighborhood only disadvantages. If this train has to go thru at least keep it in a tunnel below Boston Street. We take great pride in our neighborhood and we believe an above ground train will ruin our property values. Thank you. Gary and Darlene Florence

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 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.

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.

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: Karen Floyd Organization:

Address: 1 Deveraux Ct. Apt. T4

City: Baltimore State: Md Zip Code: 21207

I/We wish to submit the following comments on this project: I believe the implementation of the Red Line system will have a positive impact on Baltimore. It will serve to bridge the gaps between citizens of east & west, as well as, north and south. Personally, I look forward to being able to travel to parts of the city that I have never even thought about going to due to lack of transportation or just not being familiar with. Obviously, the more people who avail themselves of this service will translate into fewer cars on the road; thus, cleaner air.

This will be a great thing for the City of Baltimore and surrounding Counties.

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: Darrell Ford Organization:

Address: 5109 Old Court Rd Appt 113

City: Randallstown State: Md Zip Code: 21133

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

I am in the Edmondson Area alot cause of this Red-line go through I would like it to be underground

Darrell Ford

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 12/17/2008 8:50 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Dianna Ford
Patterson High School

100 Kane Atreet
Baltimore Maryland, MD, 21224

Dianna Ford's comments:

I live in Pikesville MD. This new Red Line Corridor will give me another option of getting to work. I look forward to this new venture.

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 12:00 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Gary Foss
Northshore at Canton Association

2333 Boston Street #2
Baltimore, MD, 21224

Gary Foss's comments:

We live in Northshore and oppose the Red Line 4C alternative for the reasons documented in the December 28, 2008 letter to Ms. Diane Ratcliff from Darryl Jurkiewicz President of the Canton Community Association. Given the importance of this community as part of the Baltimore City tax base we believe our concerns should be given significant weight. We would support the Red Line if it was underground from Captain James to Canton Crossing. Gary and Taylor Foss

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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.

1 MR. ALFRED FOX: Good evening. I'm Alfred
2 Foxx, A-L-F-R-E-D, Alfred, Foxx, F-O-X-X. Just want to
3 read a few comments about the project of Red Line. The
4 Red Line Transit Project is probably one of the most
5 important transit projects in our region. It is the
6 next leg of the Baltimore Regional Rail System plan and
7 will tie together the several rail transit lines we
8 already have in the Baltimore region.
9 But if all we get from the Red Line is just
10 a transit project then we haven't done our jobs. The
11 Red Line will speed neighborhood revitalization in the
12 Uplands, Poppleton, Greektown. It will connect our
13 economic centers like the University of Maryland and
14 Johns Hopkins Bayview. The Red Line is an opportunity
15 to create thousands of jobs and millions of dollars in
16 economic opportunity for the local minority and women-
17 owned businesses.
18 The Red Line is an opportunity to make
19 Baltimore a cleaner, greener, and new transit
20 environment, as new transit riders leave their cars at
21 home and reduce the number of diesel-spewing buses in
1 the neighborhoods.
2 In order for Baltimore to be a vibrant
3 community, what we need is to really concentrate on the
4 transit. The Red Line does that, and it does something
5 else that we sorely need in the Baltimore environment.
6 And it is the first step in creating a transit hub
7 which therefore will create a transit system.
8 The Red Line is a very important and vital
9 link to northwest, the north-south lines which we
10 already have throughout the Baltimore region. So the
11 Red Line is very critical to us and it is also critical
12 to the economic development throughout this region.
13 Thank you very much.

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 10/30/2008 12:56 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Leigh Frame
115 S Curley St
Baltimore, MD, 21224

Leigh Frame's comments:

I strongly support the extension of the Red Line to Baltimore. I cannot tell you how many times I have driven to a Red Line Metro stop, and I now many of my friends do the same. It would be great if I could just grab a cab or at least drive a short distance to grab the Metro! Please support extending the Red Line to Baltimore. Thank you so much for you consideration Best, Leigh

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.

December 11, 2008

Red Line Study
Maryland Transit Administration
6 St. Paul Street, 9th Floor
Baltimore, MD 21202

I am writing as taxpaying citizen of Baltimore City and resident of Boston Street at the North Shore Community who will be drastically affected by the City's plans for the red line transit plans.

To be clear, I oppose, as outrageously irresponsible, any proposal that includes increased bus routes along Boston Street. There are many reasons that this is a bad idea and a civically irresponsible plan adversely affecting all City residents who have stepped forward to believe in the City as a good place to live, who pay taxes and call Boston Street home.

A disappointing omission of the AA/DEIS study, Chapter 1, does not even include the many North Shore residents in the graphics, charts and counts of those affected by these plans, thereby increasing all negative aspects of any noted plans to increase above ground construction, traffic, and busses. How can any viable study omit a whole community of directly affected residents?

In fact, the entire "above ground" concept of the plan speaks to those commuting into our city and NOT to the taxpaying residents of the city who will be adversely affected. These city residents will lose hundreds of already limited parking spaces. Existing lack of traffic patrol on Boston Street allows illegal heavy truck traffic causing vibration, associated damage and noise and air pollution. This will only be compounded with the addition of an increased above ground bus or light rail system.

I support the alternative that uses routes to the North of Boston Street, specifically the one down Eastern Avenue, which is far less residential and does not compromise Baltimore's valuable waterfront communities.

Sincerely,

Pam Fraser
2315-2 Boston Street
Baltimore, Maryland 21224
410-456-1780

RECEIVED
DEC 15 2008

Pam Fraser's comments are located under IDs 340 and 341; the responses to her 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.

In the AA/DEIS and the FEIS, the neighborhood analysis is based on the neighborhood boundaries officially designated by Baltimore City and Baltimore County. The Canton Neighborhood is the official designation for the area encompassing Boston Street and the residential developments along it, including the North Shore development.

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

Sent: Thu 12/11/2008 3:15 PM
To: MTA Red Line
Subject: The Baltimore Red Line

Baltimore Red Line Official AA/DEIS Comment

December 11, 2008

Red Line Study
Maryland Transit Administration
6 St. Paul Street, 9th Floor
Baltimore, MD 21202

I am writing as taxpaying citizen of Baltimore City and resident of Boston Street at the North Shore Community who will be drastically affected by the City's plans for the red line transit plans.

To be clear, I oppose, as outrageously irresponsible, any proposal that includes increased bus routes along Boston Street. There are many reasons that this is a bad idea and a civically irresponsible plan adversely affecting all City residents who have stepped forward to believe in the City as a good place to live, who pay taxes and call Boston Street home.

A disappointing omission of the AA/DEIS study, Chapter 1, does not even include the many North Shore residents in the graphics, charts and counts of those affected by these plans, thereby increasing all negative aspects of any noted plans to increase above ground construction, traffic, and busses. How can any viable study omit a whole community of directly affected residents?

In fact, the entire "above ground" concept of the plan speaks to those commuting into our city and NOT to the taxpaying residents of the city who will be adversely affected. These city residents will lose hundreds of already limited parking spaces. Existing lack of traffic patrol on Boston Street allows illegal heavy truck traffic causing vibration, associated damage and noise and air pollution. This will only be compounded with the addition of an increased above ground bus or light rail system.

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.

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.

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.

ID 341: Fraser, Pam

I support the alternative that uses routes to the North of Boston Street, specifically the one down Eastern Avenue, which is far less residential and does not compromise Baltimore's valuable waterfront communities.

Pam Fraser
2315-2 Boston Street
Baltimore, Maryland 21224

Sent: Fri 12/12/2008 12:55 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Joe Gardill
2515 Boston St, Apt 907, Anchorage Tower Condo
Baltimore, MD, 21224

Joe Gardill's comments:

I am self-employed and work from my home office which faces Boston St., directly across from The Can Company shopping center. The proposed 4C Alternative for the Red Line will create unacceptable safety hazards for residents and visitors along Boston St. In addition to the constant exposure I have to the flow of traffic and pedestrians along Boston St. from my 9th floor window, my wife and I frequently walk along Boston St. to and from East Baltimore and Canton Crossing. Anyone who spends as much time witnessing the flow of people and vehicles would immediately recognize that an above-ground transit solution will lead to enormous danger to both pedestrians and vehicle traffic. It will also lead to increased crime and public nuisance complaints from the large volum e of additional visitors to nearby drinking establishments. The most important and serious problem is locating such a system above ground. On an average day I witness multiple near collisions with vehicles and pedestrians. Car horns blare regularly as people enter and exit the various intersections, food and shopping areas. I routinely must risk my life crossing Boston St. to shop the Safeway or obtain cash from Suntrust. My brother in law was nearly killed this Summer coming back from the Starbucks by a car speeding to merge where cars are parked. I have witnessed people scurrying across the street with children and pets, narrowly avoiding being hit by a bus, car, or motorcycle. Adding a train to the mix which will block one's view and further delay any crossings will absolutely lead to injuries and fatalities. I often visit family who live in the Towson and Timonium areas. To do so I must make a left turn onto Boston St. and follow it to Eastern Ave. and onto President St. It takes me as long to drive from my location at 2515 Boston St. to the entrance to the JFX as it does to drive on the JFX to the Timonium Rd. exit on I-83. I can wait 5-10 minutes just to make my left

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.

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

out of my parking garage onto Boston St. My view is already blocked by parked cars. How am I going to get across when I have a train to avoid as well? If I turn right then I must make a left into the Safeway parking lot and drive through the lot and then wait for traffic to allow me to exit the lot onto Boston St. Again, I often see cars wait 5 minutes just to turn right onto Boston St. and again their view is already blocked by parked cars so a train will just make it that much worse. The 4C Alternative is a mistake that will cost lives and depreciate property values. This is completely unnecessary and unacceptable at any time much less when the economy is in its current condition and real estate values continue to plummet. The decision to have the system underground Downtown and in Fell's Point is predicated on the same issues that apply to Canton. The vehicular traffic in Canton along Boston St., the corridor to and from I-95 and I-895, which includes motorcycles, cars, and heavy trucks, is far worse in volume, frequency, and speed, than either Downtown or Fell's Point. If the Red Line project is approved it should be done in such a way that the safety of ALL Baltimore residents is assured. The only way for that to occur is that the Red Line be built underground throughout Baltimore City, but if that is not feasible, at an absolute minimum, in the most congested areas which includes all of Boston St. Please give serious consideration to my experience with traveling along Boston St. as both a pedestrian and automobile operator. I respectfully request that the committee reject any plan that includes an above-ground transit system along Boston St. Thank you for the opportunity to share my experience and thoughts. I would be happy to discuss more details directly. 52info@comcast.net

- 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.

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

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: CHERYL GARRETT Organization:

Address: 956 FRANKLINTOWN RD

City: BALTO MD State: MD Zip Code: 21216

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

Underground or no build 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: Thu 11/06/2008 10:40 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Ms Maria Garrison
536 S Paca Street
Baltimore, MD, 21230

Ms Maria Garrison's comments:

I am in support of the Red Line Alternative 4C. I travel in all of the areas that are being surveyed and having transportation to and fro would very much help the citizens of Baltimore City and the State of Maryland. Sincerely, Ms Garrison

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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: Sun 1/4/2009 11:13 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

I am a resident of Canton and I am writing to express my very strong opposition to the Alternative 4C alignment solution for the Red Line Transit Project which Mayor Dixon has endorsed. This alternative will sacrifice the quality of life that we have worked hard to build in the neighborhood over the past 20 years. It will impact our property values, parking, and our visual environment. It will also create noise and vibrations, impact pedestrian traffic to the waterfront, and will increase the risk of crime in the area. Most of these impacts are 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 Maryland as a Scenic Byway. The need to preserve Fells Point has been satisfied, but equal consideration has not been given to Canton. **I 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.

Patricia Gillease

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.

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.

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 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 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 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.

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: GREGORY Gilmore Organization HOMEOWNER

Address: 131 N. MONASTERY AVE

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.

Sent: Sat 11/22/2008 12:24 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Keith Gilmore
2436 Lauretta ave
Baltimore, MD, 21223

Keith Gilmore's comments:

I do sincerely hope that you serious;y consider LRT for this corridor. I beleive that there are too many busses on this cities streets and they aren't the most reliable form of transportation. Additionally, I believe that a rail system broader than that currently in use in Baltimore city will the region more accessable to toursits, visitors and residents alike as well as increasing our competitiveness in the 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.

RED LINE Corridor Transit Study

Red Line Corridor Transit Study
AA/DEIS Comment Form

MTA Maryland

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PLEASE PRINT

Name: Raynard Gladney Organization:

Address: 21 Papago Ct

City: Balt. State: Md Zip Code: 21132

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

WHY 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.

Red Line Corridor Transit Study
AA/DEIS Comment Form

MTA Maryland

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PLEASE PRINT

Name: Seth Goins Organization:

Address: 4924 Old Court Rd.

City: Randallstown State: Md Zip Code: 21133

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

I don't think it's ~~r~~ 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.

Sent: Wed 12/31/2008 1:52 PM
To: MTA Red Line
Subject: DEIS Comment

Baltimore Red Line Official AA/DEIS Comment

For the record, I would like to state the following:

- 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 attention.

--

Janet Goldstein
2006 Girard Avenue
Baltimore, MD 21211-1331

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: Mon 11/18/2008 11:07 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Stuart Goldstone
1101 Saint Paul St Apt 1203
Baltimore, MD, 21202

Stuart Goldstone's comments:

I'm sorry to see that none of the proposed alignments pass anywhere near the Baltimore Travel Plaza. The Travel Plaza is used by many people who don't have access to a car. Doesn't it make sense, then, to provide easy access via the proposed new transit line? I guess you can link the Travel Plaza to the Red Line by a bus or shuttle, but that is just adding one more slow, inconvenient leg to the journey. Bad planning from whoever designed Red that section of the Red Line.

The Baltimore Travel Plaza, located off of I-895 at O'Donnell Street, has been closed as an intermodal transportation facility.

Sent: Tue 12/30/2008 10:39 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Laura Goren
3222 Avon Ave
Baltimore, MD 21218-3513

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,

Laura Goren

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 9:11 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

CHERYL GORHAM
603 1/2 e. jeffrey street
BALTIMORE, MD 21225-2153

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,
CHERYL GORHAM

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

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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: Emily Graves Organization Upland

Address: 4522 Pen Lucy Rd

City: Baltimore State: md Zip Code: 21229

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

We do not need this in our area ~~to~~ due to the problem for Home owner living in this area.

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

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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: KARLENE S. GRAY Organization ___

Address: 138 SOUTH LOUDON AVENUE

City: BALTIMORE, State: MD. Zip Code: 21229-3626

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

Today, NOVEMBER EIGHTH TWO THOUSAND EIGHT, I wish that MTA would build the Red Line underground. I would not like to see anyone to lose his or her home. - I believe if the Red Line is not build underground the home owners will be displaced and we will lose all of the stores in Edmondson Village.

We need our Churches and schools to ~~[illegible]~~ remain in the same locations for our community(ies) for all of our people to be at peace.

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.

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Sent: Fri 1/2/2009 11:39 AM
To: MTA Red Line
Subject: DEIS Comment

Baltimore Red Line Official AA/DEIS Comment

When our taxes are already at or past the red line, here comes the Red Line transit corridor.

Few transit system are as inflexible as a rail line, which is why passenger trains are merely a curiosity today.

The only real merit of the red line would be for commuters. Those going to Social Security and Medicare will not pay full price, and would not be frequent users of the proposed system. Yet I see no investigation of how many jobs are connected to the proposed Red Line, and of those jobs what levels of salaries are involved. These are important demographics especially when parking spaces are being calculated. To say outright that hundreds or thousands of parking spaces will be reduced seems unrealistic; they will only be relocated. For example, the I-70 east park and ride may need much expansion.

Are there so many people who live along that corridor that will suddenly switch from driving to the Red Line? That would be quite an assumption that they would all want to go downtown or to Security Mall. Have you ever gone to Security Mall on foot? Trying to cross wide, heavily trafficked streets in hot or rainy weather while carrying bags of purchased items? Factor in the cost of covered pedestrian bridges.

One overlooked and surprisingly effective option are bicycles. Add secure bicycle parking to any location and people will hit the saddle and get there. This should prove especially effective in built up areas such as the Red Line corridor. Casual bicyclists travel about 8 mph, the serious ones easily top 20 mph and most commuters range 10-15 mph. Faster than the busses and no congestion of traffic. Restrict parking on main roads and add a bicycle lane for safety of

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 cyclists. Make cyclist safety a priority on these roads by keeping them in good repair and by using drainage grates that are bike friendly. Fifty cyclists will have far less wear and tear on a road than a single bus. And just the physical excersize for those involved has a biochemical effect that helps them become happier and friendlier people. How is that for environmental impact?

The basic cause of heavy traffic (which is what the Red Line is supposed to solve) is the lack of parallel roads. The lack of a grid system, as illustrated clearly by US 40 (Edmondson Ave) channels traffic into bottlenecks. Additionally, many one-way roads are laid out with virtually no thought, causing confusion and frustration among downtown motorists. And to add to that, a lack of street signs that should be clearly visible from hundreds of feet away, so motorists will be less likely to miss a turn and not congest traffic even more by trying to correct their course.

The Red Line as a rail system does not excite me. Train scheduling and human scheduling are often in conflict and causes frustration and anger. The price of auto fuel can be easily offset by a train using diesel fuel (33% more per gallon) or the electric bill of a wired rail system. Maintenance costs of vehicles and buildings will cost us more, not give us a savings. Instead, take time and energy to rebuild our road system into more of a grid. Alternate routes relieve congestion and increase safety. As for fuel costs and air pollution, the increased use of hybrid (and other new technology) cars are what people want and are buying. As are bicycles.

Trains only make sense in economically thriving, densely populated cities like Washington, Boston and New York. Baltimore is not that densely populated and it certainly is not economically thriving.

Bruce Greene
3624 Fords Lane
Baltimore, MD 21215

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: David Steven Greenwood Organization: None

Address: 258 Westhills Parkway

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

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: Iris Greenwood Organization Homeowner

Address: 758 Westhills Pkwy

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.

Sent: Wed 11/12/2008 10:38 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

MaryBeth Griffin
Johns Hopkins University

4248 Elsa Terrace
Baltimore, MD, 21211

MaryBeth Griffin's comments:

The red line will create much needed access for Baltimore City residents to employment and economic opportunities.

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: Sat 10/4/2008 9:44 PM
To: MTA Red Line
Subject: DEIS COMMENT
Baltimore Red Line Official AA/DEIS Comment

Marcus Griswold
609 Nottingham Rd
Baltimore, MD, 21229

Marcus Griswold's comments:

Although I am highly supportive of the Red Line, I am dissapointed that heavy rail will not be considered. I also hope that the bus line will not be implemented as ridership on this type of transit is not effective for the general population and commuters.

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 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: Wed 11/12/2008 10:15 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Andrew Gross
2200 Fleet Street Apt 5
Baltimore, MD, 21231

Andrew Gross's comments:

I like option 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.

Sent: Wed 11/12/2008 10:20 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Julia Gumminger
1251 Dellwood Avenue
Baltimore, MD, 21211

Julia Gumminger's comments:

Please support the Red Line so that Baltimore will have the public transportation system that all great cities need to thrive.

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 12/15/2008 10:11 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Alicia Guyton
Dept. Veterans Affairs

7203 Chippenham Place
Windsor Mill, MD, 21244

Alicia Guyton's comments:

I wish to submitt the following comment. The Red line is a wonderful idea or should I say project linking the West side with the main downtown and the east side. With this connection, public transportation can be utilized by our westside citizens to their jobs downtown and with the Hopkins campus and medial campus. The parking currently is atrocisus and everyone can't afford to pay the fees. But with this project, and the light rail is really satisfying for me, we can be more productive and as well as add more monies to the city budget. I like the Light rail concept ans it will make our city more Green, not take as long to affect, and the impact on our Cooks Lane people will be as minimal as possible. Thank you for allowing my comments.

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 MS. GERTRUDE HACK: First name, Gertrude,
16 G-E-R-T-R-U-D-E, middle initial D, last name Hack,
17 H-A-C-K. My address is 41 North Culver Street, 21229.
18 I am president of the Allendale Community Association.
19 Also, a member of the Baltimore City State Democratic
20 Community, which I chair the 44th District. I have
21 polled my people in the Allendale. The Allendale
1 consist of 1500 homes within our boundaries. Many of
2 the homes involved in this issue go from Wildwood
3 Parkway to Hilton.
4 We have homes that people leave their
5 porches, their steps, and they're right on the
6 sidewalk. Those homes are in danger, they feel very
7 threatened. And they feel that if you can go
8 underground in other areas, such as Greektown, Little
9 Italy, Inner Harbor, wherever you're going underground,
10 then we should be allowed the same privilege of having
11 that opportunity to go underground for our community.
12 We also have schools. We have young
13 children that will be crossing the street, elementary
14 school. We have Lyndhurst Elementary, we have Mary E.
15 Rodman Elementary School. We also have the Mary E.
16 Rodman Rec Center. A number of churches. However, we
17 don't know just how they're going to be treated and how
18 their safety is going to be measured. So, my people, I
19 have polled them and they are opposed to above-ground.
20 If you cannot go underground they say no build. That's
21 it.

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 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.

3 MR. NICK HADJIPANTELI: Nick, N-I-C-K,
4 middle initial is A, and the last name is
5 H-A-D-J-I-P-A-N-T-E-L-I, CPA. My tax practice is
6 located at 426 South Oldham, Baltimore, Maryland 21224.
7 My telephone number is 410-675-7479.
8 I'm for the Red Line Corridor Study and
9 implementation and I believe it's going to improve the
10 community. It would be easier for my clients to travel
11 from Downtown Baltimore City to the Greektown and
12 Bayview area without having to go downtown and park and
13 go through those procedures. I'm for the 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.

Sent: Mon 10/6/2008 9:57 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Michael Halaiko
Resident of Fells Point

304 S. Ann Street
Baltimore, MD, 21231

Michael Halaiko's comments:

To whom it may concern: I strongly support Alternative 4c, which was endorsed by the Greater Baltimore Committee. The light rail option is a MUST for success and Alternative 4c makes the most sense to address neighborhood and congestion issues. I hope you will select Alternative 4c for the Redline. Thank you for your consideration. Mike Halaiko

---

Michael Halaiko's comments are located under IDs 366 and 367; the response to his 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: Thu 12/11/2008 9:44 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Michael Halaiko
304 S. Ann Street
Baltimore, MD, 21231

Michael Halaiko's comments:

The Light Rail choice of alternative 4C is the best option.

14 MR. NICK HALLER: My name is Nick Haller,
15 H-A-L-L-E-R.
16 COURT REPORTER: Spell the first name.
17 MR. NICK HALLER: N-I-C-K. H-A-L-L-E-R. I
18 would just like to concur with Mr. Sullivan and the
19 prior speaker regarding Fells Point Development's
20 stance on the proposed Light Rail.
21 I'm a resident of Fells Point. I live at
1 1719 Aliceanna Street. I have really no opposition to
2 the Light Rail as is, but I think that moving it into
3 the Fleet Street, Eastern Avenue Corridor would enhance
4 development further north.
5 I think there are also floodplain problems.
6 I know that a lot of Aliceanna Street is fill. I don't
7 know whether anyone remembers Isabella, but the
8 hurricane brought water pretty deep up to St. Stan's
9 which is, I think, would be an area that would be
10 involved with the Light Rail.
11 And also it's a residential area and is
12 pretty well centrally located within the historic
13 district. So it would just seem to me for those
14 reasons it would be superior to have it along Eastern
15 Avenue and Fleet Street. 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.

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.

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: Martha L. Hamlett Organization:

Address: 3807 Cranston Avenue

City: Baltimore State: MD Zip Code: 21229

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

If this project is going to dislocate my family and we have to relocation to another area or zone, I do not believe its feasable.

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: Sun 11/23/2008 12:44 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Debra Hammen
7606 McCarron Ct
Hanover, MD, 21076

Debra Hammen's comments:

I support the Red Line Corridor

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: Fri 1/2/2009 2:24 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Lisa Hardy
9409 Joleon Rd
Randallstown, MD, 21133

Lisa Hardy's comments:

I want Baltimore to pursue a serious SUBWAY - not a light rail, actual subway, which includes tunneling underground. The red line cost estimates should be completed by more than one independent estimator, to include the cost of tunneling. Whatever the cost, it is worth it. Part of energy independence is giving people the option to carpool or use public transportation. Everyone sits back and expects President Obama to do something about foreign oil dependency, but the local governments don't want to take the steps and make the investments and sacrifices necessary to do OUR part in that goal.

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.

Although a light rail transit line, a reasonable portion of the Preferred Alternative is underground, or a subway.

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.

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: Estelle Kent Harris Organization: Lower Edmondson Village Comm. Assoc.

Address:

City: State: Zip Code:

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

Because I reside in the Lower part of Edmondson Ave, and the Vice President of the L.E.V.C. Association, I am concerned that the residents in my Comm. are not fully aware of the Red Line Project. I do not ~~a~~ oppose of the project and ~~I~~ am in favor of any improvement that the system will bring to my comm. Whether the system is above ground or underground, I want to know how will my community benefit. The Lower Edmondson Corridor is in need of vital ~~improvement~~ improvem

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 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 will be 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.

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: ELAINE HARRISON Organization:

Address: 1110 BOLTON St.

City: BALTO. State: Md. Zip Code: 21201

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

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.

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: REGINALD HARRISON Organization:

Address: 727 BARLEY AVE

City: BALTIMORE State: MD Zip Code: 21212

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

To have it 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.

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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: Gwen Hartwell Organization:

Address: 329 Gwynn Ave.

City: BALTIMORE State: MD Zip Code: 21229

I/We wish to submit the following comments on this project: WE ARE BEING DISRESPECTED.
I AM AGAINST THE REDLINE PROJECT SURFACE, (ABOVE GROUND.) TUNNELING OKAY.
I HAVE CONCERN FOR SENIORS &
I HAVE CONCERN FOR THE CHILDREN
I FEEL LIKE YOU (THE PEOPLE RESPONSIBLE FOR THE REDLINE PROJECT) HAVE NO CONCERN FOR THE PEOPLE OF THE COMMUNITY OF EDMONDSON VILLAGE. YOUR CONCERN IS FOR THE WEST SIDE COUNTIES, GETTING TO THE DOWNTOWN AREA & EAST BALTIMORE. FURTHERMORE YOU ARE TUNNELING EVERYWHERE ELSE, NOW IF THAT'S NOT A PREJUDICE I DON'T KNOW THE MEANING OF THE WORD. I HAVE CONCERN with PEOPLE losing PROPERTIES, I have ~~A~~ CONCERN FOR PEOPLE losing homes, I have CONCERNS with the PARKING SITUATION, I have CONCERNS with the NOISE, and the lost of POWER. I understand change, I understand technology & welcome both. I don't understand the need to SURFACE THE TRAIN IN EDMONDSON VILLAGE. I DON'T, I DON'T, I DON'T.

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 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.

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.

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: Mon 1/5/2009 4:59 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Alex Hedgren
8822 Cardinal Ct
Laurel, MD, 20723

Alex Hedgren's comments:

My name is Alex Hedgren and I have conducted a research study on the proposed Baltimore Red Line for a 6th grade research class. The purpose of my research was to determine the most cost-effective alignment that met public needs. I reviewed technical reports and maps of the proposed alignments. In addition, I conducted a survey among officials involved with the project to determine their position regarding the proposed alignments. Though all of the results are not in, most support "Alternative 4C." I support "Alternative 4C" because it: 1. Receives the most public support. 2. Should be quieter in neighborhoods. 3. Will reduce traffic downtown without a train taking up a lane on the street. I look forward to hearing the final decision. Sincerely, Alex Hedgren

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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.

13 MR. PETER HEGEL: Sure. My name is Peter
14 Hegel. That's P-E-T-E-R. Last name is H-E-G-E-L. I
15 don't have very much to say.
16 I use the existing Light Rail. I live and
17 work in Baltimore City. I'm really excited about an
18 increase, including the Red Line. I think the idea of
19 increasing mass transit in a way that's easy to use
20 like this is a really good idea. That's all. Thank
21 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.

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: Francine M. Henderson Organization: Lower Edmondson Village Comm. Association

Address: 3903 W. Franklin St

City: Balto. Md 21229 State: Md Zip Code: 21229

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

Alternative 4C: LRT Downtown Tunnel & Cooks Lane Tunnel + Dedicated Surface

RECEIVED 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.

5 MS. WILHELMINA HENDRICKS: That's
6 Wilhelmina Hendricks, W-I-L-H-E-L-M-I-N-A, Hendricks,
7 H-E-N-D-R-I-C-K-S. I reside at 619 Mount Holly Street,
8 Baltimore, 21229. I am totally against the Red Line
9 and I say that for many reasons. I came from South
10 Baltimore 50 years ago, down on Charles Street. Right
11 now, it's the Camden Yards. Now, we came up here to
12 Edmondson Village and when we came up here it was all
13 Caucasian. We was the second one in this block, of the
14 600 block of Mount Holly Street and I truly enjoyed it.
15 Now everything that's going on right now,
16 for some reason it's for other people and not for us.
17 Meaning us. Okay? And I'm saying that to say this.
18 Here, I'm a disabled person. You're going to bring
19 this Red Line up or down, underline, top line, bottom
20 line, wherever you want to bring it. The point is, I
21 can't even get on the bus properly with the right
1 respect as a disabled person, well enough to get a
2 disabled person on a Red Line top line bottom line.
3 I say that also to say this. You have
4 percent in Edmondson Village. There are elderly,
5 disabled, and has been here for years. I also came
6 from Edmondson High School several years ago. I'm not
7 going to go that far back, since, come on, '68, okay,
8 big deal, but the point I'm trying to make is this. We
9 don't need the Red Line in Edmondson Village. You
10 couldn't even let us buy my home in South Baltimore
11 with the Camden line. You put a great big stick up
12 there saying No Trespassing. Rent was what, 50 dollars
13 a month, now our gas and electric is high, yes, our
14 mortgage is high, our water bill is high, telephone
15 bill is high.
16 Come on now, not only to say that, you're
17 going to pay five dollars to get on a bus for a half a
18 day pass or an all day pass? I grant you, there are so
19 many other things that I have to indicate to you that

Wilhelmina Hendricks' comments are located under IDs 379, 380 and 381; the responses to her comments are combined below.

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.

20 annoys me. Back in the 50's you had a plan that
21 allowed the Pulaski Street, Franklin Square subway, and
1 you stopped it right there at that wall and put a mural
2 up there. What was that for? If you had planned it
3 properly, then that would have went underground or on
4 top of ground. But no, you didn't want to move the
5 cemetery that was there, which was safe to say, is
6 white folks cemetery, now it's all of us cemetery and
7 you don't want to move that. But yet you want to still
8 come through Edmondson Village.
9 Another thing, I put in for speed humps.
10 Speed humps in the 1600 block of Mount Holly. It's
11 mighty funny they can put a speed hump in the 700 block
12 of Mount Holly, when they get past the 700 block of
13 Mount Holly, they were rushed to get to the red light
14 in the 600 block. Why couldn't they acknowledge what I
15 requested?
16 But you're going to acknowledge the fact
17 that we're going to put a Red Line top line bottom line
18 in the 600 block on Edmondson Avenue, which the church
19 that I go to, St. Bernadine, we don't need it. We
20 don't need it, period. What you need to do is regraph
21 your information, get Sheila Dixon, she's going to sit
1 up here and put these flowers in the middle of the
2 street when you can't even see going across the street.
3 Okay? So why do you want to do all this? Come on now,
4 think about it.

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.

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.

MS. WILHELMINA HENDRICKS: Wilhelmina Hendricks. Address is 619 Mount Holly Street. W-I-L-H-E-L-M-I-N-A, last name is H-E-N-D-R-I-C-K-S.

My statement is I'm really concerned that this is not needed in our neighborhood. It's going to cause more confusion, it's going to cause more teenagers, students, people in the streets. It's going to be a mess. That's the biggest thing I can say. I mean, I can't break that any simpler. That it's going to cause confusion.

I don't like the fact that peoples going to lose their homes, people that's been up here for 40, 50 years. That should be unnecessary, that they have to lose their homes. I've been up here for 45 years and I don't want to lose my home.

19 MS. WILHELMINA HENDRICKS: Well, actually,
20 I'm waiting for someone else. I could say this but I
21 didn't know that it was two separate rooms and I don't
1 find your name up for this. But I believe her address
2 is 625 or 4, anyway, and her name is Sarah Hemmett and
3 I'm really concerned, like she's concerned, she's a
4 disabled person like I'm disabled and --
5 REPORTER: Can you spell her name please?
6 MS. WILHELMINA HENDRICKS: Sarah,
7 S-A-R-A-H, Hemmett, H-E-M-M-E-T-T. I'm incorrect, the
8 exact address, she's directly across the street from me
9 on Mount Holly, on the side of St. Bernadine's Catholic
10 Church and she drove me up here and her concern is too,
11 what is going on with the Red Line, can you give us
12 more information, I'll probably go in and sit and try
13 to hear a little bit if I possibly can, but my concern
14 is, we don't need, I personally and I'm sure she's the
15 same, don't want a Red Line coming through our area.
16 If you ask me, they should have done all
17 this back in the 50's when they stopped that subway and
18 they put that mural on the wall. They should have had
19 this enlightment then, they should have realized that
20 they couldn't bring it any further. Now they wait
21 until all these years and they decide to let a Red Line
1 come through. I think it's inappropriate if they're
2 going to allow it to come through the black
3 neighborhood as opposed to the county neighborhood.
4 It's more benefitting the county than opposed to the
5 city.

Sent: Sat 11/15/2008 1:35 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Lucas Henneman
Wolman # 3050/ 3339 North Charles Street
Baltimore, MD, 21218

Lucas Henneman's comments:

As a college student without a car, I am in favor of any mode of public 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.

Sent: Fri 11/14/2008 6:11 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Alton Henson
412 Denison St
Baltimore, MD, 21229

Alton Henson's comments:

Much of Baltimore City's working community is hampered by the fact the system pretty much much breaks down at midnight. Baltimore would be well served by Night Owl bus service over existing rail lines much like what's offered by SEPTA in Philadelphia. However our current light rail configuation eliminates that possibility in suburban areas. My comment is that it's imperative that the entire rail line also be paved to allow buses to service the actual line during Owl times and also service outages.

The Red Line is currently proposed to operate 5 A.M. to 1 A.M. Monday through Saturday and 10 A.M. to 10 P.M. on Sunday. The light rail will not be constructed to allow buses to travel on the Red Line tracks.

Red Line Corridor Transit Study
AA/DEIS Comment Form

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PLEASE PRINT

Name: Dwayne Hess Organization: A New Faith Community

Address: 1635 W Pratt St.

City: Balt. State: MD Zip Code: 21223

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

Please consider rail for this project. As a person who believes in public transit and one who chooses to use it, I find that attitudes toward bus and rail are quite different. A rail line, in my opinion, will attract a greater ridership and give Baltimore the chance to be less embarrassed by its lack of decent public transit.

I'm looking forward to the Red Line!

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

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 J. Hickman Organization: Resident

Address: 4812 Coleherne Rd.

City: Balto. State: Md. Zip Code: 21229

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

No Build

6 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: Sun 12/28/2008 3:23 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Judy Hicks
2901 Boston St #203
Baltimore, MD, 21224

Judy Hicks's comments:

It seems Baltimore City and Red Line riders would be better served by having the proposed Red Line route run on Eastern Avenue where it would take riders to many more businesses and residences than a Boston Street route. An Eastern Avenue route would also save removing at least 50 trees in the median of Boston Street, which would aid in the City's goal of becoming greener. It would be so refreshing to see things done for the right reasons and for the good of all. The Red Line route should not be planned to serve any one developer who may view a Red Line route on Boston Street (or any other street) as a private drive to the front door of his development. Rather, it should be planned with genuine concern for the City at large and its potential ridership. As with any good idea, the success of it depends on the thoughtfulness and integrity of its implementation.

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

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: Eugenia High Organization:

Address: 1033 Stamford Road

City: Baltimore State: MD Zip Code: 21229

I/We wish to submit the following comments on this project: Red Line Project is not being constructed for the benefit of residents in the West Hills, Edmondson Village. It is designed to transport people from the western counties (Carroll, Frederick & Howard) and Baltimore County (west side) to the east side of Baltimore City. The quality of life in my community will be adversely effected. There will be increased noise pollution and pollutions (dirt & dust) from exhaust fumes. Vibrations from the building of the of new streetcar/subway construction will damage the aging housing in the area. There will be increased congestion on the side streets and less parking. People's property will be taken to provide space to build additional street cars. Safety issues for crossing streets will occur. Taxes will increase! Just keep and improve the quick bus #40 service

Eugenia High's comments are located under IDs 387 and 388; the response to her comments are combined below.

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.

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:

10 MS. EUGENIA HIGH: Yes. My name is
11 Eugenia, capital E-U-G-E-N-I-A, last name High,
12 H-I-G-H. I live 1033 Stamford Road, S-T-A-M-F-O-R-D.
13 I'm very concerned about how this Red Line is going to
14 affect the quality of life in my community, which is
15 West Hills. I also understand the book that you all
16 created, it doesn't even include West Hills as one of
17 the communities that was interviewed for the census and
18 that type of thing so I'm upset about that too.
19 But the main thing that I'm upset about is,
20 the ten hundred block of Stamford is an extremely
21 narrow street. Even now when it snows, where it's icy,
1 cars have to go one car down at a time in order to get
2 down that street. So I know that when construction
3 goes on Cooks Lane, what's going to happen is that more
4 and more cars are going to come up and down my street.
5 It's bad enough now when there's an accident on the
6 street.
7 So what's going to happen, cars on my
8 particular street, our cars will probably get hit more,
9 our insurance is going to go up.
10 Then in the 900 block of Stamford Road,
11 there is this kind of like funny hump kind of thing and
12 you can barely see when you go down that street. But
13 there's also going to be increased air pollution, noise
14 pollution, and when the cars go down the street there's
15 going to be a certain amount of vibration which is,
16 those houses are not young houses. Those houses are at
17 least 60 years old, so you know they're all still
18 settling. And the same thing is going to happen to all
19 those houses on Cooks Lane.
20 So, I'm really concerned about the quality.
21 And the kids are going to have difficulty crossing
1 those streets. The older people are going to have
2 difficulty crossing the streets. There's going to be
3 less parking on the side streets and in the Edmondson
4 Village area it's the same thing. When that train goes

- 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.

5 up and down the street, what's going to happen to the
6 people that need to park on those streets? They're
7 going to widen the street, they're going to take those
8 people's sidewalks and parks, their lawns and that kind
9 of thing, so I'm really concerned about that.
10 In addition, there's supposed to be this
11 parking lot near the, or the parking station in the
12 Edmondson Village area. My niece and my mother, well
13 my mother, parents, bought a house in that area. The
14 parking lot that they're going to create it's going to
15 be right up against where they live. They live 4401
16 Flowerton Road. So I'm real concerned about them too.
17 And I was raised in that neighborhood where the, where
18 the highway to nowhere went, the 2500 block of Lauretta
19 Avenue, so I saw what happened to Franklin Street and
20 Mulberry Street and how, there was all that confusion
21 for so many years and how it really destroyed the
1 neighborhood in that area. Because the highway went
2 straight through that area.
3 So I am basically against what is going on
4 and I prefer a No-Build in that area. Even with the
5 subway, I think it's going to destroy the housing and
6 that kind of thing and be very disruptive to our area.
7 Thank you.

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 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.

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.

Chapters 3 through 5 of the FEIS describe impacts of the Preferred Alternative, with Chapter 5 describing impacts to neighborhoods.

11 MR. JOHN HILL: Good afternoon, sir. I'm

12 John Hill, J-O-H-N, H-I-L-L. I'm a business person
13 here in Baltimore. I'm a resident of downtown
14 Baltimore and a member of the GBC. So, as a result of
15 being a business person, I do support alternative 4C
16 for our city, for the future, for the jobs of the good
17 people of Baltimore that are going to be going through
18 some hectic times particularly in the next couple of
19 years.
20 The City of Baltimore simply must accept
21 the fact that in order to compete in the 21st century
1 we've got to have transportation. And with BRAC, the
2 business reallocation, that is coming and is being
3 built now and you can go see in Aberdeen holes in the
4 ground and things coming out of those holes that are
5 going to be buildings and roads and people and water
6 systems and schools.
7 People have to be able to get there and our
8 city has taken too long, quite frankly, to offer up an
9 east-west alternative for the good folks who happen to
10 live east and west. We've taken good care of the folks
11 in the north and the south but the good people of
12 Baltimore who need to find work and get a job need to
13 be able to get there and we need to get there with a
14 cleaner atmosphere, which is what the red line would
15 do.
16 And I want you to know that as a resident
17 in Canton, I'm not far from that Red Line proposed to
18 come down Boston Street. But it's not about me and my
19 home, it's about our city and the future of the City of
20 Baltimore. So I want to go on record as supporting
21 Alternative 4C with all my heart and soul, quite
1 frankly, and it is, it is a decision that really is not
2 even one that should be difficult, quite frankly.
3 We are in the 21st Century, 100,000 jobs
4 are coming with BRAC, people have to get from point A
5 to point B and this is the only way that we can do so
6 and be prepared for that to happen in 2012. 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.

16 MR. ADRIEL HILTON: Sure. Good morning.
17 My name is Adriel Hilton, I reside in Baltimore City
18 and I'm here in support of the Red Line and Alternative
19 4C. As a recent PhD graduate from Morgan State
20 University, I believe the Red Line Alternative 4C is
21 the appropriate choice for businesses and for citizens.
1 The proposed 14-mile east-west transit line
2 that would run from Woodlawn through downtown Baltimore
3 to the Johns Hopkins Bayview Medical Center will
4 improve transit connections. It'll make it easier for
5 Baltimore area residents to get to jobs, shopping,
6 schools, medical facilities, entertainment and more.
7 Red Line Alternative 4C will link to the north-south
8 light rail, metro subway, and MARC train stations for
9 persons that work within the D.C. Area, creating a
10 21st century transportation system.
11 This project would increase transit
12 mobility and accessability, credit a connection to the
13 existing transit lines and Baltimore and stimulate
14 community revitalization and economic development. I
15 urge you to adopt a Red Line plan that would include a
16 light rail mode and, with two strategically placed
17 tunnels.
18 Having examined the options for the Red
19 Line that are under consideration by the Maryland
20 Transit Administration, I strongly support the leading
21 business advocacy group for the Baltimore Region and
1 the Greater Baltimore Committee's position favoring
2 Alternative 4C.
3 As a city resident, I believe that 4C is
4 the best option because it is the alternative that will
5 cause the least disruptions, and it is the most
6 advantageous for residents. This option also provides
7 the greater number of economic opportunities for
8 residents.
9 For example, Alternative 4C will grant
10 access to approximately 192,000 jobs along the Red Line
11 Corridor, making it a true jobs line for many citizens.

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 As a result, this option opens an economic development
13 window around transit stations that could lead to
14 thousands of jobs and residential units being built.
15 Alternative 4C not only provides jobs and
16 residential growth for the Baltimore region, it also
17 provides a quick way for Baltimoreans working,
18 studying, or visiting education and health-care centers
19 to get where they need to go. This would make
20 Baltimore more competitive with other cities that
21 already have existing network transit lines such as
1 Chicago, Washington, D.C.
2 Among the other positives to this transit
3 line is the fact that families would not be displaced
4 as a result of construction. It's fast, clean and
5 non-polluting. Alternative 4C would cost approximately
6 1.6 billion to build and would carry an estimated
7 42,000 riders per week day. It is projected that
8 Alternative 4C would carry more than and triple the
9 number of current riders on local bus routes from
10 Woodlawn to southeast Baltimore, according to Maryland
11 Transit Administration estimates. I believe that --
12 MS. TRANNEL GUTHREY: You have to wrap up.
13 Thank you.
14 MR. ADRIEL HILTON: Appreciate it.

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 Hea
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: LEONARD HINTON Organization RESIDENT

Address: 615 DENISON ST

City: BALTO State: MD Zip Code: 21229

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

NO BUILD IN EDMONDSON VILLAGE AR

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

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PLEASE PRINT

Name: Holecia Hitchman Organization:

Address: 1726 Buxton Ave

City: Baltimore State: Md Zip Code: 21216

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

I really feel cheated no one told anyone anything until Every thing is almost going through. Why didn't the residents in The area have a chance to get a fair chance to vote on The Red Line It feels like were allways the last to find out about life changing events when it comes to change thing in our lives in the community. It will be a bad idea fewer lanes means traffic jams. and also

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: Mon 12/15/2008 12:56 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Martha Hoelter
515 Old Orchard Rd.
Baltimore, MD, 21229

Martha Hoelter's comments:

We are opposed to the Red Line completely and especially the plan for above line on possibly Cooks and Edmondson Ave. We also oppose the proposed 1000 car parking garage at the Park and Ride which would block access to get off the park and ride and go toward the City on Cooks lane. In addition to being a City resident and someone who drives this way everyday for work- the Line would not help my commute and does not provide an alternative way for me to get to my job in the City. I would hope that our City and State representatives would oppose this LIne

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 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 alignment and I-70 Park-and Ride Station will not block access for local residents to or from I-70. I-70 will still be accessible from Cooks Lane under the Preferred Alternative.

Sent: Thu 11/06/2008 4:10 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

BethAnne Hoffmann
2715B Hanson Ave, Apt 2C
Baltmore, MD, 21209

BethAnne Hoffmann's comments:

After living in Baltimore for 2 years, this city has become my real home. When I visit other cities, I realize that the one thing our city is missing is a complete public transportation system that can actually take you to the places that you want to go (besides Camden Yards) without the need to get in your car. I'd like to utilize public transportation more often so that I can be less reliant on my car, and more able to walk around our city. I support the development of the Red Line because I have hope in this city.

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 12/15/2008 10:57 AM & 3:20 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Dan Hogan
204 South Durham
Baltimore, MD, 21231

Dan Hogan's comments:

This really should be all about priorities. The greatest priority should be building the Red Line above ground (or with the first tunnel from 4C) from the west to downtown. If the system could run efficiently to Charles Center to connect with both the subway and the existing light rail, that would be a real accomplishment. I could even imagine the eastbound and westbound tracks converging to a single station on Baltimore St right at the escalators to Charles Center. The next priority should be to extend the green line (existing subway) to provide east to west transit east of Baltimore. This extension should include Bayview, a new East Baltimore Marc station, and a hefty commuter parking lot. That would do more for Fells Point and Canton than the red line anyway since through traffic would be reduced so much. Maybe the long-range hope of extending the subway to the northeast could still be done by having a new northbound subway converge with the current line at Hopkins or another stop. It really surprises me that the whole discussion around tunneling through downtown has been given so much attention without considering reusing the tunnel that is already there! The third priority should be streetcars on Charles St, through Fells Point, and elsewhere. I would love to have a quick and easy way downtown and I bet those lines would get used by a lot of daily commuters to downtown. And the entertainment districts from Mount Vernon to Downtown to Fed Hill to Fells to Canton would have a lot to gain by being interconnected. But, this should be done after the first two priorities are in process.

The Preferred Alternative for the project is most similar to Alternative 4C as presented in the AA/DEIS. Refinements have been made as the project has advances into preliminary design in order to maximize the efficiency of the alignment and to address public comments. The Preferred Alternative includes light rail transit in a downtown tunnel. Since the current light rail operates on the surface of Howard Street and the Red Line will be in a tunnel they could not operate on the same tracks. A Red Line Station at Howard Street would be at the same intersection of the current University Center/Baltimore Street Light Rail Station. A direct connection from the Red Line to the Metro Charles Center Station will be provided.

The Green Line is part of both the Baltimore Regional Rail System Plan and a potential future project. The Preferred Alternative for the Red Line proposes service to Johns Hopkins Bayview Medical Center Campus including two stations at the Johns Hopkins Bayview Medical Center 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 large park-and-ride facility proposed at the Bayview MARC station.

The MTA investigated the shared use of the Red Line with the existing Metro tunnel downtown. This study concluded that the existing tunnel is not compatible with light rail without substantial modifications, which would affect the operations of the Metro and Red Line and would not result in significant cost savings.

Track connections between the Red Line and the existing light rail were investigated but not feasible from a cost and impact standpoint.

Trains from both east and west should be able to be diverted onto the current light rail so they could go down to Camden Yards. Special trains should be scheduled on game days, especially from the west, to account for gameday traffic. After the game, Red Line trains could sit right at the stadium and head in either direction to take people back home.

Sent: Tue 10/7/2008 10:00 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Jesse Holcomb
47 S Arlington Ave
Baltimore, MD, 21223

Jesse Holcomb's comments:

I am a homeowner in strong support of the Red Line project as currently proposed. I am eager to see the "highway to nowhere" stretch of Rt. 40 in West Baltimore given a chance at economic revitalization, which the Red Line could help foster. Also, as a West Baltimore MARC commuter, the proposed link to downtown would be not only convenient, but could ease parking problems near the West Baltimore station.

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.

Through a separate initiative, the MTA is expanding and enhancing the West Baltimore MARC station parking area.

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: Joyce Holland Organization Edmondson Village

Address: 1236 Kevin Rd

City: Balto State: Md Zip Code: 21229

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

Please do not spoil our neighborhood with this - This will not benefit our Community - I am against totally!

PAV. No way does it serve our Community

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

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PLEASE PRINT

Name: Carol Holt Organization:

Address: 2304 N. Dukeland St.

City: Balto. State: MD Zip Code: 21216

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

Red line should be placed 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.

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 X UNDERGROUND TUNNELING

PLEASE PRINT

Name: MARIAN Holton Organization Caton Ave Assoc.

Address: 3402 W. Caton Ave

City: BALto. State: Md Zip Code: 21229

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

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 12/22/2008 11:08 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

John Holtzman
1204 South Kenwood Avenue
Baltimore, MD, 21224

John Holtzman's comments:

We strenuously object to and are extremely worried about the plans to run the Red Line down Boston Street. As homeowners in the Canton Square community, with our house located right on Boston Street at South Kenwood Avenue, we feel this would deal a devastating blow to the community. Unimaginable consequences ranging from parking shortages, noise pollution, traffic jams, reduced property values, and the potential for increased crime are but a few of the problems that would wreak havoc on the community â€“ one of the most beautiful, thriving, fun, interesting, and pleasant neighborhoods in all of Baltimore. Why should we, as Canton homeowners and taxpayers, who moved to the area in good faith and paid a premium to live on Boston Street, suffer these consequences and potentially lose significant property value as a result of these plans? We understand and support increased mass transit in the city, but there has to be a better way than to tear through the heart of one of Baltimoreâ€™s most thriving communities.

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 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.

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, 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.

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

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: Lamont Hooper Organization:

Address: 3821 Clifton Ave

City: Baltimore State: Md Zip Code: 21216

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

Prefer 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.

Sent: Mon 11/17/2008 2:29 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Chaun Horne
911 Leadenhall st
Baltimore, MD, 21230

Chaun Horne's comments:

the red line is goin to be a great add to 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.

Sent: Wed 12/31/2008 11:32 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Pauline Houliaras
3238 Elliott Street
Baltimore, MD, 21224

Pauline Houliaras's comments:

I am extremely, extremely opposed to having the Redline run along Boston Street through Canton. It's already extremely congested and inviting more people to park in our neighborhood and use the train is unreasonable!!! Eastern Avenue is a much better route since it's an established business district.

Pauline Houliaras' comments are located under IDs 403 and 404; the responses to her 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 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

Sent: Wed 12/31/2008 12:53 PM
To: MTA Red Line
Subject: DEIS Comment…opposed to Red Line 4C through Canton

Baltimore Red Line Official AA/DEIS Comment

To whom it may concern,
I'm writing to express my strong opposition to the proposed Red Line 4c plan on Boston Street through Canton. I've been a Canton resident since 1997 and co-owner of a small business. I don't see any benefits to residents of the neighborhood, only negatives. The overdevelopment of the waterfront in Canton is already making parking extremely difficult. According to the Redline plan the parking spaces will be further reduced. Why do we want to encourage more people to park-n-ride from our neighborhood?! It makes no sense to me.

"*Parking on the south side of Boston Street will be reduced by 161 spaces". (page 170 of the neighborhood impact study). ".....Aliceanna and Boston Street will experience the largest reduction in parking spaces."- page 161 . Page 220 notes that "There is on street parking in the vicinity of the station area". Page 159 - "Limited parking along Boston Street would create greater demand for parking on side streets in this neighborhood"*

Here's a real life example: Any day of the week you can watch people who work at Canton Crossing (aka Ed Hale's project) park across Boston Street into the residential part of Canton. I see people do this every morning on Toone St in front of the Canton Dog Park and even closer to my on the 1200 block of S. Clinton. Meanwhile there's a huge empty parking lot across from the bldg. Why aren't those businesses providing reasonably priced or free parking for their employees and customers? Again, why do we want to encourage even more of this by bringing the Redline down Boston Street? I see no benefits to the residents and taxpayers of this neighborhood.

Furthermore, it is very difficult for pedestrians to even cross Boston Street all day Monday through Friday and that will clearly get worse with the Red Line. It's hard for residents who pay a lot of taxes to currently enjoy the waterfront because they take their life in their hands crossing the street. Increased traffic from the train will make it much worse!!

Additionally there's a visual factor and tremendous noise factor that I haven't even addressed here. We do not need this in Canton! All of the neighborhood community groups have made this very clear.

The vast majority of my neighbors would not be able to use Red Line to commute to their job so it has zero benefit to us. The current bus lines are sufficient for those who commute locally. As far as Canton is concerned, the Red Line benefits only Ed

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

Hale's commercial development at Canton Crossing. As stated above his development already has a negative impact on the neighborhood so let's not give him any more power.

There's plenty of abandoned space on Eastern Ave across from Bayview Hospital and on Haven St so let's move commuters through that area. I beg you, do not let this happen!!!

Please help us maintain the quality of life in the Canton community we have worked so hard to build and preserve!

The only reasonable alternative is an underground tunnel with no stops within the historical boundaries in Canton: Eastern Ave to the north, Boston St to the south, Chester St to the west and Conkling St to the east.

Sincerely,
Pauline Houliaras
Resident VOTER
3238 Elliott Street
Baltimore, MD 21224

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 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.

The Red Line will be 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.

Sent: Thu 11/06/2008 8:08 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Jeff Huang
4613 Poplar Creek Ct
Ellicott City, MD, 21043

Jeff Huang's comments:

We need the Red Line now, and in the form of light rail. More light rail will not only stimulate local transit-oriented development, but also increase mobility across our currently car-oriented and gridlocked region. Light rail presents an alternative to sprawling highways that is not only environmentally-friendly, but also aesthetically pleasing.

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 12/16/2008 7:13 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Jakara Hubbard
5313 Clifton Ave
Baltimore, MD, 21207

Jakara Hubbard's comments:

I would realy like to see an expansion to Baltimore's public transit system, especially the proposed red line. I live in Woodlawn and do not have a car so my access to downtown is extremely limited. I've lived here all my life and hardly know the city. I've had to seek out other metropolitan areas for work because it's impractical to work in Baltimore without personal transportation. This is our future survival, and the benefits far outweigh the costs, even more so in such an economic recession. That you for considering my comments.

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

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: VICTORIA HUGHES Organization:

Address: 1556 MORELAND AVE

City: BALTIMORE State: Md Zip Code: 21216

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

UNDER GROUND OR NO build for 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 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.

