



2023

# RED LINE COMMUNITY ENGAGEMENT REPORT

*May 2024*



**RED LINE**

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# EXECUTIVE SUMMARY



# REPORT ON 2023 COMMUNITY ENGAGEMENT ACTIVITIES FOR THE RED LINE PROJECT

## EXECUTIVE SUMMARY

In June 2023, Governor Moore relaunched the Red Line Project, which had been canceled nearly a decade earlier. This marked a significant milestone in the project's history as it revitalized planning efforts to address a significant gap in east-west transit service between Bayview and Woodlawn, passing through downtown Baltimore City.

A primary objective of the relaunch was to reintroduce the Red Line project to the public. We accomplished this by sharing information in different ways: via the project website and social media channels, at existing events in the community, and at Red-Line specific meetings and open houses. The relaunch of the project also provided an opportunity to update and modernize the Red Line to better align with the current needs and aspirations of our region.

As we concluded the relaunch phase of the project, we gathered valuable community input on various aspects of the Red Line's design, including mode types, route alignments, and the choice between tunnel or surface placement. This input is serving to help refine and update options for further evaluation and laying the groundwork for upcoming funding, approval, and collaboration processes.

Our outreach efforts successfully connected with more than 5,000 community members and project partners. We employed diverse outreach activities, including open houses, participant surveys, door-to-door visits, and meetings with community groups, institutions, businesses, and elected officials. The knowledge gained from these activities is helping the MTA make decisions that affect critical local support and federal environmental processes related to the Red Line. These are key to delivering the right project for the Baltimore region, gaining necessary funding, and ensuring that the project's development is well-informed and community driven.

This executive summary provides a concise overview of the key takeaways from our 2023 community engagement activities.



## WHAT WE DID

## 2023 Engagement Snapshot



**5,500+**  
Connected with  
5,500+ people



**9** Open Houses  
**700+** Participants



**42**  
Pop-Up  
Meetings



**3,500+**  
Online  
Surveys

## WHAT WE HEARD



### STRONG SUPPORT & URGENCY

Overall there is a string support for completing the Red Line Project quickly, recognizing its benefits for regional transit and economic growth.



### SEAMLESS TRANSIT INTEGRATION

Community members prioritize seamless integration with existing transit systems to enhance regional connectivity.



### MODE

There is a strong preference for Light Rail over Bus Rapid Transit



### TUNNEL PREFERENCES VARY

Opinions on tunnel choices and associated costs, like Cooks Lane tunnel/ surface alignment, vary widely.



### ECONOMIC GROWTH & JOBS

Residents anticipate economic development and local job opportunities resulting from the Red Line.



