



September 13, 2010

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Charles Village Civic Association, Inc.  
3023 Guilford Avenue  
Baltimore, MD 21218

Judith A. Kunst, President  
Greater Remington Improvement Association, Inc.  
215 West 27<sup>th</sup> Street  
Baltimore, MD 21211

Peter Duvall, President  
Old Goucher Community Association, Inc.  
2422 Guilford Avenue  
Baltimore, MD 21218

RE: 25<sup>th</sup> Street Station DOT Letter of Commitment

Thank you for your email dated August 5, 2010, regarding implementation of the traffic mitigation recommendations being presented to the City Council for approval in the 25<sup>th</sup> Street Station Planned Unit Development. The Department of Transportation is fully committed to working with the community associations and neighborhoods adjacent to the proposed development. Please accept my sincerest appreciation for all of the hard work that you and your fellow citizens have put into this project. The result of our work together is far better because of your active participation.

In response to the specific questions you have raised, please accept the following responses:

*REQUEST: We formally request DOT to tell us the amount of money it has negotiated with the development and whether the amount will be sufficient to cover the cost of the items it agreed.*

**RESPONSE:** DOT has negotiated a \$160,000 contribution towards implementation of the traffic calming matrix, attached as Exhibit 1, to this letter. In addition, DOT has negotiated a \$100,000 contribution towards traffic signal timing optimization. These amounts and purposes will become statutory requirements of the PUD upon enactment by the Mayor and City Council.

In our professional judgment, these amounts will be sufficient to cover the cost of the commitments made; however, the Department of Transportation is committed to covering the cost of any shortfall which may arise. After all, these are public improvements which will benefit the community at-large.

*REQUEST: We formally request assurances from DOT in the form of a written agreement that the matrix will be done and a timetable for when they will be done.*

**RESPONSE:** I have included at the bottom of this letter a place for each of the community associations to sign in concurrence with the Department's commitments as described in this letter for the Traffic Calming Matrix.

If you do not believe this to be sufficient, I will request that the City Solicitor draft an agreement between DOT and the affected community associations, which can be adopted by the Board of Estimates. If you chose this option, please be advised that the typical drafting and approval process will take 45 – 60 days. I trust that such a delay will not hinder your support for the traffic mitigation components of the PUD.

*REQUEST: We are concerned that item #41 on the matrix does not commit to a dedicated left hand turn going north on Howard to westbound North Avenue, in order to divert traffic away from neighborhoods and onto I-83.*

**RESPONSE:** Since you last met with DOT, our Traffic Division has developed a safe solution to permit a left-turn going north on Howard Street to westbound North Avenue. This solution will be implemented along with other items in the traffic calming matrix.

*REQUEST: We are concerned about item #31 on the matrix which does not commit to maintaining parallel parking and two lanes in each direction on 25<sup>th</sup> Street between Howard and Calvert Streets, and does not commit to moving the bike lanes from 25<sup>th</sup> to 26<sup>th</sup> Street.*

**RESPONSE:** DOT is committed to maintaining the parallel parking on 25<sup>th</sup> Street east of Howard Street, as is the current condition. I appreciate that you have agreed to continue working in good-faith with DOT staff to resolve the matter of a bicycle corridor in the areas, and that the lack of a final resolution will not hinder your support for the traffic mitigation components of the PUD.

Again, on behalf of all DOT staff involved in this effort, I want to thank you for all of the effort which has produced excellent solutions to the traffic challenges in the area of the 25<sup>th</sup> Street Station. We are committed not only to implementing these items, but to continuing to monitor their effects and working with you make necessary adjustments. Such adjustments would only be made using the consensus-building process employed that has brought us to this point.

Should you have any questions, please continue to work with Ms. Valorie Lacour, Acting Chief of the DOT Planning Section. Once the PUD is adopted, we will transition from planning to implementation, and Ms. Lacour will advise you of the new project leader.

Kind Regards,

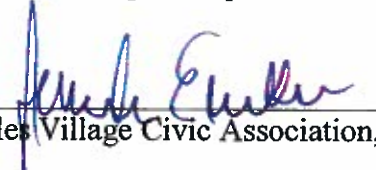


KHALIL ZAIID  
ACTING DIRECTOR

SIGNED:



Greater Remington Improvement Association, Inc.



Charles Village Civic Association, Inc.



Old Goucher Community Association, Inc.