14 MR. ROBERT HUNT: Good evening. My name is
15 Robert Hunt. R-O-B-E-R-T, H-U-N-T. I did sign up
16 outside.
17 MS. KATHERINE DALEY: Yes, thank you.
18 MR. ROBERT HUNT: I'm from the Rosemont
19 area. I am for The Red Line alignment. My main reason
20 for coming here is just the concerns of making sure
21 that the community is involved in all decisions.
1 We've been working with the Red Line but we
2 want to make sure that, in the interim and as it goes
3 along, that we stay involved in the decision-making.
4 Or, you know, give our ideas. Because of past history,
5 we want to make sure that doesn't happen again.
6 Also, I think that this is an opportunity
7 for Baltimore City to have the educational economic
8 development that can be done. It looks like it should
9 be able to come out of this project, helping the
10 communities and the whole overall Light Rail would be
11 beneficial to traveling, as some of the people have
12 already pointed out. Less cars and it would help.
13 So I think that this is the thing that
14 would be beneficial to us and not to stop. Just
15 continue on with the project as it is. Like I said,
16 I'm for the Red Line. That's all I need to say at this
17 point. 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.

4 MS. CASSANDRA HUNTER: My name is Cassandra
5 Hunter, C-A-S-S-A-N-D-R-A, H-U-N-T-E-R. I'm a resident
6 of Edmondson Village, I live off the 3900 block of -
7 thank you. I live off the 3900 block of Edmondson
8 Avenue, which is the street, well, Loudon is the street
9 after Wildwood Parkway.
10 My major concern is one, the literature
11 that I have read, there's no left, there will be no
12 left hand turns onto our streets. We have a lot of
13 one-way streets, either you go in or you come out. The
14 problem with, we have a lot of elderly, we have kids,
15 and even young people trying to get across Edmondson
16 Avenue. If we, how are we going to be able to get our
17 homes effectively without going three to four blocks
18 over to make a left hand turn off of Edmondson Avenue?
19 And like I said, there's a lot of elderly
20 people in the neighborhood that do still drive and
21 that's, I know, one of the main concerns like my mother
1 and my in-laws. There is no way that you can easily
2 get back and forth to your residence if that change,
3 right there, would occur.
4 Right now, to my opinion, the 23 and the 40
5 is doing fine. If MTA want to add another bus to the
6 line, that's okay. Or improve the two that we have.
7 I'm against the Red Line being on the top or it will
8 just disrupt a lot of, a lot of homes, a lot of people
9 that's already comfortable. Most of these people are
10 home-owners and they pay enough taxes as it is, on, if
11 they don't own their land, and you're talking about
12 destroying it. We just went through a violation where
13 it disrupted the city from Mayor Dixon making an
14 agreement, agreement, whatever, Baltimore, where she
15 done tore up the street on Edmondson Avenue, what, you
16 know what I'm saying, hurt a lot of people in different
17 ways. It's not easy now to cross the street. You have
18 to walk almost two blocks because the bus stops are not
19 aligned to streets. You have to walk two or three

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

20 blocks almost to get up to a bus stop where we can
21 cross the street now. How are we going to cross the
1 street if a Red Line come? What implements are you
2 going to do to ensure the safety of getting back and
3 forth?
4 So, at this time I'm just opposed to the
5 Red Line. I mean, any other kind of transportation, or
6 unless you're going to put it underground is fine, but
7 on top of the ground, no. But my suggestion is to add
8 more buses and get the ones that's running now to run
9 more effectively. Thank you.

- 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.

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 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 MTA bus system will be revised to work in concert with the Red Line. Local bus service, for example the #23 line will be maintained, and additional feeder bus service will be added. The #40 Line will likely be eliminated. The MTA considered an enhanced bus service with the Transportation System Management Alternative, but this alternative does not meet the project purpose and need.

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 Marie Hunter and Family Organization: Home, Shoppers, School Customers Frequent Travelers of Ba City and County

Address:

City: Baltimore State: Maryland Zip Code: 21215, USA 21209, 21201, 21217

I/We wish to submit the following comments on this project: I / We are against Two Lanes Shared with Vehicles, (See pages 162 - 164). The Majority of Baltimore City and County should be made aware of this Option and Vote on it.

Marjorie Marie Hunter's comments are located under IDs 410, 411 and 412; the responses to her comments are combined below.

This comment refers to the surface alignment on Cooks Lane, which would provide two dedicated transit lanes and two dedicated vehicular lanes. The Preferred Alternative includes a tunnel beneath Cooks Lane, not a surface option.

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.

The Baltimore City Department of Transportation will be rehabilitating the Edmonson Avenue Bridge over the Gwynns Falls due to its current physical condition. This reconstruction is required whether there is a Red Line project or not. The City is designing the bridge to accommodate the Red Line.

Red Line Corridor Transit Study
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MTA Maryland

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PLEASE PRINT

Name: Marjorie Marie Hunter and Family and Friends Organization: Home, Customers, Shoppers, Schools, Frequent Travelers of Baltimore City and County

Address:

City: Baltimore State: Maryland Zip Code: 21215 USA 21202, 21201, 21217

I/We wish to submit the following comments on this project: I/We do not Want to pay out of pocket for This study or the building of this project. If the Maryland Transit Administration will Need funding or applying for funding from the state of Maryland or Washington, D.C. * they should make every effort to attend as many Inaugural Programs and Celebrations and Parades as possible. The State of Maryland has 1,000's of project underway and me and my family Need Study Rooms in our Homes, Need Recreational Rooms in our Homes, Need 2-3 Bedrooms in our homes, Need Furniture, Need Health Care including Dental, and those that attend Baltimore City Community College (BCCC) Need to attend without threat, harm, harassment of racial, sexual, age, money, and income or any nature.

We Need Homes!

168

Today's date 12-29-08

RECEIVED 2009

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.

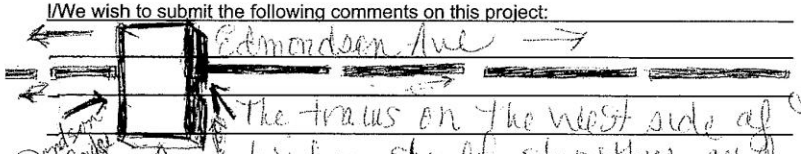
PLEASE PRINT

Name: MARJORIE MARIE HUNTER Organization: Baltimore Housing & HMC McCulloh Homes Complex

Address: and FAMILY 402 Druid Hill Ave Room 813 McCulloh Homes

City: Baltimore State: Maryland Zip Code: 21201 (USA)

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



The trains on the west side of the bridge should stop there and go back out to Security Square Mall. The bridge like the Light Rail does when it ends in Hunt Valley or BWI/CROMWELL Bridge

The Trains on the other side should stop at Poplar Grove Street and go back to Fells Point.

The Edmondson Ave. BRIDGE could be enclosed like the Old Court Subway Station walkway from the subway trains to the MTA buses. * But the Red Line Poplar Grove St. enclosed overpass would consist of a moving ~~[illegible]~~ Flat Escalator! Passengers would ride with flat escalators (2) moving passengers East and West on the enclosed Edmondson corridor. No walkway.

Sent: Thu 12/18/2008 6:05 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Jon & Cheryl Hyman
1104 S Kenwood Avenue
Baltimore, MD, 21224

Jon & Cheryl Hyman's comments:

We strongly object to plans 4B & 4C for running the Red Line down Boston Street. Boston Street is an important, often congested commuter route into the city. In fact, there are plans to build a bridge over the railroad tracks to help relieve that congestion. The Red Line will only exacerbate traffic problems. The plan will eliminate parking on Boston Street increasing parking problems for residents in the adjoining Canton neighborhood who must contend with club and restaurant patrons for limited on-street parking. We will also have to contend with commuters coming off of I-95 and finding it convenient to park in our neighborhood to catch the rail into downtown. When we moved here, the city assured us that the park behind our home would always remain a park. However, according to the 4B & 4C map it appears that the park will be turned into a rail station. This would be a betrayal of promises made to our community and would dramatically adversely affect the quality of our lives and community property values. Canton has been a real success story for Baltimore. It has a very low crime rate in part, because it is isolated from high crime areas. Our concern is that the light rail will provide an easy access to our community.

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.

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 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

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: S. T. Ibrahim Organization:

Address: 5536, Channing Rd

City: Baltimore State: MD Zip Code: 21229

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

Underground or no build

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: Mon 1/5/2009 10:41 AM
To: MTA Red Line
Subject: DEIS Comment

Baltimore Red Line Official AA/DEIS Comment

To Whom It May Concern:
I support construction of the Red Line as part of a high quality transit system. With global warming and the need to decrease our dependence upon fossil fuels, a Red Line would go far in getting people to stop using their cars.
The Red Line should be designed to accommodate bicycling. Bicycles are a great, green, and healthful way to commute. Although Baltimore has made strides forward to accomodate cyclists, there are too many (ignorant) drivers on the road still, and thus, having public transportation will help encourage not only to decrease the amount of cars, but help cyclists go farther. Longer commutes would no longer be limited to those who are ultra-fit, determined, or hardy.

Thanks,
Michelle Izuka

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.

Red Line Corridor Transit Study
AA/DEIS Comment Form

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PLEASE PRINT

Name: Betty JACKSON Organization:

Address: 914 Mt Holly St

City: BALTIMORE State: MD Zip Code: 21229

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

Better UNder GROUND

I Say yes

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

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PLEASE PRINT

Name: DARLENE JACKSON Organization:

Address: 914 Mount Holly St

City: BAltimore State: MD Zip Code: 21229

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

I Think it would Be Better for it To Run UNder Ground BeCause it is Not fair to The people WHo Lives ON EDmonDson AVE. WHo work So Hard for there Homes. for The Love of god Do you people Real Care. put The RedLine 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.

Red Line Corridor Transit Study
AA/DEIS Comment Form

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PLEASE PRINT

Name: Derrick Jackson Organization:

Address: 2469 Mallhew RD

City: Balto State: MD Zip Code: 21230

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

Prefered underground in Edmondson Ave.

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
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MTA Maryland

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PLEASE PRINT

Name: Lois Jackson Organization:

Address: 4904 Westhills Rd.

City: Baltimore State: Md Zip Code: 21209

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

Edmondson Ave is already congested. This may not be the best solution.

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 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: Fri 1/2/2009 12:06 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

I am in support of the redline, if it includes the consideration for bikers also in the project.

Michael E. Jackson
909 Reverdy Road
Baltimore, MD 21212

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.

Red Line Corridor Transit Study
AA/DEIS Comment Form

MTA Maryland

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PLEASE PRINT

Name: Vince Jackson Organization: General Public

Address: 3618 Edmonson Ave

City: Baltimore State: MD Zip Code: 21229

I/We wish to submit the following comments on this project: First & Fore most You must improve the ser-vices of our Current Buses & thier routs & as well to put more sup-ervispon that's accessable on "Every Line" so these operators can be held "more Responsable" for thier actions, Like Driving Past Desig-nated stops without attempting to Pick up Patrons, & Poor attitudes, Before Attempting to Design & Build Brand New Lines wich would Cost the Public more Money unnessaraly!!! ooo

In other words "It's not need-ed!!!" ooo

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 is continually working to improve its core bus service, in terms of quality of service, performance of its personnel and accessibility. Enhanced bus service as part of the Transportation System Management Alternative was not selected because it does not meet project purpose and need.

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: Alice E JAMES Organization ____

Address: 1211 Kevin Road

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.

Sent: Tue 12/16/2008 1:55 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Mark James
President, Ridgely's Delight Community Association

600 West Conway Street
Baltimore, MD, 21230

Mark James's comments:

In a previous position I worked on the Red Line project as a Transportation Planner and am very familiar with the station locations and routes of each alternative. It has always been a serious concern of mine that with all of the time and effort that was given to identifying station locations, not once was a debate raised or a field investigation targeted to the condition of pedestrian facilities within the Â¼ mile and Â½ mile service area of a station. I can attest for both Ridgelyâ€™s Delight and many others older neighborhoods that the pedestrian facilities in their current condition, would be impassable to many residents (in particular those whom are physically handicapped) going to or from the station. With that said I kindly a sk that you consider my concern and revisit the proposed station locations to review and evaluate the condition of adjacent pedestrian facilities.

As part of the station planning process in support of the AA/DEIS, a Stations Technical Report (April 2008) was prepared and included on the project website (www.baltimoreredline.com) and on the DVD attached to the AA/DEIS. In this technical report a ¼ walk zone was identified around each proposed station area and the condition of the sidewalks within this area was noted.

As the station area planning process has progressed since 2009, accessibility to stations has continued to be a factor in consideration for the design of the station. Any existing sidewalks along the alignment or adjacent to a proposed Red Line station, that would be affected during the construction of the project would be replaced.

The MTA will be working with local governments to determine additional sidewalk improvements needed. Those improvements may be the responsibility of Baltimore City or Baltimore County.

Red Line Corridor Transit Study
AA/DEIS Comment Form

MTA Maryland

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PLEASE PRINT

Name: Rhonda James Organization:

Address: 1711 Kyeun Rd

City: Balto. State: MD Zip Code: 21229

I/We wish to submit the following comments on this project: I'm Against the Red Line Because of Homes that will be Replaced and Line Disorganize. Our Community Deserves Better & to be Treated with Respect & Dignity. & Believe this is For Other Counties & not For Edmondson Village. To Come In our Community & Want This is Really Big Said & you all Should Be Ashamed of Yourselves. I'm Against This & not appropriate. Thank you

Rhonda James' comments are located under IDs 424, 425 and 426; the responses to her comments are combined below.

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.

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: Rhonda James Organization

Address: 1211 Lewin Rd

City: Gulto State: M Zip Code: 21225

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

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.

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.

8 MS. RHONDA JAMES: Yes. Hi, my name is
9 Rhonda James. I live 1211 Kevin Road. Oh, my first
10 name, R-H-O- N-D-A, last name is James. 1211 Kevin,
11 J-A-M-E- S. Kevin, did you get that part? I'm here on
12 behalf of Edmondson Village. I don't know how anybody
13 feels about this but I lived in the village my whole
14 life and for me to just get information on this meeting
15 is like, it's plain crazy. I mean this is our
16 community, why should our family and our seniors and
17 our mothers that have been here for years have to be
18 displaced? Because somebody's going to lose their
19 home.
20 You all can sit here and say whatever you
21 all want to say but there's no way you're going to put
1 this rail line down Edmondson Avenue, you have to have
2 the land, so where's that coming from? And I don't
3 think it's fair that our families have to sacrifice for
4 something that's not even going to benefit us. It's
5 for somebody else in somebody else's community. And
6 I'm not disrespecting anyone but anybody who came up
7 here and said oh, it's a good thing, you don't even
8 live in our community. So how can you come and say
9 it's a good thing when you live over on Park Avenue
10 somewhere? No disrespect, but I'm just really against
11 it. Thank you.

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: Darryl Jefferson Sr Organization Ceilizi

Address: 119 N. Edgewood St

City: Baltimore State: MD Zip Code: 21229

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

Not for the project for property, economic, & community concerns. There is no solidified plan for project where the comm. can make a proper decisions.

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.

11 MR. DANIEL JENKINS: My name is Daniel
12 Jenkins. I live 4502 Rokeby Road, Baltimore, Maryland,
13 21229. Daniel Jenkins, D-A-N-I-E-L, J-E-N-K-I-N-S.
14 I've been sitting here listening to the conversation.
15 There might not be any choice about what whether we
16 have transportation here or not. But if we're going to
17 have it, have it underground like the other people are
18 having theirs underground. Don't put ours on top of
19 the ground because there's enough confusion on
20 Edmondson Avenue and people will lose their homes.
21 I've been here for 38 years. And I live on
1 Rokeby Road, I see the confusion we're having there
2 now. With the rail on top it's going to start a lot of
3 more confusion. And the people saying they don't live
4 in the area, they'll agree with it because it doesn't
5 affect them directly. It'll affect the people in
6 Edmondson Village.
7 That's what I am concerned about. So, if
8 you got to have the rail, put it underground. Don't
9 just discriminate against us and have it underground
10 for all, everywhere else, and put ours on top. Let us
11 have the same privileges you have given those other
12 people. If you've got to have it, put it underground
13 and I'll go along with it. But on top, this is showing
14 disrespect for us when you're letting the other people
15 go with theirs underground and not letting us have the
16 same privilege. So, if you gotta have it, put it
17 underground. And this won't have as much confusion in
18 that area.
19 Because a lot of people are going to lose
20 their homes. A lot of people are going to lose their
21 homes. You're saying they're not from the beginning
1 but they are going to lose their homes. And
2 underground, it'll be much better for the people and
3 for everybody else except the transit. Thank you.

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

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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: Shirley Jeter Organization Resident

Address: 207 Denison St.

City: Balto State: MD Zip Code: 21229

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

Shirley Jeter

My family are contesting this new project as home owners for years. We are definitely against the Red-line running through our Neighborhood.

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

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PLEASE PRINT

Name: Joyce Jobes Organization:

Address: 745 Linward St

City: Baltimore State: Md Zip Code: 21229

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

I wish to state that I am opposed to this construction in the Edmondson Village area. I feel that it does not benefit us and the negative effects out weigh ~~the~~ any positive benefits that Red Line may feel. I feel with this construction could be a hazard ~~to~~ to the resident in the area. We do not want it and feel that another Avenue should be found.

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.

5

Red Line Corridor Transit Study
AA/DEIS Comment Form

MTA Maryland

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PLEASE PRINT

Name: ANNIE M. JOHNSON Organization: Lower Edmondson Villa

Address: 418 GWYNN AVE.

City: BALTIMORE State: MD Zip Code: 21229

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

We need the red line to support the community transportation needs. Provide transit stations in our community. Alternative 3C: BRT. Will provide some of our needs. But no lower under US 40. We also need some jobs for the community.

Thank you
Annie M. Johnson

RECEIVED
5 2009

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 Corridor Transit Study
AA/DEIS Comment Form

MTA Maryland

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PLEASE PRINT

Name: Arthur Johnson Organization:

Address: 914 Pennsylvania Avenue FD

City: Baltimore State: MD Zip Code: 21201

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

Do not build on top put underground please do not like it being up top.

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 12/16/2008 4:07 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Carroll Johnson
3124 Northway Drive
Baltimore, MD, 21234

Carroll Johnson's comments:

I am totally against it because all I see is lip service to western and northern Baltimore County. All it looks like to me is another project to jack up the businesses in Canton and Fell Point. I, living in the Parkville area have not seen any benefit what so ever. Heck, I have been trying to get a bus driver to arrive at northern parkway and Hartford road on time for months. Here is a project for you and it is more cost effective. Find me some bus drivers for the number #13 line that don't bypass the visually impaired because they don't appear to the driver they are taking their bus and the driver just drives pass them. Find me some bus drivers that will wait 10 to 20 seconds for you to move from one bus to another. This sucks when you consider the two buses are on the same side of the street and the driver of the first bus is blowing the horn and the second driver still drives away. You can solve the problem by requiring all drivers to take the bus to and from work daily and stopping the practice of them riding on 'NOT IN SERVICE' buses. If they can, Why can't the general public?

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 MTA is continuing to strive to improve bus service throughout the Baltimore region. This includes continuous monitoring of bus service, bus driver training, and proactive responses to complaints from patrons.

Red Line Corridor Transit Study
AA/DEIS Comment Form

MTA Maryland

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PLEASE PRINT

Name: Gerald Johnson Organization:

Address: 2880 Pelham Ave

City: Baltimore State: Md Zip Code: 21213

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

My Name is Gerald Johnson I am apart of the Red Line project. I Think That is going to be a Good System for Baltimore City I hope MTA This project soon By 2012 I hope I Be The first one to Rid on it Lorezo Bryant I Thank you for Showing me what going on with The Project I hope I see you soon Next Project meeting I Thank you Bryant

from Gerald

Gerald Johnson's comments are located under IDs 434 and 435; 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.

3 MR. GERALD JOHNSON: Okay. My name is
4 Gerald Johnson and it's G-E-R-A-L-D, J-O-H-N-S-O-N,
5 2880 Pelham Avenue, I live off (Inaudible) Road, 21213.
6 And I'm testifying that it's going to be a good thing,
7 you know, the system. But it should be done by when,
8 you know, the other state said theirs being built but I
9 think it's wasted time and that's all I have to say.

Sent: Fri 11/28/2008 8:29 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

HELEN JOHNSON
SOCIAL SECURITY ADMINISTRATION

7308 INWOOD AVE
BALTIMORE, MD, 21228

HELEN JOHNSON's comments:

THE REDLINE, AS BEEN IN THE TALKING STAGE FOR QUITE A FEW YEARS, I THINK IT'S TIME START BUILDING, I AM LOOKING FORWARD TO USING IT, IF I AM ALIVE. I WOULD LIKE TO USE IT, TO THE SOCIAL SECURITY ADMINISTRATION WHERE I WORK AT PRESENT. OR WHATEVER DEVELOPEMENT YOU MAKE, IF IT DOES COME THIS FAR AT FIRST, PLEASE START BUILDING SOON, WHATEVER YOU DETERMINE THE REDLINE TO BE.

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 station near the Social Security Administration.

Red Line Corridor Transit Study
AA/DEIS Comment Form

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PLEASE PRINT

Name: JAMES A. JOHNSON Organization: LOWER EDMONDSON

Address: 418 GWYNN AVE

City: BALTIMORE State: MD Zip Code: 21229

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

We need Red Line to help the Community. ~~not~~ no Under tunnel, and lower tunnel under cooks lane. my Alternative 3c some that will help the community. no under US 40 lower level at mulberry street, more and one Park and Ride lot. a lower cost Red line.

Thank you

James a Johnson

RECEIVED JAN 5

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.

Sept 11, 2008

Re: Red Line Transportation

We are against the Red Line coming thru this area.
Why?
① It will uprooting homes and people
② It is not something needed in the area.
③ We do not know the problems it will cause to the structure of the older ~~building~~ buildings in this area (Rogel Hgts and Edmondson Village

Mary E. Johnson

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.

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.

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: Susie Johnson Organization Edmondson Village Community

Address: 4000 Cranston Av

City: Baltimore State: Md Zip Code: 21229

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

I do not want my community interrepted by a rail system running through it

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

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PLEASE PRINT

Name: T. Johnson Organization:

Address: 405 Random Rd

City: Balto 21 State: Md Zip Code: 21229

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

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.

Sent: Mon 11/17/2008 12:41 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

theresa johnson
community organizer

1832 W. Fayette Street
Baltimore, MD, 21223

theresa johnson's comments:

As a west side resident I am in support of the Red Line Corridor. Please send me a package of information of the proposed line that will cross the city.

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

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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: thomas L. Johnson Organization Edmondson Village Community

Address: 4000 Chanston Ave

City: Balto State: Md Zip Code: 21229

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

It will be a ~~inconvenience~~ inconvience to the neighborhood

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: Sun 11/30/2008 5:28 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Van Johnson
3606 Yolando rd.
Baltimore, MD, 21218

Van Johnson's comments:

The current plan involving lite rail is just not robust enough for my taxpayer dollars. If it lacks the right of way option than it's not significantly better than riding the bus and we know how popular that is. For public transportation to be desiable it has to be accesible, convenient, affordable, and reasonably fast. Lite rail misses all but one category, affordability. The solution should either have heavy rail, or right of way lite rail where lights change in favor of the train. This would allow the train improved speed in dense corridors.

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 traffic signal prioritization at selected intersections along the route.

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: Tue 10/21/2008 9:47 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

James Johnson Sr.
8509 Glen Michael Lane #103
Randallstown, MD, 21133

James Johnson Sr.'s comments:

Because of our growing and conjected community we're in great need for the redline metro service. I think the rail service and our community would benefit greatly from the services that it provide.

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.

MY CHOICE FOR THE EDMONDSON/ALLENDALE COMMUNITY IS AS STATED BELOW:

✓ NO BUILD ___ IMPROVE CURRENT BUS LINE SYSTEM ___ UNDERGROUND TUNNELING

PLEASE PRINT

Name: Deborah D Jones Organization ___

Address: 3614 Edmondson Ave

City: Baltimore State: Md Zip Code: 21229

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

No to NB Homes 2014 [illegible] [illegible] relocated

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 11/13/2008 1:01 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Drusilla Jones
Drusilla's Books

817 N Howard St
Baltimore, MD, 21201

Drusilla Jones's comments:

It is VITAL that Baltimore have a real transit option for an East/West connection ! Please assure that the Light Rail Lines AND the Metro Lines connect in the center of Baltimore with a weather protected terminal, where food, bathrooms, small businesses like dry cleaners, food vendors, newspaper kiosks would be able to serve the public & create a village-like atmosphere. Getting started with the construction is also vital...please do NOT spend 10 years building this...remeber how we won WWII !! All out effort is required by All and sundry. Thank you in advance. Drusilla P Jones

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 direct underground connection between the Metro and Red Line at Charles Center.

14 MS. JOYOUS JONES: Joyous Jones.
15 J-O-Y-O-U-S, Jones, J-O-N-E-S. I represent 4315
16 Sidehill Road. I'm in Rognell Heights and also
17 Edmondson Village. I'm going to be brief, I've put it
18 down to three minutes. First of all, I'm against the
19 Red Line. But I'll give you reasons why. I want to
20 address how it will affect and benefit. It won't
21 benefit Baltimore citizens but it's benefitting the
1 county, it's benefitting all the residents that are
2 outside of the county and not Edmondson Village itself.
3 I want to also say how I did, I'm one of those ones
4 that got this, this letter here and that someone from
5 the Mayor's office came and personally knocked on my
6 door. And I don't know if you got a visit from the
7 Mayor's office or not but she personally, somebody said
8 that she was in the car and she left this for me so I
9 could get the real facts.
10 So I want to give you the real facts as I
11 see them. And also, I want to finally say that why
12 does the Red Line not place above ground in Canton,
13 Fells Point and Baltimore Inner Harbor? Fact, that she
14 has, Edmondson Avenue will have full street parking and
15 two lanes of traffic in each direction. My question
16 is, how can this be obtained when there's not full
17 street parking now? And with two lanes of traffic in
18 each direction going southbound from to 6 you can't go
19 up and from 7 to 9 you can't go down, you can't park,
20 these are already inconveniences and with that it's
21 just going to make it even worse. I mean, this is her
1 facts and we're just questioning her facts.
2 Next please. The plan is to accommodate
3 Cooks Lane Corridor along with the downtown Fells Point
4 area and Baltimore City and Edmondson Avenue will have
5 privilege of being above ground. My question is, why
6 is it that the people who suffer the inconvenience the
7 most are the communities with the high density of
8 African-Americans? We work like everybody else, we pay

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

9 higher taxes in the city, and Baltimore County I'm sure
10 they're going to benefit from it. I want to know why,
11 okay?
12 Next please. MTA will monitor the noise
13 vibration and provide every adjacent property owner
14 with a complete home inspection to ensure that no
15 damage is done and if damages do occur, that the MTA
16 will pay for the repairs. The question is, is the city
17 along with the MTA not liable since the debt will be
18 incurred by both? And who will be monitoring this
19 noise when it gets too much? I mean, monitoring is one
20 thing but what you going to do when it becomes too
21 much? I mean, it's already started. I mean, that's,
1 you know, bogus.
2 Next please. I'm trying to keep it to
3 seconds. We believe, this is per Mayor Sheila Dixon,
4 we believe that enough, we believe in ourselves enough
5 and in our communities and the process that we make,
6 this is a win-win situation. It's not that we don't
7 believe in oneself or question who we are, we are proud
8 people in Edmondson Village and we will suffer the
9 most. Thank you. I didn't get through it. But if you
10 could just keep on going
.

accessibility, transportation choices, system wide transit connections, and community revitalization and economic development.

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.

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 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.

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 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.

PLEASE PRINT,

Name: Shakia Jones Organization:

Address: 7905 Brookford Cir Apt L

City: Baltimore MD State: MD Zip Code: 21208

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

Its not wright what yall doing to F.V.

I'd Rather yall putting it 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.

Sent: Wed 11/12/2008 9:21 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Ryan Jordan
1645 Belt st
Baltimore, MD, 21230

Ryan Jordan's comments:

I support this project. We need the Red line to be done in Baltimore! This city languishes in public transportation, so much so that many people I have talked to move away to other cities for better options. In order to compete and bring in business and workers we need this project. I support the Light Rail option, although I am disappointed that heavy rail was taken off the table. We need to limit our transportation portfolio so that it is easier to move between different lines on the network. If we add a rapid bus line, we will have four to five different ways to move through the city, gets confusing for tourists and the like. Also not going to Patterson Park is not a good idea. Please consider a route change to Patterson Park. In conclusion, Baltimore desperately needs the Red line, and SO ON!!

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 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: Sat 12/20/2008 4:07 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

ERIC s jOYNER
OPHTHALMOLOGY
3318 Dorithan Road
BAltimore, MD, 21215

ERIC s jOYNER's comments:

BAltimore Neds Another line the redline should be adequate.

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 12/15/2008 10:05 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

jessica keller
335 S. Clinton St
Baltimore, MD, 21224

jessica keller's comments:

I support alignment 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.

1 MS. DIANA KEVE: My name is Diana Keve,
2 D-I-A-N-A, K-E-V-E, my address 2823 Pressman Street. I
3 am against the Red Line. For one, no one told any of
4 the residents. I've never seen it on the TV, I never
5 got mailed anything. Yes, I'm not in Edmondson Avenue
6 residential. I do know people that is in Edmondson
7 Avenue; no one received anything. I never seen it in
8 the newspapers, I have not heard of it. I heard of it
9 today.
10 And yes, I am against it only because you
11 have residents in this neighborhood. You have children
12 in this neighborhood. You have homes. Why do it have
13 to be in a residential neighborhood? Why not in a
14 neighborhood where it's just more business or
15 underground as the first lady has commented. It's
16 going to be too congested. You're going to have cars,
17 you're going to have the buses, you're going to have
18 the Red Line.
19 It's just not good for children, for
20 elderly. How are you going to set up to where if
21 someone do, a car might come too fast cause we know
1 people drive crazy. Then what if someone in the
2 street, then there go a train, bam, you're dead. It's
3 just, it do not protect lives, it endanger lives. That
4 is my opinion. It put more lives in risk than it do
5 safety- wise. Yes, you say it's going to help and
6 better us because it's going downtown and I understand
7 that but we have a lot of other measures to get
8 downtown too. Not just a train system just to one
9 place of the city.
10 Now, I could see if it was going downtown
11 and D.C. and I mean, it's just only going to downtown,
12 you all are so focused on getting to downtown. What is
13 so popular of downtown? What, jobs? I mean, it's not
14 benefitting anybody in the city. Me, personally. Yes,
15 you all say it's going to be in Catonsville or in
16 Columbia and all of those places where they need to get
17 downtown. Yeah, they need to get downtown, I

Diana Keve's comments are located under IDs 452 and 453; the responses to her comments are combined below.

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.

18 understand that, if that's the case then you should
19 build something underground for them to get downtown.
20 Because it seems like you're focusing on
21 the people that's out in the county that need to get in
1 the city. And if it's that strongly, then they should
2 move in the city and the reason why they're not in the
3 city is cause they don't want to be around low-income
4 people like myself. Cause it's not benefitting anybody
5 in the city. It's not.
6 You're all so, you're all so worried about
7 the people that's middle-class that's trying to get
8 downtown because they're the only people that really
9 works downtown and yes, I understand, because you need
10 to work downtown you have a degree and some of us was
11 not fortunate enough to have a degree and you're
12 saying, well, it's going to take 10 years from now, so
13 yeah, 10 years from now all children should have
14 degrees.
15 But I'm not saying they won't either. But
16 I'm saying at the same time, change is good, but all
17 change ain't good. So I am very against the Red Line.
18 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.

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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: DIANA KEVE Organization: Resident

Address: 2823 Pressman St

City: Baltimore, MD 21216 State: MD Zip Code: 21216

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

I would like to stand by saying that low income people are somebody so it should start treating us like we are somebody. If it brings the train through our city of Baltimore (Edmonson Ave) it will no longer be a community. It will no longer be safe for our children or elderly. You will bring traffic to our stop dollar coupons. We will be forced to move and displacement of lives just because we are not middle class. I am asking not to put the train in. Jesus Christ Name

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 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.

Sent: Wed 12/24/2008 9:32 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Hae Kim
J and L cleaning services
2800 n.Loudon Ave
Baltimore, MD, 21213

Hae Kim's comments:

I hope that each station in Red line should contribute to enhance view of the city ,air ,and all generations. interests. Such as job opportunities, quality life of the citizens of the city,

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The Red Line station planning and architectural design will consider the quality function of transit operations, aesthetics, and integration into the local communities. The MTA is using input from the Station Area Advisory Committee as a means of community input.

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: DOLORES KLUMPP Organization: ANCHORAGE TOWER

Address: 2515 BOSTON ST #705

City: BALTIMORE State: MD Zip Code: 21224

I/We wish to submit the following comments on this project: YOU ARE ABOUT TO OVERLOAD BOSTON ST. IT'S ALREADY TOO CONGESTED, AND THE PROPOSE RED LINE WILL MAKE EVEN MORE DANGEROUS.

PLEASE REMEMBER THAT THE SOUTH SIDE OF THE STREET IS RESIDENTIAL. WE HAVE OUR BACKS TO THE WATER AND THERE'S ONLY ONE WAY OUT: ONTO BOSTON ST. DURING THE DAY WE HAVE CARS SPEEDING ON THEIR WAY DOWNTOWN OR TO I-95. AT NIGHT CARS ARE GOING IN AND OUT OF PARKING FOR BARS AND RESTAURANT THERE'S ALSO THE SAFEWAY AT BOSTON AND LAKEWOOD. DURING THE SUMMER (APR-OCT) PEOPLE GOING TO THE MARINAS TRY TO FIND A PARKING PLACE. JULY 4th AND THE FELLS PT. FESTIVAL CAUSE CHAOS HER

THE RED LINE WILL BE THE LAST STRAW. THIS STREET SIMPLY CANNOT HANDLE ANY ADDITIONAL ACTION AND CONFUSION.

WE CAN'T CROSS THE STREET ON FOOT TO GET TO STORES. I HAVE PERSONALLY BEEN HIT BY CARS 3 TIMES. THE SECOND TIME MY CAR WAS TOTALLED BY A RED-LIGHT RUNNER. THE THIRD TIME I WAS HIT WHILE RIDING MY BICYCLE ON THE SIDEWALK.

IT'S CRAZY ON BOSTON ST. PLEASE DON'T MAKE IT WORSE!

Dolores Klumpp
AGE 68 don't make me

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.

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.

RECEIVED
DEC 8 2008
PROJECT DEVELOPMENT

Red Line MTA Office of Planning
6 St. Paul St
Baltimore, MD 21202

Dear Sirs:

1. Congratulations on moving forward with the Red Line of an east-west mass transit system. It is long overdue and much needed system for our area.

2. Some considerations:

(a) An alternate route through down town: instead of coming down MLK to Pratt think about coming down Fremont to Saratoga and following Saratoga to a terminus under the J.F.K. This would make for easy transfer to the Red/Saratoga Subway and the North/South present light rail. There would be a maximum walk of three blocks down Charles to the office district ~~at~~ on Baltimore and light. This is all light rail on the west side

(b) Have the present east-bound subway divert at the Shot Tower alternately between Hopkins hospital and the planned eastern route. This is what you do at Linthicum on the southern light-rail system - alternate Cromwell and BWI trains. This idea may reduce some cost of ~~sy~~ subway cars. This is all subway on the ~~E~~ east side.

Very Truly yours
Donald E Knapp
Donald E. Knapp

424 Cleveland Rd
Linthicum, MD 21090
410-859-1666

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. The Preferred Alternative includes a tunnel under Fremont Avenue, Lombard Street, President Street, Fleet Street, and Boston Street. Refer to Chapter 2 of the FEIS for a description of the Preferred Alternative.

Modifications to the existing Metro Subway line in Baltimore are outside the scope of the Red Line project.

6 MS. BERTHA KNIGHT: My name is Bertha
7 Knight, first name B-E-R-T-H-A, last name Knight,
8 K-N-I-G-H-T. I live 504 North Chapelgate Lane. When I
9 first came in today, I started not to sign up to say
10 anything but I realize that there are people that may
11 be sitting here that may have something to say but were
12 not sure about how to articulate what they had to say
13 so I figured maybe for someone I may be able to share
14 what may be on their heart.
15 I believe that everyone sitting in this
16 auditorium cares about what happens in their community
17 and that's why they're here today. I don't think that
18 anyone here dreads technology or the advancement in the
19 rail system or whatever will benefit citizens in
20 Baltimore, because I believe all of us are quite
21 progressive. I think the question is, how it will
1 happen and what the impact will be on the citizens here
2 in Baltimore and especially this community.
3 I also am concerned about the fact that one
4 of the issues is communication. And whenever someone
5 wants to hear what individuals have to say that live in
6 a community, the first thing you have to do is
7 publicize a hearing in quite an effective way so that
8 individuals know that the hearing is taking place. I
9 found out about this hearing by accident, I just
10 happened to be in Giant getting a prescription filled
11 or else I would not have known about it.
12 So I believe that, if you truly want to
13 hear what citizens have to say, send out announcements,
14 maybe, in a BG&E bill, a cable bill, a phone bill, a
15 bill that all of us will receive. So we'll be
16 knowledgeable about that information.
17 The second piece of that is the fact that
18 I, like some other people, express their opinion, that
19 they do agree about the underground because of the fact
20 that of the noise situation. I hope that the MTA and
21 those that are going to be sitting at the table making
1 the decisions about the Red Line and how it's going to
2 take place have independent individuals sitting at that

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 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

3 table that will actually represent the voice of the
4 community.
5 Whenever you go underground, you're going
6 to have a rodent problem. Call it what it is, they're
7 rats. And so I hope that there's someone that has
8 already bat-mapped the plan in mind what's going to
9 happen when you begin to dig. Don't let it be an
10 afterthought when the rats are running around, how are
11 you going to curtail that particular problem.
12 Many of us already feel and we may be
13 feeling inappropriately, maybe we are judging falsely
14 that you've already made up your minds how you're going
15 to do this and I hope that's not true. I hope that
16 when you sit down at the table with the various
17 stakeholders that are going to make the decisions, that
18 this, whatever you're taping right now, that you listen
19 to it. That you actually take into consideration
20 everything people are saying and how the solution is
21 going to be made. Thank you very much.

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.

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

Sent: Tue 12/30/2008 2:46 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Virginia Knowlton
214 W. Lanvale St.
Baltimore, MD 21217-4121

December 30, 2008

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.

Many people who have disabilities depend upon public transportation and investing in improvments that are accessible to all greatly increase the capacity of these individuals to become fully participating members of our communities.

Please move the Red Line forward.

Sincerely,

Virginia Knowlton

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: Steven Kohan Organization: Self

Address: 5112 Hillburn Avenue

City: Baltimore State: MD Zip Code: 21206

I/We wish to submit the following comments on this project: After review of all the alternatives, I prefer Alternative 4D. This alternative maximizes ridership while at the same time is the most rapid. Capital costs are highest, but to make this an effective system it must be competative with the private automobile. Getting across town in 36 minutes would go a long way toward that goal. The key is the connectivity to the other transit lines (blue + green lines). There must be a pedestrian tunnel tieing the red line to green line plus a connection to the blue line with a stop @ Howard Street.

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.

Alternative 4D has a significantly higher capital cost than the Preferred Alternative, lower cost effectiveness, and would not provide commensurate benefits.

Sent: Thu 12/11/2008 12:44 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Scott Lake
3768 College Avenue
Ellicott City, MD, 21043

Scott Lake's comments:

In Alternative 4C, my choice for the Red Line, the station around the Chester Street area of Canton/Fells point has been eliminated. This puts the Canton and Fells Point stations almost 1 mile apart, placing most residents of this area and above approaching Paterson Park quite a distance from a station. I think the MTA should aim to have a station in this very dense part of the city, be it at grade or below grade.

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 stations included in the Preferred Alternative represent a plan that balances access to the Red Line, locations at major activity centers, capital costs, connections with bus lines, and other environmental and community factors. A station at Chester Street was not able to be included as part of the Preferred Alternative primarily due to capital costs.

Red Line Corridor Transit Study AA/DEIS Comment
November 8, 2008

I have attended Red line community meetings from Sandtown Winchester to Woodlawn to see if each community was being told the same thing.

On September 24 2008, I attended a meeting here; and a statement was made that no opposition to the Red Line had been heard. At each meeting I heard opposition. I opposed then and I oppose today.

I live on Cooks Lane and we are already burdened with I70's traffic and over sized trucks shaking our homes. It is like living on a highway 24/7. To this you want to add a train, which will not service our neighborhood. I keep remembering what division and decay the last attempt at transportation progress brought to our community. I am referring to the Mulberry/ Franklin Street highway to nowhere. It has been approximately forty years since that project was started and today it goes unfinished.

My position is no build, and definitely no surface build.

Odessa A. Lambson
820 Cooks Lane
Baltimore, MD 21229-1368

Odessa A. Lambson's comments are located under IDs 461 and 462; the responses to her comments are combined below.

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

19 MS. ODESSA LAMBSON: Hello. My name is
20 Odessa Lambson, O-D-E-S-S-A, Lambson, L-A-M, B as in
21 boy, S-O-N. My address is 820 Cooks Lane, 21229. I
1 have attended Red Line community meetings from Samtown,
2 Winchester to Woodlawn to see if each community was
3 being told the same thing. On September the 24th, I
4 attended a meeting here and a statement was made that
5 no opposition was heard at these meetings. At each
6 meeting, I heard opposition, I opposed then and I
7 oppose today.
8 I live on Cooks Lane and we are already
9 burdened with I-70's traffic and oversized trucks
10 shaking our homes. It is like living on a highway
11 24/7. And in your plan, you plan to keep two lanes of
12 traffic, plus add a train to it, which doesn't even
13 service our neighborhood.
14 I keep remembering the division and decay
15 at the last attempt at a transportation progress to our
16 community. What I'm referring to is the Franklin
17 Street Mulberry Highway to nowhere. It has been
18 approximately 40 years since you started that project
19 and today it goes unfinished. My position is No-Build
20 and definitely no surface build. Thank you very much.

accessibility, transportation choices, system wide transit connections, and community revitalization and economic development.

The Preferred Alternative includes a tunnel under Cooks Lane.

4 MR. RODNEY LAMBSON: My name is Rodney
5 Lambson, R-O-D-N-E-Y, Lambson, L-A-M, B as in boy,
6 S-O-N. I am here to state my opposition to the Red
7 Line project. I vote that the no build option be
8 strongly considered. Too often, Baltimore City
9 residents are forced to concede our quality of life in
10 order to provide convenience of access to people who
11 live in the surrounding counties and external
12 neighborhoods. Too often because of that concession of
13 our quality of life, people think it would be easier to
14 build this Red Line project to service those
15 communities that's external to Baltimore City.
16 Based on what I've seen in your draft plans
17 or how to construct this project, in no way does it
18 service this community and no matter where you live it
19 does not benefit us at all. And in conclusion, I say
20 no build, do nothing.

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 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.

Sent: Thu 11/06/2008 1:24 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Trevin Langston
1303 Anglesea Street
Baltimore, MD, 21224

Trevin Langston's comments:

I think this project will be beneficial to the 2 main areas of Baltimore County, East and West. With that being said it will ease more pain off of the buses. I will try to make it to one of the public hearings. I feel as though it would be reliable, and with the future of possible slot machines it would bring money back to 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.

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: SARAH M. TALL, JOSEPH W. LAPIDES, PHILIP M. LAPIDES Organization: A FAMILY

Address: P.O. BOX 38309

City: BALTIMORE State: MD Zip Code: 21231

I/We wish to submit the following comments on this project: ALTHOUGH THEORETICALLY THE RED LINE IS A GOOD IDEA, IN REALITY IT HAS FLAWS. WE SAY 'NO' TO IT.

QUESTIONS: WHERE ARE THE JOBS LOCATED APART FROM JOHNS HOPKINS/BAYVIEW AND THE WOODLAWN AREA?? WILL THOSE QUALIFIED FOR THEM ACTUALLY USE THE SYSTEM? WILL THEY NOT USE THE SYSTEM BECAUSE IT IS UNSAFE? (JUST AS UNSAFE GIVEN SO MUCH DRUG RIDDEN TERRITORY AS THE CURRENT BUS SYSTEM). AND CONVENIENCE? IT IS THE BUSINESS COMMUNITY THAT HAS MADE PERSONAL AUTO TRANSIT SO NECESSARY. AND RESIDENCE IN VETERAN SAFE NEIGHBORHOODS WITH GOOD SCHOOLS? WHAT HAPPENED TO PLANNING FOR THAT?

SINCE WE DID NOT HEAR THE WEST SIDE CITIZENS, WE WERE FOR FEELS THAT LITTLE ITALY AND CANTON - AND DO NOT FEEL A SYSTEM WILL HELP TO ADVANTAGE IN THOSE LOCALES, PERHAPS BEST SERVED BY REDESIGNED BUS SERVICES. AS FOR AFTER DARK DINING AND ENTERTAINMENT, PRIVATE CARS AND TRANSIT VIA TAXI STILL SEEM BEST, GIVEN THE CRIME, VAGARIES OF THE WEATHER AND CONVENIENCE GETTING AROUND WITHOUT DELAY.

A SMALL MAJORITY MIGHT BE SERVED BRINGING - UNDERGROUND EMPLOYEES FROM THE WEST TO DOWNTOWN AND INTERMEDIATE AREA WITH CONNECTIONS TO JOHNS HOPKINS MEDICAL INSTITUTIONS EAST, AND A NEW - AGAIN UNDERGROUND TO BAYVIEW - IS BY FAR TOO MUCH FOR THE CITY.

Sent: Wed 10/29/2008 3:19 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Adriane Lapinski-Seay
2009 Brandy Drive
Forest Hill, MD, 21050

Adriane Lapinski-Seay's comments:

I would love to be able to take mass transit to and from my work at Johns Hopkins Bayview Medical Center. The buses that are available at this time in Harford County MD do not run early enough nor late enough for nurses and/or medical staff who work 12 hr shifts, 7am-7pm. There are many nurses who work at Bayview and live in Harford County and the White Marsh area in Baltimore County, who would use mass transit if it were to be made available to 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 MARC Penn Line extends into Harford County and the proposed Bayview MARC station would provide a new station with access to Johns Hopkins Bayview Medical Center Campus. However, the Red Line service will not extend to Harford County. The proposed eastern terminus of the Red Line is the Bayview MARC Station.

Sent: Fri 10/24/2008 8:44 AM
To: MTA Red Line
Subject: red line stop

Baltimore Red Line Official AA/DEIS Comment

Amy Larrick's comments:

Hello,
I live in Canton and am in the process of purchasing a home in this area. I am very excited by the new red line, both for my personal use but also for the foresight being shown by city planners. I would like to comment that I encourage the establishment of a stop at the Centers for Medicare & Medicaid Services in Woodlawn. I live in the city but many co-workers choose to live closer to the office for the commute. I think the redline access could really help encourage young professionals to make the choice to live within the city.

(And I'll also just say that if there is any way the timeline could be moved up, that would be great too!)
Thank you,
Amy Larrick

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.

2 MR. JACK LATTIMORE: Okay, my name is Jack
3 Lattimore, L-A-T-T-I-M-O-R-E. And I live at 5408 West
4 North Avenue, that's Glen Oak, Maryland, 21207. That's
5 in Baltimore County. My neighborhood, my community is
6 Franklintown and we are right at the end of, right at
7 the Park & Ride between like, Security Boulevard, North
8 Forest Park Avenue, and Windsor Mill Road. So that's
9 our community and we would be directly impacted by the
10 light rail.
11 I am testifying in support of a light rail
12 option. It's my understanding that surface would work
13 along Cooks Lane but if it needs to be a tunnel, so be
14 it. But, so basically that's all I want to say. I'm
15 in favor of the light rail and I'd like to see it as
16 soon as possible. The sooner the better.

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 11/10/2008 3:50 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Fred Lazarus
Maryland Institute College of Art

1300 W. Mount Royal Avenue
Baltimore, MD, 21217

Fred Lazarus's comments:

I am in support of the Red Line Transit Project 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.

Sent: Sun 11/02/2008 9:27 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Kristina Lederer
119 S. Curley St.
Baltimore, MD, 21224

Kristina Lederer's comments:

I am in complete support of extending the Red Line into Baltimore. It will cut down commuter traffic, save gas and time, generate jobs and revenue, and is environmentally friendly. I would be happy to help out in any way feasible. 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.

9 MR. HENRY LEE III: Good evening. Henry,
10 H-E-N-R-Y, Lee, L-E-E, L-double E. Well, I live in the
11 northern suburbs, it's good to see a good diversity of
12 individuals coming here today and all good.
13 I believe that we need a good east- west
14 corridor transit system very much. And even though I
15 mostly use the light rail from north to south, in the
16 Central Corridor, this will add a much needed, needed
17 corridor to the already existing.
18 What I just wanted to say, what I wanted to
19 add to that, though, was the fact that I think that we
20 also need to consider, MTA needs to consider the heavy
21 rail option. The subway system.
1 Because especially in the areas of the,
2 especially over toward, of course toward Canton there
3 was the idea of having surface rail and the problem
4 with surface rail is, well, a couple of things with
5 surface rail.
6 One of them being the noise and the other
7 part being the accident rate, which is like every 16
8 days, average. I heard quote the statistic of every 16
9 days a collision between light rail train and motor car
10 or truck. Whereas the subway has a much better safety
11 record.
12 And I was talking to Mr. Cohen about the
13 Transit Riders Action Coalition about the, about the
14 subway design and in fact along a good portion of the
15 route, a large portion of the route, the existing
16 right-of-way can be used and could save considerable
17 money and also result in great access, which is a great
18 idea. And the subway system could be run from the
19 Woodlawn area east through, through the existing
20 connecting into the subway line near Lexington Market
21 and progressing along that route and over to the east
1 side over to Hopkins Station and then beyond there and
2 continuing over to the east, eastern side of town.
3 So I feel as though heavy rail definitely
4 needs to be considered as part of the study here and
5 not just the surface rail or rapid bus transit. Thank
6 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.

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 11/13/2008 10:24 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Good Morning,

I am slightly unclear as to whether this is a subway system or a light rail system. Assuming it is a subway system with direct connection to the existing subway system I am fulling in favor and support this project. I would not support another surface system like the light rail. In general after reviewing The Baltimore Regional Rail System Plan I feel most areas are covered. What I see missing is a connection with the DC Metro. Assuming the DC Metro is extend to B.W.I. Airport the Light Rail facilities should complement this rider ship or much preferred a Balto/DC Metro subway station.
Thank you for the opportunity to voice my opinion.

Thank You

Vincent L. Lerie B.S., RT (R) (CV) (CT)
Special Projects Coordinator
Department of Radiology
The Johns Hopkins Hospital
CMSC B211
600 North Wolfe Street
Baltimore, Maryland 21287

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 Light Rail Transit and brings a reasonable mix of surface and underground operation, running the service underground in areas of high congestion, while running on the surface where streetscape enhancements and traffic calming could benefit communities.

The Preferred Alternative would provide connections to the MARC system, which would provide connectivity to the Washington Metro at Union Station.

3 MS. GERALDINE LESSANE: Ms. Lessane.
4 MS. TRANNEL GUTHREY: I'm sorry. Okay, you
5 can just say your name.
6 MS. GERALDINE LESSANE: My name is
7 Geraldine Lessane, G-E-R-A-L-D-I-N-E, L-E-S-S-A-N-E.
8 3333 Edmondson Avenue, Baltimore, Maryland, 21229. I'm
9 here, I'm against the Red Line for one purpose. Years
10 ago I had a lot of problems with the MTA. With the
11 children in my yard, tearing down my fences, and the
12 way you have it wrote up now, right, if you move the
13 Social Service building, I'm on the end of Hilton
14 Street. All I can do is turn right, I couldn't go
15 left. I'm a senior, I've been in this building, in
16 this neighborhood for years. And I think towards the
17 children is concerned, there would be a problem at
18 Denison Street.
19 We have a problem now there with the beauty
20 that they put in the street, the flowers, with the
21 traffic coming up from Hilton Parkway onto Edmondson
1 Avenue to cross over to go up.
2 Furthermore, you have all of Lincoln Park.
3 Finish it off where you stopped off at 70. You can go
4 through that. There's a lot of ways you can put this
5 not down Edmondson Avenue. This is the way, all the
6 way downtown, we're going to have different, more
7 traffic than we have now. I'm for changes but not the
8 changes in Edmondson Village on Edmondson Avenue.
9 MS. TRANNEL GUTHREY: Thank you very much,
10 Ms. Lessane. The next speaker is Mr. Spencer, please
11 state your first and last name, spell it, as well as
12 give your address. Thank you.

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 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: IRENE LITTE Organization: Resident ~~Retired~~

Address: 746 Denison St.

City: Balto State: MD Zip Code: 21229

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

No Build on Edmondson Ave, it will be a Hardship for the on (our) community, disrupt, and cause numerous accidents.

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.

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.

14 MS. HILDA LIVELY: My name is Hilda Lively,
15 H-I-L-D-A, Last name Lively, L-I-V-E-L-Y. I live at
16 4401 Flowerton Road, which is directly behind the
17 Edmondson Village Shopping Center. And my biggest
18 concern is the process that is going on that's, we've
19 been told at several other meetings about advertising
20 the meetings and making sure that the public is aware.
21 We gave positive suggestions about what we
1 thought it could make it improve, communication between
2 the MTA and us. And none of those suggestions seem to
3 have been taken. I think they said something about a
4 banner across Edmondson Avenue to make sure the
5 community knew, and if they did do that they did it
6 late in the process. I'd never seen it. And we had to
7 take the initiative to go door to door to advertise it.
8 I want to trust this system but it appears
9 that they are not being as up front with us. We seem
11 need to do and what they are going to do, how much
12 property is being taken away, we get the same standard
13 letter from Sheila Dixon's office that's in the flier
14 which doesn't address our concerns. When I get a
15 personal letter, it's just a standard letter being sent
16 out to all of us.
17 I feel like we were initially given the
18 option to do underground and the community was all for
19 it. Then we got the information kind of sideways,
20 different ways that it was going to change, so that's
21 why the community is not as trusting of this process.
1 And I think if we all could get all the community group
2 leaders together and be honest with us, advertise, let
3 the community come out, because I feel like it would be
4 a disruption to us if it's up on top of the service.
5 We can feel, in our homes, and I live
6 behind the shopping center, my home will shake when a
7 heavy truck come through, you know? And we can hear
8 the noise because all old homes, they're very old,

Hilda Lively's comments are located under IDs 475 and 476; 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.

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-

9 we're not soundproof, so we're going to talk about
10 hearing the dinging of the bells at every intersection,
11 we're going to feel the rumbling of the tracks. So, I
12 don't understand how the environment proposal would say
13 this is good for our community. We are houses, we are
14 not like realtors, so how could it benefit us just to
15 have trains come through our neighborhood?
16 So, at this point, if you do underground I
17 feel like the community would be more in favor of it.
18 But if you're trying to force on-ground on us, you're
19 just splitting our community up. And, you know, I want
20 to believe in this process but at this point, that's
21 why people are feeling so angered right now, so.
1 That's my submission today. Thank you for listening.

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.

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.

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 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.