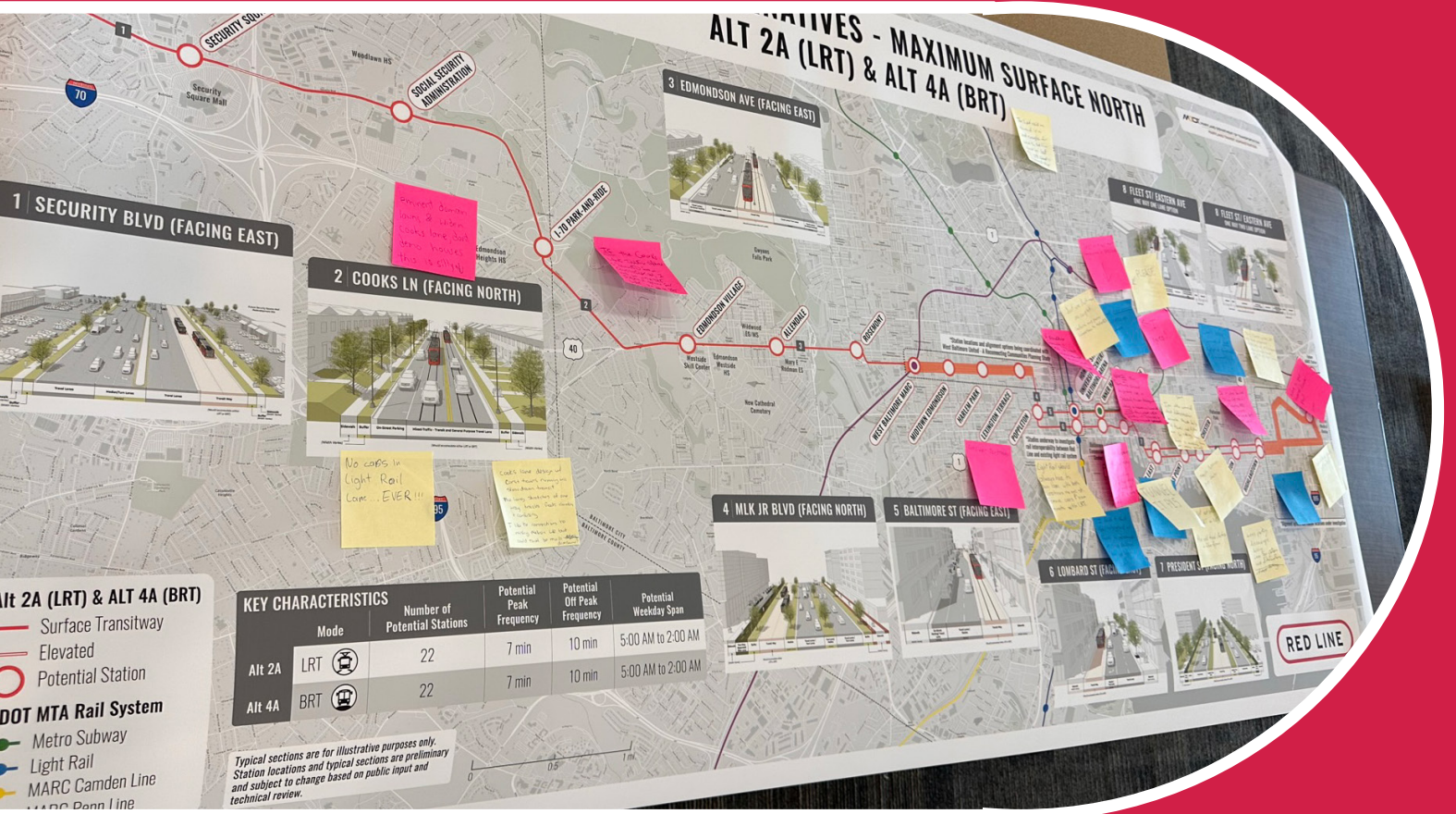
### TRAFFIC AND SAFETY CONCERNS

Concerns include potential traffic impacts, congestion, parking, and safety at Red Line crossings.



