

Comment/Question	Response
<p><u>Michele Rosenberg - citizen</u> TIP ID 12-1113-11: West Baltimore MARC Neighborhood Improvements – although not mentioned in the project description, what is the disposition of the mural to be demolished? Can it remain somewhere in the neighborhood?</p>	<p>The demolition of the wall abutments and the mural is not a part of this project; however, MTA and the City of Baltimore have worked closely with communities surrounding the West Baltimore MARC Station on issues relating to the mural. After extensive community consultation, all of the community organizations have agreed that the best course of action is to document the mural and, if possible, re-establish portions of it within the community.</p>
<p><u>Michele Rosenberg - citizen</u> TIP ID 12-1002-42: Edmondson Avenue Bridge – Will the bridge be replaced if the Red Line is delayed or does not move forward? Why increase the capacity if there is no room for lanes or tracks on either side?</p>	<p>The Edmondson Avenue bridge is slated for reconstruction with or without the Red Line transit project. Baltimore City confirms that adequate right-of-way is available. IF the Red Line were not to move forward, the width of the bridge would be reduced.</p>
<p><u>Michele Rosenberg - citizen</u> TIP ID 12-0432-12: Central Avenue Reconstruction – has Baltimore City considered the proposal by Gabriel Kroiz (Program Director &amp; Assistant Professor, Architecture and Environmental Design at Morgan State University) to “daylight” the stream that is closed in beneath Central?</p>	<p>The Department of Transportation is aware of, and has met with, advocates of daylighting the stream beneath Central Avenue. Unfortunately, that alternative is not practical given the water volume, available right-of-way and other engineering constraints.</p>
<p><u>Drew Brown - citizen</u> More bike lanes and street trees should be planned for Baltimore City to improve the health of the region.</p>	<p>The City of Baltimore agrees with this comment. The City has added more than 100 miles of bicycle lanes and trails over the past 4 years, and is continuing to do so. In general, these improvements are made using non-federal funds and thus do not appear in the TIP.</p>

Drew Brown - citizen

Opposed to US 29 and MD 295 so have pollutants caused by the traffic using the extra lanes been factored in to the TMDLs for cleaning up the Chesapeake Bay?

The U.S. EPA is in the process of creating the Chesapeake Bay TMDLs for nitrogen, phosphorus and sediments. They expect completion by December 2010. The MD Department of the Environment (MDE) will suballocate pollutant loadings to the County scale and create a Watershed Implementation Plan (WIP) for how to meet the necessary pollutant load reductions. Maryland will be submitting a draft Phase I WIP to EPA by September 1, 2010. The WIP could include programs and actions to meet reductions as well as offsetting any new or increased loads.

Stormwater runoff from MD State Highway Administration (SHA) projects will be addressed in the Chesapeake Bay TMDL process mainly through the MDE regulatory programs and permitting process. MDE issues requirements for stormwater management through the Maryland National Pollutant Discharge Elimination System (NPDES) Municipal Stormwater Permit Program. SHA has a Phase I permit to operate a Municipal Separate Storm Sewer System (MS4) that covers their systems in central Maryland, issued every five years. SHA addresses water quality at the project planning level in their environmental documentation.