4401 Flowerton Road
Baltimore, Maryland 21229

TO WHOM IT MAY CONCERN:

I am a lifelong resident of Baltimore City. My current address (4402 Flowerton Road) in the Rognel Heights Community area where I have lived over 20 years will be adversely affected by the present plan for the red line route.

The proposed route will impact negatively on the value of the property. I have made an enormous investment in money and time and would like to remain in this home. I am very unhappy and concerned about MTA plans to disrupt a neighborhood of home owners who strive to keep up the appearance and integrity of our area.

It seems very unreasonable to even imagine relinquishing our property rights to accommodate transient individuals utilizing our area just to travel to their homes, jobs, etc.

I am requesting that the red line plan be redirected so that construction of the MTA railway will not cause Baltimore City citizens to lose any property during the establishment of their project. Citizens of the Edmondson Village area would be forced to sacrifice their parking space and gain a disruptive railway station in its midst. It would also require additional tax payments from citizens.

As a result of these concerns, I am strongly opposed to this type or similar MTA plans in our neighborhood and area.

Please take these reasons in consideration in making your final decision.

Sincerely,

Hilda Lively

Whenever a major public works project, like the Red Line is constructed additional property may be required in order to widen the roadway, construct train stations, etc. The Red Line is being designed to minimize property impacts to homes and businesses. However, there are some locations where private property will need to be purchased. State and federal laws ensure that all property owners receive fair market value for their property and are treated in a fair and equitable manner.

Red Line Corridor Transit Study
AA/DEIS Comment Form

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PLEASE PRINT

Name: Michael Livingston Organization: Resident

Address: 901 Walnut Ave.

City: Baltimore State: MD Zip Code: 21229

I/We wish to submit the following comments on this project: To whom it may concern, Our community do not need this Red Line Transit system, due to the fact that it will only destory our homes as well as our 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.

1 MS. LYNETTE LOCKE: My name is Lynette
2 Locke, that's L-Y-N-E-T-T-E, and the last name is
3 Locke, L-O-C-K-E. And I live at 2419 West Lafayette
4 Avenue. I came here today just, just in favor of the
5 Red Line, one, because in the community that I live in
6 it's always been a great community, however, a lot of
7 the residents have gotten older. This is where I grew
8 up and I moved back into my parent's home. We wanted
9 to continue to be a viable neighborhood, have viable
10 neighborhoods around, and one thing that you have to do
11 is you have to compete with some of the other areas of
12 the city.
13 Younger families want to be where the, we
14 have a lot of houses that are now where the people are
15 older, they moved out, some people have renovated, some
16 people haven't, there's some houses that need to be
17 done. If you're living in the area where
18 transportation is readily available I think the
19 neighborhoods come back a little bit quicker. I know
20 that the city has some plans for the west side and I
21 think that the Red Line will help in getting those

1 plans to fruition and that's one of the reasons why I
2 came here today.
3 I think it also will help in the property
4 values of the existing people who are living in the
5 neighborhoods surrounding where the Red Line is.
6 I work in D.C., so I definitely am for
7 that. I look at the transportation in D.C. Sometimes
8 when I come to Baltimore it's just a little bit
9 daunting. But I think this will be one of the things
10 that will help in the city becoming a better place and
11 particularly where the Red Line is actually going to be
12 placed. 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: Mon 12/29/2008 9:32 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Harriet Lynn
Heriotage Theatre Artists' Consortium

116 W. University Pkwy, P3
Baltimore, MD, 21210

Harriet Lynn's comments:

The Red Line is an important contribution to making Baltimore a city that provides public transportation more viable and is necessary and long over due. To be debated is important, but to do noting would be not only foolish, but put us back another 20-30 years of not having a transportation system that functions correctly for its citizens. I urge the powere that be to "just do 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.

Sent: Thu 12/18/2008 12:55 PM
To: MTA Red Line
Subject: DEIS Comment

Baltimore Red Line Official AA/DEIS Comment

Michael MacWilliams
606 Woodbine Terrace
Towson, MD, 21204

Michael MacWilliams's comments:

I support construction of the Red Line as part of a high quality transit system. The Red Line should be designed to accommodate and, indeed, promote bicycling as a viable alternative to individual automobiles.

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.

Red Line Corridor Transit Study
AA/DEIS Comment Form

MTA Maryland

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PLEASE PRINT

Name: Steven Magwood Organization:

Address: 630 St ANS AVE

City: Baltimore State: MD Zip Code: 21218

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

2 MS. SANDRA MAKEL: Okay. My name is Sandra
3 Makel.Sandra, S-A-N-D-R-A, Makel, M-A-K-E-L. My
4 address is 3707 West Mulberry Street. My concern, the
5 reason I'm speaking out is my concern is for the home
6 owners, the senior citizens and the children, children
7 of the neighborhood.
8 My home is bordered between Mount Holly and
9 Allendale Street, adjacent to Mary E. Rodman Recreation
10 Center and Elementary School. I like change, I think
11 it's good, however I do not believe that this will
12 benefit the Edmondson Village neighbors from Hilton to
13 Edmondson Village I see no benefit. If anything, I see
14 harm.
15 Even if it's taken underground, which of
16 course would be better I think, I see no benefit to us.
17 It's going to benefit those that's coming from Woodlawn
18 to go downtown to Fells Point or downtown to the Harbor
19 area. It serves no purpose in our neighborhood except
20 for disruption.
21 One other thing I want to bring to mind is
1 I'm sure that this is some kind of way still going to
2 go through with or without the public's comments and
3 one thing that I seriously ask is that it be considered
4 that boarding station at Allendale and Edmondson Avenue
5 totally be eliminated from the book.
6 One block or a half a block going south on
7 Allendale it's a senior citizen's building and those
8 seniors walk the neighborhood in their walkers, their
9 wheelchairs, et cetera. Bordered on their parking lot
10 is the Mary E. Rodman Elementary School playground
11 area. And that school and playground area, I believe,
12 covers a huge area because the next school that I know,
13 I believe, is at Wildwood Parkway. So, you've got kids
14 that's coming across Edmondson Avenue from, I guess
15 that's north, coming across, coming south to Mary E.
16 Rodman. You've got kids that are coming from both
17 directions, so for those kids and adults and all that
18 are coming from the other side of Edmondson Avenue over
19 to Mary E. Rodman Recreation Center and school,

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

20 they've got to come across this, if it's above ground.
21 With you having a boarding station there,
1 you're bringing people into the neighborhood, even
2 people that live in the neighborhood that perhaps want
3 to ride the, whatever system is going to be put there
4 to go downtown, like me, whenever I have jury duty. I
5 leave my car and I walk out to Edmondson Avenue and I
6 get the bus to go downtown rather than deal with the
7 traffic and the parking, et cetera.
8 So you're going to bring other people into
9 the neighborhood. You're also going to bring traffic
10 into the neighborhood. You're going to bring unwanteds
11 into the neighborhood. For those senior citizens,
12 those children that are walking, those people that are
13 coming in.
14 I talked to one of the people downstairs
15 and they said, oh, we're not going to put a parking
16 area there. You don't have to. When I go somewhere, I
17 want to go somewhere and I want to park, I want to get
18 the light rail or I want to go somewhere I drive within
19 that neighborhood and park, find an empty spot. So
20 you're bringing also unwanteds into the neighborhood.
21 I know, my time is up
.

accessibility, transportation choices, system wide transit connections, and community revitalization and economic development.

The Preferred Alternative includes a station at Allendale to serve people in the Allendale community. There will be no parking provided at this station for Red Line users. A large parking lot will be provided at the I-70 station.

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 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

Red Line Corridor Transit Study
AA/DEIS Comment Form

MTA Maryland

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PLEASE PRINT

Name: Bonny Mallya Organization: Pennsylvania Ave AME Zi Chur

Address: 3814 Fernhill Ave.

City: Balto. State: MD Zip Code: 21215

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

I Prefer the Redline to be put 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.

RED LINE Corridor Transit Study

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AA/DEIS Comment Form

MTA Maryland

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PLEASE PRINT

Name: Rozana Malnis Organization:

Address: 400 W. Allendale

City: Balto State: Md Zip Code: 21229

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

Red Line needs to be Put 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.

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MTA Maryland

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PLEASE PRINT

Name: K. Martin Organization:

Address: 4034 Baltimore St

City: Baltimore State: MD Zip Code: 21207

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

I stop in this area and I prefer it to be underground or no build 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.

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accessibility, transportation choices, system wide transit connections, and community revitalization and economic development.

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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: Michelle R. Martin Organization: Allendale Community Ass

Address: 525 Wildwood Pkwy

City: Baltimore State: MD Zip Code: 21225

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

I simply want to say that I wish for the MTA & others to NOT BuILD on the Edmondson Ave. Corridor because traffic & parking in the neighborhoods is already bad enough & the ~~th~~ moving of the ground would make an already bad rodent problem worse for the residents & where would we park? There are also several elementary schools in the area what about their safety going back & forth across the streets?

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.

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 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.

17 MS. GINA MARTIN-HALL: Hi, my name is Gina,

18 G-I-N-A, Martin, M-A-R-T-I-N, Hall, H-A-L-L. I'm from
19 the West Hills community. My address is 1105 Cooks
20 Lane, Baltimore, Maryland, 21229.
21 I'm here to speak in reference to the Red

1 Line. I'm really against the Red Line coming into my
2 community. I've had a bad incident before with the
3 Cold Spring subway station. Once that was implemented,
4 I was robbed at gun point and I know the type of
5 traffic that something like that brings to an area.
6 I'm really against it, I am on the part of Cooks Lane
7 where the woods are. I'm concerned about my safety as
8 a result of this Red Line and I would like to know
9 what's going to be done about that as well.

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.

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: Abdullah R. Mateen Organization:

Address: 406 Edgewood St

City: Baltimore State: Md Zip Code: 21229

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

For the red line to run down Edmonson Avenue would do an injustice to the residents in the neighborhood if it meant tearing down houses. Please find some other kind of resolve so that all concerned benefits.

Respectfully
Abdullah R. Mateen

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 12/26/2008 4:39 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Antonios Mavrellos
1213 South Potomac Street
Baltimore, MD, 21224

Antonios Mavrellos's comments:

I do not want the redline project (especially alternative 4) to be passed. The city is already too congested on Boston Street in the morning and afternoon and if you take away two lanes so you can place the light rail the traffic will only increase. If they were planning on making the Section 8 and 9 underground like a lot of the other sections, I would be more understanding. The above line train will take away from the family feel neighborhoods that Canton is known. If this plan passes I think that you will see more people move out of the city and into the counties and I will be one of those individual that will move out of the city. I am not willing to pay one of the highest property taxes in the state (2.38%) and also have my neighborhood destroyed by this city. I think that the $930 million dollars can be better used for education or fixing the roads or maybe funding the police department and lowering the crimes, so that people are more inclined to move into the city. If people move into the city then the congestion and also the amount of travel will decrease. Also instead of a 930 million dollar project maybe we should lower the property taxes in the city so that this gives people incentive to move into the city and then that will also decrease the amount of people commuting from the counties. If we need to build some better form of public transportation lets build it underground or just use the bus system so that we don't destroy our beautiful city and make it an eyesore. Lets not just build something just because we can.

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.

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.

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 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.

16 MS. BERNADINE MCBRIDE: My name is
17 Bernadine McBride. B-E-R-N-A-D-I-N-E, M-C-B-R-I-D-E.
18 And I'm a resident of the Greater West Hills community.
19 I'm concerned about the impact the proposed Red Line
20 will have on me and my community.
21 New highways and transit systems have been
1 known to destroy vibrant communities, especially
2 minority neighborhoods. MTA is not one to make good
3 transportation decisions.
4 Example, Howard Street light rail and the
5 road to nowhere. Alternative 4C is getting the thumbs
6 up from MTA and the Greater Baltimore Committee.
7 I am concerned about the quality of air and
8 the increase of noise pollutants, the possible
9 acquisition of homes and properties or property's
10 right-of-way, the overflow of traffic that will be
11 riding through my community, and the construction that
12 takes place.
13 Once the construction takes place, concerns
14 for compensation for damages of homes, and the mental
15 and emotional impact of whether I should move or
16 neighbors should move.
17 The Greater Baltimore Committee is urging
18 state transportation planners to adapt alternative 4C,
19 but at what price to the communities? 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. 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.

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 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 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.

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.

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.

Sent: Fri 10/10/2008 8:37 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Russell McBroom
2861 West Mulberry Street
Baltimore, MD, 21223

Russell McBroom's comments:

I fully support building the Red Line. My preference is for Alternative 4D - LRT maximum tunnel + dedicated surface.

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.

4 MR. DOUG McCOACH: I'll be fine. Sure. My
5 name is Doug McCoach, it's spelled D-O-U-G-L-A-S,
6 McCoach, M, small c, capital C, O-A-C-H. I stand here
7 tonight not as a former director/planner for Baltimore
8 city and not as a panelist on the CAC, former panelist
9 on the CAC, but as a professional design, a
10 professional, an architect, working in private practice
11 as well as a citizen of Baltimore and now a transit
12 user on a daily basis.
13 And I want to make the point that this city
14 needs additional transit solutions to stimulate
15 economic development, to make neighborhoods stronger,
16 to provide convenient access to all parts of town. We
17 had an opportunity to do this a generation ago,
18 literally 30 years ago, and we missed it because of
19 parochial interests. Now is our chance to continue to
20 expand a system that offers great, great potential for
21 our city.
1 Who can say how many jobs, how many
2 opportunities for growth have been lost because we
3 don't have a mature system that other cities that we
4 compete against do have? If we wait longer, we will
5 only continue to keep Baltimore city at a competitive
6 disadvantage nationally.
7 We will continue to lose opportunities to
8 expand our employment base, we will continue to have
9 neighborhoods without opportunity for convenient access
10 to jobs and great public facilities.
11 The Red Line Alignment, to the extent that
12 I am aware of it, I believe it is 4C, I believe to be
13 the right alignment, balancing many, many interests.
14 The tunneling option through downtown, emerging in
15 daylighting in Fells Point, the tunnel under Cooks
16 Lane. To me, from my perspective, represent a very
17 good balance between the cost of the project and the
18 needs of the system.
19 And so I urge MTA, as well as the City of
20 Baltimore, to work together with stakeholders to
21 strongly, strongly advocate for this line. Thank you
1 very much.

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: J BRYAN MC COLLOM Organization: RESIDENT

Address: 2502 E. STRATHMORE AVE

City: BALTIMORE State: MD Zip Code: 21214

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

I LIVED IN WASHINGTON, D.C. FROM 1984-1991 CLOSE TO A METRO LINE (A RED LINE!) IT WAS GREAT, I COULD VISIT DOWNTOWN MUSEUMS & SIGHTS, GO TO COLLEGE (CATHOLIC UNIV) GO TO THE AIRPORT & UP TO SUBURBAN MARYLAND. IT MADE SUCH A DIFFERENCE TO THE QUALITY OF THE AREA, WITH SHOPS, RESTAURANTS & CULTURAL THINGS. BALTIMORE NEEDS THIS BAD!

"BRYAN"

JAN 5 2009

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.

19 MS. DANIELLE MCCRAY: My name is Danielle
20 McCray. I live at 109 Edgewood Street.
21 D-A-N-I-E-L-L-E, M-C-C-R- A-Y. Once again, I live at
1 109 Edgewood Street, 21229. I live here. I represent
2 myself, my community, and the future of my community.
3 I am against the Red Line. From reading your
4 documents, the AADEIS, it is very clear that this
5 project will not benefit our community. The
6 representatives for the Red Line and their surrogates
7 have misled us and made baseless claims that their own
8 reports do not support.
9 I have read these reports from front to
10 back, they don't support your claims. No claims, this
11 does not support claims of job creation or economic
12 development for this community. That includes the
13 temporary jobs that I heard one of the surrogates on
14 the radio speaking of. We can get apprenticeship and
15 journeyman jobs without the Red Line and your report
16 clearly states that those jobs are temporary. They are
17 not permanent. We can get them without you.
18 The claims that traffic congestion along
19 Cooks Lane and Edmondson Avenue will decrease, excuse
20 me, they are largely unfounded. I have read your
21 report. Removing traffic signals, right-of-ways, left
1 turns, will only negatively impact traffic congestion
2 and will also force, according to your reports, traffic
3 further into our community and school zones.
4 One thing I want to mention is that during
5 the years of construction for this Red Line, we will be
6 negatively impacted by the environmental impacts that
7 are going to go on. You're talking about pollution,
8 this is from your report, increased levels of pollution
9 and from the traffic that will be congested because of
10 construction.
11 I also want to be brief and mention that
12 there will be a psychological impact that is not
13 mentioned in your report on our children. If you're

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.

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.

14 talking about adding fences and barriers, what does
15 that state to kids growing up around here to see fences
16 and barriers up along Edmondson Avenue because it is
17 proposed in your report, this community is against the
18 Red Line. For you to plant people, no, I don't to
19 accuse you, but for people to come in this community
20 who don't live here including the first two gentlemen,
21 Northern Parkway and the zip-code that the second
1 gentleman mentioned, they do not live in this
2 community.
3 I implore everyone to put your name down,
4 make a statement, put it on the website, privately,
5 whatever you need to do, and one clear message to all
6 of our politicians, we need you behind us, we put your
7 in place to be behind us, and if you don't I'll be glad
8 to let you know because we will find someone else to do
9 the job.

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.

Chapter 3 of the FEIS describes impacts during construction. There are currently no plans to include fences or barriers along Edmonson Avenue as part of 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.

MY CHOICE FOR THE EDMONDSON/ALLENDALE COMMUNITY IS AS STATED BELOW:

✓ NO BUILD ____ IMPROVE CURRENT BUS LINE SYSTEM ____ UNDERGROUND TUNNELING

PLEASE PRINT

Name: Marcia McCray-Cross Organization Home owner

Address: 1510 Kirkwood RD

City: Balt. State: MD Zip Code: 21207

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.

10 MS. BETTY MCDONALD: Betty McDonald.
11 B-E-T-T-Y, M-C-D-O-N-A-L-D. At 122 North Athol Avenue,
12 Baltimore, 21229. I agree with the public
13 transportation, we do need rapid transportation, but my
14 only concern is in a residential area I would prefer it
15 to be underground, not overground. Because we have
16 children, we have seniors and they need to be able to
17 cross the street without fear. And I think underground
18 is best for this area. Thank you.

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 3:02 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Audrey McFarlane
253 W. Lafayette Avenue
Baltimore, MD 21217-4217

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 support the Red Line and I'm sure with the current economic crisis, you see the importance of moving forward with this important project. I also look forward to improving public transportation in Baltimore -- I would like to live in the city and not have a car but right now I must have one to get around town.

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,
Audrey McFarlane

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.

MY CHOICE FOR THE EDMONDSON/ALLENDALE COMMUNITY IS AS STATED BELOW:

No NO BUILD ____ IMPROVE CURRENT BUS LINE SYSTEM ____ UNDERGROUND TUNNELING

PLEASE PRINT

Name: ANNIE MAE MCKENZIE Organization Resident

Address: 800 WALNUT AVE.

City: BALTIMORE MD State: M.D. 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.

Sent: Mon 12/29/2008 7:39 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Rodney K. McKinn's comments:

To Whom it May Concern-

As a long-time resident of Canton I strongly oppose the completion of the Red Line train through our neighborhood. The Red Line provides little or no significant value to Canton residents and only provides upside potential to those from outside of our community who may want to wish to disrupt the comfortable lifestyle that we have build for ourselves.

You only need to look as far as the situation which occurred at Owings Mills Mall to understand my concern. After the commuter line was extended to Owings Mills the mall all but went bankrupt as inner city gangs ascended on the mall and the community. Who could doubt that the same thing would happen to Canton.

I would not however object to the Red Line station being completed further north of the Canton SQ neighborhood, closer to JHH.

The tax base in Canton is too precious to afford to gamble with as I and others will undoubtedly sell out if and when crime becomes an issue in the area due to the Red Line.

Thank you,

Rodney

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 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: Tue 12/30/2008 9:18 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Kirby McKinney
819BestgateRd.
Annapolis, MD 21401

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,Kirby J. McKinney

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 8:46 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Garrett McWilliams
15 Mayo Ave.
Annapolis, MD, 21403

Garrett McWilliams's comments:

Just want to show my strong support for more transit, especially this project since it ties together several existing systems. It will make an incredible difference to the livability and future prosperity of downtown 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.

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: Rosalie melvin Organization:

Address: 909 Mt. Holley St

City: Balto State: Md Zip Code: 21229

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

I am against the red line it is a
Residuse area we elder live here
for fifty years are longer we are
75 years and older we can't relocate

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.

1 MS. LAUREL MENDES: My name is Laurel
2 Mendes, L-A-U-R-E-L, M-E-N-D-E-S. I live at 802 North
3 Woodington Road in Baltimore, 21229. I'm a member of
4 the Edmondson Village Neighborhood Association board,
5 but I am speaking for myself. I am simply here to
6 witness for my community association. What I would
7 like to say is, first of all, thank you for this
8 opportunity to express dissent and disagreement and
9 agreement with this process. I appreciate it.
10 I am actually in favor of the Red Line,
11 personally, and this is my personal opinion, my
12 community association has not come to a consensus about
13 this as yet. Because shared transit is really the way
14 of the future. Yes, it's going to be inconvenient,
15 yes, it will require an amazing amount of sacrifice and
16 discomfort for some people, but this neighborhood is
17 not a stranger to sacrifice. It has sacrificed again
18 and again and again for the good of itself and its
19 city.
20 I don't know if the capacity remains for
21 further sacrifice but I have hope because Baltimore is

1 in competition right now with other cities all over
2 this coast. Other cities who want businesses to set
3 their regional offices here to create jobs, to create
4 industry, and I believe that increasing our capacity
5 for shared transit will increase our attractiveness to
6 these businesses and help the hard economic times that
7 have been on this city for a long time.
8 This is an amazing neighborhood with an
9 amazing capacity and I hope we can find the strength
10 and the courage to make one more sacrifice for the good
11 of the whole city and really, for the good of our
12 grandchildren because they are the ones who are going
13 to benefit from better transit and easier ways to make
14 their way about rather than having to increase
15 pollution, increase cars, and increase other headaches.
16 Thank you so much.

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 12:35 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Amy Menzer
Dundalk Renaissance Corp. P.O. Box 9276
BALTIMORE, MD 21222-0276

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,

Amy Menzer

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 2:06 PM
To: MTA Red Line
Subject: Deis Comment – Fell's Point

Baltimore Red Line Official AA/DEIS Comment

Regarding the Redline tunnel through Fell's Point, we endorse the proposed tunnel, however, would greatly prefer the tunnel be moved north to Fleet Street, or, better yet to Eastern Ave. A station at Eastern and Broadway would also serve as a gateway to the community and be convenient for people from both points north and south of Eastern Ave. We seek assurance that a tunnel will not run under Aliceanna, but instead under Fleet or most preferably, Eastern Ave. instead.

Thank you for your consideration.

Very truly,
Cray and Suzanne Merrill
Residents and business owners in Fell's Point
Brassworks Co.
1641 Thames St.
Baltimore, MD 21231

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.

Sent: Fri 10/10/2008 11:00 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Laura Meyers
2410 Oak Manor rd
Sparrows point, MD, 21219

Laura Meyers's comments:

I am very excited to know that there may be plans for a red line system available for many citzens who work in and around the Baltimore area. The redline will benefit many people in different ways. First, "cost" of using the redline must be placed so that every citzen can afford to use the transit. Second, to make the redline accessible for not just those who work "banking hours" but to make hours accessible for every citzen whether they work daytime, afternoon or night time hours. Third, to implement safe and secure parking for not just our vehicles but for us as citzens against crime against us as persons and our vehicles that would be parked in these lots for extented periods of time. Fourth, public transportation is not available for every citzen surrounding the Baltimore area. Instal ling a system such as the redline would not only increase access to many ammendities the city offers but those of us who work in the downtown area, the hospitals and city government. I would most deffinately take great use of the redline whether it was available at Bayview, Boston st corridor or even the Dundalk 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 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.

The fares for the Red Line are intended to be consistent with the overall MTA fare structure in place as of the project opening. The Red Line will have hours of operation anticipated to be from 5 A.M. to 1 A.M. Monday through Saturday, and 10:A.M. to 10:00 P.M. on Sunday.

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: Fri 10/31/2008 7:32 AM
To: MTA Red Line
Subject: "DEIS COMMENT"

Baltimore Red Line Official AA/DEIS Comment

In Reference to the Red Line Corridor Transit Study. The proposal 13 mile east-west transit system that would serve Baltimore from Woodlawn in the west to John Hopkins Bayview in the East.

As homeowners in the Canton Square Development(off of the 2800 block of Boston Street) we are strongly opposed to bringing the Light Rail to this area.

1) Boston Street already has way too much traffic for a residential community in such close proximity. There are too many trucks using Boston Street causing the house to shake. Adding a light rail line will only add to a already over taxes roadway.

2) Bringing "Light Rail" to a community unfortunately also brings crime.

We are totally against this plan!

Thank you
Lawrence & Carol Middendorf

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.

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: Mon 1/5/2009 2:22 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Don Miles
13016 Triadelphia Road
Ellicott City, MD 21042-1124

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.

Though my wife and I currently reside outside the city limits of Baltimore, we visit our three adult children and their families at least once a week in the city and additionally attend BSO concerts. restaurants, museums and various other events in Baltimore. The planned Red Line would make our trips into and through the city much easier and less stressful, particularly during the busiest daily and weekly commuting times.

Please move the Red Line forward. Thank you.
Sincerely,
Don Miles

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 11/17/2008 10:23 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Bill Mill
4138 Falls Rd
Baltimore, MD, 21211

Bill Mill's comments:

I vote for 4c! it's the only reasonable option.

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 MS. AMY MILLAR: Okay. My name is Amy
6 Millar. My first name is A-M-Y. My last name is
7 M-I-L-L-A-R. Again, my name is Amy Millar. I've been
8 a resident of Baltimore City since 2001. I believe it
9 is time that we start improving the public
10 transportation options in Baltimore. I'm fully in
11 support of the proposed Rapid Transit project. I think
12 it will be a catalyst and provide the east/west
13 connection that our existing transit system needs to
14 make it more effective and efficient.
15 I support Light Rail as a transit mode and
16 I also support the suggestions of the Central Maryland
17 Transit Alliance and Greater Baltimore Committee and
18 their belief that Alternative 4C would work best for
19 our city at this time with tunneling under Cooks Lane
20 and Fells Point to minimize impact on narrow streets.
21 I believe if this project is a success, we,
1 as a city, will start to embrace more transit projects
2 and follow in the footsteps of cities like Portland and
3 Denver and their more aggressive acceptance of visible
4 and accessible transit in their cities, and institute a
5 more environmentally friendly vision of how we move
6 people in Baltimore. That's 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.

Sent: Sat 10/4/2008 1:28 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Arthur Miller
323 S. Ann St.
Baltimore, MD, 21231

Arthur Miller's comments:

I am in favor of the red line and look forward to its completion.

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.

Sent: Wed 10/15/2008 6:24 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Jennifer Miller
300 W Lombard St
Baltimore, MD, 21201

Jennifer Miller's comments:

I am strongly in support of this initiative.

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 12/23/2008 12:31 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

William Miller
1713 Lancaster Street
Baltimore, MD, 21231

William Miller's comments:

My wife and I are homeowners in Fells Point and have reviewed the documents on the proposed Red Line project. We strongly believe that the best option for Baltimore is a system with the maximum amount of non-surface transportation. In Fells Point, this is the Eastern Ave tunnel option. The goal of this project is to build a transportation system that will provide the maximum benefit for area residents and commuters. Maximum benefit means the added transit convenience minus the total real cost of the project. The reasons that tunnel transportation achieve this goal are: The tunnel option adds the most transit convenience for those who use it. The 2030 transit time of the tunnel is 3 minutes, or half of what it is for most other options. While a difference of 3 minutes does not seems like much at first glance, this difference adds up quickly. For commuters, the 3-minute difference amounts to about 2 hours per month, or a whole day of saved time per year. Further, I believe the Eastern Ave option is best for the city, because it is a better midpoint for those wishing to reach Fells Point as well as other cultural attractions to the north, like Patterson Park and Highlandtown. The tunnel least interrupts the daily lives of residents and commuters, and it best retains the accessibility for which Baltimore is known. In Fells, the tunnel option means no lost street parking, which is an essential for many residents. The ability to drive around the city and park within a block or two of one's destination is a major selling point of Baltimore. The complete loss of any parking space without an equivalent replacement is a major loss for residents and visitors alike. In addition, having only 2 intersections below LOS D is clearly much better than having 10 or even 4 intersections below this level of service, since intersection delays are a major cause of traffic congestion. The cost numbers allocated to the various options do not accurately reflect the real cost of each option. While it may take more dollars to build the tunnel options, the actual costs associated with the surface options are significantly understated and need to be considered. This

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 for the Red Line includes a tunnel through Fell's Point under Fleet Street, not Eastern Avenue.

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.

is because the total real cost is hard to quantify. The added time it takes residents to sit at congested intersections, park, and walk to their homes or other destinations has a dollar value of opportunity cost associated with it that is not in the capital costs. This is also true for the longer time it will take commuters to use the surface options. One other hidden cost will be the impairment of property values in historic areas such Fells Point, where the charm of the area is reflected in property values. People do not want an unsightly rail car running through the neighborhood from dawn until after dusk and will not pay the premiums they currently do to live in the area. The drop in this pre mium will also flow through to lower property tax revenue for the city. It is worth noting that almost every world-class city has a form of transportation that does not interfere with its roadways, primarily because of the aforementioned reasons why we support the tunnel option. Any option that foregoes such an opportunity would be a set-back to Baltimore's ongoing emergence as a world-class destination.

4 MS. HOPE MIMS: First name is Hope,
5 H-O-P-E. Last name is Mims, M I-M-S. And I reside at
6 3607 Edmondson Avenue. I'm opposed to the Red Line. I
7 think it is an injustice to all of the longtime
8 members, longtime residents of Edmondson Village. When
9 we think about the Red Line, we think of the Red Line
10 helping those that are in the counties and those that
11 are in the more well-off areas. This Red Line may have
12 one, two stops in Edmondson Village, it's not for us.
13 It's not for us.
14 When we think of building a project and
15 anybody that has ever had a home built or knew anybody
16 that had a home built, you got change orders. So what
17 they're telling us today might not be what happens once
18 they start building. And if homes are lost, I
19 guarantee you, you will not be paid the value of your
20 home, you will be paid the accessed value. The
21 assessed value of your home is thousands of dollars
1 less than what it's worth. So please understand,
2 please know your facts, please talk to each other.
3 We can save our community but we gotta
4 stick together. We have to stick together. Because
5 this project is to help not us, not us. We live in
6 this neighborhood and there's so many African-Americans
7 that live in this neighborhood, we are the ones that
8 are affected. The average person that I saw since I've
9 been here, which has been over an hour, to come up and
10 say that they are for the Red Line don't live in this
11 community. They live in another community and it is to
12 assist them. That's what the purpose of it is. We are
13 affected, it's not right, it's not fair. The same
14 areas that have the opportunity to have it underground,
15 if we gotta have it, let it be underground.
16 I also am the vice president of the PTA for
17 Mary Rodman Elementary School. There are hundreds of
18 kids, 405 children to be exact. A lot of those kids
19 live on the opposite side of Edmondson Avenue and they
20 have to travel across the street to get to school. I
21 live on Edmondson Avenue, I see them in the morning. I

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

1 see them crossing the street. It's not right. If
2 there's a train there, who's going to help those
3 children? Who's going to help the elderly people?
4 We have a senior building, the Allendale
5 Senior Citizens Building. I see those people walk
6 around the alley and go across the street to the store.
7 What's going to happen for them? We can't think just
8 big business and how much money can we get and how many
9 jobs can we create. The jobs won't be created for the
10 people living in that community, it will be created for
11 those outside of the community or even outside of the
12 state.
13 So these are our tax dollars, the state
14 should spend them wisely. Because it's our tax
15 dollars. If you think about it, look at the water
16 bills. Our water bills are astronomical. In the
17 county, if you live in the county, your water bill is
18 21 dollars. 21 dollars. The county gets their water
19 from us, we're paying all the money. It's not right,
20 it's not fair, residents of this area we gotta stand up
21 for what we believe in and we cannot, we shall not, and
1 we will not allow this to happen.

accessibility, transportation choices, system wide transit connections, and community revitalization and economic development.

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.

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.

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: Kimberly Min Organization: Resident of Mt. Vernor

Address: 216 E. Eager St

City: Baltimore State: MD Zip Code: 21202

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

I am in full support of the Redline. It would permit ~~us to~~ my husband to get to Woodlawn without a car. In addition, I think it will benefit the city as a ~~what~~ whole in increasing accessibility for all throughout the city. As a former resident of New York, I believe wholeheartedly that if you build it, "they will come." This is a environmental issue as well. The redline will increase Baltimore city's viability as a thriving, moving city.

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 has prioritized the Red Line as the next major transit project for Baltimore. The Green Line was also given high priority in the 2002 Regional Rail System Plan and could potentially be the next corridor for development.

RED LINE Corridor Transit Study

Red Line Corridor Transit Study
AA/DEIS Comment Form

MTA Maryland

Only comments received by 5:00 PM ... be included in the Public Hearing Record for the ...

FROM:

PLEASE PRINT

Name: [redacted]

Brinton Minshall
2229 Pelham Ave
Baltimore, MD 21213

Address: ____

City: ____ State: ____ Zip Code: ____

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

FINISH OR EXTEND THE GREEN LINE TOWARD WHITE MARSH FIRST!!!

YOU FOLKS WORK 100% OF THE TIME ON 6% EFFORTS

8 MR. KEIFFER MITCHELL, JR.: Yes, sir.
9 COURT REPORTER: Spell both of your names.
10 MR. KEIFFER MITCHELL, JR.: Sure. My name
11 is Keiffer Mitchell, K-E-I-F-F-E-R, Mitchell,
12 M-I-T-C-H-E-L-L, Jr. Thank you for this opportunity.
13 I'm not accustomed to standing here testifying at
14 public hearings. I'm used to sitting where you are.
15 MR. LENNY HOWARD: The other side of the
16 table.
17 MR. KEIFFER MITCHELL, JR.: As a former
18 member of the Baltimore City Council. But I come here
19 in my capacity as a member of the Greater Baltimore
20 Committee. I'm a business banker for Wachovia Bank and
21 I'm here in support of the 4C Alternative for the Red
1 Line.
2 All the other statements have been true
3 about the jobs that will come before our region, the
4 impact it would have economically. But I'm going to
5 tell you what my experience has been as a public
6 official. Talking to residents who are looking for
7 jobs and when there were jobs available.
8 The biggest impediment for those
9 individuals was transportation. And it was so hard for
10 them to get transportation or at least a really
11 reliable piece of transportation. So I'm here in
12 support of 4C because of the jobs' impact it will have
13 on our region and for my former constituents.
14 Also, the neighborhoods, I represented
15 Edmondson Village. I represented the areas in West
16 Baltimore that this will go through and this will be a
17 tremendous impact, a positive impact on those
18 communities in West Baltimore and for the entire
19 region.
20 Finally, going to school in Atlanta,
21 traveling on MARTA the public transportation and then
1 also attending law school in Washington, D.C. And
2 seeing the public transportation there. Baltimore is
3 prime for that type of transportation and the
4 development that will occur. So thank you very much
5 for this opportunity to address 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.

Red Line Corridor Transit Study
AA/DEIS Comment Form

MTA Maryland

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PLEASE PRINT

Name: Alvinette Mitchell Boykin Organization: N/A

Address: 837 Glen Allen Dr

City: Baltimore State: MD Zip Code: 21229

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

No Build at all

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

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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: Allen Mohammed Organization

Address: 3614 Edmondson Ave

City: Baltimore State: Md Zip Code: 21229

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

I am against "Red Line" because it not only depreciate housing value it also make false complaines. claims

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.

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: EILEEN MOLZAN Organization Resedent

Address: 3804 Rokeby 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.

14 MR. DILEEP MONIE: All right. Dileep
15 Monie, D-I-L-E-E-P, last name is M-O-N-I-E, the address
16 is 1000 Bell Street, Unit 230, Baltimore, Maryland
17 21231.
18 COURT REPORTER: Okay and your testimony is
19 as follows. Go ahead.
20 MR. DILEEP MONIE: Well I, like I said, I
21 support the Red Line overall. After looking at the
1 DEIS it seems that Option 4C is more in line in what
2 I'd like to see for our community, the Fells Point
3 area.
4 Now a number of people have stated that
5 they prefer to have the tunneling done under Fleet or
6 Eastern rather than under Aliceanna as is currently
7 under Option 4C.
8 So that is surprise in itself. It doesn't
9 affect me too much either way, but I'd like to support
10 my neighbors and say that the better option would
11 probably be Fleet Street for tunneling.
12 COURT REPORTER: Do you have the number of
13 that option?
14 MR. DILEEP MONIE: I think 4D, I believe
15 consists of that option but there's a lot of other
16 stuff going in that option that makes it not feasible,
17 doesn't make it cost effective.
18 COURT REPORTER: Okay.
19 MR. DILEEP MONIE: So if 4C could be
20 modified somehow just to accommodate that request, to
21 push it up a block or two, and the real reason for the
1 concern of tunneling under Aliceanna is that it is
2 mostly residential and a lot of old houses there and
3 we're concerned whether or not it is within the
4 floodplain too, so there are issues involved. Damages
5 to the house during construction, noise during
6 construction, noise during operation, and any
7 complications that have been known to come through the
8 neighborhood.

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.

Under the Preferred Alternative the tunnel is under Fleet Street. Chapter 3 of the FEIS addresses impacts during construction and Chapter 5 of the FEIS addresses noise impacts.

12 MS. TERRIA MOODY: My name is Terria,
13 T-E-R-R-I-A, Moody, M-O-O-D-Y. I'm also talking
14 speaking on behalf of my father, Milton Bird, so you
15 don't have to call his name. I own property on Pulaski
16 Street, North Pulaski Street and my father owns
17 property on Edmondson Avenue, which is going to be
18 affected by all this.
19 My concern and his concern as well is the
20 fact that we were not notified about this, that was
21 going to take place. A member of our church who lives
1 along the Cooks Lane Corridor was informed by one of
2 these brochures and I also saw it on the news last
3 week. And my concern is that no one, we were not
4 informed about how we were going to be affected,
5 whether our homes or would be taken because of this,
6 because of eminent domain. So, we're concerned how
7 we're going to be affected as far as our properties are
8 concerned.
9 I know that, you know, with the transit and
10 everything that we need to move to the 21st century, I
11 understand that. Well, we both understand that. But
12 we want to also know why isn't that, the Transit
13 Authority or whoever's in charge of this is not making
14 everyone who is going to be affected by this be aware
15 of what's going on and how we would be affected as far
16 as our properties are concerned.

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: Tue 12/30/2008 3:26 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

John Moomau
1537 Aliceanna St
Baltimore, MD, 21231

John Moomau's comments:

As a Fells Point Resident I endore these statements: 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 Fell'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.

November 5, 2008

Mr. James S. Simpson
Administrator
United States Department
of Transportation
Federal Transit Administration
1200 New Jersey Avenue, S E
Washington, D.C. 20590

Dear Mr. Simpson:

I am writing to notify you of the violation of Executive Order 12898, and my opposition and concerns regarding Maryland Corridor Mass Redline Project.

As a resident of the West Hill Community, I request for additional time for the Federal Transit Administration (FTA) to consider the West Hill Community concerns regarding the RedLine Project.

I request that FTA delay taking any action on a final decision pertaining to the advancement this project into the final stages until you hear from me and other residents of West Hill Community.

I request definitive answers to my questions: 1) Has the Redline Project entered into final design and cost readiness? 2) What Federal actions have been implemented to address the environmental injustice for the West Hill Community population which is predominantly Black? What Federal actions have been issued to endure that my community will continue to grow, be safe and a healthy environment? What actions are being taken to ensure or prevent erosion of the community?

Under Executive Order 12898, I believe that the Redline Project leaders and staff have violated my rights as a resident of this community: 1) The Redline Transit project does directly affect the environment of the West Hill Community but it does not adversely affect the outer circle white communities. 2) It will cause an economic down swing for residents. 3)Information regarding environmental assessment and environmental impact was not shared with me and many other residents. 4) I was not given the opportunity to comment on the development design. 5) I have not been assured nor informed of any economic effects. 6) The project will not benefit the residents of this community but it is being design to benefit commuters from other areas to the downtown amenities.

The FTA has not made a final decision on the Red Line Project at this time. The publication of the AA/DEIS and the associated public hearings were the first milestone in the documentation requirements under the National Environmental Policy Act. The publication of the FEIS document and associated 30-day availability is the next step. FTA will document their decision on the Red Line project in the Record of Decision (ROD) which is anticipated in the Spring 2013.

The Red Line has not entered into final design. The project is currently in the preliminary engineering phase. State and federal funding for the project has only been allocated for preliminary engineering.

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 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

7) I was not given access to crucial documents and notices of regulations. 8) No documents have address nor ensured quick access to residents needing emergency treatment. 9) It is my understanding that the plan ***will and does*** impede routes in and out the community. This is a major concern since the community has a larger number to high risk residents. 10) I was not given or provided with crucial documents and notices of meetings. 11) I believe such actions by the project leaders have violated the Community Right to Know Act U .S.C. section 11044 as well. 12) The community has no agency to serve as a clearing house to enforce the rules and to ensure that Redline Project leaders are interpreting policies in a consistent manner. 13) I don't know if the data was examined or if public participation occurred to identify need and users. The current transit system is effective and efficient for our current needs. 14) No information has been shared about how the project will ensure or take action against the risk of exposure of environmental hazards.

I request a judicial review involving the noncompliance of the Executive Order 12898 and Section 11044 of Community Right To Know Act by the Redline Project Leaders and project supporters .

Thank you in advance for your attention to my concerns and consideration to this matter.

Sincerely,

Nancy Moore

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 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 DEIS Public Hearings, met all legal requirements with regards to their advertisement.

Sent: Tue 10/21/2008 4:14 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Le'Paul Morceau
Dept. of Human Resources
1900 N. Howard St.
Baltimore, MD, 21218

Le'Paul Morceau's comments:

As a resident of Baltimore all my life, I am highly offended at this RED Line Plan as it incorporates locations that are already served by our current outdated train service. Other main thoroughfares of the city such as Harford Rd, Belair Rd, North Avenue and Southwest Baltimore are in dire need of rail and subway services. Belair Rd. and Sinclair Lane have a humongous eyesore that appears to be where a rail station was actually housed at one time. The connections to the rail stops are highly redundant as the buses continue to promote the use of fuel; with the future population increase, the air quality will suffer, thus directly affecting riders. It appears that the stations you have planned to create directly ignore the large minority populations, of which the city is the majority, that live along these routes and currently ride overcrowded buses. Ninety-five percent of the stations you are recommending to open: Social Security Administration, Inner Harbor East, Fells Point and Canton will be servicing areas where the majority of the residents who live there or work at said facilities, make enough money to afford vehicles. Many of the residents off of Harford RD/Gay St./Ensor St., Belair and North Ave rely on public transportation for all travel. I think more social and behavioral research needs to be conducted as many of the residents of Baltimore city who effect the transit system are not typing e-mails such as these or attending the public hearings, yet they are being ostracized from the plans. One cannot argue the fact that the job markets and businesses in any city are directly affected by the public transportation system. The Redline should reflect the future of Baltimore, the residents who will need it and where transportation is currently lacking now, not just tourist attractions and areas where people are currently making $30k or more and more often than not, refuse to ride public transportation anyway. To the reader of this lengthily email, I thank you..

The Red Line corridor was identified as a high priority corridor in the 2002 Baltimore Region Rail System Plan. The Red Line will be the regions first east-west rail transit route. The Red Line provides a critical “missing link” that connects the Metro Subway, Central Light Rail and MARC commuter trains with an east-west route.

RECEIVED
NOV 20 2008

The Honorable Governor Martin O'Malley
100 State Circle
Annapolis, Maryland 21401-1925

Dear Governor O'Malley:

Several years ago a community meeting was held to discuss the future of transit for the Baltimore region and our community. We were told that we were basically working with a blank sheet of paper and that no decisions had been made. The focus of the meeting was to identify possible corridors for some type of transit. When several members of the community mentioned subway it was stated that no decisions had been made and that what was being looked at were needs and possible transit corridors. As future meetings took place, repeatedly the community expressed an interest in subway. The planners interpreted the term "subway" to consider the possibility of portions of light rail (possibly even exclusive bus lanes) underground.

It now has been revealed that heavy rail (Metro) is no longer an option because of the high cost and the possibility that federal funding might not be available for such a high ticket item. It is unfair to the residents of the Baltimore region to use such a rationale when we as residents of Maryland continue to contribute monetarily to the expansion of the far more comprehensive Washington Metro. Washington has even obtained funding for a line to Dulles Airport – a line that initially was said to be cost prohibitive. In 1968 a comprehensive study was completed by Daniel, Mann, Johnson, Mendenhall/ Kaiser Engineers for the Mass Transit Administration that called for a six legged rapid transit system for the Baltimore Metropolitan area. The first leg constructed ran from Charles Center to Owings Mills and has since been expanded to Johns Hopkins Hospital. The east-west line was to run from a planned transfer station at Lexington Market westward to Social Security in Woodlawn and eastward towards Sparrow Point. I believe that this proposed heavy rail line (Metro) is the project that should be advancing. Why are we reinventing the wheel? We had a ten year transit plan and a twenty year plan. We only needed to tweak what we already had and finish that. Ten or twenty years from now do we look for a new flavor of the month?

"We have a clean slate and nothing is etched in stone" So we were told. Yet, at some point in the process, a unilateral decision was made that

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

heavy rail was not a viable option. I suspect that a small group developed a matrix and used the fatal flaw methodology to conclude that Metro subway was too costly. Instead, what should have been considered was how to make it happen. With the approval of slots, the citizens of Maryland would have supported $500 million towards schools and $100 million annually towards minimizing our dependence on foreign oil by building a rapid transit system; transit visionaries would have suggested a ten year bond issue to pay to build a system that could improve the quality of life for the region; a smaller decrease in the property rates, because of the influx of money from slots, could have been offered to offset the cost of transit. The citizens of Maryland would have understood the consideration of a small increase in the fuel tax to offset the cost of improving commuting within the metropolitan area. Instead of paying $2.65 9/10th cents a gallon, they would have paid $2.66 or even $2.67- an increase of from 1/10th to $.01 1/10 per gallon. Rural legislators could have been convinced that a viable Baltimore City is essential for the existence of a viable State.

We can not leave our children and grandchildren a transit system that is not comprehensive or does not have the capacity for increased ridership in the future. It is better to build the best system possible now than to delay and faced increased construction cost later on. Worse yet is the possibility of constructing a system merely because it's easy or cheap and then being stuck with an inefficient, operational nightmare for years to come. I have always been critical of those who are penny wise but pound foolish. The contention that ridership on the current Metro operating system is indicative of an underutilized system fails to recognize the increasing number of people that turned to transit when fuel prices increased. Fuel prices will rise again and we must have a transit system in place that is both viable and efficient. To imply that ridership is low on the existing subway line means the construction of a parking structure at Owings Mills would have been contrary to purported ridership figures thus making the expenditure for it unnecessary. There is just no comparison between buses/light rail and a heavy rail rapid transit system capable of carrying close to 1000 riders as frequently as every 6-7 minutes in either a grade separated right-of-way, in an aerial profile or underground tunnel. At the minimum, we can phase construction of Metro with the initial phase beginning at Lexington Market and ending at the West Baltimore Marc station. It is at least a beginning.

I have looked at the proposal for the Red Line including larger capacity (90 passenger) buses and Light Rail vehicles with a capacity of 150

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 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

passengers. I see an operational nightmare. I have seen the use of articulated buses and what looked like cattle cars used to increase capacity. I doubt that these types of vehicles would improve existing travel times. What would be the average dwell time at each bus stop to load and then unload that number of passengers? If there were an incident that necessitated re-routing buses onto side streets, what streets would be able to accommodate these larger vehicles? Where in the downtown area could these larger buses be turned around?

If we look at Light Rail, I am reminded of the streetcars that used to operate in Baltimore and remember why we replaced them. They lacked flexibility. What happens when streetcars and motor cars operate on the same street? Trouble. In an urban area, passengers would have to be provided the opportunity to safely board and alight. There are a number of outside forces that could impact the operational efficiency of Light Rail. Accidents, police/fire emergency, disabled vehicles, fallen trees and on and on. I would invite someone to look at Edmondson Avenue from Wildwood Parkway towards Hilton Parkway. What happens when freezing rain, snow or ice form on the tracks? How then does the proposed Light Rail vehicle safely make it up/down the hill?

The Red Line study talks about the possibility of the interface of transit and vehicular traffic and right turns or left turns. This would probably mean eliminating the median on Edmondson Avenue that currently prevents vehicles turning left from blocking a lane of traffic. It is guaranteed that vehicles turning right will turn in front of stopped rail vehicles. If the option of acquiring frontage on Edmondson Avenue is considered, it will not be well received by the affected residents. Anything that reduces the number of traffic lanes on Edmondson Avenue will create traffic nightmares that will rival those of some of the most congested cities in the country including Boston and parts of California.

The last point is the study discussion of the possibility of economic growth and development. There might be some truth in this idea but a look at the experience of other cities is that the growth and development usually only takes place in the area of stations. If we were only to look at the economic development that has occurred in our own back yard, we see that there are areas of Howard Street along the Light Rail line (ie.,between Maryland General Hospital and Saratoga Street) that still have not seen the benefits of a transit system: on the Metro line, between North Avenue and

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 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.

Vehicle specifications and the vertical grade of the track alignment will accommodate light rail operations in icy conditions.

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.

Gwynns Falls Parkway – little has taken place. Planned development in the former Uplands Apartment area is already underway but that should not be attributed to the planned transit line – in fact a Light Rail line or exclusive bus lanes might actually negatively impact future property values both there and in the surrounding communities.

I watched as the MTA allowed misguided, narrow minded, protectionist trying to preserve non-diverse, front porch, rocking chair mentality individuals prevent the construction of the south line of the rapid transit system. That line later became a light rail line. I think that the existing light rail line fails to provide the safety, speed and the dependability envisioned as part of a comprehensive Metro subway system. MARTA, BART, WMATA – like other cities around the world have recognized the importance of a heavy rail (Metro) system to meet the need for safe, fast, reliable, high capacity transit to meet the needs of their citizens.

I am a retired State of Maryland employee who spent the first 10 years of my MTA career involved in the public relations effort to introduce the citizens of Maryland and Baltimore to a brand new subway system being planned for the region. I have seen buses, light rail and subway systems around the world and believe that we would be doing the citizens of Maryland a terrible disservice by not building a heavy rail subway system (Metro) capable of providing the high level of dependable service needed for a major metropolitan area. My hope is that someone revisit, review, re-think the rationale for eliminating the best mode of transit for this corridor from consideration as the mode with the highest priority for implementation.

Respectfully,

Wade MoragneEl, III
4712 Edmondson Avenue
Baltimore, Maryland 21229-1441

Cc: Honorable John Pocari
Secretary, Maryland Department of Transportation
Honorable Sheila Dixon
Mayor, City of Baltimore

Sent: Tue 12/30/2008 10:31 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Ed Morman
2132 East Baltimore Street
Baltimore, MD 21231-2041

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 support option 4C, which combines the permanence of light rail with cost-effectiveness and strategic tunneling to speed trips and avoid narrow neighborhood streets.

The truth that all Americans must face is that we are nearing the end of the age of moving individuals (or even groups of three or four or six) around in vehicles weighing thousands of pounds. For Baltimore to survive as an urban center in the new century, we must embark on a comprehensive mass transit system, not dependent (as the subway and the light rail are) on existing unused rights of way. It would be very shortsighted not to invest today in the most effective system for the future.

Please move the Red Line forward.

Sincerely,
Edward T. Morman

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 9:28 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Hillorie Morrison
3312 Pinkney Road
Baltimore, MD 21215-3713

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,

Hillorie Morrison

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 10:32 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Duane Morton
Social Security Administration
3403 Rosedale Road
Baltiomore, MD, 21215

Duane Morton's comments:

It is imperative that Baltimore city and the surrounding Metropolitan communities have access to a mass transit system that will provide our citizens with a viable and efficient mode of transportation . This is very crucial, as our environment and air quality is affected by the many automobiles that put a strain on our city's infrastructure .

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: Fri 12/05/2008 12:13 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Alicia Mosley
2103 Southern Avenue
Baltimore, MD, 21214

Alicia Mosley's comments:

As a native Baltimorean I am thoroughly disgusted by the little regard that is given to this city's African American citizens. The placement and planned disruptions of the heavily black populated areas such as Edmondson Village, Woodlawn, and Johns Hopkins Hospital area are some of the targeted areas for this proposed "Red Line". Many black families will be loosing their homes for the convenience of those that live in the more affluent neighborhoods within the Baltimore region. I am all for progress but when each tax paying citizen can benefit from it without creating more social or economic problems for those that find themselves on the "wrong" side of the economic or color spectrum. I recommend of halting this project until a less intrusive proposal can be devised.

There will be no homes purchased or relocated due to 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. In accordance with Maryland House Bill 426 and Senate Bill 614, the Red Line would not require any involuntary residential property displacements. Residential property impacts would consist of “sliver takes” or narrow strips of property located directly adjacent to the proposed improvements along the corridor. All of the residential sliver takes would be partial acquisitions, meaning the majority of the property would remain unaffected and under the ownership of the current proprietor. The use of and access to the property would not be affected.

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: Mon 1/5/2009 12:19 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Cary Moy
1413-B North Harlem Avenue
Oak Park, IL, 60302

Cary Moy's comments:

The City of Baltimore definitely needs the Red Line which is suppose to provide the fastest east-west transportation option for local residents, with stations every mile or half-mile and minimum stoppage between these points. Unfortunately all of the alternatives outlined in the report are grossly inadequate. The eastern end of this proposed line should extend at least three miles into the suburbs like its western counterpart, not stop a mile short of the city limits at Johns Hopkins Bayview Medical Center. The environmentally friendly light rail is much more preferable than buses. Because the Red Line is to be an addition to Baltimore's public transportation foundation, it should be a combination of tunnels and aerial structures only. The at-grade option should never be considered simply because the light-rail cars would constantly be at the mercy of just about every thinkable obstacle such as basic traffic signals, street congestion, bad drivers, accidents, fallen tree limbs & leaves, and snow & ice. Besides, the streets involved need the space for two-way bicycle lanes. Deep in my heart, I feel that the Red Line should be an expansion of the existing Baltimore Metro Subway system. If such a project is too cost-prohibitive, then I strongly recommend that the Red Line be a light rail route traveling through tunnels & aerial structures and extending at least three miles into the suburbs at the eastern end.

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 brings a reasonable mix of surface and underground operation, running the service underground in areas of high congestion, while running on the surface where streetscape enhancements and traffic calming could benefit communities. Refer to Chapter 2 of the FEIS for a description of the Preferred Alternative.

Vehicle specifications and the vertical grade of the track alignment will accommodate light rail operations in icy conditions.

A full Metro option is cost-prohibitive, as the commenter suggests it might be. An extension of the Red Line into the suburbs could be considered, as the 2002 Baltimore Region Rail System Plan indicates future extension to Dundalk and Turners Station.

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.

FRI, Dec 12, 2008

PLEASE PRINT

Name: BARKER B. MUCH Organization: NONE..SPEAKING AS PRIVATE CITIZEN

Address: P. O. BOX 16721

City: BALTIMORE, State: MD. Zip Code: 21221-0521

I wish to submit the following comments on this project:

AT THIS POINT, IT IS FELT THAT OPTION 4C SHOULD BE CHOSEN.

HOWEVER, THERE NEEDS TO BE A BETTER SYSTEM OF FARE COLLECTION IMPLEMENTED WHICH WOULD BE MORE EFFICIENT THEN ON PRESENT LIGHT RAIL SYSTEM.

WHEN THIS SYSTEM IS UP AND RUNNING, IT IS REALIZED THAT THE ROUTING AND SCHEDULING OF BUSES ESPECIALLY THE EAST /WEST ROUTES CAN AND MAY BE ALTERED.

BUT IN DOING THIS NO NEIGHBOR HOOD SHOULD LOSE BUS ROUTES IN ORDER TO FREE UP FUNDS FOR OPERATION OF THE RED LINE.

THERE NEEDS TO BE SHELTERS AT THE STOPS THAT CAN HOUSE FARE CARD VENDING MACHINES SO THAT MACHINES ARE NOT OUT IN THE WEATHER. THE SET UP AT BWI BUSINESS PARK IS PERFECT EXAMPLE OF THE BEST POSSIBLE ARRANGEMENT.

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. 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.

It is anticipated that the fare collection methods would be similar to the existing light rail line.

The FEIS includes a description in Chapter 4 of the bus operations plan in support of the Red Line. The plan maintains local bus service and includes some revisions to feeder bus service into Red Line stations.

Station design will include fare vending machines and it is intended that these machines will be protected from rain and other weather elements.

Sent: Sat 1/3/2009 10:41 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Charles Murphy
4 South Belle Grove rd.
Catonsville, MD, 21228

Charles Murphy's comments:

I support the red line wholeheartedly. I also strongly support a bike lane to run along side of the red line if you truly want to be "green". Gas is a thing of the past. If Baltimore wishes to stay a vibrant city she MUST improve mass transit and alternative(BIKE) transportation. Thanks Charlie Murphy

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: Thu 12/18/2008 11:09 AM
To: MTA Red Line
Subject: red line

Baltimore Red Line Official AA/DEIS Comment

Gracey Myers' comments:

i have attended so many meetings for "discussion's" of the red line-when in fact these meetings are attempts to brainwash the residents to the feasibility for the red line.
numerous citizens have given more viable routes for the red line, only to be ignored.
i was told by a mta underling at the last meeting i attended at holy rosary [after i "discussed" my concerns with a senior mta person], that "no matter what you say, nothing will be changed."
letters to the editors of several local papers do not speak favorably of the red line concept.
if the mta buses that run in the Baltimore region are not on time; are half broken down-but operate--what difference is there to be with the red line?
you can build it but will people use it? all the $$$$$$$$ for what? to save a few minutes of time on the road. all the $$$$$$$ that is being waisted for all these meetings and the same information is presented--citizens criticize-but are ignored

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: Tiffany Nance Organization:

Address: 724 E. Cold Spring Ln

City: State: MD Zip Code: 21212

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

It is not right to put above ground transportation in this 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.

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: Sun 1/4/2009 12:29 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Tucker Nance
910 Oldham St
Baltimore, MD, 21224

Tucker Nance's comments:

As a resident of the city living in Canton / Greektown, working in Harbor East, and a frequent rider of the current metro subway and lightrail, I am somewhat upset to find out that heavy rail is not being considered. I do, however, prefer LRT over bus systems. I feel like Baltimore needs to act like many other big cities in this country, and a connected heavy rail system is just another way to do it. I feel like our transit system is being pieced together, rather than multi-phasing a single system.

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.

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: Suzette Nelson Organization: RESIDENT

Address: 5000 WESTHILLS ROAD

City: BALTO State: MD Zip Code: 21229

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

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.

Sent: Sun 1/4/2009 9:26 PM
To: MTA Red Line
Subject: DEIS Comment

Baltimore Red Line Official AA/DEIS Comment

Hello,

Following are my comments on the Alternatives Analysis / Draft Environmental Impact Statement, for inclusion in the Public Hearing Record for the Red Line Corridor Transit Study. My understanding is that all comments, whether written, verbal or electronic, will be given equal consideration in the DEIS project deliberation. I am submitting these comments via email on Sunday evening January 4th 2009, in advance of the January 5th 2009 5:00 p.m. deadline.

Name: Philip E. Nibali
Organization:
Address: 750 West Hills Parkway
City: Baltimore
State: Maryland
Zip Code: 21229

I wish to submit the following comments on this project:

I support Alternative 4C-LRT. I believe that this alternative stands the best chance of achieving high ridership, both at the outset and in the future, at a cost which (perhaps with some minor cost-cutting modifications) stands a reasonable chance of winning FTA approval. The end-to-end travel time is pretty reasonable, unlike (in my opinion, and I would think also the opinion of many other prospective riders) many of the other alternatives that are up for consideration. The LRT mode, to my way of thinking, would give more of a sense of permanence and would be less subject to disruption by other daily occurrences in the "traffic life" of the city than BRT. I also favor LRT since it seems to carry less public transit stigma than bus service does.

With regard to the location of a maintenance & storage facility, I am strongly opposed to siting such a facility at I-70 East. That location (and the location further west along I-70, near the Social Security Administration) is in an area that serves and will continue to

The preferred location for the light rail storage and maintenance facility for the Red Line is in Baltimore City along the south side of US 40/Franklin Street centered around Calverton Road between Franklintown Road and Warwick Avenue, and referred to as the Calverton Road Site. This site was chosen over the I-70 East site or other sites considered because the majority of the site is publically-owned, provides adequate space for the required functions, and the zoning (manufacturing/ industrial). Refer to Chapter 2 of the FEIS for additional information on the Calverton Light Rail Vehicle Storage and Maintenance Facility.

serve (and probably increasingly, as time passes) as a "western gateway" to the city of Baltimore, and I feel that such a facility would look too industrial in an otherwise clean and green suburban setting. Already, there is the trailhead for the Gwynns Falls Trail at I-70 East, and that location is immediately adjacent to Gwynns Falls/Leakin Park. Another reason that I would not want the maintenance facility located at I-70 east is that it would eat up a substantial tract of land, some of which may be needed for expansion of parking in the future, and some of which I would like to see eventually developed with appropriate transit-oriented development (perhaps a visitor/welcome center, one or more small eateries, and so on). I would much prefer to see the Red Line maintenance & storage facility located in the West Baltimore MARC area. That area definitely has a more industrial and urban character to it, and the placement of such a facility there might well be of significant positive benefit to the local community in terms of construction-related jobs during the building of the facility, as well as employment and training opportunities for good jobs once the facility is in operation.

I wish to make it clear that although I have been affiliated with the West Hills Community Association in the past, both as a community resident and member and also as a Vice President, I am no longer affiliated with that organization in any way. I do not represent that organization or the community as a whole. I am speaking and offering my comments solely as an individual citizen who cares deeply about the future of his community and the greater Baltimore area. In my opinion and my personal experience, the West Hills Community Association does not represent the community as a whole, and I would respectfully suggest that neither the association's comments nor those of any of its officers or board should be given any more weight than anyone else's comments.

Thank you very much for the opportunity to be a participant in this process.

Yours,
Philip E.Nibali

Sent: Wed 12/31/2008 6:25 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Mary Nichols
1211 So. Curley Street
Baltimore, MD, 21224

Mary Nichols's comments:

I am totalling against the red line going into Canton. Two other areas that have the red line went from a safe place to a place you can't take chances. Crime has been taken them over. The city of Baltimore needs the tax money that Canton brings to it, so in order for people to move into the neighborhood or stay there, they need to feel safe. Please do not bring the red line through Canton.

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 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 12/31/2008 12:52 PM
To: MTA Red Line
Subject: Red Line Comments

Baltimore Red Line Official AA/DEIS Comment

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.

William D Nichols
7505 Patterson Court
Sykesville MD 21784

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: Sat 1/3/2009 6:41 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Suzy Nicol
6112 Greenspring Ave
Baktimore, MD 21209-3947

January 3, 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,

Suzy Nicol

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 11/07/2008 9:21 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Charles Nieberding
5109 Roland Avenue
Baltimore, MD 21210-2131

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,

Charles Nieberding

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: Bertha Nixon Organization: Boyd-Booth

Address: 2103 Boyd ST

City: BALTO State: Md Zip Code: 21223

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

My community is very excited about the Red Line. We feel that it will bring Jobs + Economic Dolvelopment, it will be better service and less Travel Time with the new system. ~~God make such mta work with all community~~ to the Red Line Path.

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 12/30/2008 8:33 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

First, I would like to say that I am all for the Red Line. Baltimore needs better public transportation similar to Washington DC's Metro system.

In my opinion the best alignment for the Red Line through Fells Point would be along Fleet St. or Eastern Ave. I think these two streets both have a lot of unused potential adding new businesses and I think bringing in more people with public transportation would help spread the prosperity of Fells Point north to these streets. There are too many negative impacts tunneling along Aliceanna St. (businesses, residents, flood plain) which makes Fleet or Eastern better choices.

I also think that tunneling is the best option through Fells Point. I do not think a light rail or bus system on the streets would work as well as underground. I think it will have too much impacts on traffic and or parking in there area and will hurt the community.

Thank you for promoting public transportation, I look forward to seeing your progress.

--
David A. Nizamoff

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 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.

Sent: Sat 12/20/2008 1:34 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Jessica Nizamoff
FPRA (neighbhorhood association)
1726 Lancaster Street
Baltimore, MD, 21231

Jessica Nizamoff's comments:

I support an amended 4c plan. I believe in the tunneling part of the project but think that the train is better off on Eastern and Fleet. The turn from the Harbor onto Aliceanna would be very sharp. Eastern and Fleet could also use some "bringing up" with the establishment of a train outlet there. It would also be good to keep the train above the flooding area. That's my 2 cents.

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

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.

Sent: Tue 12/30/2008 1:59 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Susan Noonan
2029 E. Pratt St.
Baltimore, MD 21231-1933

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,

Susan Noonan

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

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PLEASE PRINT

Name: CHRIS NWAUKWA Organization: Resident

Address: 1039 Fleetwood Ln.

City: Pikesville State: MD Zip Code: 21208

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

No Rail

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 11:39 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Jean O'Donnell
5126 Crescent Street
Baltimore, MD, 21207

Jean O'Donnell's comments:

I support the construction of the Red Line, Alternative 4C (this is supported by Mayor Dixon and Jim Smith). In conjunction with this, we need improved bus stops and a sidewalk along one side of N. Forest Park Avenue so we can get to the Red Line station. Without these, there is the distict possibility of increased accidents involving pedestrians. 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.

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.

Sent: Fri 1/2/2009 11:39 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Jerry O'Leary
738 S. Beechfield Ave
Baltimore, MD 21229-4423

January 2, 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 support Option 4C. Its Red Line Community Compact is especially important. The Mayor has stressed she is committed to inclusive residantial development, and early, excellent, and transparent project communications are important and will let people know that the transit oriented residential development will indeed allow those currently living in affected neighborhoods to benefit. Also this communication will let people know that all this development will help people live near where they work...including those whose service type jobs are lower on the income scale.

Please move the Red Line forward.

Sincerely,

Bro. Jerry O'Leary

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.

Sent: Fri 1/2/2009 5:17 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

John Olszewski, Jr.
137 Ventnor Terrace
Dundalk, MD 21222-4250

January 2, 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,

Delegate John A. Olszewski, Jr.

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 MS. CYNTHIA ORDES: I'm Cynthia Ordes,
4 C-Y-N-T-H-I-A, Ordes, O-R-D-E-S. I have been a
5 representative of the Canton Square Home Owners
6 Association throughout some of this process beginning
7 in the last five years.
8 Red Line should go on Eastern Avenue. It's
9 already zoned for businesses. There are very few
10 businesses down Boston Street. The Red Line was
11 supposed to be means for the citizens of Baltimore City
12 to access Johns Hopkins' medical campuses. The
13 campuses are on Eastern Avenue. Eastern Avenue has the
14 facilities available to it.
15 The current traffic conditions on Boston
16 Street are overloaded in the morning and the evening.
17 If I go to Dundalk Community College to teach a class,
18 I have to leave an hour before I need to go, to go four
19 miles down the road because the traffic is so
20 congested.
21 The train causes problems already. It is
1 impossible to widen Boston Street to make it feasible
2 to put it through. If it's going to come through, it
3 has to come through underground. The impact to the
4 community that already provides a vast amount of the
5 taxes for this city, we'll just move out.
6 Why would we stay and have our home life
7 destroyed. My backyard is Boston Street. I will
8 constantly listen to that? We will move. Your tax
9 base will go away. And if that's what you're trying to
10 produce, you're going to cause those people to exit.
11 Studies need to be conducted on the current
12 public transportation. No one rides the bus down
13 Boston Street. I walk the dog, morning, afternoon and
14 evening. Two, three, four people are currently using
15 the public transportation of Baltimore City in that
16 area. Why would you put Mass Transit when it's already
17 not being used on the regular transportation that's
18 being provided.
19 We're opposed to it. Go underground or
20 don't do it. Thank you.

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 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.

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.

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.

Sent: Fri 10/31/2008 8:43 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Lin Orrin's comments:

The proposed Red Line looks like it would greatly improve transportation options for Baltimore City and people like our clients, especially if the charge is kept affordable or if there's a special rate for low-income individuals. It seems outrageous that it is currently quicker to travel southwest and north than to head west from the heart of Baltimore.

Lin Orrin

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: Ruthie Pressime Organization:

Address: 41 Cuning Ave

City: Spring-valley State: N.Y. Zip Code: 10977

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

What they doing in this community is not right

The Red Line Project Team is seeking community input to ensure the best possible project.

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.

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: William Palmer-El Organization:

Address: 425 Woo fallsway

City: Baltimore State: MD Zip Code: 21201

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

To have the Red Line Corridor 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.

Sent: Fri 12/19/2008 1:07 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Joshua Parker
509 S Wolfe St
Baltimore, MD, 21231

Joshua Parker's comments:

There is not enough parking on the east side of Broadway to Patterson Park Ave to support taking away parking for a train. This system needs to be underground, like NYC's subway system.

There will be no parking lost between Broadway and Paterson Park Avenue due to the underground light rail in this area.

Sent: Fri 1/2/2009 11:39 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Gretchen Parry
716 Brookwood Rd.
Baltimore, MD, 21229

Gretchen Parry's comments:

While I understand the need to improve the commute from the eastside to the westside, I feel very strongly that most of the alternatives presented here represent extraordinary overkill when it comes to addressing the much exaggerated problems at hand. I have lived in Hunting Ridge for over 16 yrs. and have always found the Rte. 40 corridor to be a surprisingly efficient way to get downtown. The new 40 QuickBus has even made taking the bus a breeze. An increase of 3,000 cars (22,000 to 25,000)on Cooks Lane over the next 22 yrs. is surprisingly low, and if we would just start pushing carpooling publicly (which we haven't really done at all around here), those numbers will probably drop. Alternative 2 - TSM, would probably be more than adequate to handle any future needs. Remember, we ar e not a terribly large city, nor do we have the guaranteed stability of a viable commerce center that Washington, DC and larger cities have. With regard to specific local impact, anyone who lives on or near Cooks Lane knows that it would be ludicrous to eliminate parking on this congested residential street. Where are these people going to park? It is a very dense comcentration of houses on a very narrow right-of-way that already has too much traffic on it. A rapid transit system is not going to eliminate much if any of this congestion, but will add more problems to the mix. Alternatively, Johnnycake Rd. is a wider right-of-

The TSM Alternative was not selected because it does not meet the project purpose and need.

The Preferred Alternative includes a tunnel under Cooks Lane. There would be no parking impacts to 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 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

way with less residential density, fewer on-street parkers, and less traffic. The impact on this road would be FAR less. I am also specifically concerned about access to our street, Brookwood Rd. Apparently, our neighbors were told that some options would eliminate access to our street from the west and would also eliminate the light at Winans Way. How are we supposed to get to our street? We all do most of our travelling to the west. Should we all purchase helicopters? I don't have a problem with a garage at the Park & Ride as long as access to and from Rte. 70 can be maintained from Cooks Lane. Anything more than the TSM option woild not only create extreme hardship on the immediate neighbors in this area, but it would also be a ridiculous waste of money to solve an exaggerated problem with overkill in times when we should be spending our money on the truly pressing issues of our area such as our failing schools, drugs, crime, and the deterioration of the family unit, which is the root of most of our society's problems and which no one seems to be willing to acknowledge or address.

- 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.

Access from I-70 to Cooks Lane would be maintained with the Preferred 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: Walguise Parth Organization:

Address: 2807 Belmont Av

City: Baltimore State: Md Zip Code: 21215

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

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.

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: James Patrick Organization ____

Address: 3805 Gunston AVE

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.

Sent: Mon 1/5/2009 4:59 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Please confirm this was received. Also attached.

Red Line DEIS Notes
Capital Cost:

The capital costs of the TSM (Baseline) Alternative 2 appear unreasonably high at $281 million. An inappropriately assigned high cost to a baseline alternative relative to the Build alternatives can yield falsely favorable Cost-effectiveness results to the Build alternatives, especially the lower capital cost options.

The estimates for the TSM costs are especially suspect given the history of the Red Line's capital cost estimates. In late 2007, estimates for TSM were around an unbelievable $500-$600 million. All the Build alternatives were also higher in estimated cost than their final estimate. What is strange is that the cost of the TSM fell by a much high percentage, almost half, whereas the Build estimates drop by more like 20% to 25%. How could ALL of the alternatives have been estimated so high? And why would a simple project and construction of the TSM possibly cost so much and then be revised downward so drastically. One could reasonably surmise that the earlier costs from 2007 were accurate and the only way to achieve a viable CE rating would be too have a VERY high TSM. Discussions with FTA forced the MTA to develop a less ridiculous TSM, therefore requiring the Build alternatives estimates to be cheaper than they actually would be to construct to make the Build alternatives close to CE.

Inclusion of a Heavy Maintenance Facility in the amount of $54.71 million appears to be padding of costs. Any facility that was an anticipated need under a No Build scenario should not be included in these costs and it seems unreasonable to require new facility upgraded bus operation.

Nathaniel Payer's comments are located under IDs 559, 560, 561 and 562; the responses to his comments are combined below.

The capital costs in the AA/DEIS were calculated using standard FTA cost estimating methodology and cost ranges.

Operating and maintenance costs for the light rail have been calculated using acceptable FTA standards. As in this case, operating and maintenance cost data for an existing mode of transit in the same region will be viewed as the most accurate and applicable data, as opposed to data for other transit systems.

The operating and maintenance costs for the background bus system have been updated as the Preferred Alternative has been refined and are available in the Bus Operations Plan Memorandum.

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 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 operating speeds for light rail are based on travel speeds of 35 to 50 miles per hour when in dedicated right-of-way, and posted speed limits for adjacent roadway when operating within or adjacent to roadways. The operating speeds have also taken into account horizontal and vertical track geometry, station stops and traffic signalization at intersections and grade crossings. It should also be noted that approximately half of the Preferred Alternative operates in dedicated right-of-way or along roadways.

The costs of guideway for the LRT options are calculated as though they were "at-grade exclusive right-of-way" on occastion where the operation is actually "at grade semi-exclusive (allows cross traffic)" and "at-grade in mixed traffic". Alignments on Edmondson Ave are not grade separated. Alignments downtown and on Eastern Ave are mixed traffic as automobiles can cross into them in mid-block for ingress and egress of parking spaces. Calculating the cost as it has been done lowers the annualized capital cost of the surface alternatives and makes them appear more cost-effective than they actually would be since grade-separated transit depreciates more slowly.

Operating and Maintenance Cost Technical Report:

One page 4, the report claims "The resulting operating and maintenance cost estimates were validated by comparing them to actual expenditures using recent MTA bus and light rail operation statistics". See also second paragraph page 8.

The cost model is extremely simplistic. Only one year of our Light Rail operation was utilized for LRT alternatives. This assumes that our existing Light Rail is typical of LRT systems in general and that of the proposed Red Line. Why could not the appropriate non-MTA administrative costs be used from other US LRT systems to get a statistically significant result of likely Red Line operating costs? Our existing Light Rail is 29 miles long, mostly grade-separated and travels through mostly low-density territory with low patronage per route-mile and per passenger-mile. The Red Line would go through much higher-density territory with many alternatives having high percentages of segments in mixed-traffic and much higher ridership.

Maintenance costs for mixed traffic segments, even those with separate lanes have been known to require more frequent and expensive upkeep. Since the Central Light Rail is about 90% grade-seperated and all Red Line would have a much lower percentage, using the CLR as the basis for operating/maintenance costs is very inappropriate. The Red Line LRT alternatives should be modeled against more like systems.

Due to the public interest in the project, the MTA chose to extend the required 45-day review and comment period for an AA/DEIS to a 90-day review and comment period.

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 covered a wide range of alternatives, including No-Build, TSM, and multiple BRT and LRT alternatives. A full range of alternatives were studied, consistent with federal requirements.

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

With higher ridership anticipated on the Red Line, it is unrealistic to assume that the surface stations will incur similar low costs as the Central Light Rail (CLR), yet are a given if an alternatives contains underground stations. Here, it seems it is appropriate for the MTA uses HRT statistics (and from another city!) for cost modeling. Is it appropriate to say that surface stations don't require surveillance? Given that Alt 4B and 4C has 6 underground stations with about 14.6 route miles and that Alt 4D has 12 underground stations and 13.7 route miles, it is unrealistic to assume the operating costs to be drastically lower than our 14.7 mile, 8 underground station Metro Subway with annual operating costs of about $44 million. **With Red Line LRT alternatives costing between $25.8 million and $31.5 million, the differential with Metro Subway appears irreconcilable.**

The background bus system reduction costs calculations are not presented anywhere in this document. Where are they? This is a HUGE cost that has DRASTIC implications on the results of the Cost-effectiveness results. Even small changes to the background bus reduction costs can radically change the CE index figure (perhaps by a few dollars!) and the fundability of the project. These costs must be revealed and justified. If they are not, I or another party will seek the FTA to reject the AA/DEIS and continued progress through the New Starts process.

Noise and Vibration:

This document has at least a few critical mistakes which will require a resubmission of this document. This report contends that in "AN 53, GA 8" there are ground vibration impacts in Alt 4B during line operation. However, there is not the same corresponding impact on Alt 4C, even though the alignments in that segment are congruent. Again, Alt 4C is regarded as having a "severe" impact from station noise activity in "AN 33, GA 5" when the alignment is congruent in that segment with Alt 4B which is labeled as N/A. The same is said for "AN 58, GA 8" where 4C has no impact, but 4B does when the alignments are the same.

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:

More fundamentally, the summary of line operations and summary of station activity noise appendices have older or incorrect versions of the alternative alignments. The alternative tables here do no appear to continue to Bayview and the eastside alignments do not correspond to what the final definition of alternatives entails. This significant error prevents interested parties from resolving what the impacts are to the project area. Alt 4C appears to follow Eastern/Fleet, while 4A goes to Boston St.

Neighborhood Effects:

The effects of the Portal N or Portal M are completely unreported in the neighborhood effects for Fells Point. In Canton the document states that Portal N and Portal M area options will have "No effects on neighborhood character or the visual environment are anticipated". **This is not an accurate description and is very misleading and must be amended.**

Final Definition of Alternatives:

The operating speeds listed here are not realistic given the station density and ROW constraints. There is no technical information provided to illustrate how the speeds were determined. Unrealistically fast speeds of operation bias the user-benefits upwards, especially with the low-cost alternatives.

In defining LRT as a mode, it was referred to as "cheaper" and "cleaner". Cheaper be defined in different ways, so claiming that LRT is misleading. I can find no basis as to why LRT should be cleaner than Metro.

Other notes:

The little more than 3 months has not nearly been enough time to read, analyze and respond to more than 3000 pages of technical docments.

- 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 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.

There is no requirement to investigate minimum operable segments for any alternative in an AA/DEIS. More specifically, to analyze a minimum operable segment for a heavy rail alternative that has been determined to have significantly higher cost than other alternatives is not practical.

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.

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

The TSM, as required by FTA guidelines, must be more cost-effective than the build alternatives are versus the TSM and the No Build. The TSM has a CE of about $27. This appears to be a violation.

Where are the performance estimates? Operating cost per passenger mile. Cost per trip? Passenger-miles per vehicle mile? Maximum loading at the heaviest station in the heavier direction? Etc….

Where are the TAZ zones with varying degrees of time savings? Where are the output sheets from Summit?
All reasonable alternatives must be studied, including Heavy Rail and the MTA CAC 2003 alternative submitted to the MTA.

Nate Payer
VP TRAC
5 January 2008

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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 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 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 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.

8 MR. NATHANIEL PAYER: Nathaniel Payer.
9 N-A-T-H-A-N-I-E-L, P-A-Y-E-R. Okay. I live in Mount
10 Vernon. I grew up in Southwest Baltimore County.
11 Baltimore is near and dear to my heart so I take this
12 very seriously.
13 We had a chance to do a real rail planning
14 system in 2002 but we blew it. Unfortunately, we
15 looked at this project from the perspective of let's
16 build a line that connects from west to east so we can
17 serve development interests more than building a true
18 system and going through proper project planning.
19 My primary point here is to read a few
20 quotes from FTA guidelines which dictates how
21 alternative analysis is to be conducted. The bottom
1 line, the biggest point I'd like to make is, the
2 alternatives should include all reasonable modes and
3 alignments. This consideration, founded on the counsel
4 of Environmental Quality Regulations, addresses both
5 the addition and deletion of alternatives. It requires
6 the addition of alternatives that make technical sense
7 in terms of addressing the corridor's transportation
8 problems, even where those alternatives may not be
9 consistent with pre-existing notions on the desired
10 project. Equally important, it provides a base for
11 excluding alternatives that are simply not appropriate
12 for the setting.
13 In my opinion, and the opinion of transit
14 riders, many communities and many small businesses,
15 service alignments consisting of Light Rail and bus
16 rapid transit, operating through heavily trafficked
17 and/or narrow city streets have been retained despite
18 their known poor projected operating speeds,
19 reliability and strong community opposition.
20 The MTA is clearly carrying uncompetitive
21 options through the project planning to spread the
1 lower negative user benefits.
2 The set of alternatives should include
3 options that have a reasonable chance of becoming a
4 locally preferred alternative. The analysis of minimum

5 operable segments is a ready means of including
6 intermediate cost alternatives. In Alternatives
7 Analysis engineering, the FTA urges consideration of
8 one or more minimum operable segments as separate
9 alternatives provide flexible funding negotiations that
10 may follow.
11 A minimum operable segment was never
12 considered as an alternative for our higher cost heavy
13 rail route, the MTA Citizens Advisory Committee was
14 also never considered as an alternative despite the
15 likely possibility that would have higher ridership per
16 dollar invested and also a lower operating cost.
17 I'd like to request that all reasonable
18 alternatives be included for study including those that
19 we have presented thus far from Track and several heavy
20 rail alternatives, and that the People's Counsel was
21 not notified of these meetings. Therefore, they should
1 not be taking place.

7 MR. NATE PAYER: Gladly. N-A-T-E
8 P-A-Y-E-R. I can't even read my handwriting. Thank
9 you. I'd like to comment on the Red Line. That this
10 process has been a broken, corrupt process since the
11 beginning. It is in violation of federal guidelines.
12 New Starts project, they're required to study all
13 reasonable alternatives. They have not. They have
14 been submitted and rejected and ignored summarily
15 without analysis.
16 Also, that I personally reject all
17 alternatives for the Red Line including the No- Build.
18 We do need a quality rapid transit system but the Red
19 Line project has not been it. We need another
20 alternative analysis. But I especially reject
21 Alternatives 4A, 4B, and 4C. 4D is okay but not good
1 because it wasn't studied in context.
2 But I especially reject 4C as the business
3 community, the Greater Baltimore Committee, and Don Fry
4 has been pushing this, in machine politics through the
5 City of Baltimore and we have not had an open process
6 and people have not been aware of other alternatives.
7 But 4C is especially bad for Baltimore
8 because it is an extremely expensive project that will
9 not give us very much benefit. And an important point
10 is that no line where a direct transfer station was
11 intended, like at Charles Center, has ever been as far
12 away as the proposed Red Line Charles Center Station on
13 Lombard Street and the existing Metro Station at
14 Charles Center.
15 Nowhere in the country has a federally
16 planned project been as far away as those would be. So
17 it's not a real connection at all.
18 There's also never been a line that has
19 hugged the water as closely as Alternative 4C following
20 through Fells Point and Canton because there's no
21 ridership on the other side of the street where it's
1 water.
2 And 4C would create a severe barrier on
3 Edmondson Avenue and destroy the Edmondson Village

area. It would require widening of Route 40 and potential damage and devaluation of all the property on there. And it would also be slow and not good for transit riders because they'd probably get run over.

And the transit way is only 22.5 feet at portions on the Edmondson Avenue stretch which is narrower than anywhere else, of the dog and pony show that the City and MTA took on. Even in Seattle it's at least 28 feet in the middle of Martin Luther King, Jr. Way. So I direct that pointedly to those who went there.

Here in Baltimore your car would be as close or closer to the train as it is on Howard Street on the Central Light Rail, which is very bad and dangerous. And you've got trucks and it's going to be a catastrophe, so please reject this project. Thank you.

19 MR. NATE PAYER: Nate Bayer, N-A-T-E,
20 P-A-Y-E-R. Okay. I've been here, I've been to the
21 public hearing before but I'll say again this has been
1 a broken process, it has not followed all federal
2 guidelines by the Federal Transit Administration. They
3 were required to study all reasonable alternatives,
4 they have not.
5 They have not looked at heavy rail, they
6 have not looked at different alignments that might have
7 better ridership and be more environmentally acceptable
8 because there's no reason that this alignment has to go
9 under Cooks Lane or even through West Hills. It
10 doesn't have to go to Social Security, it can go out
11 Route 40 to Westview and get more riders, potentially,
12 and also be cheaper.
13 I personally am going to object all
14 alternatives for the Red Line including No- Build. I'm
15 very interested in mass transit as a transit advocate
16 with Transit Riders Action Council. However, I
17 specifically reject 4A, B and C, the alternative that
18 the GBC is pushing and getting all the institutions to
19 go along with, even though it's the wrong alternative.
20 We need better alternative study. 4D is
21 okay but it wasn't studied in context with anything
1 else.
2 Also, this is a low-capacity system. We're
3 talking about building rapid transit and rapid transit
4 is supposed to be high-capacity. This system will have
5 less capacity, it will be able to carry fewer people
6 than our current subway does at rush hour.
7 It will never be able to hold as many
8 people as our subway at rush hour, it's going to max
9 out. It has 9 percent grades, it's going to make it
10 move like a trolley. It's a very ridiculous system, no
11 other system is like that. Especially the portal in
12 Fells Point is ridiculous, that's going to flood if
13 there's another hurricane or upon climate change, the
14 whole area's going to flood out and we'll waste 1.6
15 billion dollars worth of investment.

16 And another point I'd like to make is that
17 just because holier-than-thou Alternative 4C includes
18 tunneling does not make this a subway. Just because
19 there is tunneling in it does not make it a subway. A
20 real Metro does not have any street running and this
21 street running down Edmondson Avenue is ridiculous. I
1 just rode down it again today and there's no way that's
2 going to be able to fit there without seriously
3 disrupting the community with the extreme number of
4 large number of trucks coming through.
5 They're going to have to widen the road,
6 they already said it. It's going to possibly take
7 peoples' houses if it doesn't just devalue it all. And
8 I'd hate to see Edmondson Village, a famous streetcar
9 suburb in this city, destroyed because I grew up not
10 far from there.
11 And this isn't even going to be rapid
12 transit at all. It's not going to be any faster than a
13 current light rail, which as everyone knows, is slow as
14 molasses so we don't need another project like that and
15 we can build a heavy rail system for costs that aren't
16 much more or possibly even less than some light rail
17 costs and it could be 50 percent faster.
18 So, this is not a legitimate alternative
19 and we don't need tunnel options, that tunnel under the
20 fill of Little Italy in the middle of the blocks right
21 beneath houses. In the long run this is not going to
1 work and as I said, we should study going to Westview
2 because it would require less tunneling and there's
3 absolutely no point in tunneling under Cooks. Thank
4 you.

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: Delores Pearson Organization

Address: 732 N. Grantley St.

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.

14 MS. TERESA PEARSON: Teresa, T-E-R-E-S-A,
15 Pearson, P-E-A-R-S-O-N, address 3922 Edmondson Avenue.
16 First of all I'll say I've been here for 35 years,
17 almost. And this Red Line situation that we're about
18 to have, I'd rather it not to happen because that's
19 going to tear our neighborhood apart and it's mainly
20 that, the neighborhood is already falling apart because
21 we've got the drug dealers, the bikers that we can
1 barely get off the streets. I have a 7-year-old child
2 I can't even let him play in the alley without one of
3 them running through while he's playing with a
4 neighbor. And the cops chasing the dealer, they were
5 cutting through my alley. No excuse me or nothing by
6 them.
7 So, I'm saying that I could barely get my
8 child to school on time without getting across the
9 streets where they just closed off and put all these
10 little plants and trees up. So, I'd rather not have
11 the Red Line run through because that's gonna really
12 mess up our neighborhood and I'd like to see the
13 neighborhood stay the way it is, you know, maybe do
14 something else. Okay? Thank you.

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: Mon 1/5/2009 3:09 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Calvin Peete
CPHA
218 W. Saratoga
Baltimore, MD, 21201

Calvin Peete's comments:

I support the Red Line, more specifically allignment 4C for the improved transit, and community benefits.

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. MICHELE PERRERA: Hi, good afternoon.
7 My name is Michele Perrera, M-I-C-H-E-L-E, P-E-R-R-
8 E-R-A. I am not only a neighborhood resident but I'm a
9 pastor in this neighborhood and I'm also a real estate
10 agent.
11 I think that Baltimore does need to step up
12 to the 20th Century and have some better commuting
13 facilities for people. We have a lot of people coming
14 in from different places now and Baltimore is an area
15 that is growing in popularity because of the real
16 estate.
17 However, I have some concerns. The
18 concerns are how this would impact our area. I think
19 that the 4C would be one of the better alternatives. I
20 have seen where the light rail being put in, I just
21 moved from northern Baltimore county down here and the
1 light rail causes a lot of crime issues because people
2 in Hunt Valley could steal and take peoples' purses and
3 jump right on the light rail, even without a pass.
4 Because I've been on there when someone had just stolen
5 something from a store and got on the light rail and
6 their ticket wasn't checked and they just rode off and
7 they weren't held responsible for the crime. So I'm
8 very concerned about the crime issue and the impact.
9 The other thing is, is that we have a lot
10 of senior citizens in this neighborhood and I'm
11 concerned for our senior citizens and their safety
12 because they are very vulner- able. We have a lot of
13 crime issues in our neighborhood already that exist
14 from this high school, from the kids and the gangs and
15 the stuff where our neighborhood association is working
16 very hard towards that. I also belong to the Greystone
17 Community Association.
18 The other thing is, is that I don't know if
19 your community is aware of, that they are trying to put
20 a rest area in the I-70 Corridor. That would be
21 another huge impact on our neighborhood. I think that
1 putting bus lines out and creating more, you know, bus

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 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.

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.

2 lanes in the Security Square Mall area would just be a
3 horrible thing. Because again, there, we have the
4 crime issues. I'm concerned about the noise that it
5 would produce because of that.
6 And so, even though I want to see us move
7 ahead into the 21st century, I do want to make sure
8 that the committee is aware of our concerns as
9 neighbors and as citizens around here. Thank you very
10 much.

Sent: Tue 12/30/2008 10:40 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Helene Perry
10 East Lake Avenue
Baltimore, MD 21212-2427

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, not only for its own sake but also so we can move forward on the Yellow, Green, and Purple lines and develop a truly integrated, comprehensive network.

Sincerely,
Helene F. Perry

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 3:00 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

As committed homeowners in historic Fell's Point--and great believers in the value of efficient public transportation--my wife and I have been actively involved with the various aspects of the proposed Red Line, including attending hearings, reading reports and reviewing the draft DEIS synopsis.

We believe that Option 4-C, with some modifications, would provide the best service to the city's residents.

A number of individuals and organizations have expressed significant comments and testified at hearings regarding the Red Line and, more specifically, the route it takes through the Fell's Point National Historic District. Many of their responses provide a sound basis for our position, and we therefore will not restate their very convincing arguments.

Our position is as follows:

We believe in public transportation when it works to the benefit but not the detriment of communities it is intended to serve.

We believe that a tunnel under Fell's Point would be the only alternative that would not destroy the unique character of the area. Surface transportation is, for a number of reasons, not acceptable. The tunnel should not be located under Aliceanna Street, which is on the outskirts of the neighborhood and is likely subject to the effects of the nearby water. Ideally, it would go under Eastern Avenue, where it would be attractive to the largest group of users. Fleet Street is an acceptable but less useful 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.

The Preferred Alternative includes a tunnel under Fleet Street, a station at Broadway and Fleet Street, and a station at Fleet Street and Central Avenue.

A station at Broadway, with exits at Eastern and Fleet, would best serve the Fell's Point community.

While a station at Central Avenue and Aliceanna Street would serve the upscale and growing Inner Harbor East area, a station at Central and Eastern would benefit a much larger population and also encourage the development and increase in property tax roles that typically come from proximity to public transportation.

Thank you for considering our thoughts.

Lois and Arthur Perschetz
1711 Lancaster Street

Sent: Tue 10/7/2008 10:13 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Greg Pezzo
825 S.Linwood Ave
Baltimore, MD, 21224

Greg Pezzo's comments:

If you want this City to be taken seriously then you need to have a viable public transportaion system. Stop screwing around and get it done!

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: Fri 11/07/2008 4:32 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

I think hvg another rail service is good and light rail would be the easiest and quickest way to do it but I think that it should run completely out route 40 to ellicott city instead and then have more buses shuttle up and down rolling road to get to edmondson, frederick, and security blvd routes. MTA doesn't realize how many more people would commute if a more western rail was created. Metro already heads out the security way why not cover catonsville area more. All I've seen over past few months is the reduction in the # of expresses for workers to get to and from work for that area. Another idea would be to cover both route 40 and security w/light rails that divert one way or another at cooks lane like the current light rail does for bwi and cromwell in aa cty just past the north linthicum stop. Let's do this right from the start and make it easier to get around baltimore an ever growing city. Regards

Sharon Phillips-Cary

An everyday commuter
Sent via BlackBerry from T-Mobile

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.

An extension of the Red Line further west to Ellicott City would be considered in the future. The US 40 corridor was not selected as part of the Preferred Alternative because it does not directly serve major activity centers such as the Social Security Administration, Security Square Mall, and CMS.

Sent: Mon 12/15/2008 11:52 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Robin Pierson's comments:

The red line is a great idea, one which will help to decrease road congestion, better connect several Baltimore communities with key work places, and increase use of the existing rail and other mass transportation systems. This project will help us build a greener future, and deserves community and tax-payer support.

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: Fri 1/2/2009 12:06 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

walter pinkard
208 s, chester
baltimore, MD, 21231

walter pinkard's comments:

I am an enthusiastic supporter of the red line project I just believe that a station should be incorporated placed where the train exists to the surface at Boston and Aliceanna streets. This could either be a surface or underground or surface station but due to the high amount of houses in the area I believe that a station here would be heavily used and a welcome addition servicing the neighborhood of Fell's Prospect. Thanks you, Wally Pinkard

Your support for the project is noted. The Preferred Alternative for the Red Line includes an underground station in Fells Point with a station entrance on the northside of Fleet Street at Broadway. The Preferred Alternative includes a Canton Station on the surface in the median of Boston Street, west of South Lakewood Avenue. Refer to Chapter 2 of the FEIS for more detailed information on the stations proposed with the Preferred Alternative.

Sent: Tue 12/30/2008 4:14 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

June Piper-Brandon
100 Roland Ave
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. By providing more and better modes of public transportation for people you are providing them with choices that will encourage saving the environment and more and better access to better opportunities for employment.

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. I also support option 4C because it provides an environmentally friendly way for people access other parts of the communities and get from home to work.

Please move the Red Line forward.

Sincerely,

June Piper-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: Tue 12/30/2008 3:11 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Mary Ann Pirog Quarles
1214 S. Potomac St
Baltimore, MD, 21224

Mary Ann Pirog Quarles's comments:

As a longtime resident and taxpayer who lives in Canton, I am opposed to the Redline or any other trains/rails to run along Boston Street. This would not benefit our neighborhood, as residents would not have reason to use it. In fact it would make a congested area only worse. Furthermore, the construction could possibly cause structural damage to our homes, which are very near to Boston Street. Your consideration of these facts is greatly appreciated.

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.

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.

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.

Sent: Sun 1/4/2009 12:46 PM
To: MTA Red Line
Subject: Comments on Red Line

Baltimore Red Line Official AA/DEIS Comment

Hello, I am a resident of Fells Point. I am in full support of the Red Line. We need more mass transit in this city. I have seen how DC has fostered development with Mass Transit and we need that too. I live on S. Bond Street between Fleet and Eastern. I own a car, but I would much rather use mass transit, if it were easily available to me. I support the redline coming through my neighborhood. I understand that it is slated for AliceAnne Street. I think that is fine, but might it not have more impact on Fleet or Eastern Avenues? They are retail streets that would benefit from the extra foot traffic. I lived in Seattle for a few years and they used electric buses that connected to overhead wires. They were great. I also lived in Boston for a few month in the 1980's and I loved their light rail. I also spent a great deal of time in Portland Oregan when I lived in Seattle and I truly appreciated their light rail too.

I want to see the quickest solution possible. I don't think we need to put the light rail under the street in Fells Point or Canton. Maybe downtown. But first, we need the light rail and we can always put it below ground later on if we need to. We need to the quickest and least expensive solution - which I believe is either a lightrail or overhead electrified buses. And, we should not stop at this new red line. We need much more mass transit in all parts of the city and out in to the suburbs.

Thank you for this chance to make my opinion known.

Joel Plitt
511 S. Bond Street, Unit 303
Baltimore MD 21231

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: Thu 1/1/2009 12:45 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Constance Pohl
915 Rolandvue Rd
Towson, MD 21204-6814

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.

Sincerely,

Constance Pohl

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.

MS. MATTIE POLLARD: Hi. My name is Mattie Pollard. M-A-T-T-I-E, P-O-L-L-A-R-D. And I would prefer to use my maiden name, Murphy, M-U-R-P-H-Y. I am a long time resident of Edmondson Village. This is my alma mater, Edmondson High School, graduated 1968. My mom lives 518 North Denison Street. I have family all over the village. I'm against, because I want to know what's going to happen to our community, what's going to happen to our families, the people that live off of Edmondson Avenue? I'm not a speaker. I'm here because I heard about it today, I'm emotionally upset because it's not fair to us, in this village.

You want to convenience everybody from the county going to the city. But what about the people that live here? What about us? We are voters, we are tax payers, we have survived through the worst of times to the best of times. We're still holding on. We've been disregarded, when they tore down Edmondson Village, when the MTA changing the bus routes, which is crap. The prices have gone up, I can remember when I paid cents to ride the bus. I'm paying 3.50, I have a bus pass that I pay 60 dollars for and the service sucks. I don't want to be disconvenienced anymore. I don't want my mom to have to be disconvenienced. She's old, she will not move from her house. Mr. Oaks should know her. Everybody in the village knows my mother. She don't want to be moved. We want to be treated fairly. And I am against the Red Line.

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 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.

Sent: Sun 1/4/2009 11:51 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Daniel Pontious
406 Woodford Rd.
Baltimore, MD 21212-4110

January 4, 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.

I also support the Red Line because it is the first critical step in moving the full Baltimore Regional Rail System Plan forward. I myself live on the Yellow Line corridor, and I am eagerly looking forward to being able to connect my York Road-area community with a rapid transit system that will link me with exciting places here in Baltimore and beyond.

Please move the Red Line forward.

Sincerely,
Daniel Pontious

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 MR. JON POPHAM: Okay, good morning. My
13 name is Jon Popham. It's J-O-N, P-O-P-H-A-M, as in
14 Mary. And I live at 849 West 36th Street, Baltimore,
15 Maryland, 21211. I want to thank you for hearing my
16 thoughts today. I have a few thoughts to share about
17 the proposed Red Line.
18 There is no question in my mind that the
19 City of Baltimore and the surrounding metropolitan area
20 not only need this east-west transit link, but beyond
21 it an extensive rail transit system throughout the
1 entire area like those that can be found in all of our
2 neighbor cities throughout the Northeast Corridor.
3 So let me start by saying it is my firm
4 belief that our concentration in this process should be
5 to build a light rail Red Line which can subsequently
6 be integrated into other lines to be built around the
7 city as the system continues to grow. People, for
8 whatever reason, I count myself among these voices,
9 like rail transit better. The rail will get more new
10 riders onto the system as they'll see it as something
11 new rather than just an upgrade to an already existing
12 bus system. And rail is also faster and affords a
13 quicker loading and unloading of passengers than buses.
14 My focus here is more on sort of the
15 engineering side and the planning side than just an up
16 or down, yes or no, should we do it or not do it. And
17 a big concern that I have is, if we're going to be
18 doing tunneling underneath of downtown and going across
19 the city, from the outset of the planning, the
20 tunneling should be made accessible so that other rail
21 lines can be put into it.
1 So as of right now, we're just talking
2 about one line going across from the west side to the
3 east side. It doesn't necessarily have to be just
4 thinking of it as a solitary Red Line. We could plan
5 out the process where other lines could come up, say,
6 from the southwest of the city, use the same tunnel on
7 the same line across the city, and then veer off into

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 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 is part of the 2002 Regional Rail System Plan and the Red Line is being designed so that the Yellow Line would be able to be accommodated with the current profile of the Red Line. The Yellow Line

8 another direction when it gets over to the east side of
9 the city. So that the expense that we're putting into
10 the tunneling is not just used for one line, but has
11 multiple transfer points downtown which people can go,
12 when you're downtown you'd go up this way, you'd go up
13 that way, you go up the other way. And it can give
14 people more access to different parts of the city.
15 Okay, so we all know that right now we
16 don't have the money to construct a city-wide transit
17 network. But laying the groundwork and the planning
18 for this tunnel will be a crucial step towards
19 comprehensive transit system for the city as it grows
20 in the future. And one example I want to give for this
21 in the time that I have left is the Muni Metro System
1 in San Francisco, or the, they call it the Muni out
2 there. Now, the Muni operates 6 lines, all through the
3 same tunnel, which is burrowed underneath the City of
4 San Francisco in the financial district and it goes
5 underneath Market Street. Then at different points the
6 lines come out of the tunnel and go off to different
7 sections of the city.
8 So, you're getting a bargain, basically, by
9 using that tunnel and then using different lines from
10 it which can be used for the northeast, southeast, east
11 side, northwest, southwest, et cetera. I see I'm
12 almost out of time, so thank you very much for hearing
13 me out today.

would be accommodated at a lower elevation than both the existing Metro tunnel under Baltimore Street and the Red Line under Lombard Street.

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: SHAKINA POWELL Organization:

Address: 3815 STOKES DRIVE

City: BALTO. State: Md Zip Code: 21229

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

If NEED to BE, Put 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.

Sent: Fri 12/12/2008 7:15 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Zack Powers
1 E. Pratt St.
Baltimore, MD, 21202

Zack Powers's comments:

The RED LINE is not needed in the current form. The target riders to There are two alternatives that will provide far greater relief for travel in and thru Baltimore. First, Interstate 70 should be completed to at least downtown, if not completely thru Baltimore to Interstate 95. This would provide a high speed western route into downtown relieving both the West side beltway and interstate 95. Interstae 70 has a large portion of the work already completed. The "highway to nowhere" starting at the AmTRAK tracks to Martin Luther King Boulevard provides several miles of major capital investment waiting to be properly connected. Only a few miles of interstate would need to be build between the current end point of Interstae 70 well inside the beltway. Second, The Metro subway line should be extended East to the White Marsh Mall Route 1 area. This would remove thousands of more cars off Interstate 95. The Bay View Hospital is not a very good location for a transit hub for west bound traffic. First, it would make drivers come 90% of the way into Baltimore before joining a mass transit system. The traveler must still ride from the Beltway to almost the entrance to the Fort McHenry to get to this very congested area. Common sense says you might as well drive the other 10% of the distance and get to work on time versus waiting for the next train. West bound ridership will not be sufficient to support this system and Interstate 95 will receive no traffic relief. Please reconsider the Redline and try these other alternatives which provide reater bang for the buck in traffic relief and citizen mobility.

The continuation of I-70 from its present terminus at Security Boulevard to the Amtrak corridor is not programmed for further development and is not in the region's long range plan. The "highway to nowhere" referenced in the comment is the portion of I-170 that was constructed in the late 1970's as a connection between I-70 and I-95 through West Baltimore and downtown. The I-170 project was stopped by several lawsuits filed by communities that would have been affected by the construction of this interstate. The purpose of the Red Line study is to improve east-west mobility, provide more convenient and reliable transit service, improve transit system connections and offer a quality alternative to the automobile for residents throughout the Baltimore Region.

A rail extension to White Marsh is contained in the Baltimore Region Rail System Plan and Baltimore Region Long Range Plan as a future project.

Sent: Thu 12/11/2008 11:04 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Renee Proctor
1030 Cooks Lane
Baltimore, MD, 21229

Renee Proctor's comments:

I want to say that I attened a hearing in November 2008 and it was sad to see the people against change. I support the redline. I am ready for dhange. I think the redline should be above ground on Cooks Lane. Thank you, Renee Newton Proctor

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 10/8/2008 11:55 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Corey Profit
503 S East Ave
Baltimore, MD, 21224

Corey Profit's comments:

While I appreciate the 4C option as the preferred option due to costs, I believe the 4D option deserves more attention. If the light rail is placed along Boston Street, coming north along Conkling Street I believe this will make it difficult for the citizens of Patterson Park and Highlandtown to use the transportation. The use of a tunnel off of Eastern Avenue could facilitate greater use of the transit system on the east side of the city, while at the same time minimizing the traffic and aesthetic impact on the area. I suggest Option 4D be given more focus, as I feel this is the best, though pricier, solution to our transportation issues through the area.

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.

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: ADRIENNE D. QUEEN Organization:

Address: 1302 McCulloh st

City: Baltimore State: Md. Zip Code: 21202

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

I know that, some may think this is a "good-project" me myself I know that it is not, because there will be alot of rerouting. Not only for the people who feel that, having this as a way of means to travel back and forwards.. I know it's been a long proposal pending!!! We will not benifit as a whole. So there for if and since we all won't benifit. It should not inconvienience our Neighborhood. Think about everybody because people make the world "Go-around" Not a person. Sincerely yours

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 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

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: Andrea Queen Organization:

Address: 418 Howdon ave.

City: Balto State: Md Zip Code: 21229

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

Hello please don't change things. I love this way of traveling. I use public transportation going north/South / East + West. There will be alot of demolition destroying Edmondson Village area. Why not just remodel what is already destroyed.

Thank You
Sincerely
Andrea R. Queen
Dec. 19, 2008

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 10/30/2008 11:15 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Marsha Ramsay's comments:

YES to the Red Line. Baltimore needs it!

Marsha D. Ramsay
6009 Lake Manor Drive
Baltimore, MD 21210

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.

MY CHOICE FOR THE EDMONDSON/ALLENDALE COMMUNITY IS AS STATED BELOW:

✓ NO BUILD ___ IMPROVE CURRENT BUS LINE SYSTEM ___ UNDERGROUND TUNNELING

PLEASE PRINT

Name: Bernadette Randolph Organization blodRwater

Address: 323 Mt. Holly St

City: Baltimore State: MD Zip Code: 21229

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

I don't want the red line Corridor, to come to Edmondson Village section, no time, now or ever, Cause it cause homeowners to loose to much, that we spend a life time to build.

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.

Sent: Mon 11/24/2008 3:17 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Jeff Rayner
1722 Lynch Road
Dundalk, MD, 21222

Jeff Rayner's comments:

If you are going to build it, and I hope you do, please do it right and not how the debacle known as the "light rail" was done. And please make it as secure (if not moreso) as DC's Metro.

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: Sun 11/02/2008 9:15 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Michael Reed
716 Dolphin Street
baltimore, MD, 21217

Michael Reed's comments:

Thank you for allowing community input on this strategic regional transportation opportunity. The redevelopment of the Route 40 corridor needs to be a LIGHT RAIL system Baltimore has to develop this transportation option NOW, because we will not have another opportunity. We must look at the LIGHT RAIL options impact over the next 50 years. If we defer to the other options, we will not have planned for Baltimore's future growth and redevelopment along the West Side of the route. If we assume that the Edmondson Avenue Corridor will see redevelopment over the next 50 years, the 4th option is the only OPTION. If we assume that the West Side corridor will remain underdeveloped then OPTION 1 is best.

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: Milton Rice Organization:

Address: 1040 cooks LANE

City: BALTO State: MD Zip Code: 21219

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

From ALL OF The information I have been given From Property VALUE To inconvienice That is not Good For 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.

Sent: Thu 1/1/2009 9:47 PM
To: MTA Red Line
Subject: DEIS COMMENT
Baltimore Red Line Official AA/DEIS Comment

Darlene Richardson
5524 Silverbell Road
Baltimore, MD, 21206

Darlene Richardson's comments:

I want to know if the red line will extend to the Cedonia Area. The only bus line in this area is the #5 and #6. The #6 is a limited bus line, only running in the am and pm until 6pm. The #5 is a pretty bus route and could use additional modes of transporation.

The Preferred Alternative does not directly serve Cedonia. However, the Cedonia area would be connected to the Red Line via a revised #24 bus route to the Red Line Bayview station.

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: Mrs. Joyce Richardson Organization:

Address: 402 Lyndhurst Street

City: Baltimore State: MD Zip Code: 21229

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

This is Not A comment, I would like to know what is going to happen to the seniors and other persons that own their homes when you start taking property will they get the value of their homes. also how we will be compensate for as New homes.

This Line should be able to go underground. The traffic on the side streets will be very very Bad.

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.

Sent: Thu 12/25/2008 6:52 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Richard Richardson
2645 Maryland Ave
Baltimore, MD, 21218

Richard Richardson's comments:

This project is a long time comming and should go forward really fast the peiople need to stop there birreckering and let it go foward.

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.

MY CHOICE FOR THE EDMONDSON/ALLENDALE COMMUNITY IS AS STATED BELOW:

✓ NO BUILD ____ IMPROVE CURRENT BUS LINE SYSTEM ____ UNDERGROUND TUNNELING

PLEASE PRINT

Name: LeRoy Richburg Organization

Address: 918 mount Holly Street

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

MTA Maryland

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MY CHOICE FOR THE EDMONDSON/ALLENDALE COMMUNITY IS AS STATED BELOW:

X NO BUILD ____ IMPROVE CURRENT BUS LINE SYSTEM ____ UNDERGROUND TUNNELING

PLEASE PRINT

Name: MRS. Ruth Richburg Organization

Address: 918 Mt. Holly St.

City: BALTIMORE State: Md Zip Code: 21229

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

What we need is housing as people will have some where for family's to live

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.

7 MS. ANNA RICKLIN: My name is Anna Ricklin,
8 A-N-N-A, R-I-C-K-L-I-N. I'm a student at the Johns
9 Hopkins Bloomberg School of Public Health. I wanted to
10 comment on how the Red Line and the DEIS address health
11 for people in Baltimore.
12 The WHO, the World Health Organization,
13 defines health as not simply the absence of disease,
14 but an overall state of well-being. Health is
15 influenced by many factors. But the environment plays
16 a crucial role.
17 The transportation system is a huge part of
18 our environment. It influences health in many ways
19 including our air quality, access to services like jobs
20 and health care, and economic development. To
21 prioritize health, we need to prioritize spending
1 towards sustainable modes of transportation rather than
2 building more highways.
3 The Red Line can affect air quality.
4 Emissions from cars and buses cause poor air quality
5 and health problems. So much so that in Baltimore, our
6 air quality does not meet federal standards. For
7 people living in the Red Line corridor, it contributes
8 to and aggravates respiratory problems.
9 With the no-build option, which is not
10 really an option at all, thousands of cars will be
11 added to our already congested streets every year
12 making pollution even worse. Conversely, the Red Line
13 will have the capacity to carry thousands of people per
14 hour, helping people leave cars at home. Moreover,
15 Light Rail specifically is a sustainable resource.
16 Because it uses electricity, it does not contribute to
17 air pollution.
18 The Red Line can improve our quality of
19 life by promoting physical activity through people
20 walking and biking to a train. Therefore, we need to
21 ensure that we have pedestrian and bicycle access to
1 maximize the potential of the Red Line.
2 It's especially important to have
3 accessibility for the elderly and children because they

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.

4 do not have the option to drive cars.
5 All of these things can improve the health
6 and well-being of people living along the Red Line
7 corridor and for the City of Baltimore as a whole.
8 Finally, access. The DEIS does a good job
9 of outlining the need for the Red Line in that there
10 are, in some neighborhoods, up to 70 percent of people
11 that do not have a car. Such households must rely on
12 transit to get around and we all know that the current
13 transit system is not very good and does not serve this
14 population.
15 Everyone deserves to be able to get to
16 health care services, jobs, full-service grocery stores
17 and our city parks. Not only will the Red Line help
18 people get to services, it can bring much needed
19 services into neighborhoods through new development.
20 In other cities, Light Rail has sparked
21 economic development for economically challenged
1 communities. This can help neighborhoods revitalize
2 and begin to provide options, such as grocery stores,
3 to residents in the inner city.
4 In conclusion, I support the Red Line and I
5 support Light Rail specifically because it has been
6 shown that more stable development happens along rails
7 versus bus lines. More people will ride a train and
8 more people will walk further or bike further to access
9 a train station than a bus stop. It's cleaner, quieter
10 and a more modern option for Baltimore. Thank you.

Red Line Corridor Transit Study
AA/DEIS Comment Form

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PLEASE PRINT

Name: GELTIA G. RIOS Organization: RESIDENT

Address: 1207 Wildwood PARKWAY

City: BALTIMORE State: Md. Zip Code: 21229

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

I would not like to see this project take form, I believe it will disrupt traffic and increase crime in our neighborhood.

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. 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.

Red Line Corridor Transit Study
AA/DEIS Comment Form

MTA Maryland

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PLEASE PRINT

Name: Jackie Rippick Organization:

Address: 12 N Smallwood St

City: Balt State: MD Zip Code: 21223

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

please put the light rail 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.

Red Line Corridor Transit Study
AA/DEIS Comment Form

MTA Maryland

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PLEASE PRINT

Name: KEVIN T ROBINSON Organization:

Address: 3930 EDMONDSON AVE

City: BALTO State: MD Zip Code: 21229

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

THERE WILL BE LESS DAMGE TO PEOPLE HOMES AND SAFE FOR EVERY ONE, PUT IT 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.

Red Line Corridor Transit Study
AA/DEIS Comment Form

MTA Maryland

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PLEASE PRINT

Name: Margaret Robinson Organization:

Address: 2213 Gretton Ave

City: Baltimore State: Md Zip Code: 21217

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

The Redline line should be put 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.

Red Line Corridor Transit Study
AA/DEIS Comment Form

MTA Maryland

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PLEASE PRINT

Name: Toya Robinson Organization:

Address: 2210 Allendale Rd.

City: Balto. State: Md Zip Code: 21216

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

Used the Westside Shopping Center please underground Railroad

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

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PLEASE PRINT

Name: KEVIN Robinson Sr Organization:

Address: 914 Mount Holly St

City: Baltimore State: MD Zip Code: 21229

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

Put it Under ground or Cut The Trees drown on Hilton And Run it There

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.

Hilton is not an east-west street and would not provide an alignment to connect residents to jobs within the project corridor.

6 MR. DANIEL ROSEN: My name is Daniel Rosen,
7 D-A-N-I-E-L, Rosen, R-O-S-E-N. I live in Academy
8 Heights in Catonsville in between Route 40 and
9 Edmondson Avenue, inside the Beltway and west of the
10 city line.
11 I think my favorite preference for the
12 corridor is to have light rail, especially options 4B,
13 or 4C. I prefer the route that goes across the front
14 of Security Square Mall and in back of the Social
15 Security building. I want that particular route.
16 That's all I have say except I want to
17 thank you very much for this process that you've run
18 and for making it so public and so participatory. I
19 know some people always complain about the way things
20 are done with transit but I'm reading a book now on
21 Robert Moses, the power broker, and if people think

1 that government doesn't listen to what they want these
2 days, they should be familiar with the bad old days.
3 So, I'd like to thank you with the way
4 you've run this public process.

Daniel Rosen's comments are located under IDs 603 and 604; 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.

This comment speaks positively of the MTA in terms of their public involvement program and to the positive aspects of light rail for communities. As such, there is no direct response provided. Comments are duly noted.

RED LINE Corridor Transit Study

Red Line Corridor Transit Study
AA/DEIS Comment Form

RECEIVED NOV 19 2008 MTA Maryland PROJECT DIRECTOR

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: Daniel Rosen Organization: Self (Academy)

Address: 321 Greenlow Road

City: Baltimore State: MD Zip Code: 21228

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

I'm sitting here at the 11/13 hearing, listening to MTA staff being called, more or less, liars, thieves, and racists. It's a shame that public servants are being handled so cavalierly. I've been to many meetings, yet speakers here act as if the process has been a secret conspiracy. MTA's outreach has done everything but knock on doors and drag citizens to the hearings.

None of the opponents has talked about using transit. They are against it, period. They are condemning their fellow citizens and their neighborhoods to a 50-year-old model of auto dependency that will severely narrow their future economic opportunities. They talk about the need for revitalizing Edmondson Avenue, but don't understand that the light rail is an economic development tool. The Prosperity Fairy will not drive to west Baltimore; she will be riding light rail.

The effects of construction, though unpleasant, are temporary. The decline of the area, because of a maladapted drive everywhere mindset, will be permanent.

3 MR. BEN ROSENBERG: Ben Rosenberg, B-E-N
4 R-O-S-E-N-B-E-R-G.
5 Thank you. I live in Canton and North
6 Shore which is the first residential community
7 beginning at Aliceanna Street and going east. There's
8 North Shore, there's the Anchorage, there's the
9 Moorings, there's the Shipyard, there's Tindeco Wharf,
10 and Canton Cove all the way up to Kenwood Avenue.
11 Virtually the entire south side of Boston
12 Street today, is new and upscale residential
13 development. Anybody in his right mind who was going
14 to design any kind of a transit system that was going
15 to go from Downtown Baltimore to the Bayview campus of
16 Hopkins would not do a loop that ran all the way down
17 Boston Street and then back north to get to the Bayview
18 campus.
19 If you're going to do it, as my mother
20 taught me many, many years ago, do it right. If you
21 can't do it right, and it's obvious to anybody looking

1 at this thing fresh with a rational perspective, you
2 wouldn't do the way Alternative 4C is designed to go.
3 What you will do is you will destroy
4 millions of dollars of new investment in Baltimore City
5 and you will discourage, again anybody thinking
6 rationally, from putting more money into Baltimore
7 City. Trying to bring people back into the city, which
8 is what the south side of Boston Street has done, for
9 the foreseeable future. Thank you very much.

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.

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.

11 MS. MICHELLE ROSENBERG: Hi. I'm Michelle
12 Rosenberg. That's M-I-C-H-E-L-L-E, R-O-S-E-N-B-E-R-G.
13 I live at 5007 West Forest Park Avenue, Baltimore City.
14 Approximately 40 years ago I attended a transportation
15 hearing on the east-west expressway. On the night of
16 the hearing, a man doing his civic duty and planning to
17 testify was murdered outside of the building. This
18 planned highway would have reeked damage on Leakin
19 Park.
20 Thankfully, it was never completed, because
21 citizens realized that there was something inherently
1 wrong with the plans.
2 Once again, we have a similar situation
3 where something is the matter with the detail plans
4 being presented. Many transportation advocates
5 including myself are disappointed that all of the
6 reasonable choices, which include heavy rail, were not
7 studied.
8 However, I am not going to speak on this
9 issue but will deal primarily with how the current
10 plans for building the Red Line will affect Leakin Park
11 and several other parks as well as various waterways,
12 including the Dead Run.
13 Specific items which relate to the above
14 include the effect of a storage maintenance facility as
15 well as mitigation procedures, the effect of impervious
16 surfaces due to construction of additional parking
17 spaces, the effect of channelization on existing
18 streams, and traffic patterns due to detours during
19 construction.
20 I plan to send you more detailed written
21 testimony because there are more issues to discuss than
1 three minutes allow. In the booklet on the Red Line
2 hearings prepared by the Mass Transit Administration,
3 one of the corridor transit project goals and
4 objectives is to address air quality issues and
5 environmental stewardship. I don't think this issue
6 has been addressed properly and where it has been
7 addressed, the conclusions are different from my own.

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.

8 All of the choices, with the exception of
9 the No-Build Alternative include construction at the
10 I-70 Park & Ride lot, which abuts onto Leakin Park. In
11 all of the meetings which I've attended, and there have
12 been many, I have been told that no park land will be
13 taken. Despite this, the DEIS indicates park land will
14 be taken.
15 I'm also concerned about the construction
16 of wetlands and forests, even if it is only minimal
17 according to your estimates. Under Alternates 3 and 4,
18 all options along I-70 would impact.01 acres of
19 wetland. The option along Security Boulevard would
20 impact.03 acres. Under Alternatives 3 and 4, the
21 options that include dedicated transit lanes on the
1 south side of Security Boulevard would impact 89 linear
2 feet of stream.
3 The option that includes dedicated transit
4 in the north side of I-70 would impact 261 linear feet
5 of stream. Alternate would impact 2 acres of forest
6 and affect 5 significant trees, while Alternate 4 would
7 have the greatest impact with 7.22 acres of forest and
8 6 significant trees being disturbed. This is
9 unacceptable.
10 Additional parking would be provided at the
11 I-70 Park & Ride lot. It is anticipated that this lot
12 will contain approximately 500 to 600 spaces initially
13 with expansion available if needed over time to meet
14 demand. All this would be in an area of heavily
15 impacted urban watershed, which the city and county has
16 spent millions trying to stabilize. Okay. Well, I
17 have two more pages but I'll give it...
18 MS. LESLIE SALGADO: We appreciate your
19 participation.
20 Thank you.
21 MS. MICHELLE ROSENBERG: Thank you.

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.

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 FEIS addresses all impacts of the Preferred Alterantive relative to the resources and issues raised by the subject comments. Parkland, water quality, wetlands, forests, and other natural resource impacts are addressed in Chapter 5 of the FEIS. The Preferred Alternative would not impact Leakin Park.

Environmental stewardship will be considered as the project moves forward into preliminary engineering.

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: Olive Russell Organization: Greater West Hills Comm

Address: 812 Cooks Lane

City: Baltimore ~~MD~~ State: MD Zip Code: 21229

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

(1) I have invested my life's earning in this property.
(2) I've worked hard to maintain it.
(3) Defacing the small strip of land we have is putting a blight on our commu
(4) The work may cause structural damage to the walls of the houses.
(5) Such work will lower the value of the houses.
(6) Will we be properly compensated?
(7) There are alternatives, why not use other optio
(8) Do you not care about people who have invested so much in their homes?
(9) I'm at the age where I will not be able to relocate to somewhere comparable to my home in Cooks Lane.

Thanks for your kind consideration of ordinary people struggling to accomplish something.

The Preferred Alternative includes a tunnel under Cooks Lane. No property acquisitions would be required.

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.

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 will not require any involuntary residential property displacements.

14 MR. ED RUTKOWSKI: Thank you. It's E-D
15 R-U-T-K-O-W-S-K-I.
16 COURT REPORTER: Thank you.
17 MR. ED RUTKOWSKI: And I'm the Executive
18 Director of the Patterson Park Public Charter School
19 and 12 years as Executive Director of the Patterson
20 Park Community Development Corporation north of
21 Patterson Park which is obviously left off here.
1 I also live on Boston Street, so this would
2 be a great thing. 4C would be great for me because we
3 could get rid of a car. Before I start knocking it, I
4 want to say that I'm only talking about the east side.
5 I'm not talking about the west side.
6 First off, what it looks like is 4C is a
7 great thing for relatively wealthy white people. It's
8 only really going to increase traffic on Boston Street
9 because the trains are going to get in the way or
10 they're going to have to do things that will make it
11 difficult to use.
12 And so that overall what this looks like
13 when we're talking about Light Rail is something that
14 is going to make Baltimore seem modern but may have
15 absolutely nothing to do with good mass and rapid
16 transit.
17 So then the question becomes, well what's
18 better? My starting point is the most important thing
19 about any of these options is the tunnel under
20 downtown. That's how you make these things faster. If
21 you can get through downtown from Central Avenue to
1 Martin Luther King Boulevard, that's where the time
2 saving is.
3 The second thing is, and again at least on
4 the east side, you don't have any north-south traffic
5 that you can't preempt. And you can preempt surface
6 traffic on the east side so that you can really have an
7 efficient, fast, bus, rapid transit system on the east
8 side.
9 So I'm going to give mine a name because we
10 don't have one for it. It's 3C «. So I'm voting for

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.

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.

11 3C «. And what that is, is the tunnel comes out of
12 Central Avenue and you've got three different bus
13 routes. One can come down Aliceanna and Boston. One
14 can come across Eastern Avenue and one can go north of
15 the park.
16 And now all of a sudden, think about it a
17 minute and about what that's done. You've given people
18 a lot more options. You got a super fast system
19 because of the tunnel and the preemption. You've saved
20 500 million in cost because you don't have to build the
21 longer tunnel and you're serving three times as many
1 people as what's been proposed.
2 So it seems to me that, I don't know why
3 that wasn't investigated because I've been talking
4 about this for years, but maybe not to the right people
5 or maybe it's not really a good idea. But on the other
6 hand, think about a half a billion dollars, three times
7 as many people, that serves all kinds of people not
8 just relatively well-to-do white people. Thank you.

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 recommendation of the commenter is to select an alternative to Alternative 3C in the AA/DEIS, but with the tunnel portal for BRT at Central Avenue as opposed to Aliceanna and Boston Streets. 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: Wed 12/10/2008 2:09 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Meredith Ruxton
2515 Boston St, 1001
Baltimore, MD, 21224

Meredith Ruxton's comments:

As a current resident and property owner on Boston St., I am NOT in favor of building a Red Line light rail track in the neighborhood. One of the proposed stops on the map looks to be directly in front of my building, and I am STRONGLY opposed to this for many reasons. First, the noise and danger associated with construction outside of my front door to lay tracks and build a station is completely unacceptable to me as a tax-paying city resident. I do not want to have to worry about being hit by a falling beam when I take my dog for a walk. Second, post-construction, the noise of the trains and the people waiting for the trains would be a constant nuisance. It would likely detract potential renters/buyers when my fiance and I decide to move out (which we absolutely would do if this line is built), therefore driving down the property value of our condo. The Boston St. corridor is an upscale neighborhood attracting higher-income buyers; they are unlikely to be interested in spending $300,000 for a one bedroom condo with a train station right in front when there are other water-front condominiums in the city without the train nuisance. At best, it may attract a small group of buyers interested in actually using the train to commute to work. Third, it would add additional pedestrian hazards to an already dangerous street. There is a steady stream of pedestrians in the area, and if the tracks are built, every time that someone crosses the street they would need to worry not only about the traffic, but also about whether a train is coming. And, it could be difficult to

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.

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.

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 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.

see whether a car is coming if there are large trains blocking the view. Fourth, it would add even more traffic to a highly congested street. It is presently very hard to make even a r ight-hand turn out of the building garage onto Boston St. during morning or evening rush hours. Fifth, I am concerned about the potential crime that would be brought into the community via the light rail. I have witnessed first hand several fights on the trains as well as riders carrying handguns. I have also seen numerous media reports of crime incidents at light rail stations. I do not want the train to increase crime in the neighborhood. I would be in favor of a Red Line that was located underground and not on Boston St. I would also be in favor of the bus rapid transit proposal. But I am not in favor of any above ground train tracks and/or light rail stops along Boston St. Based on the views of others in my building, I have a feeling that among other Boston St. residents I am not alone in my opposition, and it is my opinion that the views of the taxpaying residents along the proposed line should be of the utmost importance when making the final decision. I do hope that the MTA and Baltimore City consider the negative impacts that this train could have. In addition to those listed above, many current residents (like me) would probably consider moving out of the city. Thank you for taking my views into consideration.

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:

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- 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
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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

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. 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.

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: Thu 10/2/2008 11:12 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

BRIAN RYDER
215 GRUNDY ST
BALTIMORE, MD, 21224

BRIAN RYDER's comments:

I live on the eastern end of the study area, so I'll comment on that segment. I believe southeast Baltimore would be best served if the Red Line is routed along Eastern/Fleet on one-way pairs (if BRT is selected) or under Eastern Ave (if LRT is selected). The established Boston Street corridor could easily be served by a connector bus using Conkling/Boston/Chester Street combo. It would be a shame to tear up Boston Street, which is a nice boulevard along the water (no riders in the water). The Eastern Avenue corridor simply needs better transportation options. Ideally the Red Line as Light Rail would be tunneled from Haven Street to Downtown because surface Light Rail through southeast will not work on residential streets (Fleet and parts of Eastern). If the Red Line is put under Eastern Avenue; Fleet and Aliceanna Streets could be made into one-way pairs from Central Avenue to Boston Street to offer drivers a benefit of the project. This should be done to relieve traffic during rail construction along Eastern Avenue. If Light Rail is not feasible, a BRT set up along Eastern and Fleet one-way pairs from Central to Haven could work well. Thank you for your time.

Brian Ryder's comments are located under IDs 610 and 611; the responses to his comments are combined below.

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 m million, in year of expenditure dollars.

Eastern-Fleet surface LRT Option: Three surface options were considered in the 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.

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.

Aerial alignments were not included in the AA/DEIS other than at select locations to cross over I-695 and I-895. Both surface and tunnel alternatives were studied as part of the DEIS in downtown Baltimore. Aerial structures downtown would have significant visual impacts.

Sent: Fri 12/12/2008 9:49 AM
To: MTA Red Line
Subject: DEIS COMMENT
Baltimore Red Line Official AA/DEIS Comment

BRIAN RYDER
215 GRUNDY ST
BALTIMORE, MD, 21224

BRIAN RYDER's comments:

Has there been any consideration to more aerial alignments for the Red Line? An aerial structure along Lombard Street in downtown, done properly, could work well. Elevated trains work in downtowns, especially for Lombard Street because let's face it; it has little character as is. Parking garages and buildings that turn there back on Lombard wouldn't care. The stations could even be integrated with some of the largest and busiest buildings. That way the MTA could include more tunneling through residential sections of Edmonson Ave/West Baltimore and Eastern Avenue/Highlandtown (which is a better alignment then Boston Street). Thank you for your time, Brian

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

Baltimore Red Line Official AA/DEIS Comment

Chris Ryer
3700 Eastern Ave
Baltimore, MD 21224-4207

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.

We are especially interested in maximising the impact of a new transit line on the Highlandtown/Greektown/ Bayview area. We believe that the Red Line is essential to the success of our communities transition from a manufacturing based economy to a knowledge b ased economy. We also work closely with a number of moderate income immigrant households who work in the service economy, and we believe that their ticket to home ownership and a stable family life is greatly harmed by the high costs of owning an automobile. A new transit line will help these households towards the path of economic self-sufficiency.

We are also excited about the potential connection between the Red Line and the regional Amtrack and Marc rail lines at Bayview. This will provide access to high quality jobs throughout the Baltimore/Washington area for our residents.

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 working with a Station Area Advisory Committee and other stakeholders to optimize the benefit of the Highlandtown/Greektown Station. A new MARC Station at Johns Hopkins Bayview Medical Center is under consideration by the MTA and would directly link to the Red Line.

ID 612: Ryer, Chris

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,
Chris Ryer

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: Maurice Sanders Organization:

Address: 1216 Blackfriars Rd

City: Catonsville State: MD Zip Code: 21228

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

Do not build on top put underground please

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: Mon 12/15/2008 1:10 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Tomoko Sano
403 E. Fort Ave.
Baltimore, MD, 21230

Tomoko Sano's comments:

I'm sure I've submitted by comments already but I wanted to submit again the importance of getting the Red Line. We need a rail system like what is proposed DESPERATELY. If Baltimore is to grow, to attract visitors and residents, a real lightrail/subway/mixed rail system is imperative. The Red line is also needed to hopefully spur the growth of other rail lines/Marc stations for better and cleaner transportation. Road conjestion within the city and on highways are only going to get worse. Baltimore needs the Red Line to happen. 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.

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: Colette Savage Organization

Address: 4000 Cranston Avenue

City: Baltimore State: MD Zip Code: 21229

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

I Do not wish to have this redline Come into the area. It will bring about many other problems such as the digging will surface more rats a problem we cant seem to Control now. Who wants to look out their front window or door to see a train in mid air. The whistle of the train will be distrubing. This redline will be a huge interuption 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.

The Preferred Alternative does not include an aerial facility along Edmonson Avenue. It is an at-grade surface facility.

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

Sent: Fri 11/07/2008 12:41 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Sarah Schneider-Firestone
7401 Hickory Log Circle
Columbia, MD, 21045

Sarah Schneider-Firestone's comments:

As a Maryland resident and tax payer, I fully support the use of Maryland state and local jurisdiction tax dollars to fund this project. This public transportation project should be a priority for the state to build. The need for transportation connecting the areas this route will impact is critical NOW. I can only imagine how much it will be needed by the time the route can be completed in 2016. I commute from Columbia to downtown Baltimore everyday for work and school. I can't emphasise enough how much public transportation is needed to connect Columbia with Baltimore as well as the need for better rail transportation within the city. PLEASE MAKE THIS TRANSPORTATION INIATIVE A PRIORITY FOR MARYLAND!!!!

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

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PLEASE PRINT

Name: HARVEY SCHWARTZ Organization: NONE

Address: 3301 Abell Avenue

City: BALTIMORE State: MD. Zip Code: 21218

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

Think using existing Metro tunnels down town makes economic sense.
Surface alignment along Edmondson Avenue may turn off potential riders because of perceived depressing and dangerous atmosphere, visually.
May be better to follow an existing railroad right of way or skirt the edge of Leakin Park

The MTA investigated the shared use of the Red Line with the existing Metro tunnel downtown. The conclusions from this study found that the existing Metro underground platforms and clearances are not compatible with light rail and would require substantial modifications to the existing tunnel. These modifications would affect the operations of the Metro and Red Line, and would not result in significant cost savings.

12 MR. BEN SCULLY: My name is Ben Scully.
13 That's B-E-N, S-C-U-L-L-Y. I don't have a big speech.
14 I just wanted to lend my voice of enthusiasm because I
15 am very excited about the project. I'm particular
16 excited, I am in support of the Light Rail option
17 because I think it will make the whole system that
18 already exists, the Light Rail system which is very
19 limited, much more useful. I think it will help the
20 east/west, but also the usefulness of the north/south
21 line.
1 I'm very excited. I look forward to it
2 happening. 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.

Sent: Wed 11/26/2008 12:03 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Winston Seetoo
2106 Mt Royal Terr
Baltimore, MD 21217-4848

November 26, 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,

Winston Seetoo

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 11/18/2008 9:59 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Harry Seidman
203 Berry Vine Dr
Owings Mills, MD, 21117

Harry Seidman's comments:

I, along with my family, strongly support Light Rail as the preferred option for the Red Line. Specifically, the Light Rail option 4C (Downtown tunnel/Cooks Ln tunnel) as endorsed by the GBC. The Red Line is a legacy project that we only get 1 shot at - we need to built it right! The existing light rail line is a failure for several reasons, but its biggest deficiency is remaining on the surface downtown. Similarly, the existing Metro Subway is outstanding in that it's faster and cheaper than driving, but it doesn't get people where they need to go. The Red Line needs to be both a self-contained success and a mechanism for uniting the disparate pieces of the Baltimore transit system. Heavy emphasis needs to be put on direct connections to existing light rail and Metro (not walking severa l blocks on the street). Speed and community integration should also be critical elements of design, meaning the Red Line must remain underground through Downtown/ Fells Pt/ Harbor East. To recap, I strongly support Light Rail Option 4C as the preferred 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.

The Preferred Alternative would provide a direct connection to MARC, the Central Light Rail Line, Metro, and be serviced by the local bus network. The Preferred Alternative includes an underground pedestrian tunnel underneath Light Street to provide a direct connection to the Charles Street Metro Station located underneath Baltimore Street. The University Center/Baltimore Street Central Light Rail Station on Howard Street is proximate to the proposed Red Line Howard Street Station entrance and may be shifted toward Lombard Street.

Sent: Mon 12/29/2008 12:43 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Gary Sever
1106 W. 43rd Street
Baltimore, MD, 21211

Gary Sever's comments:

I strongly support the proposed alignment of the Red Line which goes from the Social Security complex, through west Baltimore\;, under downtown; through Fells Pt. & Canton; and terminating at Bayview Hospital. Furthermore, I support the LRT option with a tunnel under downtown, as I believe this will attract the greatest ridership from a wider range of demographics. It will also improve the safety of the city by allowing improved MTA access to areas of nightlife (assuming service is available at appropriate times of day).

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

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: Barbara Seward Organization: Edmondson

Address: 746 Edgewood St

City: Baltimore State: Md Zip Code: 21229

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

I am against Red Line. You do not care the community. It's all about the money. You are taking peoples homes at a low value price. How dare insult the people of the community. I will all I can to inform my Community of the negative in back of this project. My President states, We need a change yes but not at the cost of our people home and our children. No African American will employed for us. All Spanish and white will profit. I will fight against this project. She lies Dixon will give hell every day I will call and complaint. She do not speak for the people. MTA you have She lies Dixon in your pocket but we the Community will fight against. When we need to vote She lies Dixon will address this we will.

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.

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.

Sent: Wed 11/12/2008 11:30 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Anika Shaffer
23 Hillside Avenue
Cockeysville, MD, 21030

Anika Shaffer's comments:

I believe the city of Baltimore as a whole will greatly benefit from the red line. I encourage the MTA to heighten security and ticket checks for maximum participation and financial gain. This will also reduce our carbon footprint and help us, as a city, to BMORE Green! Thank you for your consideration! I am a current commuter and am happy to assist if volunteers are 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 AA/DEIS Comment

Cynthia Shaw

724 Lyndhurst Street
Baltimore, Maryland 21229
410-566-1342

I wish to submit the following comments on this project:

I am a 30-years resident and homeowner in the Lyndhurst community of Edmondson Village. I am a community activist with the Lyndhurst Community Association, Inc.; and Acting Director of the Healthy Neighborhoods Edmondson Village Collaborative.

Since the Red Line Alternative 4C has been endorsed by Mayor Sheila Dixon and the business community of Baltimore City and County, this means a tunneled Cooks Lane changing to a surface light rail traveling east down the median of (US 40) Edmondson Avenue with two vehicular lanes; and continuing the proposed route to Johns Hopkins Bayview.

An impact of the surface light rail down Edmondson Avenue is no left turn movements, stated in AA/DEIS. This is a major concern for the residents of Edmondson Village, especially how it will affect the response time and route of our emergency vehicles, such as, the fire department, ambulance, and police.

Our community is requesting that further study be made with consultation of staff from Baltimore City Fire Dept., and Police Dept. , before any final decisions are made on the "No left turn movements" proposed for Edmondson Avenue.

I have talked with Alfred Foxx, Department of Transportation, City of Baltimore, to address these concerns about how will our emergency vehicles efficiently respond to the residents living in the Edmondson Village corridor of the Red Line.

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.

MTA has been coordinating with emergency service providers to ensure the design of the proposed project allows access for these services. The MTA is committed to continuing to work with emergency service providers to minimize the effect on response times. During construction emergency access for fire trucks and ambulances would be provided at all times.

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: T.L. Shaw Organization: N/A

Address: 1413 N. Rolling Rd

City: Baltimore State: MD Zip Code: 21227-3

I/We wish to submit the following comments on this project: Our feeling is that Alternative #1 should be the appropriate selection. However, should the project go forward, only Alternative #2 should be considered. Our reasoning for this are:

1. In today's environment, the costs for this project seems to be unwarranted when funds are somewhat tight to say the least. It would seems these funds could be better used elsewhere or not at all.

2. We are concerned with the crime that seems to follow these lines as is evident with those incidents that have occurred on the North/South routes. While there are presently buses running out to this area, these proposals would expand the area the people would have access broadening vulnerability to folks wanting to breaking into homes not previously accessable, and

3. Finally, we don't need further traffic or modifications to the traffic flow to our neighborhood streets. Rolling Road has gone numerous changes in the 32 years that we have lived on it. WE DON'T NEED MORE!!

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.

Alternative 2, TSM, was not selected because it would not meet the project purpose and need as effectively as the Preferred 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. 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.

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.

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10 MR. CHARLES H. SHEPPARD, SR.: My first
11 name is Charles H. Sheppard, Sr. C-H-A-R-L-E-S, H.
12 Sheppard, S-H-E-P-P-A-R-D, Sr. Address 5406 Lewellen,
13 that's L-E-W-E-L-L-E-N, Avenue, Baltimore, Maryland,
14 21207.
15 I have reviewed the information on the
16 proposed Red Line and my personal opinion is I think
17 the light rail is the best option to go with.
18 (Whereupon, the private testimony was
19 concluded.)

Charles H. Sheppard, Sr.'s comments are located under IDs 626 and 627; 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.

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: Thu 1/1/2009 1:56 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

charles sheppard sr
5406 lewellen ave
baltimore, MD, 21207

charles sheppard sr's comments:

I think that the altenate plan 4d should be implemented instead of plan 4c I know this plan would include more tunneling but I think about the traffic lights along Edmonson ave would slow the light rail down considerabley , furthermore I don't think that there is that much tunneling from cooks lane to calverton rd, but either plan needs to be started as soon as possible we need this red line for baltimore to have a variable mass transit system .

Alternative 4D has a significantly higher capital cost than the Preferred Alternative, lower cost effectiveness, and would not provide commensurate benefits.

Sent: Mon 1/5/2009 9:25 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Sophie Sheridan
4908 Crowson ave.
Baltimore, MD, 21212

Sophie Sheridan's comments:

This is very important to me because I rely on public transportation to get to school every day. A subway line would make it a lot easier to get around.

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 11/12/2008 3:11 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

larry silverstein
union Box Company

1820 Lancaster Street
baltiomre, MD, 21231

larry silverstein's comments:

I support a Red Line Tunnel under either Fleet or Eastern. I believe the damage to the Historic District with an ALiceanna route would be severe to the integrity of the neighborhood.

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

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 Simmons Organization:

Address: 2515 Boston ST #1107

City: Baltimore State: MD Zip Code: 21224

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

The Red Line is a great idea, but what about the traffic situation on Boston St.? For the residences on Boston St. getting across the street is a challenge at best. What will happen with tracks ??? Please place it on Eastern or below Boston St. We the people of Canton, who pay some of the highest taxes in the city, will live with the noise and congestion, while most of the people who will be using the line pay the lowest taxes in the City. Just doesn't seem equitable.

RECEIVED DEC 15 2008 OFFICE OF PLANNING PROJECT 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:

- 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.

Sent: Sat 1/3/2009 6:57 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Dhirendra Sinha
Baltimore City Dept. of Transportation

3510 Lower Mill Court
Ellicott City, MD, 21043

Dhirendra Sinha's comments:

The red line connection will help in daily commute as well as it will cover the tourist attractions like Inner Harbor, Fells Point and also during sporting events will provide easy commute to stadium. Red line will also be very important in connecting to the leading medical centers like Johns Hopkins, University of Maryland Medical center. Transit system plays a major role in development of any city therefore providing connection to these major attractions and needs will help in developing Baltimore as a major city parallel to Washington DC / New York City.

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: Sat 1/3/2009 4:36 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Minnie Slaughter
6010 Woodcrest Ave
Baltimore, MD 21209-4009

January 3, 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,

Minnie Slaughter

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: Wed 12/31/2008 12:35 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Sharon Slevin
2315-4 Boston Street
Baltimore, MD, 21224

Sharon Slevin's comments:

I am opposed to the Red Line Proposal 4-C that would route the red line along Boston Street. As a homeowner who lives near the corner of Aliceanne and Boston Streets and as a local realtor, I have many concerns. In addition to concerns about increases in traffic, noise and pedestrians, limits to parking and a decline in property values, we already have enough issues with crime. It doesn't make economic sense to run the red line down a street that is not wide enough to handle a transportation line. It also doesn't present enough commercial opportunies for the riders and takes them in an indirect and more expensive route to Bay View Hospital. Eastern Aveneue is much more direct and has fewer high-end residential properties that would sugffer as a result of routing the red line in that direction.Many small businesses would benefit from the increae in pedestrian traffic along Eastern Ave and access to Patterson park would be improved.
Sincerely, Sharon Slevin

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:

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- 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:

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- 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.

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 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 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 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.

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 m million, in year of expenditure dollars.

Eastern-Fleet surface LRT Option: Three surface options were considered in the 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.

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: Calvin Smallwood Organization:

Address: 1302 McCullah St

City: Balto State: Md Zip Code: 21217

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

That the red line should be undergroun because it affects the homes of the people that live in the neighborhood and the origin plan was for it to go underground. To me that should be more better for all concern

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: NATALIE SMALLWOOD Organization:

Address: 503 CARLEEN Rd.

City: BALTIMORE State: Md. Zip Code: 21229

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

REDLINE WOULD BE BETTER 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.

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: Sydney J Smallwood Organization:

Address: 410 W Franklin St APT 2C

City: Baltimore State: MD Zip Code: 21201

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

Putting the Red line in our city could be a good thing but not at the cost of others loosing what they worked so hard to obtained, their homes. Please find another way to bring it to our growing beautiful 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.

3 MS. KIRIN SMITH: My name is Kirin Smith,
4 and it's spelt K-I-R-I-N, last name Smith, address 2419
5 West Lanvale Street, 21216. I was not going to speak
6 today, I actually came to listen because I was curious
7 what my fellow community people feel about this
8 project. I come from it from a slightly different
9 background than many people. I am an engineer, that's
10 what I do for a living and so I understand a lot of the
11 technical aspects that I know a lot of people have a
12 little difficult time understanding and it can be
13 intimidating.
14 But I'm also a resident in the community.
15 I live in Evergreen and in terms of what brought me to
16 this neighborhood, I am not a native Baltimorean, I am
17 originally from New York, I've lived all over the East
18 Coast pretty much and what drew me here are two things.
19 Number one was my family. My family has
20 been here for over 50 years and I remember coming to
21 visit and spending time with them and they talk about
1 how the community used to be and how they are so
2 discouraged by what it is now and how their children
3 and grandchildren don't even want to stay in the
4 community and they move out. And so that was part of
5 the reason that I considered moving back here.
6 And then also, the second thing is because
7 of my technical background, I recognize that there is
8 an opportunity here, given the existing infrastructure
9 that's already here with Route 40, with the MARC train,
10 with the bus system, everything that's already here and
11 this community has a lot of things that other
12 communities don't have and I think that that's kind of
13 what the people who have spoken earlier against the
14 project are fearful of. They're fearful of losing what
15 they already have and I would encourage the MTA and the
16 city to really, really take a concerted effort to
17 address those particular concerns and I think that once
18 people realize that that is being taken into
19 consideration that they will recognize that, this

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 has implemented an active Public Involvement program to work with local communities. This plan has included over 17 Station Area Advisory Committees, corridor-wide open houses, presentations at community meetings, meetings with stakeholders, project newsletters, and the project website.

20 community here, and I'm talking about Edmondson
21 Village, I'm talking about up and down the Edmondson
1 Avenue Corridor, has a lot of potential.
2 But we can't allow our fears to get in the
3 way of really coming together, people have spoken about
4 community groups, really organizing to make sure that
5 your community gets what it needs, but not at the
6 expense of the project. Cause one of the things that I
7 think many of us want to see in all of our
8 neighborhoods, no matter where we live, is that it's a
9 quality of life, we come home, we feel safe, we can get
10 what we need in our communities, there are jobs, we
11 don't have to travel two and three hours to make a
12 decent income. And so I think we can agree on those
13 kind of things but we can't lose sight of the fact that
14 in order for that to happen there has to be investment.
15 And that investment comes from people who have money.
16 If we could all scrap up and do it ourselves, we would,
17 but the reality is we have to work together.
18 And so my message to the communities are,
19 is basically, we have to work together, it's our
20 responsibility to ensure that we get what we want, but
21 we also have to continue to demand that this dialogue
1 with the city, with the MTA, with MDOT continues so
2 that this can really be something that can lay the
3 groundwork for making sure that children,
4 grandchildren, great-grandchildren want to stay here
5 and really reap the benefits of what this community has
6 to offer. I would hate to see it go to waste.
7 And really quickly, when I bought my home I
8 found out that it was in that family for four
9 generations and they left because they couldn't get the
10 amenities and services that they needed and I would
11 hate to see that to keep happening. Thank you.

Sent: Fri 1/2/2009 9:16 AM
To: MTA Red Line
Subject: DEIS Comment

Baltimore Red Line Official AA/DEIS Comment

Shannon Snow
1103 W. 40th Street
Baltimore, MD 21211-1749

January 2, 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,

Shannon Snow

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: Sat 12/27/2008 9:13 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Tanya Sohn
315 Westowne Rd.
Baltimore , MD, 21229

Tanya Sohn's comments:

Improving access to transportation in and around Baltimore is an essential step toward increased well-being of our city. If the red line is constructed in such a way as to allow and encourage use by citizens of all income levels and backgrounds, and if the building process is done with true consideration for the environment and the citizens, then I think it is high time we move beyond our aging and inefficient bus system to a more modern way of getting folks from point A to point B.

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 10:54 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Julie Solomon
2132 E. Baltimore St.
Baltimore, MD 21231-2041

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,

Julie Solomon

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.

1

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: Samuel Spencer Organization ____

Address: 129 N. Monastery ave

City: Balti. State: md Zip Code: 21229

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

it will upset my travelling to visit my church and family that lives near and the city also my going to the Doctor and Va Hospital

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.

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.

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: JONATHAN ST. THOMAS Organization: BALTO. RESIDE

Address: 833 WEST PRATT ST. APT. 707

City: BALTIMORE State: MD Zip Code: 21201-10

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

MUCH OR ALL OF THE PROPOSED EAST-WEST BALTIMORE RED LINE SHOULD BE BUILT UNDERGROUND. MTA-MARYLAND SHOULD HAVE SPREAD THE NEWS OF THE PROPOSE RED LINE, THE PROPOSED PURPLE LINE) OF MONTGOMERY-PRINCE GEORGES COUNTIES AND THE OTHER PROPOSED RAPID LINES IN THE STATE OF MARYLAND VIA TALK-RADIO. THANK YOU.

Jonathan St. Thomas' comments are located under IDs 642, 643, 644, and 645; 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.

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.

11/15 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: JONATHAN B. ST. THOMAS Organization: PRIVATE CITIZEN

Address: 833 WEST PRATT ST. APARTMENT 707

City: BALTIMORE State: MD Zip Code: 21201-1098

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

HERE'S MY TAKE ON HOW THE PROPOSED BALTIMORE RED LINE SHOULD BE BUILT. STARTING AT THE JOHN HOPKINS-BAYVIEW MEDICAL CAMPUS TO THE INSECTION OF HIGHLANDTOWN AT EASTERN AVE SHOULD BE BUILT ABOVE GROUND BUT FROM THAT POINT GOING WESTWARD TO POPPLETON OR FREMONT SHOULD BE BUILT UNDER-GROUND BECAUSE RAPID PROJECTS, LIGHT RAIL OR BUS RAPID TRANSIT, SHOULD NOT SHARE THE SAME LANES WITH CARS AND TRUCKS. THE POPPLETON-FREMONT AVE TO ROSEMONT PART CAN BE BUILT ABOVE GROUND AS LONG IT DOES NOT SHARE LANES WITH CARS AND TRUCKS. FROM ROSEMONT TO I-70 EAST PARK & RIDE: THAT PORTION SHOULD BE BUILT UNDER-GROUND. THE I-70 EAST PARK & RIDE TO CMS SHOULD BE BUILT ABOVE GROUND WITH THEIR OWN LANES TO TRAVEL ON. THANKS.

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 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

13 MR. JONATHAN ST. THOMAS: Okay. My first

14 name is Jonathan, Spelled J-O-N-A-T-H-A-N. My last
15 name is St. Thomas, S-T - period - T-H-O-M-A-S.
16 It's concerning a guy in a wheelchair is
17 threatening to sue in regards to this meeting because
18 there was no real ramp for him to enter the building
19 with. This building is not ADA compliant. Next, the
20 MTA public hearing in this area should be held at the
21 elementary school on Washington Boulevard.
1 Anyway, I do approve of the proposed Red
2 Line. Only I think they should - it should have its
3 own lanes. It should not run in the same lanes with
4 traffic. Traffic is heavy on the Edmondson
5 Avenue/Route 40 during rush hours. Very heavy.
6 I think it should be either Light Rail or
7 bus rapid transit. Actually, this goes back to a plan
8 for a citywide subway system back in the middle 1960's.
9 A few years after the last of the old Baltimore
10 streetcar system was converted to buses.
11 Anyway, good luck.

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 Campus. Transit connections to MARC and existing Metro and Light Rail were also critical to meeting the purpose and need.

The comment regarding the person in the wheelchair was noted. The person in the wheelchair was able to testify. His testimony can be found under ID # 37.

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 Preferred Alternative provides underground facilities where surface light rail is inefficient or infeasible. The maximum amount of tunnel in Alternative 4D would be too costly to finance and is not as cost effective as the Preferred Alternative.

16 MR. JONATHAN ST. THOMAS: Good afternoon,
17 everyone. My name is Jonathan St. Thomas, spelled
18 J-O-N-A-T-H-A-N, S- T, period, T-H-O-M-A-S. I live on
19 833 West Pratt Street, apartment 707, Baltimore,
20 Maryland, 21201. And if this is, once upon a time,
21 Baltimore City had one of the best streetcar line
1 systems in the United States of America like from 1900
2 to the 1950's. It ran much like light rail, only it
3 ran in the streets. Anyway, due to a growing love
4 affair with cars, by the Baltimore citizens and that
5 the company that ran the old Baltimore streetcar system
6 could not afford to modernize it, the whole system was
7 converted to buses over a number of years from the late
8 1940's to the early 1960's. Converted to buses.
9 Anyway, a few years after the last of the
10 old Baltimore streetcar system was converted to buses,
11 the Baltimore city government hired a private firm to
12 design a subway system that would reach to different
13 parts of Baltimore city. Or would be underground. But
14 back then, it would cost 700 million dollars. Right
15 now, to build the Red Line underground, would cost at
16 least 250 million dollars a mile. But I do agree it
17 must be built underground, at least most of it. Have
18 MTA Maryland tried to look for private funding?
19 Anyway, part of that plan back in the
20 1960's, they come true with the Metro line, the
21 Baltimore metro subway line that runs from Johns
1 Hopkins to downtown Baltimore up in the Owings Mills
2 and Baltimore County. Much of it was built along
3 railroad right-of-way.
4 Anyway, you also must notify the citizens
5 of Baltimore City Metro area through radio
6 advertisement, like African-American radio stations.
7 Anyway, try private funding for part of this cost to go
8 underground. Thank you.

Sent: Sat 11/08/2008 6:31 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Kirk State's comments:

This should have been done at the inception of the subway system. there should have been two trains that went from far east to far west and the other from far north to far south then add the light rail .... This red line can do well in serving the surrounding counties and the inner city. I see no harm in this project as well as bring more jobs to our crumbling economic infrastructure. this can also attract business to the counties and cites save on the beltway stress a little.

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

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PLEASE PRINT

Name: Sharon Steif Organization:

Address: 2100 Tucker Lane

City: Baltimore State: MD Zip Code: 21207

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

Please put system underground due to traffic flow!

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.

17 MS. TRACY STEVENS: I agree with Mr. Smith.
18 I'm sorry. T-R-A-C-Y, Stevens is S-T-E-V-E-N-S. I
19 agree with Mr. Smith. My father lives on Edmondson
20 Avenue, right off of Athol. You guys are talking about
21 taking out churches, you guys are talking about taking
1 people's houses. He's 70-plus years old.
2 If you bring a rail station down there it's
3 going, it's really going to mess up the foundation of
4 his house. You guys are not thinking about the people
5 in the communities. You guys should have let people in
6 the communities know how it's going to affect, how it's
7 going to affect their travels.
8 He does not have a car. How is he going to
9 get from the market to home now? You guys are really
10 not thinking about the elderly in this situation.
11 Also, you have a senior citizens building
12 on Allendale Street. A lot of them drive. How are
13 they going to get back and forth from the streets to
14 where they live at? You guys are not thinking about
15 the people in the community.
16 Yes, I understand it may provide jobs but
17 it's going to be more of a headache for our elderly. I
18 go up my father's house all the time just to see how
19 he's doing, see if he's eating. How is he going to get
20 to the market?
21 You guys are not, you are not going into
1 the communities, talking to these elderly people that
2 can not get out of their houses and find out what they
3 think about it. You are not considering how are they
4 going to get from point A to point B. You guys are not
5 considering that.
6 And then if you tear down the elderlies'
7 houses, how are they going to buy another house that
8 costs 300,000 dollars? You're forcing them into senior
9 citizens homes. That's not right.
10 I understand you're having little community
11 gatherings here and community gatherings there, but
12 what about the elderly that can not come out of their
13 houses? I'm here for my father. He's like, well, when
14 you get back can you tell me what happened? But you
15 cannot hear his voice because he cannot come here.

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: Wed 11/12/2008 6:26 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Ed Stevenson
401 N. Glover St
Baltimore, MD, 21224

Ed Stevenson's comments:

What about east baltimore? What do we get? Why dont you take it to eastpoint mall? Better yet! Rosedale and the old Golden Ring Mall. NOBODY wants to to to Edmonson village! Jeez

---

The corridor selected for the Red line was identified in the 2002 Baltimore Region Rail System Plan. That plan also included enhancements to service in a purple line corridor utilizing the Amtrak right-of-way and would have stations at Rosedale and Rossville. The Purple Line would be a project considered in the future.

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: SHIRLEY M. STEWART Organization: DisAble!

Address: 2121 WINDSOR GARDEN LN,

City: BALTIMORE State: MD Zip Code: 21207

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

DOCTOR OFFICE IS IN THE COMMUNITY AND I NEED EASY ACCESS, WITH OUT DETOURS. I DONT THINK WHAT YOU ARE DOING TO THE COMMUNITY IS 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.

Sent: Thu 11/06/2008 10:39 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Jeff Strube
2218 Bank Street
Baltimore, MD, 21231

Jeff Strube's comments:

The best alternative to me would be LRT with the downtown tunnel through to Boston Street. I think it's important to keep in the plan a station around Chester Street as this will better serve a lot of the neighborhoods close by and around Patterson Park.

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 not have a station at Chester Street. The closest stations will be in Fells Point and Canton.

Sent: Tue 12/30/2008 9:30 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Duncan Stuart
417 East Fayette Street, 8th Floor
Baltimore, MD 21202-3431

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,

Duncan Stuart

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: Wed 11/12/2008 9:33 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Naomi Susman
1040 Hull St.; Suite 100
Baltimore, MD, 21230

Naomi Susman's comments:

I believe the red line corridor is a long overdue project. I fully support it's development and look forward to seeing it implemented. Thank you, Naomi

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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.

19 MS. DEBORAH SUTTON: My name is Deborah
20 Sutton. That's D-E-B-O-R-A-H, and the last name is
21 Sutton, S as in Same, U-T-T-O-N. My address is 804
1 Stamford Road.
2 MS. TRANNEL GUTHREY: Okay, you can go
3 ahead.
4 MS. DEBORAH SUTTON: First of all, I would
5 like to say that I am totally opposed to having the Red
6 Line done. But in the event that it does go through, I
7 would prefer it to be tunneled. However, I do, I am
8 concerned about the program altogether.
9 I live on 804 Stamford Road, I moved into
10 the West Hills community because it was a quiet
11 community and schools were accessible for when I had
12 decided to have a family. I do have a daughter.
13 Over the years, it's becoming more
14 congested. Parking is an issue as it is. If this
15 program goes through, even if it was a tunnel, I'm
16 looking at a lot of traffic coming down Stamford Road
17 because it's the only street that's accessible to go
18 straight through Route 40. Now, there are times when
19 the traffic is so heavy in the morning I can barely get
20 in my car to go to work. I'm not fortunate like some
21 of the people on Stamford Road, where we have the
1 church in our backyards and it has a large parking lot.
2 People can park there.
3 Down at the lower end of Stamford Road
4 where I am in the 800 block, we have the back of the
5 church and there's no place for us to park. Not only
6 am I concerned about the parking, but what if homes
7 have to be taken.
8 I'd like to know what the decision is going
9 to be in terms of imminent domain. With the economy
10 being the way it is and people being upside-down in
11 their mortgages, that's always a concern for having to
12 be relocated. 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 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 (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.

There will be no homes purchased or relocated due to 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. In accordance with Maryland House Bill 426 and Senate Bill 614, the Red Line would not require any involuntary residential property displacements. Residential property impacts would consist of “sliver takes” or narrow strips of property located directly adjacent to the proposed improvements along the corridor. All of the residential sliver takes would be partial acquisitions, meaning the majority of the property would remain unaffected and under the ownership of the current proprietor. The use of and access to the property would not be affected.

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: Ayanna Swann Organization: —

Address: 627 W. Hoffman St

City: Balto. State: MD Zip Code: 21201

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

I just would like to see the goals met for this project. Balto needs a more efficient, reliable transit service. And yes please be sure to provide adequate customer service training to the employees who will operate the vehicles as well. A great line with a horrible attitude is terrible. Provide some type of incentives for them to do well! Please adhere to the schedule and inform customers of changes via TV news, emails, text messages or something! Please consider all things with this new line of service. Remember customers first. Respect all at all times. Last continue to create infrastructure that allows for more jobs! Please provide feedback & updates!

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.

Training will be provided for all employees that will be working on the Red Line once operation begins.

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.

Sent: Tue 12/30/2008 9:28 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Maureen Sweeney
330 Radnor Road
Baltimore, MD 21212-4415

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.

At this moment when our national government is poised to invest in local communities as part of an economic stimulus, Baltimore should make smart strategic choices about projects that wil represent an investment in our community life -- and our environment -- for generations.

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,
Maureen Sweeney

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: Wed 12/31/2008 12:28 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

sandy switaj
1725 Lancaster Street
Baltimore, MD, 21231

sandy switaj's comments:

Building a subway under Fell's Point makes no sense to me at all. Fell's Point is in a flood zone. The old houses are built from very soft bricks and would suffer from underground tunneling. Expanding and improving the bus lines, offering commuter jitneys from close to 95, instituting an above ground trolley would be preferable. Remember the Big Dig in Boston and the delays and havoc caused by its construction. A commuter rail system using existing rail tracks into Penn Station would also make sense. Thank you. Sandy Switaj

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 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.

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.

3 MS. SARAH TALL: Okay. Sarah Tall,
4 S-A-R-A-H T-A-L-L.
5 I've spent an hour of discussing the aspect
6 of the Red Line with your engineers and I've come to
7 the same conclusion I had before I arrived here. I'm
8 concerned about the safety impact for fragile
9 neighborhoods that were restored but might slip back
10 into being unsafe neighborhoods.
11 I'm also concerned about the security that
12 you might have on the system. I think you should have
13 some kind of screening for guns. And if people are
14 detained because they have a weapon that should not
15 hold up anybody else in their transit. Thank you.

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.

Sent: Tue 12/16/2008 6:12 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Jonathan Tart's comments:

I am hoping that with this added bus route and maybe some new bus stops that the city will also put trash cans at these stations. We have numerous stops around Library Square and no trash cans. Even though we have practically begged for them, we still do not have any in place. My fear is that with the added traffic and people waiting there is more chance of fights, trash and everything else that goes along with mass transit and the lack of planning.

All Red Line stations would include trash receptacles.

Sent: Wed 12/03/2008 7:24 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Darrin Tate
3713 Sequoia Avenue
Baltimore, MD, 21215

Darrin Tate's comments:

Is there a plan to connect the proposed Red Line to either bus depot in Baltimore ? One of the main complaints I hear from visitors about public transportation is that once they arrive by Greyhound they are "dropped in the middle of nowhere." To date, the best way to get to what has been referred to as the "Downtown" Baltimore station is either by taxi or by the #27 bus. My personal experience has been that that bus runs every 30 to 45 minutes during midday Monday-Friday, IF it's on schedule. In addition, because of its infrequency, I almost always have to stand up by the time the bus arrives at my stop. Walking from actual Downtown to the bus depot has crossed my mind many times, but I'd have to either walk over the Russell Street bridge (not an option) or around the M&T stadium/lot through the deserted backstreets leading to the station (which is not safe). The Light Rail is not an alternative. The Baltimore Travel Plaza would be the most likely connecting point as large scale plans have been made for the Red Line to have a Bayview Medical Center station not far away. The #20 bus is more dependable than the #27, but a relatively popular cross-town bus carrying patrons and their luggage could be a problematic situation, especially on an already full bus. Taxis are always an option, but expensive cab rides can be a huge deterrent to visitors who expect easy accessibility in a moderate sized city. My hope is that, even if it ultimately is not a viable option, a better link from the bus depot to the Baltimore rail system is being considered. Thank you

The Baltimore Travel Plaza has been closed as an intermodal transportation facility. The location would have connected to the Red Line Highlandtown/Greektown Station via the #10 and #20 bus lines. The Preferred Alternative for the Red Line is not proximate to the Greyhound bus terminal off Russell Street.

Sent: Tue 12/16/2008 12:29 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Carole Taylor
1428 Battery Ave.
Baltimore, MD, 21230

Carole Taylor's comments:

I support any funds used to pay for improving the public transportation in the City. I live in Federal Hill and besides a 15 minute walk to a light rail, I have no access to get to my job 2 miles from my house. (Taking 2 buses is not practical). My husband and I are committed to becoming a one car household if public transportation exists in the city. This is something I believe that would be well spent tax payer money and crucial to the growth 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.

Sent: Thu 12/18/2008 1:12 PM
To: MTA Red Line
Subject: Red Line

Baltimore Red Line Official AA/DEIS Comment

Hello

I would like to comment on the current proposal for the redline portion of the Baltimore metro rail system. I think it would be far more important to have the line go along Eastern Avenue instead of Boston Street, for several reasons:

1) More riders will use the line. Eastern Avenue has neighborhoods, and thus potential riders, on both sides of it, whereas Boston St for the most part only has neighborhood on the north side.

2) There is a greater concentration of people who choose public transportation over driving. Near Eastern, the general demographic nearby (especially north of) Eastern is of more limited means than that of the Boston Street demographic, and thus more likely to use the metro.

3) For those who view Canton as a destination, it is a short walk to most points of interest from Eastern, no further than one walks when parking in a downtown garage and walking to Harborplace.

4) The time is coming soon where just as many people who view Canton as a destination will view Patterson Park as one. By the time the red line is built, that time will have come.

Please consider this as you make decisions concerning placement of the red line. Thank you for reading through.

Mark

Mark R. Thayer, P.E.
DeMario Design Consultants, Inc.

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. 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.

11 MR. CHARLES THOMAS: My name is Charles
12 Thomas, spelled C-H-A-R-L-E-S, T-H-O-M-A-S. I live at
13 1033 Hanover Street, that's on Maryland Route 2 and
14 about 9 blocks south of Lombard Street. And on the map
15 in this booklet shows that the Red Line is proposed to
16 go as far south as Lombard Street. And so, that's as
17 close to South Baltimore as it gets, about 9 blocks
18 from me.
19 I want to see the Red Line because 10 years
20 ago I went for a job interview at the Social Security
21 Administration and I went by public transportation. At
1 the time I did not have a car. It took me two hours by
2 public transportation to get to the Social Security
3 Administration from where I live for the job interview.
4 I now, and ever since, have been commuting to D.C.
5 because the commute is a lot less on public
6 transportation. I take the highway to nowhere to the
7 West Baltimore MARC station and take the MARC train to
8 my work in Washington. It's about 20 minutes less time
9 than taking the public transportation to the Social
10 Security Administration. The Red Line, what I expect,
11 greatly facilitate my possibilities for working at the
12 Social Security Administration and I expect it would
13 greatly facilitate most people here ability to work at
14 one of Baltimore's larger institutions, the Social
15 Security Administration.
16 So, even though I live in south Baltimore
17 and in Federal Hill, right now I know of very few white
18 people in my neighborhood that use public
19 transportation because it's not readily accessible to
20 areas where white people live. So, I would like, I
21 don't like to see these arguments at the person. I
1 don't think it addresses the plan, it addresses the
2 person. And it uses the person as an excuse for
3 destroying the plan. And I don't think that's fair.

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.

To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Chelsea Thomas
1210 Riverside Ave
Baltimore, MD, 21230

Chelsea Thomas's comments:

I support the Baltimore Red Line alternative 4c. I work at the Social Security Administration complex in Woodlawn and I live in Federal Hill, and it is very important to have public transportation that can take employees from the city to the complex quickly. Right now, it would take me 3 times as long to take the bus to work than it takes me to drive, and I would have to transfer, which makes the public transportation alternative pretty useless to me. If there was a red line stop that I could walk to that took me directly to SSA, it would make life much simpler for me, and many of my colleagues feel the same way. This would reduce traffic on 695 and we could do our part to combat global warming.

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.

MY CHOICE FOR THE EDMONDSON/ALLENDALE COMMUNITY IS AS STATED BELOW:

✓ NO BUILD ____ IMPROVE CURRENT BUS LINE SYSTEM ____ UNDERGROUND TUNNELING

PLEASE PRINT

Name: DARRELL THOMAS Organization N/A

Address: 214 Augusta Av

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.

Sent: Sat 12/20/2008 4:44 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

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dorenzer Thomas
Franlintown Community Association
5103 Oaklawn Rd.
Baltimore, MD, 21207

dorenzer Thomas's comments:

Interest in current updates about the Redline project.

By submitting this comment to the MTA, your contact information was added to the project mailing list. Therefore, you should be receiving periodic updates on the project in the mail. You can also refer to the project website (www.baltimoreredline.com) as a source for additional up-to-date information from the MTA on the Red Line project.

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: Nadine D. Thomas Organization: Canton Community Assoc.

Address: 2516 Boston St #503

City: Baltimore, Md 21224 State: Md. Zip Code: 21224

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

There is already traffic congestion on Boston St. and this would make it worse.

It would ruin the pleasure of walking up to the square.

There will be even more danger trying to walk across the street to Safeway etc.

To exit our garage would also be worse + cause frustration + therefore danger.

Less parking + therefore less for our boaters -

Noise - Construction

Nadine D Thomas

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.

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.

Sent: Wed 11/12/2008 8:48 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

William Thomas
115 N Potomac st
Baltimore, MD, 21224

William Thomas's comments:

This plan is much needed for our city and state. Traffic contiues to get worst and saftey on buses have also gotten much worst. Trains will help get the public around much eaiser and safer.

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 10:48 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Jeff Thompson
1315 park
baltimore, MD 21217-4104

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,

Jeff Thompson

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

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: Kevin Thompson Organization:

Address: 2952 Prestman St

City: Baltimore State: M.D Zip Code: 21216

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

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 (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 12/16/2008 9:42 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Miriam Tillman
3409 Toone Street
Baltimore, MD, 21224

Miriam Tillman's comments:

As a resident of Canton, I strongly support the Red Line Alternative 4C plan. Baltimore has long needed a public transit system that serves as a true network. A comprehensive regional public transit system is one of the keys to economic development, bringing employees and tourists into, out of and throughout the city. And as a professional in higher education, I can tell you that not having an effective public transit system is our primary challenge in attracting top-flight out-of-state students to the 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.

11 MS. DARLENE TITUS: My name is Darlene
12 Titus, D-A-R-L-E-N-E, T-I-T-U-S. And I live at 3803
13 Edmondson Avenue. Myself, likewise many of the others,
14 I've been to these meetings and the last meeting we was
15 at, they stated that no homes would be affected. I
16 live on Edmondson Avenue and I'm begging to differ.
17 The other thing is, these people from other
18 communities, they come up and the gentleman from D.C.,
19 no offense, how close are the homes in D.C. to these
20 lines that he spoke about? He said how do you, and he
21 spoke about not being a victim, my question to him is,
1 how do you suppose I'm not a victim when I live on
2 Edmondson Avenue and Ms. Wanda Wallace stated, and it
3 is in the papers, that you intend to inquire these
4 homes?
5 The value of my home, rest assured, you are
6 not willing to pay that for them. For those elderly we
7 talk about that live on Edmondson at the Allendale
8 Senior Citizens, you put a Red Line down, how do you
9 suppose they get across the street if they want to go
10 to Security or they want to go out to Wal-Mart? How do
11 you suppose they get across these lines?
12 They're already struggling because of
13 traffic. Per se, the decoration, because that's what I
14 call it, that Mayor Dixon placed there, that's
15 dangerous. Now you got people that used to could walk
16 over stand on that median strip to the traffic went and
17 cross over. Now they have nowhere to stand. That's a
18 problem.
19 Not only that, we talk about all this, no
20 money wants to be given to help but still yet, I want
21 to know is it true for those of you that are listening
1 that our Mayor, our first African-American black female
2 Mayor gave 150 thousand dollars to an area for a dog
3 park? I'm also curious as to know, I'm on Edmondson
4 and Mount Holly. Every day I see those children
5 crossing there. There's a gentleman that walks a group

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 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.

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.

6 of children across. You put that line there, how are
7 they going to get across? Do they have to walk all the
8 way to Wildwood or Hilton just to go to Mary E. Rodman?
9 Consider the ways, people.
10 The other thing I have is, I heard the lady
11 talk about the Red Line in Portland. The people that
12 had that trip there, the people was part of the
13 process. They could talk, they could voice, and they
14 had input as to where it went and when. And not only
15 that, their government is different. The areas that,
16 the way the houses are built are different.
17 Community members, we need to know and
18 realize that most people that was for the Red Line,
19 they are employees of MTA and they don't even live in
20 the area. They're all talking about what's the benefit
21 to their jobs. For the thousands of jobs that the
1 person spoke of that would come to our area, how can
2 that be so? Are any of the people going to be hired
3 from the Edmondson Avenue?
4 And my last statement to the audience, they
5 said that a black man would never be president. Obama.
6 We came together as a people, not as race, not as
7 religion, but as a people. We voted in the first
8 African-American black man. Why do we have to let the
9 Red Line come and take our homes, take our communities,
10 and destroy it?
11 You don't, check out North Avenue and
12 Pennsylvania Avenue. Look at what's happened to these
13 peoples' property and the value of their property has
14 gone down. I used to pay 89 dollars for 8 people
15 living in a house for my water bill. Now it's only me
16 and I pay 140 dollars. What's happening, people?
4 And my last statement to the audience, they
5 said that a black man would never be president. Obama.
6 We came together as a people, not as race, not as
7 religion, but as a people. We voted in the first
8 African-American black man. Why do we have to let the
9 Red Line come and take our homes, take our communities,
10 and destroy it?

Sent: Mon 1/5/2009 3:27 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Peter Tocco
5958 Turnabout Lane #3
Columbia, MD 21044-3014

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,
Peter Tocco

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

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PLEASE PRINT

Name: Carol Towns Organization: Butterfly

Address: 601 N. Augusta Ave

City: Baltimore State: MD Zip Code: 21229

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

No Build or underground if Need 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.

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: Mon 11/17/2008 8:38 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Jessica Trinh
38 South Paca Street, Apt. 602
Baltimore, MD, 21201

Jessica Trinh's comments:

Option 4C please.

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: Sat 12/20/2008 2:26 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

I am a taxpaying resident of the 21231 zip code, Fells Point. I would like to voice my objection to the red line proposal, the enactment of which would be a huge imposition for my neighborhood. The tax base in this neighborhood has eroded dramatically in the past 18 months. Please do the wise thing and don't erode it further just to appease some well-connected contractors.

Sincerely,
Patrick Tucker
1612 Lancaster
Baltimore, MD 21231

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 12/16/2008 8:39 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Rita Turner
University of Maryland

827 N Charles St.
Baltimore, MD, 21201

Rita Turner's comments:

I will use Baltimore's public transport more!

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.

4 MS. GENEVA VAUGHAN: My name is Geneva,
5 G-E-N-E-V, as in Victor, A, Vaughan, V as in Victor,
6 A-U-G-H-A-N. 4011 West Franklin Street and I'll be
7 affected, I'm between the corridors of Hilton and
8 Wildwood Parkway. I'm a little nervous. But this is
9 my concern for people with disabilities if and when it
10 takes effect.
11 I'm concerned about us getting up to that
12 avenue and how do, just what's going to happen to us.
13 I'm concerned about when they come up Franklin Street,
14 it's a very disrespected street, there's no stop sign
15 from Allendale all the way up to Wildwood Parkway.
16 Like, take consideration of some stop signs or bumpers.
17 That's my major concern. I have to consider the
18 disability. Thank you. That's it.

The Red Line will be constructed to be in compliance with the Americans with Disabilities Act. The Red Line will be accessible to persons with disabilities.

Sent: Thu 1/1/2009 4:32 PM
To: MTA Red Line
Subject: DEIS Comment

Baltimore Red Line Official AA/DEIS Comment

We are strongly in favor of the Red Line and any other initiatives that reduce the need for motor vehicles. Since we do use bicycles for local transportation much of the time we hope the Red Line will not adversely affect any current bicycle routes. It is also imperative to allow for convenient bicycle access onto the train cars so that the line can be used for easy entry to the city while also allowing our bikes to be available for use within Baltimore.

Thank you,

Richard & Diana Voelkel
903 Southridge Rd.
Baltimore, MD 21228

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.

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: Leon Wilking Organization:

Address: 43 Ensing Ave

City: Spring Valley State: N.Y. Zip Code: 10977

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

What they lain is not right in the 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 12/16/2008 11:01 AM
To: MTA Red Line
Subject: the red line of course

Baltimore Red Line Official AA/DEIS Comment

Dear MTA,

Just adding my $.02

Why bury any of the line? Surface is cheaper by a longshot. The money saved could be used for other much needed lines.

Why not just follow the old street car alignment and extend the line all the way to Ellicott City? The old no. 9 streetcar bed is still there!

Why re-invent things when the engineering and most of the construction was done 100 years ago.

Here is a link to the maps:

http://www.btco.net/Maps/Track1945.html

Why reinvent the wheel? Times are tough.

Thanks,

Galen Wallace

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 brings a reasonable mix of surface and underground operation, running the service underground in areas of high congestion, while running on the surface where streetscape enhancements and traffic calming could benefit communities.

7 MS. WANDA WALLACE: Good afternoon. My
8 name is Wanda Wallace. My address is P.O. Box 13091,
9 Baltimore, Maryland, 21203. W-A-N-D-A, Wallace,
10 W-A-L-L-A-C-E. I don't know where to begin but I know
11 time is of the essence. In the beginning, the Red Line
12 was to cover 10.5 miles running west through east
13 Baltimore. Now it's covering 14.5 miles. However,
14 Bayview was added onto this mileage. Bayview now, of
15 course, is getting tunnel. We also know that Fells
16 Point, Canton, Greektown, Federal Hill, all of these
17 areas are getting tunnel. My question is why is it
18 that southwest Baltimore, why do we continuously have
19 to be the dumping ground for what everybody else does
20 not want? It's not right.
21 During the process of going to the MTA
1 meetings, the community leaders, as well as the
2 citizens of southwest Baltimore, clearly stated in the
3 beginning, that they did not want light rapid transit.
4 They only wanted tunnel. Consequently, each meeting
5 that we went to, the MTA did not listen to us, when
6 they showed us renderings, we only saw light rapid
7 transit represented. That's unfair. That's wrong.
8 Tunnel was never represented.
9 During the meetings, the MTA assured us
10 constantly, no properties would not be taken. How
11 could this be? Because if you close your eyes and just
12 think about it, two trains in the middle of Edmondson
13 Avenue, two lanes for driving, one lane for parking
14 west and east, it simply cannot fit on Edmondson
15 Avenue. You have to take properties. Okay?
16 As I read the Draft Environmental Impact
17 Statement that's located on the Red Line website, also
18 it's located in every library throughout Baltimore with
19 the exception of ours because it's closed, if you read
20 that information closely, it clearly states that 231
21 properties will be taken. That's a fact.
1 Buildings will be displaced, the Department

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 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

2 of Social Service will no longer exist, left hand turns
3 will no longer exist on Lynhurst, Normandy, Loudon.
4 Thirteen square feet will be taken from Travelers Bible
5 Best, 27 square feet will be taken from Olivet
6 Fellowship Free Hall. Now, this isn't something that
7 I'm coming up with, out of the top of my head or
8 something that's pie in the sky. These are facts
9 located in the DEIS. I encourage you to read it. And
10 I also encourage you to get the technical disk to put
11 them in your computer, pull them up, it specifically
12 goes into each community and it tells you the side
13 effects for every community. You need to read it, you
14 need to know what you're talking about, and we need to
15 stand up against the Red Line coming to our community.

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.

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: Tue 12/16/2008 5:27 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Jon Ward
3206 E Baltimore St
Baltimore, MD, 21224

Jon Ward's comments:

This project is long overdue and I hope it can be pushed forward a bit to relieve some of our transportation stress. My only concern with the project would be the eastside route along Boston Street. I really think either Fayette or Eastern would have been better alternatives to recieve more ridership.

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 m 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

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: Stephanie Washington Organization:

Address: 2740 Edmondson Ave.

City: Baltimore State: Md Zip Code: 21223

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

I Do Not Wish to have the Red Line Build but if it is build it needs to be built Under 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.

6 MS. DEBORAH WATFORD: Good morning. My
7 name is Deborah Watford, D-E-B-O-R-A-H, W-A-T-F-O-R-D
8 and I am against the Red Line like Paula Watford said.
9 This is a residential area and it will deprive a lot of
10 people of their means and ways of getting home.
11 MS. TRANNEL GUTHREY: Thank you very much.
12 Can you please state your address as well?
13 MS. DEBORAH WATFORD: 739 North Grantley
14 Street.

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.

16 MS. PAULA WATFORD: Good morning. My first
17 name is Paula, P-A-U-L-A. Last name Watford,
18 W-A-T-F-O-R-D. I am against the Red Line because this
19 is a residential area and I don't think we should have
20 tracks in front of our homes. It's going to deprive us
21 of our parking and where I live it's going to deprive
1 me of getting to where I have, the way I have to get
2 home.

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.

Sent: Wed 10/8/2008 5:59 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Josh Weis
PO Box 1505
Ossining, NY, 10562

Josh Weis's comments:

As someone who frequently visits the west end of the study area, I can tell you that from reading through the documentation, alternative 4B looks like the best option. It will improve commuting and travel options in a currently "hard to access" part of the city due to currently inadequate bus transportation. BRT is just a BAD idea for Baltimore, look at Howard Street, where Buses can't even run on schedule when only mingling with light rail and very few cars. BRT is NOT the answer.

The Preferred Alternative for the Red Line is Light Rail Transit and is slightly modified from Alternative 4C alignment in the AA/DEIS in order to maximize the efficiency of the alignment and address public comments. The Preferred Alternative and Alternative 4C were more efficient than Alternative 4B. The Preferred Alternative brings a reasonable mix of surface and underground operation, running the service underground in areas of high congestion, while running on the surface where streetscape enhancements and traffic calming could benefit communities.

Sent: Thu 12/18/2008 3:43 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Gabriel Weisz
2818 Elliott St.
Baltimore, MD, 21224

Gabriel Weisz's comments:

I've been living in Canton and walking to and from work along Boston street and the waterfront almost every day for the last seven years. As someone who has lived in cities all my life, I can easily see how desperate Baltimore is for better public transportation. The improvements that we've seen to the buses this year are a great start, but we have a lot farther to go in terms of covering the city and in terms of transportation reliability. I see the red line as a great way to move this forward, but I am very concerned that both proposals for the part of the line on Boston street don't do enough to address the possible impact to pedestrians. Easy access by pedestrians to the waterfront is one of the things that makes Canton such a great neighborhood to be in, and it looks like the plans will make it harder to get to the waterfront by limiting the number of places where Boston street can be crossed. I'd be worried that having it be harder to get to the waterfront means that there will be fewer people there, which could lead to it being more dangerous to walk along the water alone.

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 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.

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: Janai West Organization:

Address: 3408 pencely way

City: Pikesville, MD State: MD Zip Code: 21208

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

what you are doin to edmondson ave is not a better you to put it 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.

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: Adele White Organization:

Address: 3041 Prosstman St

City: Balto State: MD Zip Code: 21216

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

No Build -

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.

September 11, 2008

To Whom it May Concern

RE: Proposals for The Red Line Transportation Services and its development Plans within The Edmondson Village Vicinity and Surrounding Community

My Name: Mrs. Beatrice White - Resident of The 4500 Blk. of Rokeby Road - Located directly in The back of The Edmondson Village Shopping Center and off Swann Ave + Edmondson Ave.

I have great concerns in regards To decisions and Plans for Construction, Plans for areas of Placement and development for The Red Line Services.

I Stand in disagreement (as Tax Payer + homeowner); I am opposed To The considered areas for Construction + disruption of re-direction - Specifically For The Stations being discussed. I am opposed To The above ground development for the enormous Traffic and unattractive appearances. I am opposed To the New Patterns of influx of People, who will invade our community,

I Stand in disagreement with The manner of Plans for our life + environment without consulting The homeowners + long time residents for ideas + concerns.

I do believe in the needs Toward community development + improvement.

I do hope you will re-consider with a greater investigation + input of home owners.

I do suggest That you Look into handling The Red line development Via underground Construction + Patterns of New discovery.

Thank you

Respectfully,

Beatrice White

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.

Construction impacts are addressed in Chapter 3 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 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.

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: Joyce White Organization:

Address: 119 Vine St

City: Balt md State: Md Zip Code:

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

Would like light rail 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.

Sent: Tue 10/21/2008 10:25 PM
To: MTA Red Line
Subject: "DEIS COMMENT"

Baltimore Red Line Official AA/DEIS Comment

Jonathan Wienecke's comment:

I recommend Alternative 1: No Build

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: Mon 12/08/2008 4:11 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Phyllis Wilkins
Baltimore Development Corporation

36 S. Charles St.
Baltimore, MD, 21201

Phyllis Wilkins's comments:

I strongly support the Build alternative for the Red Line and specifically the 4C alignment. In light of the increased congestion in the entire region and the imperative to reduce our carbon footprint, the need for more transit options has become critical. The project is very important because it will provide lower cost transportation to jobs located at some of the major employers in the area. The project also addresses issues of public health and safety. Maryland needs to limit the amount of pollutants in the atmosphere because of the high incidence of asthma and other pulmonary illnesses that are triggered by the pollutants released by auto emissions. Fewer cars on the road will reduce the number of traffic accidents and fatalities. Public transortation funds need to do more to encourage people to lessen their dependence on auto transportation and rely more on public transportation for the greater good.

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.

MY CHOICE FOR THE EDMONDSON/ALLENDALE COMMUNITY IS AS STATED BELOW:

X NO BUILD ____ IMPROVE CURRENT BUS LINE SYSTEM ____ UNDERGROUND TUNNELING

PLEASE PRINT

Name: Ashley D. Williams Organization ____

Address: 3614 Edmondson Ave

City: Bathmore State: MD Zip Code: 21229

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

I am against the Red Line being built in Edmondson Village due to depreciation of property value in the community as well as destruction of homes.

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.

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: Bonnie R. Williams Organization: N/A

Address: 52 N. Culver St

City: Balto State: MD Zip Code: 21229

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

The building of the red line serves people of the counties more than those of Baltimore City. There should be no disruption of homes or churches, Edmondson-Westside High School or any of the churches in the area. If the red line must be built it should be an underground system.

Also workers who are used to construct the red line and employed to run/operate the Red line should come from the community.

Safety issues for pedestrian and motorist should be addressed! Congestion and accidents are likely to increase greatly with the construction of the Red line and every effort should be made to decrease these problems.

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 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 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 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 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.

3937 Stokes Drive

Baltimore, Maryland 21229-1977

September 11, 2008

TO WHOM IT MAY CONCERN:

I believe that the RED LIVE will have a major impact on the community for the following reasons:

*The elderly people will have to far to walk between stops to get on board

*People living on Edmondson Avenue at present will lose part or all of their property

*More traffic which we do not need

*How will transportation for students that now ride MTA and have to make connecting buses be able to do that when the RED LINE will stops have cut out those locations where students normally board

*I personally feel that this is being done for residents of the county coming and leaving the city; not for the benefit of our community.

Sincerely,

Christine C. Williams

Local bus service will still be maintained with 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.

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.

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- 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.

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:

X NO BUILD ____ IMPROVE CURRENT BUS LINE SYSTEM ____ UNDERGROUND TUNNELING

PLEASE PRINT

Name: Claudette Williams Organization ——

Address: 816 Allendale 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.

Sent: Sun 10/26/2008 10:46 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Karen Williams
1102 South Kenwood Avenue
Balitmore, MD, 21224

Karen Williams's comments:

Regarding the Boston Street option of Light Rail: While it may be a cheaper alternative, we, in Canton, have tried for over 20 years to keep the historical integrity of the Baltimore Waterfront intact. Even suggesting a Light Rail Line on Boston Street is disrespectful to the community. With all of the marinas, new and rehabbed housing in Canton as well as new business, our streets are over run with traffic at present. To add a Light Rail would only compund the problem. Please consider all other plans and remove Boston Street from your list. Respectfully, Karen Williams

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.

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 be access cannot be maintained. In these cases, other accommodations would 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: Wed 11/12/2008 10:15 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Lorraine Williams
3919 Keswick RD
Baltimore, MD, 21211

Lorraine Williams's comments:

To be able to attract more business to Baltimore and talent to those businesses, we need a strong and reliable public transport to serve the whole city.

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: Sat 1/3/2009 5:03 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Ladies & Gentlemen:

I would like to comment on the proposed Red Line. First, as a matter of introduction, I live at 2811 Elliott Street in Canton. My house (which I own) backs up to Boston Street in the block east of Kenwood Avenue. I would be one of the people most directly affected by any use of Boston Street for the Red Line. I have some overall comments, but my comments about specific alignments will be limited to my neighborhood. I don't want to tell people in other neighborhoods what I think is best for their neighborhoods, as I don't want them telling me what is best for mine.

1) Light Rail and Heavy Rail are the only viable options. Dedicated bus lanes will be a waste of money and will just cause further traffic problems, because I don't think many people would ride the buses.
2) The key factor in "rapid transit" is "rapid." Is has to be rapid to lure riders who have other options. I have been on the existing Light Rail line twice. Once was after a Ravens game, so I'll give the system the benefit of the doubt that that was not a typical trip. But the other time I rode it from downtown to Timonium at evening rush hour. The trip was slow, crowded, and miserable, as the train sat through traffic lights on Howard Street. I would never use a train like that on a regular basis if I had a choice. I have been on crowded subway trains in other cities, but they are tolerable because they move. Therefore I think it is imperative to place the Red Line underground where it would be affected by surface traffic.
3) The reason for eliminating heavy rail from consideration seems to be cost and availability of Federal funding. I don't think that option (or other options now deemed too expensive) should be dismissed until it is clear what Federal funding might become available under the Obama Administration.
4) A surface alignment on Boston Street would be a disaster. I surmise there is some belief that commuters from the northeast and east would park their cars at Canton Crossing or Bayview and get on the train to go downtown. I just don't think enough people would do that to justify reducing traffic lanes on Boston Street. I am also concerned about the ability for pedestrians to cross Boston Street, which is difficult even now. A surface train would only add to that, and I think it would be

The Preferred Alternative includes light rail with a combination of tunnel and surface facilities, balancing costs and impacts with transit operations.

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.

unsafe for pedestrians. I am also concerned about noise and about an unattractive view from my house.
5) No matter where the line runs, I am concerned about increased crime resulting from it. I expect the city and the MTA to provide increased police presence in the area.
6) I am concerned that noise, view, and potential crime will negatively affect my property value. I know proximity to mass transit can increase a property's value. But anyone who could afford to buy my house is not likely to be dependent on public transportation, so I believe the negative factors will have more influence.
7) I don't know how the MTA estimates riders for the various options. But it seems to me only logical that an Eastern Avenue alignment would serve more riders than a Boston Street alignment, because it is more centrally located. It doesn't make any sense to build the line on the edge of the population when it could be built more in the middle. Eastern Avenue is also better positioned to serve more lower income areas to the north of it, which are probably more dependent on public transportation.
8) Comparing the Eastern Avenue and Boston Street commercial corridors, Eastern Avenue is more depressed and Boston Street is thriving. If the Red Line will stimulate development as its proponents argue, then it would make more sense to build it along Eastern Avenue.
9) Of the alternatives under consideration, 4D makes the most sense. I know it is more expensive than 4C, but if we are going to spend that much money to do this, I would prefer to spend more money for something that makes more sense.

In summary, if the MTA is committed to one of the currently published alternatives, then I believe 4D is the best choice.

Rick Williams
2811 Elliott Street
Baltimore, MD 21224

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.

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 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.

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 m 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

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: Shirley Willingham Organization: Home-Anchorage Towe

Address: 2515 Boston St. #803

City: Baltimore State: MD Zip Code: 21224

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

I live at Anchorage Towers and it is almost impossible to get out of our garage and turn left on Boston St. The traffic is very very heavy. I am in favor of No Build the Red Line.

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.

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.

Sent: Wed 12/31/2008 6:32 PM
To: MTA Red Line
Subject: Redline

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

Sincerely,
Wm D. Willis
1727 Grandview Road
Pasadena MD 21122

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.

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: Gregory S Willis Sr. Organization:

Address: 759 Washington Blvd

City: Balto State: MD Zip Code: 21230

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

I would like to have the light rail running ~~above~~ Round under GSW.

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: Anthony Wilson Organization:

Address: 3207 Vermont Ave

City: Balto. State: M.D Zip Code: 21216

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

Put 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.

Sent: Fri 11/07/2008 10:22 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Cheryle Wilson
City Government
100 N. Holliday
Baltimore, MD, 21202

Cheryle Wilson's comments:

http://www.baltimoreredline.com/images/stories/redline_documents/brochures/Public_Hearing_Brochure_100608.pdf I was able to find the proposed stations map at the above link. I would like to suggest that the line also continue down Baltimore Street north of Patterson Park, connecting to Hopkins Bayview. It was my understanding that one goal of installing a red line was to serve currently underserved neighborhoods and the way the red line is currently designed, the most underserved will remain that way - those living north and west of Patterson Park. There is huge potential for these neighborhoods but currently few options to obtain public transportation to either of the Hopkins facilities. Please consider runnin a redline down Baltimore Street to Hopkins, north of Patterson park.

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.

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 m 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 Baltimore Street Corridor was not studied for the Red Line, as it is farther north than the major eastside activity centers such as Harbor East and Fells Point.

19 MS. LETITTIA WILSON: My name is Letittia
20 Wilson, L-E-T-I-T-T-I-A, W-I-L-S-O-N. 3315 Edmondson
21 Avenue. Well, people, what I've been hearing since
1 I've been coming to these little meetings, trickery,
2 shadiness, just tell the truth. What needs to be said
3 is the truth. The MTA wants this Red Line. We're in
4 the way. That's the bottom line. And what should be,
5 what should have been said up front, way up the line,
6 to all of us, not just some of us or some of the people
7 is we want to come through your community and this is
8 how we can go about it.
9 The last meeting I was at, my mother and I,
10 oh, we're not going to take your houses, your houses
11 are not affected. Come to find out, I did some
12 research because I'm the person I am, and yes, you are.
13 And it happens to be one of our houses, our house is
14 one of them. Okay? If you don't take it, you're going
15 to give us 5 dollars and tell us to be the hell on our
16 way. That's not right. It's not right. My mother is
17 elderly, she's disabled as well as I and my sister. We
18 worked hard, like I said before, it's not much, but
19 it's ours. Now, when we had it and we paid for it, we
20 tried to improve it.
21 Oh, no, you can't get anything because you
1 don't have enough equity. But now because MTA wants
2 this Red Line, oh, you're all going to give us this to
3 improve us, that to improve it.
4 What I've been thinking is, you're all
5 likening us to a bunch of Indians when the "white man"
6 wanted the Indians' land, the Indians, they didn't know
7 that the diamonds and the gold and the oil was worth
8 lots and lots of money so you all just gave them their
9 fire water and the Indians just got drunk and started
10 staggering around and they thought they had something.
11 So they just went on their way and you just took what
12 you wanted.
13 What it is about you're all going to take.
14 Irregardless of what we say, you're going to try to

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

15 take it. But for real, for real, those people down at
16 Johns Hopkins, their homes, those little teenie-weenie
17 boxes, they were paid 209 thousand dollars for their
18 little teenie- weenie boxes. And you're all just going
19 to just kick us to the curb and don't care where we go.
20 It is not right. And we as a community need to stand
21 together. Our so-called community leaders, yeah,
1 anyway.
2 Some of them told us what we needed to know
3 and some of them conveniently said you weren't on the
4 list. But if I lived in the community, I am on the
5 list. So what we need to do, is all of us gather our
6 facts and let you know that for real either tunnel
7 under or go away. Thank you.

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.

2 MR. RICHARD WILSON: Yes, my name is
3 Richard Wilson. First name, R-I-C-H-A-R-D. Last name,
4 Wilson, W-I-L-S-O-N. I'm at 4004 Clifton Avenue. I
5 was first brought in to the Red Line by a Mr. Warren
6 Smith from the Westside community. And his first
7 initial contact was for me to help him to develop some
8 type of way that the community could best be involved
9 with the development of the Red Line throughout that
10 I-70 corridor.
11 So, I was afforded the opportunity to
12 travel to Seattle, Washington to look at the various
13 efforts that they had there in implementing their
14 systems and I saw that it turned out to be a win-win
15 situation for everyone. And I saw how once the
16 community gathered as a group and presented their
17 petitions, their concerns, to the development officers
18 as a group, then they had a voice that could be heard.
19 And I saw the Transit Administration, I saw
20 how they worked with them and they addressed all of
21 their concerns throughout the projects by putting an
1 office right in their area so that at any given day or
2 time that, if any of the residents had any problems,
3 any questions, they could go directly to them and have
4 their, their problems resolved right on the spot, you
5 know?
6 And they kept them informed and I saw how
7 they, really, they beautified the area along the
8 corridor, you know, especially when they were doing
9 at-grade construction.
10 And they even helped the commercial
11 community also, to make sure that they lost no revenue
12 by reimbursing them financially with any income that
13 they might have lost throughout the whole construction
14 period and I thought that was very great that they took
15 those concerns to heart and they looked out for the
16 residential community and the commercial community.
17 And I saw that there was a lot of
18 opportunities, also, for the community to get involved

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.

19 for, as far as work, for those individuals that might
20 possess a certain trade that would assist the
21 construction and also training in those areas too, to
1 make sure that someone in that community could get
2 involved and generate some work for those people.
3 So, with that, I saw great things that
4 could possibly come out of the whole construction of
5 the Red Line and that puts me in favor of the
6 construction above and below ground. So, with that, I
7 hope this is some information that someone will be able
8 to use to their advantage.

Sent: Wed 10/22/2008 12:44 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Robert Wilson
Resident
517 Mount Holly Street
Baltimore, MD, 21229

Robert Wilson's comments:

Good day; I wish to voice my opinion in refrence to non notification of the potential red line meetings. I feel that we (the residents of 517 Mount Holly St.) were and are not properly notified about scheduled community meetings and we request to receive maile documents of meeting location and times. Although I am not a supporter of the red line for several reasons including the declination of my community by way of declining job creation, broader competitive market for in area jobs, and the reduction in comfortable living space, I would like to add my opinion and receive valuable information about the changes that are occuring in my neighborhood. Although I am not completely adverse to the red line project I often wonder why not another neighborhood or perhaps an alternative revitalizing program for West Baltimore entirely? In short, I feel that this Red Line project does not directly benefit the citizens of my neighborhood and will directly improve the quality of life for surronding counties including Baltimore County, Howard County, And Prince Georges County, but will cause direct and immediate discomfort for the citizens in Edmonson Village of Baltimore who will endure the pain of contruction from the intial appropriation of the Red Line Budget. All I ask is for a little respect for my neighborhood, and candid information about the project. This can be acheived by dissemenating correct and timely information about the project that will affect the tax payers of Edmonson Village. Thank-you

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 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.

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: Sylvia Wilson Organization

Address: 302 W. Hilton St.

City: Baltimore State: MD. Zip Code: 21217

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

I Feel that the disruption of our community is unessary, And not needed.

Lakeia Burch

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.

January 1, 2009

Diane Ratliff, Director
Office of Planning
6 St. Paul St. 9th Floor
Baltimore, MD 21202

Dear Ms. Ratliff,

I live in Canton and I ***oppose any Red Line train option that is not in a tunnel.*** Why should I and my neighbors have to put up with the noise, overhead lines, and traffic problems that will go along with such a train?

The study that you put out for public comment clearly states that there will be extreme to moderate brake squeal and increased parking by commuters in a neighborhood that already has severe parking problems. These items alone will adversely affect our property values. Other areas on the west side and Fells Point are being spared this above ground eyesore. The people of Canton are paying some of the highest taxes in the city and should be treated like the other neighborhoods that will have the Red Line trains underground in spite of the cost.

Our neighborhood would be better off if there is nothing built.

Sincerely,
James D. Winters

James D. Winters
2804 Elliott St.
Baltimore, MD 21224

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 m 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.

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 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 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.

PLEASE PRINT

Name: Litanya W. Witherspoon Organization:

Address: ~~64~~ 4692 Parkton Street

City: Balto State: md Zip Code: 21229

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

No Bill

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.

21 MS. THOMASINA WOODS: My name is Thomasina.
1 Woods. I live 4409 Manor View Road, Baltimore,
2 Maryland, 21229. The reason we don't want the light
3 rail because it will be very impact with our children,
4 crossing to come to the school. It would be
5 inconvenient for Edmondson Senior High School. It
6 would be inconvenient for Long Green. It would be
7 inconvenient for Allendale Street. It would be
8 inconvenient for Edmondson Avenue. This is what I,
9 this is the reason why we don't want it in our
10 neighborhood.
11 That's it. Wait a minute. We do not want
12 it, the reason we don't want it because it will affect
13 Mary E. Rodman Elementary School. It will affect a
14 whole lot of school crossing, the children crossing and
15 going to school, we don't need that in our neighborhood
16 and it will affect our neighborhood. It really would.
17 And then it will affect our going and coming, really.
18 Because the light rail will take up, it's dangerous
19 with those lights going, I mean, it will affect a whole
20 lot. We do not want a light rail through out
21 neighborhood. And I'm finished now.

Thommesena Woods' comments are located under IDs 713 and 714; the responses to her comments are combined below.

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.

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: Thommesena Woods Organization Uplands Community

Address: 4409 Mannorview Road

City: Baltimore State: MD Zip Code: 21229

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

We do not want light Rail coming through our [redacted] Resident. We do not want light Rail coming through Edmondson high. We do not want light rail coming through Vaughn Green funeral. We do not want light coming through Allendale Street & Edmondson. We do not want light Rail coming through & Hilton Street & Edmondson Ave. We do not want light Rail coming through Mary E. Rodman Elementary school and Mary E. Rodman Recreation center property.

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.

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: Catherine Wright Organization Lyndhurst Association

Address: 818 Lyndhurst St

City: Balto State: Md. Zip Code: 21229

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

It will not benefit our community. There will be parking problems, it will be dangerous for the children and our seniors.

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.

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

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PLEASE PRINT

Name: Chanae Wright Organization:

Address: 8238 Count Courtney Blvd

City: Ellicott City State: MD Zip Code: 21043

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

Underground would be best for the community!!

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: Thu 1/1/2009 10:40 PM
To: MTA Red Line
Subject: DEIS Comment

Baltimore Red Line Official AA/DEIS Comment

Dear Madam or Sir:

I would like to express my support for construction of the Red Line as part of Baltimore's transit system.

I would also like to request that the Red Line be designed to accommodate bicycling.

Thank you,

Ms. Lynn Yates
8401 Pleasant Plains Road
Towson, Maryland 21286-8135

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.

Red Line Corridor Transit Study
AA/DEIS Comment Form

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PLEASE PRINT

Name: Andrew Young Organization: individual

Address: 804 St. Paul St., #1F

City: Baltimore State: MD Zip Code: 21202

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

This project is necessary.
I'm in favor of Option 4A - LRT.
Thanks for the opportunity to comment!

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.

Sent: Fri 12/19/2008 11:18 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

John Zdunski
2903 Elliott Street
Baltimore, MD, 21224

John Zdunski's comments:

I am strongly opposed to Red Line Alternative 4C. I feel very stongly that it will alter the character and the quality of life in and around my Canton neighborhood, and could negatively affect the value of my house. Pleae vote this down. Thanks.

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.

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 10/7/2008 12:23 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Aaron Zephir
209 W. Madison St.
Baltimore, MD, 21201

Aaron Zephir's comments:

It seems to me that the detailed study of heavy rail does not account for the potential savings of sharing the existing Metro tunnel under Baltimore Street. You mention that this option doesn't provide much savings in the FAQ section, but that assumption is based on conversion of the tunnel to accomodate both light rail and heavy rail. If the line were built as heavy rail, couldn't this section of the exsiting Metro be used as-is, with the only expense being the $100 million "detailed connections" at either end? I would personally like to see how much those savings would increase in that scenario, because the $2.2 billion detailed heavy-rail estimate is based on constructing new tunnels and stations downtown. On another note, why isn't a heavy-rail option with elevated portions being considered? Couldn't elevated sections over Edmondson Avenue and Boston Street potentially knock that $2.2 billion number down even further? In general, it seems like heavy rail is not being studied thoroughly enough. The detailed estimate presented on this website does not account for any of the alternatives I just mentioned. It assumes nearly 100% tunneling, which is certainly not a given with a heavy rail system. I would like to see a revised figure for a heavy-rail red line that accounts for the shared downtown tunnel and possibilites for elevated sections. Thanks.

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.

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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: Sat 11/29/2008 9:33 AM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

john zic
2210 e. pratt st
baltimore, MD, 21231

john zic's comments:

It's time to build the red line.. let's make baltimore into a city that serves it's citizens through a comprehensive mass transit system. build the light rail red line!

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.

This comment was not legible enough to be understood; therefore, no specific response is provided.

RED LINE Corridor Transit Study

Red Line Corridor Transit Study
AA/DEIS Comment Form

MTA Maryland

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PLEASE PRINT

Name: [illegible] Organization:

Address: [illegible]

City: [illegible] State: MD Zip Code: [illegible]

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

Sent: Tue 12/16/2008 4:27 PM
To: MTA Red Line
Subject: DEIS COMMENT

Baltimore Red Line Official AA/DEIS Comment

Hi. I am a resident of Baltimore city and I like this idea of the red line. It seems as if its past due, however its good to know you all haven't lost sight of the vision. I think one of the things that have been lacking in our city for a long time is reliable, convenient, public transportation. It will provide residents who ride the MTA everyday, living in those parts of town, a faster, safe, more convenient ride. Also those who do have a vehicle, it gives them a sensible option as means for transportation. I slightly favor the BRT over LRT because I heard its cheaper, and its different(maybe you all can make those hybrids too). An idea I have to improve travel time and diligence is attaching sensor-like devices to the Busses, or Light Rails, that control the traffic signals when they are approaching; switching the traffic light to green or keeping it on green until the Bus, or Light Rail, passes. I hope you all are working on creating lines going to Towson and White Marsh as well. My dad, and sister, ride the MTA daily (I use to as well before i got my vehicle), and I'm sure they'll appreciate any positive additions made to the mass transit here. Thanks for reading my email.

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.

BRT was not selected because its cost-effectiveness was not as high as the LRT alternatives. Additionally, there was very little support for BRT from the public.

Traffic signal priority will be included as part of the Red Line where surface operation occurs. The Baltimore Region Rail Plan has future lines to White Marsh and Towson.

ALLENDALE COMMUNITY ASSOCIATION, INC.

December 30, 2008

Mass Transit Administration
Office of Planning "Red Line"
c/o Ms. Diane Ratcliff
6 St. Paul Street, 9th Floor
Baltimore, MD 21202

RECEIVED JAN 5 2009

Dear Ms. Ratcliff:

This letter is written on behalf of the Allendale Community Association, Inc., as represented by the signatures attached to inform the Mass Transit Administration (MTA) that the residents of the Allendale Community Association, Inc. are in strong opposition to the 4C Option and/or any other Mass Transit Administration (MTA) options that call for an above ground transportation system along the Edmondson Avenue Corridor.

The MTA has known since 2002 when the residents of the southwest corridor verbalized their oppositions at public meetings to an above ground system along the Edmondson Avenue Corridor. We have continued to take the position that we would not accept any type of transportation mode for our area other than an underground tunneling system. However, we believe MTA chose to ignore our request for an underground system and added an additional 4.0 miles to the redline system, to include tunneling for the Historic Fells Point Community and others through to John Hopkins Bayview. In addition the MTA agreed to placing a system underground on Cooks Lane and to the downtown businesses which satisfied their desired mode of transportation, The African-American and economically deprived communities along the Edmondson Avenue corridor find this totally unacceptable. The MTA caved in to the Caucasians, an extremely high-income community of Historic Fells Pont, Canton and others which were added to the redline process very late in November, 2007. The Southwest Baltimore residents agreed in 2002 that we would only accept an underground system in the Edmondson Avenue Corridor. MTA had discussions with the residents and have now chose to ignore our request for an underground system in the Edmondson Avenue Corridor.

We the residents of the Allendale Community that worked on this project since 2002, who live along, surrounding (or within the corridor) Edmondson Avenue corridor expect and demand the same recognition as our counterparts on the eastside of Baltimore who came along just a little over a year ago. We WILL NOT accept any above ground Red Line System through our area.

We are proud of our communities and concerned about our quality of life. Our tax dollars spend the same way as hose spent in the Historic Fells Point, Canton, Patterson

41 N CULVER ST •BALTIMORE, MD 21229-3614

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

Park and the business corridor downtown. They were promised an underground system and we the Allendale Community expect the same.

We will not agree to being treated as the unimportant citizens in the southwest sector of Baltimore City. Many of us have spent our lives in this area, paid for our homes and some were forced from the "road to nowhere" to this area, some years ago. We will not allow MTA to come into our African-American communities again, uproot, and destroy our family lives, while the Caucasians along the Red Line corridor are treated as though they and their homes are of the utmost importance.

The Allendale Community Association along with the majority of the communities along the Edmondson Avenue, southwest corridor is prepared and willing to fight for justice in this process. We will not sit back and allow our U.S. Senators, U.S. Congressman, Governor, the Maryland Mass Transit Administration, the Greater Baltimore Committee (GBC), The Central Maryland Transportation Alliance, our 41st and some of our 44th State elected officials, our 8th District Council representative, and our Mayor of Baltimore City, and possibly others determine what is best for our communities without a hard fight. In addition, others who were promised an underground system will benefit at the expense of the residents in the southwest corridor of Edmondson Avenue.

Again, an underground system is our agreed choice, as we have made the MTA aware of this since 2002. This was our choice when there was no additional 4.0 miles extension or any promise of an underground system for the Historic Fells Point, Canton and others path to John Hopkins Bayview.

We clearly understand the need for transportation to move the surrounding county residents to and through our community, but the MTA's 4C Option as it is currently proposed drastically and negatively affects the residents that reside in southwest Baltimore City and 4C as it currently exist is not acceptable. We are willing to work with the surrounding communities in the Southwest Development Committee that are also in opposition to 4C Option. The Allendale Community is willing to support a new option or 4C Option with modifications that include tunneling underground of at least the majority of the Edmondson Avenue Corridor. We clearly understand the extreme cost of traveling totally under Edmondson Avenue and Hilton Street bridge, and we are willing to agree to some portion of the Edmondson Avenue corridor as you approach Edmondson and Hilton Streets but we will not and cannot accept 4C Option as it currently exist in the Draft Environmental Impact Statement (DEIS).

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.

If our proposal is not an acceptable compromise to the MTA, than the Allendale Community supports the **NO BUILD** option only!!!

Sincerely,

Gertrude D. Hack

Gertrude D. Hack,
President
Allendale Community Association, Inc,

Cc: U.S. Senator Barbara Mikulski
U.S. Senator, Ben Cardin
U.S. Congressman, Elijah E. Cummings
Federal Transit Administration
Department of Justice
Department Environmental Protection Agency
The Honorable Martin O'Malley, Governor
The Honorable Sheila Dixon, Mayor
Mr. John Pocari, Secretary of Transportation
41st Legislative District
44th Legislative District
Mrs. Angela Bethea-Spearman, Co-Chair, Redline CAC
Mr. Rodney Orange, Co-Chair, Redline CAC

Petition summary and background	The Mass Transit Administration is proposing to build an above ground 2 train light rail or bus rapid transit system above ground system in the Middle of Edmondson Avenue known as option 4C. The Allendale Community Association is strongly opposed to this option. The 4C option will take away the tunneling option for our sector of Baltimore City and generate an enormous amount traffic from motorist in our communities. Based on a recent survey, 55,000 cars that now travels down Edmondson Avenue will try to find alternative ways of avoiding Edmondson Avenue, our ability to make left turns will be taken away, pedestrian crossing will become more dangerous than what already exist, we will possibly lose homeowners. Our communities will be divided and destroyed forever, just like Howard Street currently exist in downtown Baltimore that many of us avoid.
Action petitioned for	The **Allendale Community Association** is requesting fair and equitable consideration be given to the communities in the southwest corridor of Baltimore City as the MTA has chose to protect several of the east Baltimore communities. No surface in street for BRT and LRT in the corridor of Edmondson Avenue (A.K.A) Rt. 40 from Edmondson Avenue and Cooks Lane thru Edmondson Avenue and Hilton Street. The Allendale community support 4D Option **underground or the NO BUILD alternative for the southwest corridor/Edmondson Avenue Corridor from** Edmondson Avenue and Cooks Lane thru Edmondson Avenue and Hilton Streets ONLY.

Printed Name	Signature	Address	Comment	Date
Willie Nix	Willie Nix	219 Mt. Holly St	Support Underground	11/14/08
OWNER HOME Isaiah Furman	Isaiah Furman	304 Mt Holly St	Support Underground	11/14/08
Alvin T. Bunn	Alvin T. Bunn	307 Mt. Holly ST	Support Underground	11-14-08
Clifton	C. [illegible]	215 Mt. Holly St	Support Underground	11-18-08
Oswald Thomas	Oswald Thomas	303 Mt. Holly St	Support Under Ground	11/18/08
Cecelia Fickling	Cecelia Fickling	221 Mt-Holly St	Support Under Ground	11/19/08
Lillie Harris	Lillie Harris	301 Mt Holly St.	Support Under Ground	11/29/08
Thelma O. Scott	Thelma O. Scott	3701 W. Saratoga St.	Support Underground	11/29/08
William Stepter Francis G. Stepter	Francis G. Stepter	203 Mt. Holly St	Support Underground	12/02/08
Louise Allen	Louise J Allen	222 Mt Holly St	Support underground	12/3/08
Mary Robinson	Mary Robinson	216 Mt Holly St	Support underground	12-15-08

Printed Name	Signature	Address	Comment	Date
Arletta Johnson	Arletta Johnson	319 Gwynn Ave.		10-26-08
Makeba Washington	Makeba Washington	317 Gwynn Ave.		10/26/08
Denisa Oliver	Denisa Oliver	315 Gwynn ave		10/26/08
Delray Powell	Delray Powell	514 Denison		10/26/08
Mary Downing	Mary Downing	307 Gwynn ave		10-26-08
Lauren Downing	Lauren Downing	307 Gwynn Ave.		10/26/08
Connie Edlow	Connie Edlow	308 Gwynn Ave		"
Cora Powell	Cora Powell	306 Gwynn ave		10-26-08
Annie Blue	Annie Blue	306 Gwynn ave		

Printed Name	Signature	Address	Comment	Date
LaTonya Blue	LaTonya Blue	306 Gwynn Ave Balto. MD 21229	No build	10/26/08
Ja-Mes E Sue	[illegible]	304 Gwyn Ave Balto MD 21229	Underground	10/26/08
Barbara Johnson	Barbara Johnson	321 Gwynn Ave Balto MD 21229	Tunnel	10/26/08
Daniel [illegible]	Daniel [illegible]	321 Gwynn Ave.	No build	10/26/08
Elizabeth Rivanda-Enrolcha[illegible]	[illegible]	321 Gwynn Ave	No build	10/26/08

Printed Name	Signature	Address	Comment	Date
J. Jenkins Dey	[illegible]	525 Denison st.	this is a violation of the 5th amendment	10/17/08
G.P. Rigby	Linda Rigby	3633 Edmondson Ave	Home Owner Rights	10/17/08
Antonio C	Antonio Carson	3600 W Franklin St	Tunnel	10/17/08
KEYA LEE	Keya Lee	3938 Edmondson Ave	children playarea	10/17/08
Travis Davis	[illegible]	3938 Edmondson Ave.	same	10/17/08
Dawn Smith	Dawn Smith	3332 Edmondson	Children Play	10/17/08
Deborah Smith	Deborah Smith	3320 Maple Ave	Home Owner Right	
Susan McCutcheon	Susan McCutcheon	615 Denison St	Playarea needed	10/17/08
Erika Taylor	Erika Taylor	607 N Denison St	No Build	10/17/08

Printed Name	Signature	Address	Comment	Date
Duncan Smith	Duncan Smith	607 Denison St	No community consideration for residents	10-17-08
Lillian Johnson	Lillian Johnson	600 N Denison St	No Building	
John Mice	John Mice	3719 Edmondson		
TINA Turner	Tina Turner	519 N. Denison St	no Redline	11/4/08
WILLIE CHRISTIAN	Willie Christian	624 LYNDHURST ST	" "	11/4/08
Brandi Price	Brandi Price	401 Gwynn Ave	No Red line	
Ameshia Price	Ameshia Price	401 Gwynn Ave	No Red line	
Loretta Cox	Loretta Cox	401 Gwynn Ave	No Red line	
Toccara Jones	Toccara Jones	223 N. Calhoun St	No Red line	
Angie Jones	Angie Jones			
Brandon Johnson	Brandon Johnson	3615 Edmondson Ave	Allendale	11-4-08
LaKesha Harris	LaKesha Harris	306 N Fulton St		
Ebony Forrest	Ebony Forrest	515 N. Loudon Ave		
Tamira Gregg	Tamira Gregg	419 Lyndhurst St	No Red line	11-4-08
Darlene Coleman	Darlene Coleman			11-4-08
Delores McKnight	Delores McKnight	169 S. Monroe St	No Red line	11-4-08

Printed Name	Signature	Address	Comment	Date
Douglass Richardson	Douglass Richardson		No build	11-4-08
Sherri Ricks	Sherri Ricks		Don't build	11/04/08
Jermaul Dew	Jermaul Dew		Dont build	
Thomas Quick	Thomas Quick			11/04/08
Maurice Tyree	Maurice Tyree		No Build	11-4-08
James A. Dean	James A. Dean		Don't build	11-04-08
Jermaul B. Dew	Jermaul B. Dew		Don't build	11-04-08
Leroy Jones	Leroy Jones		DONT Built	11-04-08
Martha Bailey	Martha Bailey		Dont Build	11/4/08
DENISE QUEEN	Denise Queen		Don't need	11/4/08
Ruth Rantin	Ruth Rantin		Don't need	11-4-08
Charles Jerome			Dont Need	11-04-08
Benard Lewis	Benard Lewis		Dont Need	11/4/08
LaTRA Montgomery	LaTRA Montgomery		Dont Need	11/4/08
Matthew Daniel	Matthew Daniel			11/4/08
Maurice Barnes	Maurice Barnes		Don't Need	11/4/08

Printed Name	Signature	Address	Comment	Date
Lenel Walker	Lenel Walker	32 N Monastery Ave		11/4/08
S.F. Lee	S.F. Lee	" " "		"
Delphenia Ferguson	Delphenia Ferguson	3[illegible] Edmondson Av		11-4-08
Kim Young	Kim Young	415 Edgewood St		
Shantell Harris	Shantell Harris	415 Edgewood St		
Keira Reid	Keira Reid	3609 Windsor Mill Rd Apt #1		
Tiara Brockwell	Tiara Brockwell	34 Glyndon Ave		
Rhonda Chase	Rhonda Chase	4147 Mountwood Rd		11-4-08
Eric Chase	Eric Chase	4147 Mountwood Rd		11-4-08
Lisa Qualls	Lisa Qualls	150 N. Monastery Ave		11-4-08
Erica Robinson	Erica Robinson	518 N. Edgewood St		11-4-08
Donna Baskin	Donna Baskin	716 EDGEWOOD ST		11-04-08

Print Name	Signature	Address	Comment	Date
Vanessa R Blue	Vanessa R Blue	306 Gwynn Ave		10-31-08
Barbara Littlejohn	Barbara Littlejohn	151 n monastery Ave		11-2-08
Cynthia Hairston	Cynthia Hairston	327 Gwynn Ave	No build	11-2-08
Gwen Hartwell	Gwen Hartwell	329 Gwynn Ave	DO NOT BUILD	11/2/08
Dhanesh Dhawan	[illegible]	333 Gwynn Ave	Do Not Build	11/02/08
MARK JACK	Mark Jack	626 Edgewood		11/02/08
ROMAINE BARNES	Romaine Barnes	330 Gwynn Ave	"	11-2-08

Print Name	Signature	Address	Comment	Date
Shekia Rayins	Shekia Rayins	336 Gwynn Av		11-02-08
Arthur Scribner	Arthur Scribner	342 Gwynn Ave		11-2-08
AmiRAH Talib	Amirah Talib	347 Gwynn Ave	No Trains!!	11-2-08
Veronica Stanbaugh	Veronica Stanbaugh	415 Gwynn Ave	No bills	11-2-08
Arwell Cole	Arwell Cole	410 Gwynn Ave	no trains	11-2-08
Lois Cole	Lois Cole	410 Gwynn Ave	No Bills	11-2-08
CHARLES BUGG	[illegible]	421 Gwynn Avenue		11/2/08

Print Name	Signature	Address	Comment	Date
Kevin Hargrove	Kevin Hargrove	274 N HILTON ST		11-4-08
Barbara Moss	Barbara Moss	3408 W. Mulberry St		11-4-08
Robin Davis	Robin Davis	3408 W. Mulberry St		11/4/08
Vincent Taylor	Vincent Taylor	3408 W. Mulberry St		11/4/08
Janice Cousar	Janice Cousar	302 N. Monastery Ave		11/4/08
Wanda Snow	Wanda Snow	3927 Edmondson Ave.		11-4-08
James Skinner	James Skinner	302 N. Culver St		11-4-08

Print Name	Signature	Address	Comment	Date
LaShon Jones	LaShon Jones	3913 W. Mulberry St		11/04/08
Ashley Perry	Ashley Perry	3913 W. Mulberry St		11/04/08
Rose Jones	Rose H. Jones	3913 W. Mulberry St		11/04/08
Velner Carroll	Velner Carroll	302 N. Culver St		11/04/08
SHANNEZ Gadsden	Shanday Gadsden	409 Normandy Ave		11/4/08
TIFFANY BBriggs	Tiffany Briggs	523 Elgarwood St		11-4-08
Tait Keene-EL	Tait Keene	222 N. Reisterstown ST.		11-4-08

Print Name	Signature	Address	Comment	Date
CARLA DRAPER	Carla Draper	304 DENISON ST	Change route	11/4/08
VERNAY LUCAS	Vernay Lucas	500 Edgewood St.		11-4-08
Vonda Lee Howard	Vonda Lee Howard	3610 W. FRANKLIN ST	change location	11-4-08
CAROLYN DORSEY	Carolyn Dorsey	260 N Hilton St		
Rosetta Johnson	Mary Wilson	3406 W Franklin	no built at all tunnel	11/4/08
Desiree' Walker	Desiree Walker	3406 W. Franklin		11/4/08
GARNET MEALY	Garnet Mealy	309 N GRANTLEY ST		11-4-08

Print Name	Signature	Address	Comment	Date
Mildred Gregory	Mildred Gregory	519 N. Denison St.	No Build	11/4/08
Quyahli Moore	Quyahli Moore	419 Lyndhurst St.	NO Build	11/4/08
Deborah McCurkin	Deborah McCurkin	136 N. Monastery Ave	NO Build	11/4/08
Quawan Tates	[illegible]	527 Wildwood Pkwy		
Felicia Williams	Felicia Williams	501 Wildwood Pkwy		
Chantae McCloud	Chantae McCloud	515 Mt. Holly St	No Build	11/4/08
Maickeli Hawkins	Maickeli Hawkins	515 Mt. Holly St	No Build	11/4/08

Print Name	Signature	Address	Comment	Date
ROSINA GILLIAM	Rosina Gilliam	511 GWYNN FALLS	NO Built	11/4/08
Elizabeth Wilson	Elizabeth Wilson	302 N Hilton		11-4-08
Pamela English	Pamela English	137 Thomas Guickson	No Built	11-4-08
Ronda Artson	Ronda Artson	114 N. Culver Street	Tunnel	11/4/08
Michelle Rice	Michelle Rice	426 N. Hilton St	NO Built	11/4/08
Myeisha Fields	Myeisha Fields	420 N. Edgewood St	NO Built	11/4/08
Troy Floyd	Troy Floyd	402 Edgewood St.	No built	11/4/08

Print Name	Signature	Address	Comment	Date
Arletta Jones	Arletta Jones	519 Lyndhurst		11/4/08
VERNON JONES III	Vernon Jones III	519 Lyndhurst St		11/4/08
AGNES RUSSELL	Agnes Russell	420 Normandy Ave		11/4/08
Danielle Whidby	Danielle Whidby	3601 West Lexington Street Balto 21229		11/4/08
Michael Allen	Michael Allen	214 Culver St	KEEP up the Good Work	11/4/08
ROGER S. WILKES	Roger S. Wilkes	323 LYNDHURST ST BALTIMORE 21229		11-4-08
PATRICIA PRICE	Patricia Price	28 N. Hilton St		11-4-08

Print Name	Signature	Address	Comment	Date
Lori Davis		3404 W. Franklin Balto, Md		11/4/08
Phylicia Sampson		414 Gwynn Ave		11. 4. 08
Charlie Gee		322 N. Grantley St.		11/4/08
Delores Franks		420 N. Hilton St		11/4/08
John Thomas		3600 W Franklin St		11-4-08
LARRY ROBINSON		510 DENISON ST		11-4-08
Janice Rogers		509 N. London Avenue		11/04/2008

Print Name	Signature	Address	Comment	Date
Anita M. Dove		515 London Ave	No	11/4/08
Michael Bond Sr		413 Gwynn Ave	NO	11-4-08
James Brown Jr.	James Brown Jr.	317 Lyndhurst St		11-4-08
Tara D. Owens	Tara D. Owens	551 Wildwood Pkwy	No	11-4-08
Mary Murphy	Mary Murphy	407 Lyndhurst St.	NO	11-4-08
LaToya Murphy	LaToya Murphy	407 Lyndhurst St	NO	11-4-08
Tenisha Kearney	Tenisha Kearney	310 N. Monastery Ave		11-4-08

Print Name	Signature	Address	Comment	Date
Herbert Lynn		409 Edgewood	No Build	11-4-03
Beverly A. West		521 Allendale	No Build	11-4-03
Meagan Carter		3510 W Franklin		11-4-08
Lateia Fulton		525 Denison	No Build	11-4-08
Gwen Irving		W. Saratoga St	No Build	11/4/08
Rodney Moore		3300 W. Mulberry ST		11-4-08
JASON BELL		106 DENISON ST.	NO TRAIN	11/4/08

Print Name	Signature	Address	Comment	Date
Charlie Darby		322 Grantley St	NO	11-4-8
Lima Jones		339 N Grantley St	NO	11-4-08
GLORIA WARD		3617 Edmondson	No Build	11/4/08
Whitney Dorsey		409 Edgewood St.	No Build	11/4/08
Mr. Mrs Woodall		136 Lenox St	NO Building	11/4/08
Michael Montgomery		100 N. Denison	NONE	11/4/08
Barbara Carter		100 N Denison	NO	11/4/08

Print Name	Signature	Address	Comment	Date
Jackie Clark	Jackie Clark	402 Edgewood St		11/4/08

Print Name	Signature	Address	Comment	Date
Leslie Jones	Leslie Jones	3300 W Franklin St	NO Bid	11/4/08
Bianca Waller	Bianca J Waller	305 N. Grantley St.	NO Build	11/4/08

Print Name	Signature	Address	Comment	Date
NATHAN VINEY	[illegible]	422 DENISON ST 21229		11/2/08
Theresa Haskins	Theresa Haskins	351 Gwynn ave		11/2/08

Call to Action Petition

We, the undersigned residents of the Southwest Communities are against all above ground Red Line in Street surface alternatives for BRT (Bus Rapid Transit) and LRT (Light Right Transit) in the corridor from Edmondson and Cooks lane thru Edmondson and Hilton St..

We do support **Underground-Only Alternative** for rapid transit on Edmondson Avenue or the **No-Build** alternative.

Printed Name	Signature	Address	Comment	Date
Cassandra R. Hunter	Cassandra Hunter	509 N. London Avenue	No Red Line	10/17/08
Rosa Lewis	Rosa Lewis	509 N London Ave	"	10-17-08
Alexander [illegible]	[illegible]	3912 EDMONDSON	"	10-17-08
Bethan [illegible]	[illegible]	523 Norman Lyle	"	10/17/08
John Talley	John Talley	2345 Edmondson Ave	"	10/17/08
ELMER	[illegible]	719 Lyndhurst	Ave	10/17/08
JAMES BLAKE	[illegible]	3933 EDMONDSON AVE.	NO BUILD	10/17/08
Vincent Wilkins	Vincent Wilkins	3931 Edmondson	No Build	10-18-08
EMMA JONES	Emma Jones	3923 Edmondson	Ave	10-18-08
Vernon Jones	Vernon Jones	519 Lyndhurst ST	"Concerned"	10-18-8
Michael Long	[illegible]	714 Lyndhurst	Concerned	10-18-08
Douglas	[illegible]	2020 Walbrook	"	10/18
Sidney Diggs	Sidney Diggs	4006 Cockston	No Red Line	10-18-08
[illegible]	[illegible]	2014 Wedgewood		10-18-08
Henry Stuckey	Henry Stuckey	3811 Edmondson	No Red	10-18-08
Verneil Stuckey	Verneil Stuckey	3811 Edmondson	NO	10-18-08

Printed Name	Signature	Address	Comment	Date
Sandra Artis	[illegible]	3805 Edmondson Ave	No Red Line	10-17-08
Alice Day	Alice Day	3809 Edmondson Ave	No Red Line	10/17/08
Vincent Day	[illegible]	3809 Edmondson Ave		10-18-08
Archie Foster	[illegible]	3600 W Franklin St	No Red Line	10/18/08
Emma Foster	[illegible]	3600 W Franklin St	No Red Line	10/18/08
Kevin VanOver	Kevin VanOver	3629 Edmondson Ave	No Red Line	10/18/08
Deric Washington	Deric Washington	3625 Edmondson Ave	No Red Line	10/18/08
Erwin Scofield	Erwin Scofield	3625 Edmondson Ave	No Red Line	10/18/08
Margaret Mason	Margaret Mason	3627 Edmondson Ave	No Red Line	10/18/08
Yvonne Martin	Yvonne Martin	3623 Edmondson Ave.	No Redline	10/18/08
Angela Privette	Angela Privette	3609 Arrington Ave	No Redline	10/18/08
Kristen Privette	Kristen Privette	3609 Edmondson Ave	No Red Line	10/18/08
Anita Privette	Anita Privette	3609 Edmondson Ave	No Red Line	10/18/08
James Thompson	James Thompson	3619 Edmondson ave	No billed	10/18/08
Corey Grisson	Corey Grisson	3611 Edmondson Ave	No billed	10/18/08
Cynthia Harrell	Cynthia C. Harrell	3607 Edmondson Ave	No billed	10/18/08

BALTIMORE RED LINE

Printed Name	Signature	Address	Comment	Date
Marcus Davis	Marcus Davis	4010 W. Franklin St.	No build	10/05/08

Printed Name	Signature	Address	Comment	Date
Debra McSladden	Debra McSladden	4019 W. Franklin St.		10/11/08
Marcia Allen	Marcia Allen	4017 W Franklin St		10/11/08
Mildred Dorsey	Mildred Dorsey	4017 W. Franklin St		10/11/08
Pat Washington	Pat Washington	4013 W. Franklin St		10/11/08
Stephanie Washington	Stephanie Washington	4013 W. Franklin St		10/11/08
Myron Davis	Myron Davis	4009 W. Franklin St.		
Mary Dixon	Mary Dixon	4007 W Franklin St		10/11/8
Clarence Wilson	CLARENCE WILSON	4003 W FRANKLIN		
Joan Jackson	Joan Jackson	4004 W Franklin		10/11/08
Barbara Langston	Barbara Langston	4008 W. Franklin St.		
Robert Langston	Robert Langston	4008 W. Franklin St.		
Linwood Nelson	Linwood Nelson	501 N. Loudon AVE		10-11-08
Andrea Queen	Andrea Queen	418 N. Loudon Ave.		10-11-08
Mary Allen	Mary Allen	407 N. Laudon ave	Put it Race from Coat land to County	10/11/08
Angela Bethea	Angela Bethea	411 N. Loudon Ave.	Put the light rule from coat lane to County	10/11/08
Kenya Gardner	Kenya Gardner	411 N. Loudon Ave		10/11/08

Printed Name	Signature	Address	Comment	Date
Kavon Gardner	Kavon Gardner	411 N. Loudon Ave		10/11/08
Pat Johnson		403 N. Laudon ave		10/11/08
Kevin Johnson		403 N Loudon Ave		↓
Ernest Moore		407 N. Loudon Ave		
Erik moore		407 N Loudon Ave		↓
Barbara Grisson		409 N. Loudon Ave		10/11/08
Anita Dove	Anita Dove	515 N. Loudon ave		10/11/08
Mary Kennedy	Mary Kennedy	515 N. Loudon ave		10/11/08
Marlana Butler		121 Edgewood St		10/11/08
Elaine Griswell	Elaine Griswell	423 N. Loudon ave		10/11/08
Pearly Hughes	Pearly Hughes	501 N Loudon		10/11/08
Natalie Pinkney		503 N. Loudon Ave		10/11/08
Yvonne Pinkney		503 N. Loudon Ave		10/11/08
LaTonya Pinkney		503 N. Loudon Ave		10/11/08
Lavonda Washington		511 N. Loudon Ave		10/11/08
Entrepreneur Margaret Robinson		513 N. Loudon Ave	don't need it	10-11-08

Printed Name	Signature	Address	Comment	Date
Rosa M. Lewis	Rosa M. Lewis	529 N London Ave		10/11/08
Cassandra Hunter	Cassandra R. Hunter	529 N London Ave		10/11/08
Tabitha Rodgers	Tabitha Rodgers	520 N Lyndhurst St		10/11/08
Terise Rodgers	Terise Rodgers	520 N Lyndhurst St		10/11/08
Dwayne Elliott	[illegible]	527 N Houston St		10/11/08
CARYL C. RUCKER GEORGIA FISHER	Caryl Rucker	522 N. London Ave		10-11-08
BOBBY VANLANDINGHAM	Bobby Vanlandingham	516 North London Ave		10-11-08
PATRICE JOHNSON	Patrice Johnson	514 London Ave		10/11/08
Geneva Vaughan	Geneva Vaughan	4011 N. Franklin St		10/15/08

Printed Name	Signature	Address	Comment	Date
THOBERTON HAYES	[illegible]	2542 LAURETTA AVENUE	NO-BUILD	9/30/08
Michael Binns	Michael Binns	817 Lyndhurst St	NO-BUILD	10/6/08
William Lee	William Lee	67 N MONASTERY AVE	NO-BUILD	10-6-08
Terri Smallwood	Terri Smallwood	334 GWYNN AVE	NO BUILD	10-10-08
Alexander Hairston	Alexander Hairston	327 Gwynn Ave.	No Build	10-10-08
Darryl Hairston	Darryl Hairston	327 Gwynn Ave	No Build	10-10-08
YVONNE BROWN	Yvonne Brown	328 Gwynn Ave	no build	10/14/08
Beverly Saunders	Beverly Saunders	350 N. Hilton St	NO Build	
FIGGINS SR.	Figgins Sr.	342 N Hilton St	—	10-14-08

Printed Name	Signature	Address	Comment	Date
Samuel M Singleton	Samuel M Singleton	322 N. Hilton St 2nd	No Build	

Printed Name	Signature	Address	Comment	Date
HATTIE JOHNSON	Hattie Johnson	4010 N Franklin St	No-Build	10/3/08
Michelle Martin	Michelle Martin	525 Wildwood Pkwy	No-Build	10/3/08
Vernard Martin Jr	Vernard Martin Jr	525 Wildwood PKWY	No-Build	10/3/08

Printed Name	Signature	Address	Comment	Date
Denise Bruce	Denise Bruce	1413 Hoffman St		9-30-08
Christopher Williams	Christopher Williams	340 Dwyer Ave		9-30-08
William Barnes	William Barnes	330 Dwyer Ave		9/30/08
Thomas Gillian	Thomas Gillian	311 Gwynn Ave		10-1-08
Jean Allen	Jean Allen	607 Linnard St.		10-3-08
Joyce Richardson	Joyce Richardson	402 Lyndhurst st		10-3-08
Geneva Vaughn		4011 W Franklin St.		10-3-08
Lisette A Lee	Lisette A Lee	415 Lyndhurst St		10/3/08
Leonard Mann	Leonard Mann	505 Leonard Pkwy		10/2/08

Printed Name	Signature	Address	Comment	Date
LAMONT JAMES	Lamont James	413 LYNDHURST ST, BALTO, MD 21229		10/11/2008
BROWN JAMES	Brown James	3707 W FRANKLIN ST		10/11/08
Emma Anthony	Emma Anthony	416 Lyndhurst st Balto. MD 21229		10-11-08
FRANCES L. MORGAN	Frances L Morgan	423 LYNDHURST ST 21229		10-11-08
Howard L Morgan	Howard L Morgan	" " "		10-11-08
Josiah Hudson	Josiah Hudson	" " "		10/11/08
Evelyn Mangum	Evelyn Mangum	405 Lyndhurst St		10/11/08
Vista Shearin	Vista Shearin	405 Lyndhurst St		10/11/08
Aaron Gray	Aaron Gray	412 Lyndhurst St		10/1/08

Printed Name	Signature	Address	Comment	Date
SHIRLEY LIPSCOMB	Shirley Lipscomb	418 Lyndhurst St		10/12/08
Hildaelle Ison	Hilda Ellison	401 Lyndhurst St		10/1/08
Patricia Gray	Patricia Gray	412 Lyndhurst St		10/11/08
Marguerite James	Marguerite James	405 Lyndhurst St		10/2/08
Linda Penn	Linda Penn	417 Lyndhurst St.		10/13/08
Nicole Penn	Nicole Penn	417 Lyndhurst St.		10/13/08
Reginald Jones	Reginald Jones	418 Lyndhurst St		10/13/08

Printed Name	Signature	Address	Comment	Date
[illegible]	[illegible]	[illegible]	No	10-13-08
[illegible]	[illegible]	[illegible]	[illegible]	10-13-08
[illegible]	[illegible]	[illegible]	[illegible]	10-13-08
JOANN BRASWELL	Joann Braswell	423 N. London Ave	no	10-13-08
Walter, Greg	Andria Brown	418 N. London Ave	no	10-13-08
Joseph Hart	Joseph Hart	419 N London Ave	No	10-13-08
Tyrone Higgins	Tyrone Higgins	423 N London ave	no	10-13-08
Norma Boyd	Norma Boyd	504 N London Ave	No	10-13-08
Rosa M. Lewis	Rosa M. Lewis	509 N. London Ave	no	10/13/08
Shannon	Shannon Clark	515 N London	No	10/13/08
Carol Crocker	Carol Crocker	520 N LONDON AVE	NO	10-13-08
Georgia Fisher	Georgia Fisher			
Kenya Williams	Tanya Williams	524 N London Ave		10/13/08
Patricia Johnson	Patricia Johnson	514 N London Ave	NO	10/13/08
James Myers	James Myers	314 LYNDHURST AVE	NO	10/13/08
[illegible]	[illegible]	400 Edmondson Ave	no	10/13/08
Louis Russell	Louis Russell	420 Normandy Ave	NO	10/13/08
BILLY MYERS	Billy Myers Sr.	504 Normandy	No	10/13/08

Printed Name	Signature	Address	Comment	Date
Lavonetta Washington	Lavonetta Washington	511 N. London Ave	No Light rail / neighborhood	10-13-08
[illegible]	[illegible]	513 N. London Ave	No light rail	10/13/08
Anita Dore	Anita Dore	515 London ave	NO —	10/13/08
Mary Kenney	Mary Kenney	515 London ave	No —	10/13/08
Tiffany Edwards	Tiffany Edwards	527 N London Ave	NO	10-13-08
Donald Daniels	Donald Daniels	3810 Cranston AVE	NO	10/13/08
JI OH	[illegible]	3939 Edmondson Ave	No.	10/13/08
G. Green	G. GREEN	140 Holly ave	No	10/13/08
D. JACKSON		500 NORMANDY AVE	NO	10/13/08
Inge Ank	Ank	3929 Edmondson Ave	No	10/13/08
Celeste Jones	Celeste Jones	3923 Edmondson Ave	NO	10/13/08
Thomas Jones	Thomas Jones	3923 Edmondson Ave.	NO	10/13/08
[illegible]	[illegible]	516 Normandy Ave	NO	10/13/08
Destiny Keith	Destiny Keith	516 Normandy Ave	NO	10/13/08
Tavon Keith	Tavon Keith	516 Normandy Ave	Hell NO	10/13/08

Check 20 years — 5 on Normandy ave

Print Name	Signature	Address	Comment	Date
Barbara Grissen	[illegible]	408 N. LONDON	NO	11-8
Mary Allen	MARY ALLEN	407 N LONDON AVE	NO	11/8
Thomas Beccy	[illegible]	3914 Woodridge Rd	No	11/8
Jeanette Joyner	Jeanette Joyner	4446 MANORVIEW Rd	NO	11/8
Lois Turpin	Lois Turpin	4634 Pen Lucy Rd.	NO Red Line	11/8/08
Eugenia High	Eugenia High	1033 Stamford Rd	Enhance Services of #40	11/8/08
DWAYNE BOOKER	Dwayne Booker	1109 N. Augusta Avenue	NO RED line	11/8/08

Print Name	Signature	Address	Comment	Date
Makeda Rucker	Makeda	412 Allendale St	No build or tunnel	11/08/08
Nicole Willard	[illegible]	412 Allendale St	No build or tunnel	11/8/08
Irene M. Little	Irene M. Little	746 Denison ST	No Build or Tunnel	11/8/08
Felice Jones	Felice Jones	800 Helton St.	No Build or Tunnel	" "
Jewell Stubbs	Jewell Stubbs	720 Helton St.	No Build or Tunnel	" "
Allison Fauntleroy	Allison Fauntleroy	782 Gourley ST	No Build or Tunnel	" "
Joyce Hughes	Joyce J. Hughes	815 Stamford Rd	NO	11/8/08

Print Name	Signature	Address	Comment	Date
[illegible]	[illegible]	[illegible]	[illegible]	
Gwen Briley	[illegible]	106 Edgewood Rd	Reroute to someone else neighborhood	
Betty E. Cowan	Betty E. Cowan	419 Mt. Holly St		11/08/08
Diana Whitehead	Diana Whitehead	3321 Edmondson	NO Build	11/08/08
Clevetta Chandler	Clevetta Chandler	1011 Wedgewood Rd.		11/08/08
Doris Bryan	Doris Bryan	17 N. Monastery ave	No Building	11-08-08
Holecia Hitchman	Holecia Hitchman	1726 Ruxton Ave	Don't Build There Need tear down Homes	11-8-08

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: BARBARA ROCK - TREASUR EDITH GILLIARD - PRESIDENT Organization: FRANKLIN SQUARE COMMUNITY

Address: 1321 W. SARTOGA ST OR 329 N. CALHOUN ST

City: BALTIMORE State: MD Zip Code: 21223

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

SEE ATTACH FOR RED LINE
HIGHWAY TO NOWHERE - LOWER LEVEL

The Preferred Alternative utilizes the lower level of US 40 for the Red Line Preferred Alternative alignment

.

Franklin Square Community

Edith Gilliard - President 410-462-2133
1321 W Saratoga St 21223

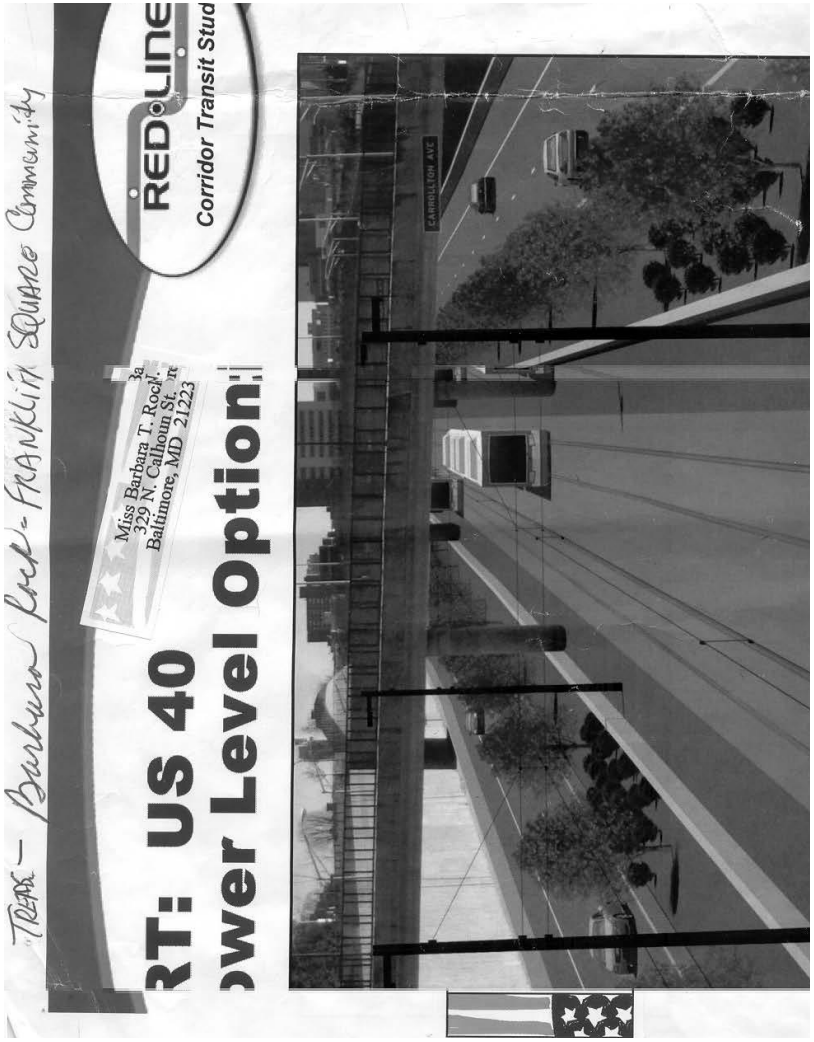
Barbara Rock Treasure - 410-523-1770
329 N. Calhoun St 21223

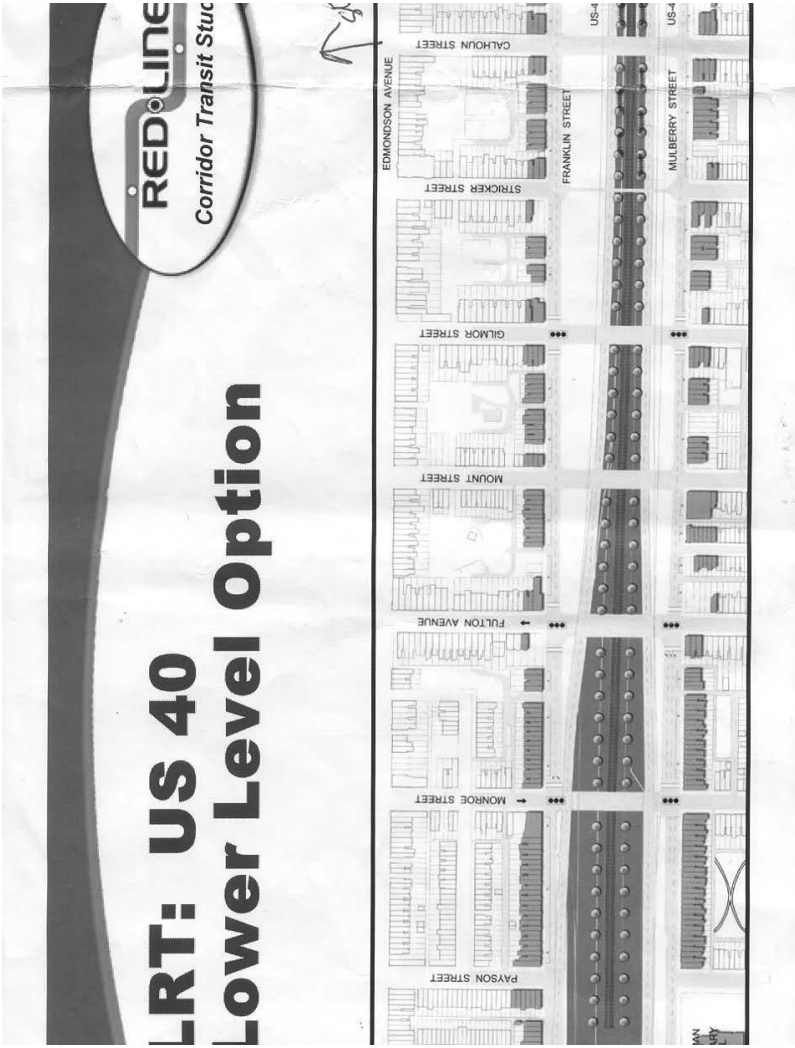
If you need us contact us
at the address & phone Number above

Thank you!

We are From:
Mulberry St to Baltimore St
Carey St to Fulton Ave.

Highway to No where Comes down
Mulberry St


Thank - Barbara Lee - FRANKLIN SQUARE Community
Miss Barbara T. Rock
329 N. Calhoun St.
Baltimore, MD 21223
RED LINE
Corridor Transit Stud
RT: US 40
ower Level Option
CARROLLTON AVE


RED LINE
Corridor Transit Stud
LRT: US 40
Lower Level Option
PAYSON STREET
MONROE STREET
FULTON AVENUE
MOUNT STREET
GILMOR STREET
STRICKER STREET
EDMONDSON AVENUE
CALHOUN STREET
FRANKLIN STREET
MULBERRY STREET

09-05-08

Franklin Square Community
Red Line/
LRT: US 40 LOWER LEVEL OPTION

	NAME	ADDRESS
1	James Bell	306 N. Carey St
2	Anita Berry	1308 W. Saratoga St
3	Violet Powell	1320 W Lexington St
4	Karen McLeod	328 N. Stricker Street
5	Ernest Lievers	328 N Stricker St.
6	Jay McLeod	328 N. Stricker St.
7	ZeRita Saunders	1417 W. Mulberry St. Apt 2
8	Lloyd Richard	1417 W. Mulberry St Apt 3
9	Buck Black	330[illegible]6 N. Calhoun St 2nd
10	Beverly Siler	1413 W Mulberry St
11	Dorothy Brown - Home Owner	318 N. Calhoun St 21223
12	Gloria Morton	307 N Calhoun St
13	WILLIE JORDAN	1603 W. LEXINGTON ST.
14	Christine Berry	1306 W. Saratoga ST
15	John Conway	309 N. Calhoun St.
16		
17		
18		
19		
20		

Franklin Square Community
Red Line/

LRT: US 40 LOWER LEVEL OPTION

	NAME	ADDRESS
1	Riketta Burrus	315 N. Calhoun St #3
2	JAMES Bolton	1042 W Fayette St.
3	Dorotha McFadden	320 N. Calhoun St (23)
4	Edna Walker	309 N. Gilmor ST. 21223
5	Jantha McCallum	1534 Penrose Ave
6	Charlotte McJones	1536 Penrose ave 21223
7	Lessie M Smith	323 N Gilmor st 21223
8	Edward E Manning	300 N calhoun St 21213
9		
10		
11		
12		
13		
14		
15		
16		
17		
18		
19		
20		

09-04-08

Franklin Square Community
Red Line/
LRT: US40 Lower Level Option

	NAME	ADDRESS
1	Elizabeth Hayes	1215 w. molberry st
2	Heather Nevev	1215 w. molberry st
3	Norma Lester	1215 w. molberry st
4	Jerome Brown Sr	1215 w. molberry st
5	Morris Hayes Sr	1215 w. molberry st
6	Arianna Chambers	1215 w. molberry st
7	Meredith Bellamy	1215 w. molberry st
8	Eddison Whitfield	1216 w. molberry st
9	Nicole Johnson	1216 w. molberry st
10	Ernest Sims Jr	1205 W. Malberry St
11	Floyd H. Franklin	1217 W. Mulberry St
12	Charlene Brown	1217 W. Mulberry St
13	Earline Cleary	1205 W. Mulberry St
14	Kevin Brown	1203 W. Mulberry St
15	Thomas Jones	1205 W. Mulberry St.
16	Eugene Phillips	1201 W. Mulberry St.
17	Steve Spencer	1201 W. Mulberry St.
18	Amelia Peete	328 N. Carey St
19	Ruth M Kirk *1	320 N Carey St
20	James Harlee	322 N Carey St

09-04-08

Franklin Square Community
Red Line/

LRT: US 40 LOWER LEVEL OPTION

	NAME	ADDRESS
1	JAMES MATHEWS	319 N. Carey Street.
2	Beatrice Shaw	1305 W. Saratoga St City 21223
3	Vernon Wheeler	1301 W Saratoga St.
4	Joseph Taylor	1306 W Saratoga
5	Michael Franklin	301 W Calhoun St
6	Phyllis R Holmes	1311 W Saratoga St
7	Carlos W. Holmes	1311 W Saratoga St
8	Sarah L Holmes	1311 W Saratoga St
9	Charlmayne Holland	300 N. Calhoun ST
10	Sandra Marshall	1325 Saratoga St.
11	Jackie Marshall	1325 Saratoga St
12	Jamine Marshall	1325 Saratoga St
13	Jeanette Horn	1423 W. Mulberry St
14	Unic Gorms	1421 W. Mulberry St.
15	Wendy McKenzie	1413 W. Mulberry st.
16	Cedric Waugh	1413 W. Mulberry st.
17	David Coleman Jr.	828 N. Carey St.
18	Marion Ford	1305 W mulberry St
19	[illegible]	1305 W Mulberry St
20	Janet Ford	1305 W Mulberry St

09-04-08

Franklin Square Community
Red Line/

LRT: US 40 LOWER LEVEL OPTION

	NAME	ADDRESS
1	Mrs Barbara Rock	329 N. Calhoun St. 21223
2	Ms. Erica Scarborough	314 N. Calhoun St. 21223
3	Mrs Barbara Dejon	319 N. Calhoun St 21223
4	Carolyn Proctor	312 N. Calhoun St 212
5	Harvey Holmes	1303 W Fayette St. 21223
6	Lionel Hall	327 N Calhoun St 21223
7	Edward Jones	327 N. CALHOUN STE 21223
8	Jean Parell	231 N. Calhoun St
9	Dubois Lyn Boys + Girls Club Franklin Square	1937 Laurella Ave
10	Kim Sanzee	313 N. Calhoun
11	Peter Mullen	313. N. Calhoun street
12	Monica Mullen	313. N. Calhoun Street
13	Jamal Nelson	317 N. Calhoun St. 21223
14	Robert Sutton	317 N. Calhoun St. 21223
15	Alice Nelson.	317 N. Calhoun St 21223
16	Kenneth Holmes	317 N. Calhoun St. 21223
17	Demar U Bethea	317 N CAlhoun A
18	Peter Beasley	317 N Calhoun A
19	Kevin Lockhart	317 N Calhoun A
20	Jamie Doughty	317 N Calhoun A

09-05-08

Franklin Square Community
Red Line/
LRT: US 40 Lower Level Option

	NAME	ADDRESS
1	James Bell	540 N. Carrollton Ave. 21223
2	Raymond Butler - Truck Driver	302 N. Carey St. 21223
3	Dan Butler	302 N Carey St.
4	Roland Butler	302 N Carey St.
5	Channaya Hall	309 N Stricker St.
6	Deandre Powell	303 S. Norris
7	Denise White	311 N Stricker St
8	Jean P Cobb	315 N. Stricker St 21223
9	Valerie D. Cobb	315 N. Stricker St 21223
10	Pearline Cobb	315 N. Stricker St 21223
11	Emmanuel Watson	315 N. Stricker St 21223
12	Celestin Void	319 N Stricker 21223
13	Bridget Void	3807 Washing St
14	George Washing	Lextonging St 21223
15	Bernice Jordan	329 N Stricker St
16	Rishawn Brown	329 N Stricker St
17	Cynthia James	321 N. Stricker St 21223
18	James McKay	321 N Stricker St 21223
19	Lashawn Jennings	327 N. Stricker St 21223
20	Tysa Jennings	327 N. Stricker St 21223

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

October 21, 2008

To the Maryland Transit Administration:

We, the undersigned, are residents of the Hunting Ridge community in West Baltimore. We have joined this petition to indicate our staunch opposition to two elements of the Red Line rapid transit system that the Maryland Transit Administration (MTA) plans 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, regardless of whether this route is above or below-ground.

We have studied the alternatives in the Draft Environmental Impact Statement (DEIS) and in the Alignment Alternatives available online and refer to them below.

Opposition to an above-ground transit line on Edmondson Avenue

The MTA's proposal calls for an above-ground rail line on Edmondson Avenue from Cooks Lane to Hilton Avenue, a distance of 1.6 miles. This will make it impossible for vehicular traffic to turn left from Edmondson Avenue onto side streets except at seven traffic lights on this stretch. Access to the remaining 12 side streets, many of which are currently accessible via left turns, will be blocked. Additionally, it is unclear from the DEIS whether traffic approaching Edmondson Avenue from side streets will be able to turn left onto Edmondson Avenue. 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, in turn, exacerbate traffic congestion and may encourage drivers to use neighborhood side roads, which will themselves become congested.

There is also significant potential impact on pedestrian traffic, as it is unclear from the DEIS whether pedestrians will be able to cross Edmondson Avenue at intersections other than those seven with traffic lights. The cross-sectional drawings show only small bumps or plantings separating cars from rail traffic along Edmondson Avenue; however, if the MTA decides that more impenetrable barriers are needed to prevent cars from crossing the transit corridor, these barriers may block pedestrian traffic as well. These limitations will pose a significant burden. Edmondson Avenue has substantial pedestrian traffic, much of which is made up of youth and child pedestrians traveling to and from the several schools, a branch of the Enoch Pratt Library, many churches, and countless homes. The convenience and safety of child and adult pedestrians alike is at issue.

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.

We support the improvement of public transportation systems; however, an above-ground Red Line transit line on Edmondson Avenue is simply unacceptable. We advocate, instead, the below-ground transit system that is one of the alternatives described in the DEIS.

Opposition to any transit line on Cooks Lane

We oppose the routing of the Red Line transit system down Cooks Lane, regardless of whether the transit line is above or below-ground. An above-ground transit line would create an additional traffic burden on a road that is already heavily congested during much of the day. There is no certainty 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 that it simply cannot accommodate, creating heavy congestion, long delays, and diverting drivers onto the residential side streets of Hunting Ridge and adjacent neighborhoods.

We also harbor serious concerns that digging a below-ground transit system down Cooks Lane may cause significant damage to houses and other buildings along this road. The houses and other buildings along Cooks Lane have a 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. Moreover, as 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, 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 guarantee that these serious consequences will not be the result of underground tunneling on Cooks Lane.

We appreciate your consideration of our comments during this period of debate and decision-making. We hope that you will take seriously the concerns of the citizens who will be most directly and potentially adversely affected by this project – the residents of Hunting Ridge and the other neighborhoods along the proposed Red Line path.

Thank you,

The Residents of Hunting Ridge
(Please see attached pages for signatures)

2

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.

Our signatures below indicate our endorsement of the attached letter from residents of Hunting Ridge, opposing certain elements of the proposed Red Line Transit System.

Signature	Address	Email Address
David Michel	832 Glen Allen Dr	dmichel832@comcast.net
Diane F Bennett	833 Glen Allen Drive	dianarfb@hotmail.com
John Kowico	714 WINANS	JKKOWICO@MAIL.COM
Carol Foreman	4826 Colchester Road	cfmoby@comcast.net
Marie J Shangpeuraa	4807 Colchester Road	watertoliveby@yahoo.com
Donna Price	4802 Edmondson Ave	dprice@bcps.KR.md.us
Joseph St. Cyr	4700 Edmondson Ave	jstcyr@bwiairport.com
Jeannine Michel	832 Glen Allen Dr	JMichel832@comcast.net
[illegible]	711 Brookwood Rd	MWGPD007@aol.com
[illegible]	830 Glen Allen Dr	mallison99@aol.com
Phillip Perkin	4818 Colchester Rd	—
Carrie B. Madinger	606 Nottingham Rd	julicm@jhu.edu
[illegible]	4626 COLCHESTER	accessdave@hotmail.com
[illegible]	4645 Briarcliff Rd	snpelton@comcast.net
Thomas Stuart Davis	608 Nottingham Road	

3

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 includes a tunnel under Cooks Lane. Cooks Lane was selected because it is one of the most direct, cost-effective routes to connect the major activity centers of the Social Security Administration, CMS, and Security Square Mall to the corridor. A tunnel was selected at this location due to unacceptable transit operations and impacts associated with surface operations on Cooks Lane.

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.

Our signatures below indicate our endorsement of the attached letter from residents of Hunting Ridge, opposing certain elements of the proposed Red Line Transit System.

Signature	Address	Email Address
Marie Lynn	421 Cooks Lane	lynnm5421@yahoo.com
Elliott M. Lynn	811 Cooks LA	
Landon Butler	4818 LINDSAY RD	
Dorothy Smith	905 Cook Lane	
BRIAN CLUSTER	913 Cooks Ln	BRIAN@NEWAGE COMPUTER.net.
Lodson Moses	915 cooks Ln	
Leso Moses	915 cooks Ln	
Carolyn Eddington Clotier	Dawson 1001 Cook Lane	
Jonathan & Gloria	1007 Cooks Lane	
Paul Phair	1013 COOKS LANE	PAUL_PHAIR@COMCAST.NET

4

October 8, 2008

To Whom It May Concern:

The following signatures come from the elders in our communities that are unable to attend the Public Hearing for the Red Line being held at Edmondson & High School to STOP the DESTRUCTION OF OUR COMMUNITY.

✓ We SAY NO to the RED LINE

1. Ms Laura Washington 511 Loudon Avenue 21229
2. Rose M Lewis 509 N Loudon Ave 21229
3. Mary Kenny 515 Loudon Ave 21229
4. James H Rodgers 520 Lyndhurst St 21229
5. Carmie Rodgers 520 Lyndhurst St 21229
6. Mr. Linwood Nelson 507 N Loudon Ave 21229
7. Patrice Johnson 514 Loudon Ave 21229
8. [illegible] 515 Loudon Avenue 21229
9. Cynthia Sumter 520 Lyndhurst Street Balto MD. 21229
10. Quinton Rodgers 520 Lyndhurst Street 21229
11.
12.
13.

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.

SOUTHWEST BETTER NEIGHBORHOOD ASSOCIATION, INC.

"A COMMUNITY WORKING TOGETHER FOR THE GOOD OF ALL"

PRESIDING – ROBERTA SMITH, ACTING PRESIDENT

December 30, 2008

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

Dear Ms. Ratcliff:

Enclosed are numerous AA/DEIS comments forms along with a copy of a petition with over 500 signatures from residents in the Edmondson Village Community and surrounding communities to be included in the Public Hearing Record for the Red Line Corridor Transit Study.

The Southwest Better Neighborhood Association feels that the primary purpose for the Red Line is to serve wealthier "discretionary suburban riders" regardless of the adverse impact it would have on the African-American communities along the project corridor. Mr. Michael Dresser with The Baltimore Sun wrote an article on December 15, 2008 entitled "Not Building Red Line Would Continue Sad Status Quo" The following is an insert from that article "You can't blame people in West Baltimore for harboring distrust because they've been kicked around for decades by officials who put the interests of suburban drivers ahead of the needs of low-income, mostly African-American neighborhoods. The current configuration of Edmondson Avenue is a legacy of those days."

Southwest Better also believes that in order to achieve genuine transportation equity the Red Line project should focus on the distribution of benefits by uniting all communities with the same opportunities and by stopping this obvious disparity and than perhaps all can win. If you have any questions concerning the enclosed documents, please do not hesitate to contact me immediately in writing.

Sincerely,

Roberta Smith

Roberta Smith, Acting President
Southwest Better Neighborhood Association, Inc.
153 N. Edgewood Street
Baltimore, MD 21229

Enclosure

RECEIVED
JAN 13 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.

Petition to Request our Elected Officials to support and demand their constituents position for an Underground Option (only) Redline in the Rt. 40 corridor from Edmondson Avenue and Cooks Lane thru Edmondson Avenue and Hilton Streets or to support our 2nd preference of NO BUILD.

Petition Summary and Background	The Mass Transit Administration is proposing to **Build** an **Above-ground 2** train, light rail or bus rapid transit system above ground system in the **middle of Edmondson Avenue**. This system will take away our turning lanes and generate an enormous amount of traffic congestion among motorist in our communities as the 55,000 cars that now travel Edmondson Avenue will try to find alternative ways of avoiding Edmondson Avenue. Our ability to make left turns will be taken away, pedestrian crossing will become more dangerous than what already exist, we will lose homeowners, and our community will be destroyed forever.
Action Petitioned for	We, the undersigned, residents of the **EDMONDSON VILLAGE COMMUNITY** are opposed to any and all above ground Red Line In-Street surface alternatives for BRT and LRT in the corridor of Tr. 40 from Edmondson and Cooks Lane thru Edmondson and Hilton street; but support the **underground-only alternative** for rapid transit on Edmondson Avenue or the **NO- BUILD** alternative. As concerned citizens we strongly urge our leaders to act now to support our position for the **underground alignment** or **NO BUILD** from Edmondson Avenue and Cooks Lane thru Edmondson Avenue and Hilton Streets.

Printed Name	Signature	Address	Comment	Date
Reginald Arthur	[illegible]	602 Allendale St	Don't Think its right	11/9/08
Eugene Ritchie	[illegible]	140 Denison St	Should be Dug	11/8/08
Bernadette Randolph	Bernadette Randolph	323 Mt. Holly St	No Build	11/8/08
Allen R Coates	Allen R Coates	[illegible]	No Build	11/8/08
Colette Savage	Colette Savage	4000 Cranston Ave	No Build	11/8/08
Linda Green	Linda Green	1200 N Augusta Ave	Do not Build	11/8/08
Victor Hill	Victor Hill	3816 Melvin Drive	Do Not Build	11/8/08
Susie Johnson	Susie Johnson	4000 Cranston Ave	Do not Build	11/08/08
Thomas Johnson	Thomas Johnson	4000 Cranston Ave	Do not Build	11/08/08
Louise Green	Louise Green	1200 N Augusta Ave	Don't Build	11-8-08

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.

from Edmondson Avenue and Cooks Lane thru Edmondson Avenue and Hilton Streets.

Printed Name	Signature	Address	Comment	Date
Rochester Anderson	Rochester Anderson	1201 N. Augusta Ave	Do not Build	11-8-2008
Dawn Carpenter	Dawn Carpenter	4502 Mountview Rd	Dont build	11 28 08
[illegible]	[illegible]	4803 Seminole	Don't build	11-28-08
Shirley Jackson	Shirley Jackson	1014 N Augusta Ave	Do Not build	11-28-08
Kathrin Wescott	Kathrin Wescott	1019 N Augusta Ave	DONT BUILD	112808
Angela Daniels	[illegible]	627 Linwood St	Underground	11/28/08
Devon Muse	[illegible]	4226 Flowerton	Dont Build	11/28/08
Jermal Thompson	Jermal Thompson	3113 Cranstona	Underground	11/28/08
Cheryl Garland	Cheryl Garland	4305 Adelle TER	Underground	11/28/08
[illegible]	[illegible]	6221 Hilton Street	Underground	Hilton Street

from Edmondson Avenue and Cooks Lane thru Edmondson Avenue and Hilton Streets.

Printed Name	Signature	Address	Comment	Date
Thomas Frierson	Thomas Frierson	1023 Kevin Rd	No Build	11-28-08
Thelma Kelly	Thelma Kelly	2660 Lauretta Ave	No Build	11-28-08
Roslyn McClain	Roslyn McClain	3507 W. Mulberry St	No Build	11-28-08
Brian Cook	Brian Cook	4724 Frederick Rd	No Build	11-28-08
Ashley Lewis	Ashley Lewis	4200 Frederick Rd	No Build	11-28-08
Sheehan Rogers	Sheehan Rogers	1101 W. Woodington Rd. #3	No Build	11-28-08
Tanya Boulware	Tanya Boulware	605 Walnut Ave	No Build	12-09-08
James Rich	[illegible]	7167 Washington Pl	No Build	11-28-08
Deanna Alsup	D. Alsup	917 Wildwood Pkway	No Build	11-28-08
Brooke Trusty	Brooke Trusty	4007 Colborne Road	underground	11/28/08

from Edmondson Avenue and Cooks Lane thru Edmondson Avenue and Hilton Streets.

Printed Name	Signature	Address	Comment	Date
Barbara McCoy	[illegible]	610 Cooks Lane 102		11/25/08
Yvonne Johnson	Yvonne Johnson	4110 Edmondson Ave	no Build	11/25/08
Karlene Carroll	Karlene Carroll	820 mt Holly St		11/25/08
Dave Dever Lee	Dave Dever Lee	4901 Stafford Street	no Build	11/25/08
DeAndre Dever Lee	Deandre Dever Lee	4901 Stafford Street	underground	11/25/08
Phillip Keyser	Phillip Keyser	421 Mt Holly St	no Build	11/25/08
Douglas Taylor	Douglas Taylor	714 Allendale Street	No Build / underground	11/24/08
Kathy Jackson	Kathy Jackson	1013 Wicklow Road	NO BUILD	11-25-08
Jennifer Kennedy	[illegible]	4207 Old Frederick Rd	No Build	11/25/08
Betty Payton	Betty Payton	4510 Per Lucy Ave	No Build	11/25/08

from Edmondson Avenue and Cooks Lane thru Edmondson Avenue and Hilton Streets.

Printed Name	Signature	Address	Comment	Date
Larry Jackson	Larry Jackson	1109 Kevin Rd	underground	11-28-08
Loretta Finney	[illegible]	310 N Hopel Catch	underground	11/28/08
Marcos Dieses	Marcos Dieses	403 Wicklow Road	Underground	
Lione Finney	[illegible]	815 Wicklow Road	underground	11-28-08
[illegible]	[illegible]	831 Mt Holly St	" "	"
Lucy Anderson	[illegible]	75 Jamison St.	underground	11/28/08
Deborah Cook	[illegible]	212 Edgewood St	underground	11/28/08
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Tiffany Seward	Tiffany Seward	1311 Woodington Rd	no build	11-28-08
Virgil Scruggs	[illegible]	2300 Poplar Ave	underground	11/28/08

from Edmondson Avenue and Cooks Lane thru Edmondson Avenue and Hilton Streets.

Printed Name	Signature	Address	Comment	Date
Rochell Bracey	Rochell Bracey	3304 Cedar Terrace		11-28-08
James Bryant	James Bryant	3802 Flagstaff Rd	underground	11/28/08
Pamela Spriggs	Pamela Spriggs	4721 Milldale Rd	Underground	11/28/08
Dorman Lawson	Dorman Lawson	607 Woodwind Pkwy	Underground	11-28-08
Charmaine Knight	Charmaine Knight	730 Edgewood St.	No build Underground	11-28-08
Patricia Anderson	Patricia Anderson	626 Allendale St.	Underground / or No Build	11-28-08
Denise Wright	Denise Wright	717 Woodington Rd	Underground or No Build	11-28-08
Darryl Chase	Darryl Chase	820 Allendale St	Under	11/28/08
Albert S. Evans	Albert S. Evans	Ellwindood Pkwy	underground	11-28-08
Renee Hooper	Renee Hooper	500 Normandy Ave	Underground	11-28-08

from Edmondson Avenue and Cooks Lane thru Edmondson Avenue and Hilton Streets.

Printed Name	Signature	Address	Comment	Date
ED FISHER	Ed Fisher	912 Mt. Holly St.	UNDERGROUND	11-28-08
[illegible]	[illegible]	1205 Midland Ct.	No Build	11-28-08
Ashton Pollard	Ashton Pollard	3925 Crangard Ave	underground	11-28-08
FELIX DANTZLER	Felix Dantzler	3105 Augusta Ave	underground	11/28/08
Eric Moore	Eric Moore	723 N Lemmalo St	underground	11/28/08
Bonnie Jones	Bonnie Jones	630 Broadside Rd.	Underground	11/28/08
P. Gaither	Patricia Gaither	4328 Seminole Avenue	under Ground	11/28/08
R. Evans	Russell Evans	4308 Seminole avenue	underground	11/28/08
A. Davis	Aaron Davis	642 Stamford Rd	underground	11/28/08
E. Sullivan	Ernest Sullivan	508 Mountford Ave	under Ground	11/28/08

from Edmondson Avenue and Cooks Lane thru Edmondson Avenue and Hilton Streets.

Printed Name	Signature	Address	Comment	Date
Michael Witherspoon	Michael Witherspoon	1210 Wildwood Pkwy		11-28-08
Carolyn Musell	Carolyn Musell	1213 Cobb Rd		11/28/08
Cynthia Witherspoon	Cynthia Witherspoon	4731 Dartford Ave		11/28/08
PATRICIA ROGERS	Patricia Rogers	1020 Mt Holly St	underground	11/28/08
JERMAINE TOWNS	Jermaine Towns	4315 Rokeby Rd	Underground	11-28-08
PERCIVAL FLETCHER	P. Fletcher	4206 Belston Dr.	Underground	
Leslie Wilson	Leslie Wilson	4401 Rokeby Rd	underground	11-28-08
John LEONARD	John Leonard	4529 Pen Lucy Rd		11-28-08
Freda Gittings	Freda Gittings	4529 Pen Lucy Rd		11-28-08
VERONICA JACKSON	Veronica Jackson	2148-52 Vine St	Underground	11/28/08

from Edmondson Avenue and Cooks Lane thru Edmondson Avenue and Hilton Streets.

Printed Name	Signature	Address	Comment	Date
Ivory Pinkett	Ivory Pinkett	519 Edgewood St.	No Build	11/28/08
Kirsten Robinson	Kirsten Robinson	901 Wildwood Pkwy	No Build	11/28/08
Peggy Baker	Peggy Baker	632 Wildwood Pkwy	No Build	11/28/08
Kenneth Towns	Kenneth Towns	3414 Frederick Ave	No Build	11/28/08
Tayvon Towns	Tayvon Towns	531 S Beechfield Ave	No Build	11/28/08
Beverly Todd	Beverly Todd	1124 Wickliffe Rd	No Build	11-27-08
Celestine Hunt	Celestine Hunt	3533 W Cator Ave	No Build	11/28/08
GLENN WILFORD	Glenn Wilford	3719 Cranston AVE	No Build	11/28/08
Latria Carter	Latria Carter	4138 Mountwood Rd	No Build	11-28-08
Minerva Carter	Minerva Carter	3405 Flowerton Rd	Under Ground	11-28-08

Edmondson Avenue and Cooks Lane thru Edmondson Avenue and Hilton Streets. ... **underground alignment** or **NO BUILD**

Printed Name	Signature	Address	Comment	Date
A A Cooper	A L Cooper	25 St. Mary St	No Build	11/28/08
Tiffany Lemmon	Tiffany Lemmon	918 Lyndhurst St.	None	11/28/08
C.E. SMITH	C E Smith	430 Edgecoombe Ter	No Build	11/28/08
Tony Hybkund	Anthony	2524 Mount ST.	No Build	11-28-08
Lafette Cunningham	[illegible]	303 Bryan Ave.	No Build	11/28/08
Tierra Carter	Tierra Carter	4304 Parkton St Apt A	No build	11/28/08
Bridgette Paige	Bridgette Paige	107 Lyndmann Rd	No build	11/28/08
Otin Cook	Otin Cook	803 Kevin RD	Underground	11/28/08
Sharon Stricklin	Sharon Stricklin	6727 Brookmont Rd	Under	11/28/08
Sharonda Cooper-Yates	Sharonda Cooper-Yates	2411 Edmondson Ave	No build	11/28/08

from Edmondson Avenue and Cooks Lane thru Edmondson Avenue and Hilton Streets. ... **underground alignment** or **NO BUILD**

Printed Name	Signature	Address	Comment	Date
James Patrick	James Patrick	3805 Clarkston Ave		11-8-08
SAVANNA HADLEY	Savanna Hadley	623 Linchurst St		11/8/08
Deborah Jones	Deborah Jones	3414 Edmondson Ave		11/8/08
Katie Hall	Katie Hall	708 Kevin Rd	No build	11/8/08
John Hall	John Hall	716 Kevin Rd	No Build	11-8-08
Wilbert DAVIS	Wilbert Davis	3922 Flowerton Rd	NO BUILD	11-8-08
Joyce Jones	Joyce Jones	745 Lynwood St	No Build	11/8/08
Barbara Seward	Barbara Seward	746 Edgewood St	No Build	11-8-08
Dorothy Foster	Dorothy Foster	4104 Woodbury Rd	No Build	11-29-08
DIAN DICKENS	Dian Dickens	4300 Seminole Ave #203	No build	11-29-08

EDV2

from Edmondson Avenue and Cooks Lane thru Edmondson Avenue and Hilton Streets. ... **underground alignment** or **NO BUILD**

Printed Name	Signature	Address	Comment	Date
Sonya Lawson	Sonya Lawson	2654 W. Lafayette Ave	Never Heard Of It	11-29-08
Lynn Foster	Lynn Foster	162 N MORley	Underground	11-29-08
[illegible]	[illegible]	[illegible]	Underground	11/29/08
[illegible]	[illegible]	715 N Wolfe Rd	Underground	11-29-08
Jackie Brown	Jackie Brown	4539 Berkley RD	Underground	11/29/08
Tarsha Urquhart	Tarsha Urquhart	4109 S. Augusta Ave	Underground	11-29-08
DEBORAH DAVIS	Deborah Davis	6047 N. Loudon Ave	Never	11-29-08
Shirelle Hughes	Shirelle Hughes	4011 Woodridge Rd.	Underground	11/29/08
Shawn Peterson	Shawn Peterson	4017 Colborne RD.	Underground	11/29/08
Angelica Fletcher	[illegible]	39 Woodrow Ave	Underground	11-29-08

EDV2

from Edmondson Avenue and Cooks Lane thru Edmondson Avenue and Hilton Streets.

Printed Name	Signature	Address	Comment	Date
Teresa Edwards	[illegible]	520 S. Wickham	[illegible]	12/1/08
Courtney P	[illegible]	947 Elliott Drive	[illegible]	12/1/08
Stephanie Washington	[illegible]	1404 Frankhurst	Underground	12/1/08
Loretta Rock	Loretta Rock	4507 Rokeby Rd	Underground	12/1/08
Percy Sherrod	Percy Sherrod	901 Walnut Ave	Against this	12/1/08
White M.	[illegible] White	3519 Gelston Drive	Against	12/1/08
Jasslyn colon	[illegible] colon	1997 Oakhurst Place	Underground	12/1/08
Sherman Savage	Sherman Savage	1247 N. Culver St	Underground	12/1/08
Abdul Montague	Abdul Montague	2185 Collins Ave	Underground	12/1/08
R Campbell	R Campbell	Hunt Valley Md	Underground	12/1/08

EDV2

from Edmondson Avenue and Cooks Lane thru Edmondson Avenue and Hilton Streets.

Printed Name	Signature	Address	Comment	Date
Carolyn Hines	[illegible]	618 allendale St	Donut do	12/1/08
Johnny Jones	Johnny Jones	908 W. Lord Baltimore Pkwy		12/1/08
Sonia Fuller	[illegible]	515 Cooks Lane	no Build	12/1/08
Audra Burrell	Audra Burrell	502 N Lakewood Ave	Underground	12/1/08
Marietta R White	Marietta R White	3930 Blenhurt Rd		12-1-08
Shashawn N Gates	Shashawn N. Gates	919 Kevin Rd	Underground	12-1-08
Reginald A Wright	Reginald Wright	919 Kevin Rd	Underground	12-1-08
Michael J Hall	[illegible]	1928 W Lafayette Ave	underground	12-1-08
Henrietta Bailey	Henrietta Bailey	631 N Woodbridge Rd		12-1-08
Jacqueline Wash	[illegible]	616 N Hally St	Underground	12/1/08

EDV2

from Edmondson Avenue and Cooks Lane thru Edmondson Avenue and Hilton Streets.

Printed Name	Signature	Address	Comment	Date
Tarrera Franklin	Tarrera Franklin	1553 Denison street	underground	12/1/08
JoAnn Stewart	JoAnn Stewart	3612 W Lexington St	NO Build	12/1/08
[illegible]	[illegible]		No Build	12/1/08
K. Kellum	K. Kellum	517 Allendale St.	No Build	12-1-08
Rowena Lansey	Rowena Lansey	4449 Rokeby RD	NO BuiLD	12-1-08
Preston Clark	Preston Clark	1014 Woodridge		12-1-08
Morris Turner	Morris Turner	501 N Rock Glen Rd	underground	12/1/08
Daphne Pugh	Daphne Pugh	4001 Massachusetts Ave	Under Ground	12-1-08
Kenneth Carter	Kenneth Carter	707 Bethnal	underground	12-1-08
Sharon Smith	3430 W Mulberry Street Sharon Smith		" "	" "

from Edmondson Avenue and Cooks Lane thru Edmondson Avenue and Hilton Streets.

Printed Name	Signature	Address	Comment	Date
LaTisha Galloway	LaTisha Galloway	129 N Calver St	underground	12/1/08
Tim Tegus	Tim Tegus	50 Upmanor Rd	"	12/1/08
Ivy Johnson	Ivy Johnson	4307 Flowerton Rd	"	12/1/08
Kallen Howard	Kallen Howard	1176 St. Lane Pkw	"	12/1/08
Chandra Canada	Chandra Canada	1160 N. Payson St		12/1/08
Rosalind D Williams	Rosalind D Williams	131 N Monroe Ave	"	12-2-08
Shelby Wilson	Shelby Wilson	4932 W Hills Rd	no build	12-2-08
Andrea Green	Andrea Green	418 N London Ave	underground	12-2-08
Kabell Bates	Kabell Bates	10 W Washington Rd	Never heard of it	12-2-08
~~[illegible]~~ DEAN	WHITE	5138 Lincoln Ave	"	12/2/08

EDV2

from Edmondson Avenue and Cooks Lane thru Edmondson Avenue and Hilton Streets.

Printed Name	Signature	Address	Comment	Date
Rosie Gardner	Rosie Gardner	3012 Hollywick Ave		5-17-09
Lois Turner	Lois Turner	917 W Orlou Rd		12-2-08
Ronald Jones	Ronald Jones	706 S Beechfield Ave		12-2-08
Florence Lee	Florence Lee	1616 Mt Holly St		2-2-09
Ali Miles	[illegible]	705 W Collins Rd		12-2-08
Chester Thomas	Chester Thomas	816 W Clouk St	no build	12-2-08
James M. Combs	James M Combs	4135 Mountwood Rd	under Ground	12/2/08
Terri Newman	Terri Newman	1025 Wildwood Pkwy	No bill	12/2/08
Betty White	Betty White	111 Chemicals St		
Michelle Goodman	Michelle	918 Lewin Rd	Under Ground	12/2/08

EDV2

from Edmondson Avenue and Cooks Lane thru Edmondson Avenue and Hilton Streets.

Printed Name	Signature	Address	Comment	Date
Catrice Parker	Catrice Parker	5814 W Gelpinington	underground	12/2/08
Traci Fitts	Traci Fitts	2725 Winchester	Don't want it	12/2/08
Letitia Quick	Letitia Quick	107 S. Calhoun St	underground	12/2/08
Rhonda Hawkins	Rhonda Hawkins	3806 Morthavenue	underground	12/2/08
Neil Cole	Neil Cole	324 Cheshire Rd	underground	12-2-08
NORMA N MEREDITH	Norma Meredith	4621 Catherine Rd	" "	12-2-08
Aleasha Jones	Aleasha Jones	1013 Mansfield	underground	12-2-08
Joyce Taylor	Joyce Taylor	1509 N. Stricker St	under ground	12-2-08
Donald Whitelow	Donald Whitelow	1008 Walnut Ave	Underground	12-2-08
Chentelle Green	Chentelle Green	5708 Williston St.	Underground	12-2-08

EDV2

from Edmondson Avenue and Cooks Lane thru Edmondson Avenue and Hilton Streets.

Printed Name	Signature	Address	Comment	Date
[illegible]	[illegible]	417 Edmondson Ave Catonsville 21228		12/2/08
Charlotte Brown	[illegible]	844 Cooks Lane		
Wayne Powell	[illegible]	4701 Frankford Ave		12/3/08
Joe Brown	[illegible]	840 Green Acres Dr	Yes Build	12/3/08
Frances Dyer	[illegible]	2603 N Dolphin St Baltimore		12-3-08
Brady Nathan	[illegible]	4809 Bloodfield Rd		12-3-08
Linda Ferguson	[illegible]	1471 Kirkwood Rd		
James W Campbell	[illegible]	212 N Calhoun St	No Build	12-03-08
Paula Washington	[illegible]	3012 Presstman 21216	No Build	12/3/08
Ronald A Sanders	[illegible]	4205 Gelston Dr 21229	No Build	12/3/08

EDV2

from Edmondson Avenue and Cooks Lane thru Edmondson Avenue and Hilton Streets.

Printed Name	Signature	Address	Comment	Date
Catherine Wright	[illegible]	516 Lyndhurst St	No Build	11/5/08
Bonnie Hall	[illegible]	827 Lyndhurst St	No Build	11/5/08
Carrie Lawrence	[illegible]	512 Lyndhurst	No	11-5-08
David Steve Greenwood	[illegible]	708 West Hilton Parkway	No Build	11-08-08
Eva Greenwood	[illegible]	708 Westwood Pkwy	No Build	11-08-08
Samuel Englar	[illegible]	4809 Edmondson Ave	No Build	11-08-08
Jamal McKay	[illegible]	37 N Athol Ave	No Build	11/8/08
[illegible]	[illegible]	418 Lynn Ave	No Build	11/8/2008
[illegible]	[illegible]	4113 Paul Revere Rd	No Build	11/8/08
Raymond Perry	[illegible]	3722 Edmondson Ave	No Build	11/8/08

EDV5

from Edmondson Avenue and Cooks Lane thru Edmondson Avenue and Hilton Streets.

Printed Name	Signature	Address	Comment	Date
[illegible]	[illegible]	4011 W Franklin St	Tunnel - no [illegible]	[illegible]
Gregg Gilmore	[illegible]	131 N McMaster Park	No Build	11/8/08
Samuel Spencer	[illegible]	124 N Monroe Ave	Tunnel	11/8/08
[illegible]	[illegible]	4403 Edmondson Avenue	No Build	11/8/08
Ozora Campbell	[illegible]	3425 Bowden Rd	tunnel	11/8/08
Linda Campbell	[illegible]	3425 Bowden Rd	tunnel	11/8/08
Marion K. Crawford	[illegible]	624 Mt. Holly St.	No Build	11-8-08
[illegible]	[illegible]	21 N Gilmanton Ave		11-08
Connie Chaplin Bass	[illegible]	125 Edgewood St.	No Build	11-8-08
Brenda Graham	[illegible]	412 K Gerard St	No Build	11/8/08

...Avenue and Cooks Lane thru Edmondson Avenue and Hilton Streets.

Printed Name	Signature	Address	Comment	Date
Veronica Davis	[illegible]	4036 Rexby Rd Balt. MD 21229	No underground	11/8/08
Donna Brown	Donna Brown	4744 Ken Lucy Rd Baltimore, MD 21229	No build	11/8/08
Marie Hawkins	Marie Hawkins	4229 Berkeley Pl Balto MD 21229	No Build	11/8/08
Lisa Parker	Lisa Parker	6006 Grantly St 21229	Underground	11-29-08
Tracy Parker	Tracy Parker	6006 Grantly St 21229	Underground	11-29-08
Mary Brown	Mary Brown	317 Lyndhurst St	—	11-29-08
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Bithesh Cant	Bithesh Cant	4310 [illegible] Ave 21229	Underground or No Build	11-29-08
LAKISHA DAY	Lakisha Day	715 Woodington Rd		11/29/08
Ruby Bowlware	Ruby Bowlware	715 Woodington Road	No Build	11-29-08

EDV5

...from Edmondson Avenue and Cooks Lane thru Edmondson Avenue and Hilton Streets.

Printed Name	Signature	Address	Comment	Date
Arthur Edwards	[illegible]	1005 Cedarcrest St	No Build	11-29-08
Paula Spencer	Paula Spencer	3806 Harlem Ave	Under Ground	11-29-08
Jodie Sadler	Jodie Sadler	3806 Harlem Ave	Under Ground	11-29-08
Bernice W Atson	Bernice Watson	619 Edmondson St	Underground	11-29-08
[illegible]	[illegible]	4613 Edmondson	" "	11-29-08
[illegible]	Nicole Gamble	4613 Edmondson	" "	11-29-08
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

EDV5

...Avenue and Cooks Lane thru Edmondson Avenue and Hilton Streets.

Printed Name	Signature	Address	Comment	Date
Denise Barber	[illegible]	1461 N. [illegible]	[illegible]	10-29-08
Anita Eden	Anita Eden	411 Edgewood St	underground	11-29-08
Sheila Jackson	Sheila Jackson	707 Erdman St	Underground	11-29-08
Terrence Bardwell	[illegible]	402 Rowden Ave	underground	[illegible]
Kevin Brown	[illegible]	721 Edgewood St	[illegible]	[illegible]
Machelle Coleman	Machelle Coleman	1108 Kevin RD	Underground	11/29/08
[illegible]	[illegible]	271 [illegible] Ave	[illegible]	[illegible]
Ashanti Keyetta	[illegible]	414 Random Rd	Underground	11/29/08
Monika Smith	[illegible]	609 Edgewood St	underground	11/29/08
Fleming Howard	Fleming Howard	2469 Pissbury ST	underground	11-29-08

EDV5

from Edmondson Avenue and Cooks Lane thru Edmondson Avenue and Hilton Streets.

Printed Name	Signature	Address	Comment	Date
[illegible]	[illegible]	[illegible]		[illegible]
[illegible]	[illegible]	[illegible]		11-26-08
[illegible]	[illegible]	[illegible]		[illegible]
Alphonse Griffin	[illegible]	519 Windwood Place		11-29-08
Courtney Cheek	Courtney Cheek	1343 Poplar Grove	No BUILD	11-29-08
[illegible]	[illegible]	1343 Poplar Grove		11-29-08
Shmuel Adler	Shmuel Adler	2546 Boyd St		11-29-08
Louise White	[illegible]	5600 Belle Ave		11-29-08
Morris Boyd	Morris Boyd	1616 W Franklin		11-29-08
Laura Edwards	[illegible]	1208 N. Augusta Ave		11/29/08

from Edmondson Avenue and Cooks Lane thru Edmondson Avenue and Hilton Streets.

Printed Name	Signature	Address	Comment	Date
Rodney Gall	[illegible]	438 Seminole Ave		DEC 1
[illegible]	[illegible]	[illegible]		Dec 1
Mitchell Washington	[illegible]	1907 W Lafayette Ave		Dec 1
Theresa Morris	Theresa Morris	4614 Rockley Rd	[illegible]	Dec 1
Samuel H Smith	[illegible]	453 Manorview	UNDERGROUND	Dec 1
Gloria Davis	[illegible]	2406 Pressman St	No Build	12/1/08
Betty Pryor	Betty Pryor	947 Elliott Driveway	Did Not Know about Underground	12/1-08
Villa Smith	Villa Smith	711 W. Saratoga St	No Build	
Hazel [illegible]	[illegible]	1201 Walbert Ave	underground No Build	12/1/08
Gloria Jones	[illegible]	846 N Mount Holly Ave	No Build	12/1/08

EDVS

from Edmondson Avenue and Cooks Lane thru Edmondson Avenue and Hilton Streets.

Printed Name	Signature	Address	Comment	Date
Bernadette Perry	Bernadette Perry	4250 Flowerton Rd.	No BUILD	12/1/08
Anneta Butler	Anneta Butler	1234 Kenon Rd.	↓	↓
Anita Perry	Anita Perry	4250 Flowerton Rd	↓	↓
Theresa Davis	Theresa Davis	5116 Beck Mill Rd	↓	[illegible]
Marian Scott	[illegible]	1011 N Woodington Rd	↓	
Kenneth Scott	Kenneth Scott	1006 Woodington Rd.	↓	
Lilian Thomas	[illegible]	1100 N Auckland St.		12/1/08
Dino Gee	Dino Gee	314 N Holly St.	No Build	12/1/08
Ramona Cooper	Ramona Cooper	610 Allendale St	No Build	12/1/08
Teresa Wilson	Teresa Wilson	3105 Colborne Rd.	No Build	12/1/08

EDVS

from Edmondson Avenue and Cooks Lane thru Edmondson Avenue and Hilton Streets.

Printed Name	Signature	Address	Comment	Date
S. Johnson	S. Johnson	Towson	Below Ground	12-1-08
Vera Green	Vera Green	Ten Hills 5019 Brandt Rd	Not	12-1-08
Lorraine R. Bessick	Lorraine R. Bessick	3226 Paterson	Below Ground	12-1-08
Annette Baker	Annette Baker	2104 Bright Ave	Underground	12-1-08
Collin McCalla	Collin	911 Kevin	Not	12-1-08
Quiana Coker	Quiana Coker	3201 Belmont Ave	Underground	12-1-08
Crystal Gaynor	Crystal Gaynor	3500 N. Cator Ave	Below ground	12-1-08
Patricia Lmay	Patricia May	419 Lynthurst St	Below gr	12-1-08
Ray Isaac	Ray Isaac	2664 Lauretta Ave	Below gr	12-1-08
Shirl Hicks	Shirl Hicks	2210 W Lexington St	Below ground	12-1-08

EDV5

from Edmondson Avenue and Cooks Lane thru Edmondson Avenue and Hilton Streets.

Printed Name	Signature	Address	Comment	Date
Lakeisha Pulson	[illegible]	29 N. Culver St	Underground	12/1/08
Charlotte Fenwick	[illegible]	4712 Melbourne Rd	Charlotte Fenwick	12/1/08
Patricia Stewart	Patricia Stewart	3901 Stokes Dr.	None	12-1-08
Sonja Jerow	Sonja Jerow	132 Stonecroft Rd	Underground	12-1-08
[illegible]	[illegible]	1026 [illegible]	[illegible]	[illegible]
Toward Anderson	[illegible]	4227 Rokeby Rd.	No	12/1/08
Eric White	[illegible]	4227 Rokeby Rd	No	12/1/08
Patti Taylor	[illegible]	2503 [illegible]	No	[illegible]
Danielle Hearn	[illegible]	619 N Woodington Rd	None	[illegible]
Tanya McKey	Tanya McKey	5320 Belleville Ave	Not	12-2-08

EDV5

Printed Name	Signature	Address	Comment	Date
Rose R. Jones	Rose R. Jones	3913 S. Mulberry Street	Underground	11/29/08
David L Adams	David L Adams	8N Washington Apt C-4	Under Ground "Only"	11/29/08
Stephanie Scott	[illegible]	4304 Seminole Ave #103	Underground	11-29-08
Odell Witherspoon	[illegible]	4304 Seminole Ave #103	Underground	11/29/08
Lloyd A. Hart Jr	Lloyd A. Hart Jr.	811 N. Augusta Ave	No-Build	11/29/08
Anthony Lawson	Anthony Lawson	4355 Maywood St		11/29/08
Terri Brock	Terri Brock	601 North Augusta Ave	No Build	11/29/08
Mattie Harris	Mattie E. Harris	4643 Rokeby Rd	"	11-29-08
Carolyn Overby	Carolyn Overby	1018 Lynthurst St.	No Build	11/29/08
Stephanie Wilkins	Stephanie Wilkins	3931 Edmondson Ave	No Build	11/29/08

EDV11

Printed Name	Signature	Address	Comment	Date
Shynia Baldwin	Shynia	803 N. Augusta Ave	Don't	11/29/08
Ethel Lawson	Ethel Lawson	4346 Eldone Rd	Underground	11/29/08
Renee McCray	Renee McCray	109 Edgewood St.	No Build	11/29/08
Erica Jordan	Erica Jordan	4021 Cinnsch Ave.	Underground	11/29/08
Broderick Nelson	[illegible]	914 N Augusta	underground	11/29/08
Sequita Hammond	[illegible]	4904 Carmine Ave	Underground	11/29/08
Stephanie Harrison	Stephanie Harrison	1122 Seminole Ave	underground	11-29-08
Deaon Snells	Deaon Snells	1343 Poplargrove St	underground	11/29/08
Kyle Lansdowne	Kyle Lansdowne	6007 N. Chapelgate Ln	underground	11/29/08
Nathaniel Smith	Nathaniel Smith	1102 Windwood Pkwy	Underground	11/29/08

EDV11

Printed Name	Signature	Address	Comment	Date
Alma Stevenson	Alma Stevenson	3708 Cranston Ave		12/2/08
Anna Presidents	Anna C. Presidents	913 Elicott Dr.	No Bill	12/2/08
Ernestine Norwood Briggs	Ernestine Norwood Briggs	912 N. Augusta Ave	no build	12/2/08
Darren Gaudett	Darren Gaudett	4233 Euclid Ave	underground	12 2 08
PORTIA FRAZIER	P. Frazier	3612 Emd		
William J. Scott Sr.	William J. Scott Sr.	4218 Colborne Rd		12-2-08
Elizabeth M. Scott	Elizabeth M. Scott	4218 Colborne Rd		12-2-08
Ella Wilkins	Ella Wilkins	313 Edgewood St		12-2-08
Tavony Zigner	Tavony Zigner	5501 Mayview Ave	underground	12-2-08
[illegible]	[illegible]	4132 Mountwood RD	No Build	

EDV11

Printed Name	Signature	Address	Comment	Date
Matthew Thompson	Matthew Thompson	601 N. Calhoun St. 21217		12-2-08
Carolyn Stepney	Carolyn Stepney	607 Stamford Rd 21229	underground	12/2/08
Pamela Howell	Pamela Howell	2757 Reggie Ave	underground	12-2-08
Charlotte McCoskill	Charlotte McCoskill	3817 Woodway Rd	Underground	12/2/08
Dwayne A. Thompson	Dwayne A. Thompson	372 Marydell Rd.	noway Jose	12/2/08
E. Gregory	E. GREGORY	2012 W. SARATOGA St	underground	12-2-08
J. Harris	Harris	110 N. Monastery Ave	under	12/2/08
Maryland McPhaul	Maryland McPhaul	4126 Mountwood Rd	underground	12/2/08
Freda Davis	Freda Davis	53 Thomas Guidera Ct	underground	12-2-08
Mark A. Ayers	Mark A. Ayers	3913 Rokeby Rd	underground	12-2-08

EDV11

Printed Name	Signature	Address	Comment	Date
Orrin Vanstory	[illegible]	614 Cooks Lane	underground	12-2-08
Michael Harris	[illegible]	1113 Washington Rd	Underground	12-2-08
Chantrell Jones	Chantrell Jones	2216 N. Edgewood St.	underground	
Yolonna Heard	Yolonna Heard	1106 N. Augusta ave	underground	12-3-08
Kiesha Chase	Kiesha Chase	707 Edgewood St.	Underground	12-3-08
Wesley-Ann Wright	Wesley-Ann Wright	1021 Wildwood Pkwy	Underground	12-3-08
Joyce Dug	[illegible]	27 Cobber In	[illegible]	12/3/08
Margaret E Campbell	Margaret E Campbell	212 N Culver St	Underground	12-3-08
Ruth Jones	[illegible]	3752 Old Frederick rd	Underground	12-3-08
Larry Scott	[illegible]	703 N. Augusta Av	underground	12/03/08

EDV11

Printed Name	Signature	Address	Comment	Date
Sharon Watson	[illegible]	1111 N. Augusta Ave.		12-4-08
Yvonne Thomas	Y. Thomas	7502 W. Fayette St Baltimore MD 21223		12/04/08
Phyllis Curtis	Phyllis Curtis	621 Mt. Holly St. 21229		12/04/08
Mildred Raymond	[illegible]	1505 [illegible] St		12-4-08
Wilhelmina Hendricks	Wilhelmina Hendricks	619 Mt. Holly St. 21229		12/04/08
Shirley Carter Rembert	Shirley Carter Rembert	1103 Cooks 21229		12/4/08
Ricky Robinson	Ricky Robinson	707 Wildwood Pkwy	No Build	12/4/08
Ann Miller	Ann Miller	121 Milton St		
Priscilla Young-Keels	Priscilla Young-Keels	126 Allendale St		12/4/08
Joann Lee	[illegible]	227 S. Linda Ave	No Build	12/4/08

EDV11

Printed Name	Signature	Address	Comment	Date
George E Washington	George E Washington	121 N Woodington Rd	No Build	12/4/08
Edna Moore	Edna Moore	142 Denson Street	No Build	12/4/08
Theresa Bailey	Theresa Bailey	4506 Marvin Rd	No Build	12/4/08
William Jones	[illegible]	4315 Side Hill Rd	underground	12/4/08
Earl Richardson	[illegible]	2332 Edmondson Ave.	Put it underground	12/4/08
Troy Williams	Troy Williams	2027 W. Mulberry St		12-4-08
Lydia Tejada	[illegible]	608 Williams Way	No Build	12-4-08
James Brown	James Brown	1007 Cathedral St		12/4/08
Nicole Evans	Nicole Evans	3252 Edmondson Ave	No Build	12/4/08
Natalie Vonnet	[illegible]	7630 Bolter St	No Build	12/4/08

EDV11

Printed Name	Signature	Address	Comment	Date
Shannell Wilson	Shannella Wilson	3701 Timberlake Ct	Stop in the area all the time	12/4/08
Deborah Davis	[illegible]	2107 7 Hampton Ta	Under Ground	12/9/08
Quiana Morris	Quiana Morris	232 N. Monastery Ave	No Build	12-4-08
Sandra Baddoe	Sandra Baddoe	302 Collins Ave	No Build	12/9/08
Sandra Taylor	Sandra Taylor	1741 McLean Ave	Shop in Area	12/9/08
Terra Green	[illegible]	6903 Brightway Place	No Build	12/9/08
Nishia Tinner	Nishia Tinner	4500 Parkton St	No Build	12/9/08
Marlene C. Clay	Marlene C. Clay	4319 Diana St.	No Build	12/09/08
Lester Selden	Lester Selden	4205 Old Frederick Rd	No Build	12/9/08
Vernice Day	Vernice Day	4205 Old Frederick Rd	No Build	12/9-08

EDV11

Printed Name	Signature	Address	Comment	Date
Mary Church	Mary C Church	600 Granthley St	No Build	12/09/08
Brandi Goodwin	[illegible]	4300 Seminole ave	Under Ground	12/9/08
Tamara DAVIS	Tamara Davis	643 N. WOODINGTON RD	Underground	12/9/08
Cedric Hughes	[illegible]	1144 N. MOUNTOLIVE LANE	UNDER GROUND	12/9/08
Davita Ashton	[illegible]	1629 N Smallwood St	underground	12/9/08
Sarah London	[illegible]	127 N Milton Ave	underground	
Evelyn Melvin	Evelyn Melvin	1735 N Smallwood St	No Build	12-9/08
Jason Grady	[illegible]	4610 Pennsylvania	No Build	12-9/08
EDITH G. BROWN	Edith G Brown	4275 Rokeby Rd Balto	No Build	12/09/08
VANNE WILSON	Vanne Wilson	3500 Harlem Ave	r	12/09/08

EDV11

Printed Name	Signature	Address	Comment	Date
Valerie Clarke	Valerie Clarke	307 Allendale St 21229	Heavy rail	Sat 11/1/08
Dennis Williams	[illegible]	3438 W Cton Ave 21229	Over Top	11-1-08
Susan Clarke	Susan E Clarke	3712 W. Mulberry St.	Heavy Rail	11/2/08
Cheryl Whitstone	Cheryl Whitstone	524 Allendale St. 21229	Do Not Approve	11/2/08
Michael McGill	[illegible]	523 Allendale St 21229	Do no build	11/2/08
LaTonya Moody	[illegible]	140 Allendale 21229	Heavy Rail	Sun 11/2/08
Sandra Murray	Sandra Murray	127 Allendale St 21229	Underground	11/2/08
Betty Stewart	Betty Stewart	520 Allendale	underground	11/2/08
Wendy Byrom	[illegible]	641 Linnard St	Under ground	11/2/08
Antawn Kirk	[illegible]	1145 London Ave	No-Build	11/2-08

Southwest4

Printed Name	Signature	Address	Comment	Date
Spencer Sims	Spencer C. Sims	521 Allendale St.	underground	11-02-08
Justiner Walker	Justiner Walker	508 Allendale St	underground	11-2-08
Reginald Johnson	R. Johnson	400 Allendale St	No-Build	11-2-08
EARL BRight	Earl Bright	311 allendale st	No-Build	11-2-08
Marian Baker	Marian Baker	3531 W. Caton Ave	above Heavy Rail ground	11-3-08
Sharon Davis	[illegible]	3520 W. Caton	underground	11/2/08
Jacqueline S Turpin	[illegible]	3504 W. Caton Ave.	No Build underground	11-2-08
Krystle B Barkett	Krystle B Barkett	3503 W. Caton Ave.	No Build underground	11-2-08
[illegible]	[illegible]	53 [illegible]	No Build	11-2-08
[illegible]	[illegible]	[illegible]	underground	11-2-08

Printed Name	Signature	Address	Comment	Date
Marcus Williams	Marcus Williams	3316 Kevin Rd	No Build	11/2/08
KEVIN DICKENS	[illegible]	125 Den Ave	No Build	11-2-08
Elijah Weathers	Elijah Weathers	289 N. Culver St.	No-Build	11-2-08
Arthur Hill	Arthur Hill	211 McHenry	No Build	11-2-08
Wayne Logan	Wayne Logan	523 Mt Holly St	No-Build	11-2-08
Paulette White	Paulette White	3506 Caton Ave	No-Build	11-2-08
Alice Baker	[illegible]	310 Allendale Ave.	No-Build.	11-2-08
Marion White	Marion White	309 Allendale st	Over Top	11-2-08
Gertrude White	Gertrude White	419 Gwynn ave	Street level	11-2-08
Michelle Savage	Michelle Savage	412 Mt Holly St	Heavy Rail	11-4-08

Southwest4

Printed Name	Signature	Address	Comment	Date
Falon Jordan	[illegible]	3613 Edmondson Ave	No	11/4/08
Destiny Kuitt	Destiny Kuitt	516 Normandy Ave	NO	11/4/08
John Simmons	John Simmons	1164 Edgewood St	No	11/04/08
Roberta N. Parris	Roberta N. Parris	308 Lyndhurst St	No	11/4/08
Deidre Hamlak	Deidre Hamlak	308 Lyndhurst St	NO	11-4-08
Michelle Johnson	Michelle Johnson	535 Normandy Ave	NO	11.4.08
LAWRENCE WILLIAMS	Lawrence Williams	306 DENISON ST.	NO BUILD	11-4-08
Shirley Williams	Shirley Williams	306 Denison St	NO BUILD	11-4-08
Melissa Jones	Melissa Jones	421 Lyndhurst St	NO Build	11/4/08
Janette Hinson	Janette Hinson	3766 Brooklyn St	No Build	11-4-08

Southwest4

Printed Name	Signature	Address	Comment	Date
Kimberly Washington	[illegible]	308 Gwynn Ave	Heavy rail	11/4/08
Jaye Batson	[illegible]	112 N Monastery Ave	No Bad No Bill	11/4/08
Alvin T. Bunn	[illegible]	207 Mt. Holly St.	No Heavy Rail	11-4-08
Robert McCullum Jr.	[illegible]	143 N Edgewood St	Don't Build	11-4-08
James A Smoot	[illegible]	124 N Edgewood St	no Bill	11-4-08
Jeffrey Jones	[illegible]	223 N Edgewood St	No Bill	11-4-08
Selmar Burrell	[illegible]	314 N. Monastery Ave.	No Bill	11-4-08
Michael Toliver	[illegible]	314 Mt. Holly St.	No Build	11-4-08
Angela Jones	[illegible]	112 Allendale St.	No build please!	11-4-08
Deborah Toliver	[illegible]	314 Mt. Holly st	NO BUILD	11-4-08

Southwest4

Printed Name	Signature	Address	Comment	Date
Maggie McWilliams	[illegible]	1249 N. Edgewood St	against	11/4/08
Natasha Roy	[illegible]	1321 N Worthington Rd #213	Against	11/4/08
Tokumbo Adenekan	[illegible]	3600 W Franklin St #9P	against	11/4/08
Yra Prins	[illegible]	303 Lynthurst St	Against	11/4/08
Verna Smith	[illegible]	3316 W. Franklin St.	against	11-4-08
Loubenia Price	[illegible]	6 Wildwood St	against	11-4-08
Randy Jackson	[illegible]	319 Lynthurst St.	against	11-4-08
Janoise Inabnett	[illegible]	1485 Monastery Ave	Against	11/04/08
Mary Street	[illegible]	3264 S Monastery Ave	Against	11/04/08
Brandon L Anderson	[illegible]	400 N. Edgewood St.	Against	11/04/08

Southwest4

Printed Name	Signature	Address	Comment	Date
Robin Talley	Robin Talley	345 Gwynn Avenue	Against	11/4/08
Frances Griffin	[illegible]	517 N. Denison St.	Against	11/4/08
Danette Griffin	[illegible]	517 N. Denison St.	Against	11/4/08
Alisha Thomas	[illegible]	3506 W Franklin St	Against	11/4/08
Keon Allen	[illegible]	302 Allendale st	Against	11/4/08
Jessica Belrraine	[illegible]	302 Allendale St	Against	11/4/08
Mark Arterbush	[illegible]	500 Allendale St	Against	11-4-08
Gene Harris	[illegible]	622 A Dickson	A Single	
Elaine Bullock	[illegible]	517 Wildwood Pkwy	No Bill Against	11/4/08
Leon Linder	[illegible]	517 Wildwood Pkwy	Against No Bill	11/4/08

Southwest4

Printed Name	Signature	Address	Comment	Date
Terence Butler	[illegible]	517 Wildwood	No bill	11-4-08
Rovena Edwards	[illegible]	398 Chandler ave	NO	11-4-08
LAWRENCE DOUGLAS	[illegible]	460 DENISON ST	NO	11-4-08
IRVIN L. GREEN	[illegible]	121 N MONASTERY AVE	NO	11-4-08
DOLORES SPAIN	[illegible]	137 Denison St	NO	11-4-08
TIM LITAKER	[illegible]	344 N Hilton	NO	11-4-08
MATILDA BARNETT	[illegible]	132 N. Denison St	NO	11-4-08
Ommie Barksdale	[illegible]	165 Thomas Guidera Cir	NO	11-4-08
Bernette Young	[illegible]	169 Thomas Guidera Cir	NO	11-4-08
TOSHIA BATES	[illegible]	165 THOMAS GUIDERA CIR	NO	11/4/08

Southwest4

Printed Name	Signature	Address	Comment	Date
Sherri Pendleton	[illegible]	1327 Druimdale Ave. Balto. MD 21229	NO	11/4/08
Malene Bailey	Malene Bailey	29 W. Chestnut Hill Lane Apt. 201 Reisterstown, Md. 21136	No	11/4/08
John Alfred Venney	[illegible]	138 N. Culver St	No	11/4/08
Antoinette Scarborough	[illegible]	3801 W. Saratoga St	No	11/4/08
Rod TRAVNHAM	Rod Travnham	216 Mt Holly St	NO	11/4/08
Gary P. Hman	[illegible]	310 N. Culver St.	NO	11/4/08
Kelly Walter	[illegible]	152 N. Edgewood St	NO	11/4/08
Betty Fenner-Davis	[illegible]	423 Gwynn Ave.	NO	11/4/08
Betty P. Brown	[illegible]	101 Edgewood ST	NO	11/4/08
Raphael Rice	[illegible]	120 Edgewood St	NO	11/4/08

Southwest4

Printed Name	Signature	Address	Comment	Date
Pearl Rice	[illegible]	120 N Edgewood	No	11/4/08
Doris Bryan	[illegible]	17 N Monastery ave	NO	11-4-08
Jiffany Bryan	[illegible]	17 N. Monastery the	NO!!!	11-4-08
Curtis Jones	[illegible]	208 N Monastery Ave	No	11-4-08
Cassandra Hunter	[illegible]	309 N Loudon Avenue	NO	11-4-08
Evonne Artis	[illegible]	200 N. Culver	NO	11-4-08
Mark Johnson	[illegible]	205 Mt. Holly st	No	11-4-08
Princess Clifton	Princess Clifton	124 N Monastery Ave	No	11/4/08
Chesley Clifton	[illegible]	124 N Monastery Ave	NO	11-4-08
Cynthia Jackson	[illegible]	87 S. Rossiter St	No	11/4/08
James D Alston	[illegible]	408 Mt. Holly St.	No	11-4-08

Southwest4

Printed Name	Signature	Address	Comment	Date
Venice Scott	Venice Scott	210 N Denison St	No Build	11-27-08
Herbert Lynch	Herbert Lynch	218 N Denison St	Underground	11-27-08
Doris Lynch	Doris Lynch	218 N Denison St	Underground	11-27-08
TERRY DRAPER	Terry Draper	204 N. Denison St	No Build	11-27-08
ERIC ROSS	Eric Ross	422 Edgewood St	No Build	11-27-08
James Guy	James Guy	143 N. Culver St	No Build	11-27-08
SHIRLEY JETER	Shirley Jeter	207 Denison St	NO Build	11/27/08
Lutresa Morris	Lutresa	209 Denison St	NO Build	11/27/08
ALICE McMeekin	Alice McMeekin	222 Denison St	No Build	11/27/08
Elizabeth Simms	Elizabeth Simms	3711 Woodridge Rd.	No Build	11/27/08

Southwest5

Printed Name	Signature	Address	Comment	Date
Mary P Miller	M P Miller	227 Edgewood St	No Build	11-27-08
Albert K Tilery	Albert K Tilery	221 Edgewood St	" "	11/27/08
Angel Bailey	Angel Bailey	219 Edgewood St	No build	11/27/08
Michelle Bradley	Michelle Bradley	209 Edgewood St.	underground	11/27/08
Demetrius Robinson	Demetrius Robinson	213 Edgewood	underground	11/27/08
Lucille McClinton	Lucille McClinton	204 Edgewood ST	No build	11/27/08
JAMES A. Cunningham	James A. Cunningham	204 Edgewood St.	No build	11/27/08
Mijanne Harrison Turner	MALINE HARRISON-TURNER	200 EDGEWOOD ST	NO BUILDING	11-27-08
Sheila Gray	Sheila Gray	150 Denison ST	No Build	11-27-08
Donta T. Pittman	Donta T. Pittman	150 Denison ST	No Build	11-27-08

Southwest5

Printed Name	Signature	Address	Comment	Date
DARRYL GRAY	Darryl Gray	150 Denison ST	150 Denison	11-27-08
Carter Baker	Carter Baker	146 Denison St	Underground only	11/27/08
Debra Baker	Debra Baker	146 N Denison St	Underground	11/27/08
Lamont Baker	Lamont Baker	146 N Denison St	Underground	11/27/08
Kevin Brown	Kevin Brown	142 N DENISON ST		11-27-08
Floyd Carter	Floyd Carter	144 N Denison ST		11/27/08
Iris Howard	Iris Howard	144 Denison ST	Underground	11/27/08
Mary L. White	Mary L. White	138 North Denison St	No Build	11/27/08
Marie Kelly	Marie Kelly	128 Denison St		11-27-08
Daisha Jones	Daisha Jones	128 Denison St		11-27-08

Southwest5

Printed Name	Signature	Address	Comment	Date
Paulette Hopkins	Paulette Hopkins	119 Hanover St.	No Build	11-27-08
B. Pollard	B Pollard	205 Linnard st	No Build	11/27/08
Davean Williams	Davean Williams	113 N Denison	No Build	11/27/08
James Gregory	James Gregory	111 N. Denison St	No Build	11/27/08
Renea Johnson	Renea Johnson	127 Denison st.	No Build	11/27/08
Fred + Marie Woodall	Fred + Marie Woodall	136 Denison St	No Build	11/27/08
[illegible]	[illegible]	208 Denison St	No Build	11/27/08
[illegible]	[illegible]	202 Denison St	No Build	11/27/08
Danielle McCray	Danielle McCray	109 Edgewood St.	No Build	12/18/8
Gloria Neal	Gloria Neal	810 Wildwood Pkwy	No Build	12-18-08

Southwest5

Printed Name	Signature	Address	Comment	Date
Tatiana Cheeks	[illegible]	609 Wincrest Ave Baltimore, MD 21229	underground No build	12/9
Angela Foster	Angela Foster	7 Beechfield Ave 21229	underground No Build	12/9
Tracey Brogden	Tracey Brogden	106 Diener Rd 21229	No Build	12/9
Talmadge L. Faison Jr	[illegible]	106 Diener Place Apt 303 21229	Underground No Build	12/9
Jessica Hurd	[illegible]	120 Salem Calvert	Underground No Build	12/9
Timothy Byrd	[illegible]	723 N. Holly St.	Underground	12/9
Sheila Gardner	[illegible]	835 Tuckahoe St	No build	12/5
Ashley Heckstall	Ashley Heckstall	3122 Fairview Rd	underground	12/9

Printed Name	Signature	Address	Comment	Date
Larry Wright	Larry Wright	226 Denison St	send more information to correct addresses	11/27/08
Arquinette Wright	Arquinette Wright	256 Denison St	"	11/27/08
MARTHA CLARK GARNER		415 N. Denison St	Clarence Garner	11/27/08
John Johnson	John Johnson	228 N. Monastery Ave	No Build	11-27-08
Purnell Nelson	Purnell Nelson	3404 W. Saratoga	No Build	11-27-08
Rose Floyd	Rose Floyd	3405 Saratoga		11-27-08
Queen Reed	Queen Reed	3400 W. Saratoga St	No Build	11-27-08
William Pender	William Pender	3408 W Saratoga St	No Build	11/27/08
Brenda S. Jones	Brenda S. Jones	223 Edgewood St. 21229		11/27/08

The Uplands Community Association, Inc.
Established in 1948

Our community is our focus and its ingredients include: diversity, familiarity, shared concerns, physical proximity, equality and an open door... to possibilities.

December 29, 2008

The Mass Transit Administration
Redline Office of Planning
6 St. Paul Street, Rm.
Baltimore, MD 21229-2828

On behalf of the Uplands Community Assn., Inc., I write this letter to inform the Mass Transit Administration (MTA) that we the Uplands Community signified by the attached petitions oppose option 4C in the current recommended proposal for an above ground rail system of any kind on the surface of Edmondson Avenue from Cooks Lane thru Edmondson and Hilton Streets.

The Uplands Community Association leadership has been involved in this process since 2002 and until recent months where we informed that two rail systems are proposed for Edmondson Avenue Corridor , a we were not being considered for tunneling, and that a station stop is proposed for Swann and Edmondson Avenues and this we find totally unacceptable as this creates a disruption to our community and encourages commuter traffic that is not welcome in the neighborhood, as well as, cause cut through traffic from route 40/Edmondson Avenue turning our streets into main corridors for motorist to avoid the congested traffic that an above ground rail system contribute to from Edmondson Avenue/Route 40.

Until recent months the Uplands Community was not informed that we were being forced to take an above ground system beginning at Uplands Parkway, and Edmondson Avenue, thru Athol and Edmondson Avenue. Nor were the Uplands Community engaged in a planning process with the Mass Transit Administration made aware or ever agreeing to accept a station stop at Swann and Edmondson Avenue in our community, nevertheless, a train system passing our portion of the 40 W. corridor.

However, we are in agreement that a better transit system is needed in the area to get the surrounding counties through our communities and we are prepared to support

JAN 5 2009

P.O. Box 11683 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.

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.

modifications to the proposed option 4C.

In closing, if the Mass Transit Administration is not amenable to this suggestion through a guaranteed supplemental of the existing 4C supported by the branches of Government and the Business Community than the Uplands Community Association, Inc. supports the **NO BUILD** alternative.

Thank you,

Angela Bethea-Spearman

Angela Bethea-Spearman
President
Uplands Community Association

Cc: Federal Transit Administration
Environmental Protection Agency
Department of Justice

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.

Based on input from the Station Area Advisory Committee and additional community input, the Preferred Alternative includes a shift in location of the station from Edmonson Avenue and Swann Avenue to a mid-block location further east

Petition to Request our Elected Officials to support and demand their constituents position for an Underground Option (only) Redline in the Rt. 40 corridor from Edmondson and Cooks Lane thru Edmondson and Hilton Streets or to support our 2nd preference of NO BUILD

Petition summary and background	The Mass Transit Administration is proposing to Build an above ground 2 train light rail or bus rapid transit system above ground system in the Middle of Edmondson Avenue. This system will take away our turning lanes and generate an enormous amount traffic from motorist in our communities as the 55,00 cars now that travel Edmondson Avenue will try to find alternative ways of avoiding Edmondson Avenue, our ability to make left turns will be taken away, pedestrian crossing will become more dangerous than what already exist, we will lose homeowners and our communities will be destroyed forever as the already Howard Street exist in downtown Baltimore that many of us avoid.
Action petitioned for	We, the undersigned, residents of the Uplands Community any and all above ground Red Line In-Street surface alternatives for BRT and LRT in the corridor of Tr. 40 from Edmondson and Cooks Lane thru Edmondson and Hilton street; but support the **underground-only alternative** for rapid transit on Edmondson Avenue or the **NO- BUILD alternative.** As concerned citizens we strongly urge our leaders to act now to support our position for the **underground alignment** or **NO BUILD** in from Edmondson Avenue and Cooks Lane thru Edmondson Avenue and Hilton Streets.

Printed Name	Signature	Address	Comment	Date
Latoya Brown	Latoya Brown	4530 Penlucy Rd		9/11/08
Cynthia Johnson	Cynthia Johnson	4367 Old Fred. Rd		9/12/08
Marilyn Smith	Marilyn Smith	4365 Old Fred. Rd		9/12/08
Ashley Wair	Ashley Wair 4367 Old Fred. Rd	4367 Old Fred. Rd		9/12/08
Vera Redding	4363	4363 OLD Fred Rd		9/12/08
Grace & James Adams	Grace Adams	4369 OLD Frederick RD		9-23-08
Lanny Bunch	[illegible] 4420 Pen Lucy	4357 OLD Frederick RD		9-23-08
Benjamin Murphy	Benjamin Murphy			9-23-08
Janice	Janice Baquet	4424 Pen Lucy Rd		9-23-08

Printed Name	Signature	Address	Comment	Date
Andrew Morgan	Andrew Morgan	4613 Pen Lucy rd	that wont be fair to other people with houses down there	09/30/08
Freestroe Smith	Amethai Smith	4409 Old Frederick Rd		09/30/08
Emma Forman	Emma Forman	4411 OLD FREDERICK RD	—	9/30/08
Lark Cooper	Lark M Cooper	4415 Old Frederick Rd		9/30/08
Donald Payton	Donald Payton	4512 Pen Lucy Rd		9/30/08
Vanessa Alston	Vanessa Alston	4417 Old Frederick Rd.		9/30/08
Michelle Green-Daniels	Michelle Green Daniels	4419 Old Frederick Rd 21229		9/30/08
Joan Sutter	Joan Sutter	4427 Old Frederick		9/30/08
Shamira Chase	Shamira Chase	4429 Old Frederick		9-30-08
Hortense Henry	Hortense Henry	4425 Old Frederick Rd	Against	
Michelle Lee Brenda Lee	Brenda Lee	4431 OLD Frederick Rd		9/30/08
DARWIN Lewis		4433 Old Frederick		9/30/08
Michael Henson	Michael Henson	4439 Old Frederick		
Duwane Sanders	Duwane Sanders	4445 Old Frederick Rd		9/30/08
MARCELLA JOYNER	Marcella Joyner	4447 OLD FREDERICK Rd		9/30/08
Ernest Spearman	Ernest Spearman	4449 Old Frederick		9-30-08

Printed Name	Signature	Address	Comment	Date
Wanda McLaren	W. McLaren	4453 Old Frederick Rd.	Build underground	9/30/08
Tamara Hudson	Tamara Hudson	4 N. Kossuth St.	Build underground	9/30/08
Crystal Hudson	Crystal Hudson	715 S. Woodington Rd.	build underground	9/30/08
Jermia Cobb	Jermia V. Cobb	34 Wymanor rd	" "	9/30/08
Veronica Carroll	Veronica Carroll	4454 old Frederick	Build underground	9/30/08
Sheila Thompson	Sheila Thompson	4461 old frederick	"	9/30/08
William Cooper	William R. Cooper	4445 Old Frederick Rd.		9/30/08
Sandra Brooks	Sandra Brooks	4451 Old Frederick Rd	Build underground	9/30/08
Tawanda Brogden	Tawanda Brogden	4403 old Frederick Road	Build under-ground	9/30/08

PETITION ON THE RED LINE Date 10/18/2008 Page 1 of 2

We, the undersigned members of the Uplands Community Association, Inc. of West Baltimore,

1) oppose any and all Red Line In-Street surface alternatives for BRT and LRT;

2) but support either the underground-only alternative for rapid transit on Edmondson Avenue or the NO-BUILD alternative.

	Name	Address	Phone (optional)
1	JAMES S. BRAXTON	117 UPMANOR Rd.	410-624-1464
2	Thomas D. Lee	4416 Pen Lucy	410-945-6150
3	Carla Lyell-Murphy	121 N. Athol Ave	410-566-9468

PETITION ON THE RED LINE Date 10/18/2008 Page 2 of 2

4	Berry Murphy	121 N. Athol Avenue	410-566-9668
5	Diane Green	4408 Pen Lucy Rd	410 945-7467
6	LaKecia Brown	4415 Pen Lucy Rd	410-878-1713
7	Nuala Bazemore	117. N. Athol	410-934-8275
8	SHANNON ZEOTT	46. N ATHOL AV.	443 717 1658
9	CH1 Johnnie Alston	4422 Pen Lucy Rd.	443-310-8893
10	Melvina Alston	4422 Pen Lucy Rd	443-995-9771
11	mary Koko	4401 old Frederick	566-9989
12			
13			

Printed Name	Signature	Address	Comment	Date
ANDRÉ Hue	[illegible]	108 HILLVALE RD		9/16/08
Sam Dunston	S. Dunston	114 Hillvale Rd		9-16-08
Carolyn Lee	C. Lee	116 Hillvale rd.		9-16-08
Nicole Todd	[illegible]	110 Hillvale Rd		9.16.8
Beverly Stewart	Beverly Stewart	112 Hillvale Road		9-16-08
MARY Leake	Mary Leake	106 Hillvale Rd.		9-16-08
JOHNE DURANT	[illegible]	102 HILLVALE RD		9-16-08
Lenser [illegible]	[illegible]	100 Hillvale Rd		[illegible]
Valerie Smallwood	Valerie Smallwood	104 Hillvale Rd.		9/16/08
David Smallwood	David Smallwood	" " "		"
Danielle Peterson	Danielle Peterson	4435 Pearlway Rd.		9/16/08
Elsie Marshall	Elsie Marshall	" " "		
Tondalaya Hill	Tondalaya Hill	108 Hillvale Rd.		9-16-08
Joyce Hunter	Joyce Hunter	118 Hillvale Rd		9-20-08

Printed Name	Signature	Address	Comment/Email	Date
Barbara Morris	Barbara Morris	4103 Glenhunt Rd.		10-18-08
Joan Holt-Jones	Joan Holt-Jones	3831 Terka Circle		10-18-08
Alois Robert Gaio	[illegible]	4076 Rokeby Rd 29		"
JANINE Bailey	Janine Bailey	811 Augusta		
Will Lofton	Will Lofton	936 Wildwood Pkwy		
THOMAS Hudson	Thomas Hudson	4012 Edmondson Ave.		
Henry McFadden	Henry McFadden	4000 Franklin St		
Chris Parker	[illegible]	3418 Woodridge Rd.		10/18/08
Ryan Dean	Ryan Dean	1017 Wildwood Pkwy		

Printed Name	Signature	Address	Comment/Email	Date
Janet Lippman	Janet Lippman	611 Walnut Ave	undersigned	10/18/08
JACQUE Robin	Jacque Robin			
Bessie Herbert	Bessie Herbert	603 Wildwood Pkwy.		
Cynthia Parker Withamid	Cynthia Withamid Parker	602 Wildwood Pkwy.		
Terry McLaughlin	Terry McLaughlin	4023 Woodridge Rd		
Crystal Brown	Crystal Brown	600 wildwood Pkwy		
Darnell J. Evans	Darnell Evans	3905 Colborne Rd		10/18/08
GARY A Deshields	[illegible]	920 Wildwood PKWY	CDASH1@yahoo.com	10-18-08
Rosetta Talley	Rosetta Talley	620 Wildwood Pkwy		10-18-08
April Jones	April Jones	624 Wildwood PKWY		10/18/08
John Guino	John Guino	636 Wildwood Pkwy	410-233-1153	[illegible]
STEVEN YOUNG	Steven Young	4014 Edmondson Ave		10/18/08
Gwendolyn Shaw	Gwendolyn Shaw	3914 Edmondson Ave		
Kathryn Loots	Kathryn Loots	915 Lyndhurst St.		
JOANNE Stevens	Joanne Stevens	3918 Edmondson Ave.	(410)624-5596	10/18/08
Valerie Evans	Valerie Evans	3800 Woodridge Rd		10/18/08

Printed Name	Signature	Address	Comment/Email	Date
Asha Shamsiddeen	Asha [illegible]	3910 Edmondson Ave 21229	asha.shamsiddeen@gmail.com	10/18/08
S Norris Scott	[illegible]	509 Normandy		10/18/08
Patricia Scott	Patricia Scott	3909 Edmondson Ave		10/18/08
Dawn Foster	Dawn Foster	4101 Edmondson Ave		10/18/08

Printed Name	Signature	Address	Comment/Email	Date
CAROL LAWSON	Carol Lawson	422 Edmondson Ave		10-18-08
Roy MURRAY	Roy Murray	410-362-2621 422 Edmondson Ave		10-18-08
Annette Lawson	Annette Lawson	607 Wildwood Pkwy	410-265-3973	10/18/08
Gloria Stadler	Gloria Stadler	609 Wildwood Pkwy	410-624-5368	10/18/08
WILMA ARMOUGI	Wilma Armour	840 Wildwood Pkwy	(410) 233-7098	10/18/08
Charnice Jordan	Charnice Jordan	616 wildwood pkwy	(443) 914-2768	10/18/08
Jerome Bradley	Jerome Bradley	3902 Colborne Rd	410 947-9281	
Stanley Winkler	Stanley Winkler	626 Wildwood PKWY	410-362-2630	10-18-08
Brenda Latmyler	Brenda	4431 Old Frederick Rd	410-566-3144	10-18-08