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PROJECT OVERVIEW



# PROJECT OVERVIEW

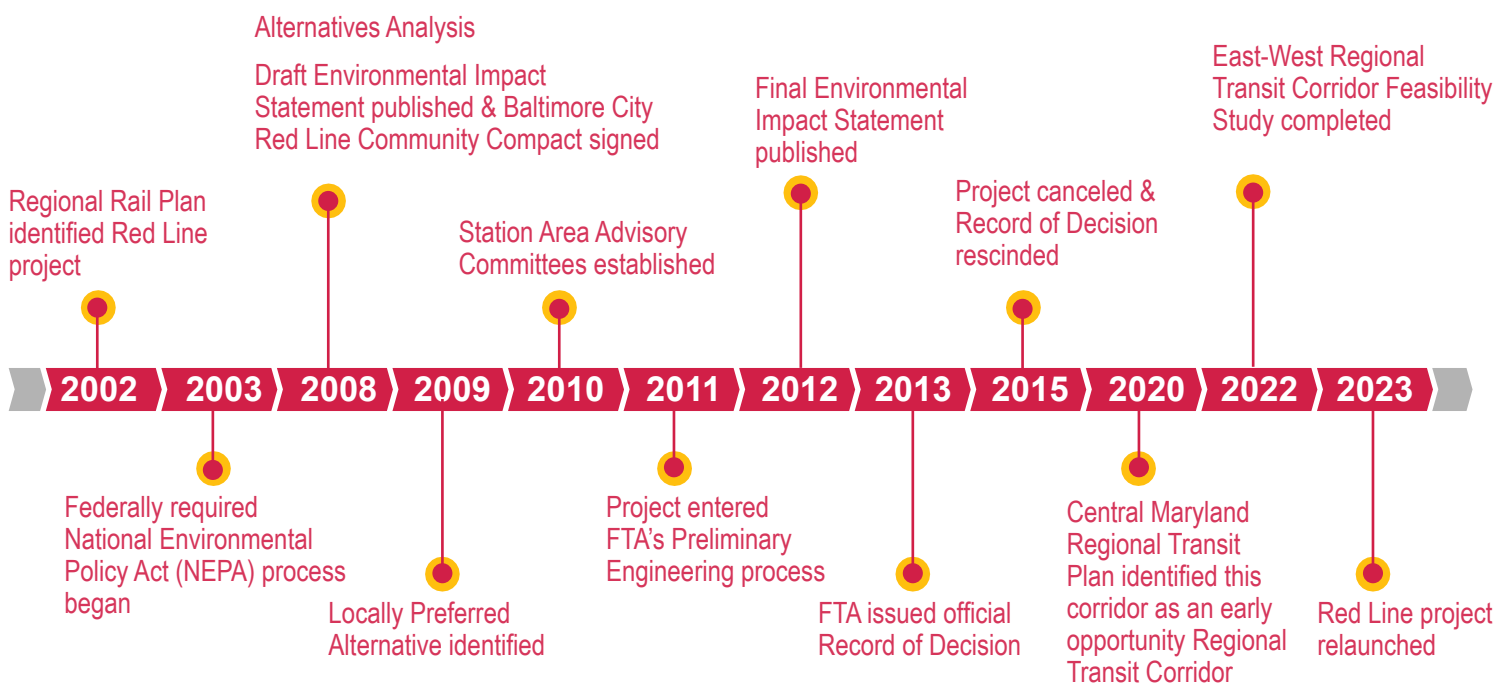


## Red Line Background

In 2002, the Baltimore Region Rail System Plan identified a critical need for improved east-west transportation connections within the Baltimore Region. This corridor, which the Rail System Plan named the Red Line, then underwent more than a decade of planning, extensive community engagement, and engineering development. It successfully navigated federal funding procedures and comprehensive environmental analyses. By 2015, the project had established a locally preferred alternative, and the Federal Transit Administration (FTA) had issued an official Record of Decision (ROD), signifying FTA funding approval based on having met the requisite regulatory and environmental standards.

However, in 2015, the Red Line project was canceled by the Hogan Administration, and the FTA's ROD was rescinded. Subsequent Maryland Transit Administration (MTA) planning efforts consistently highlighted the demand for high-quality transit options along the Red Line corridor. This demand was reaffirmed by the 2020 Central Maryland Regional Transit Plan, where Regional Transit Corridors were assessed for levels of demand required for high-quality transit investment. Two East-West corridors through downtown Baltimore were combined and rose to the top as priorities for further study. From among the range of alternatives studied, the Red Line again emerged as a critical network corridor in 2022.

## RED LINE HISTORICAL TIMELINE



**RED LINE BENEFITS**

*The Red Line will create better, faster east-west connections across the region through downtown Baltimore. This will create many benefits for the region, including:*



Providing premium transit access to thousands of older adults



Connecting thousands of students to education opportunities



Shifting thousands of trips in the region to transit



Providing thousands of residents more mobility options



Connecting residents to hundreds of thousands of jobs



Creating a more complete system that connects to existing rail stations and high-frequency bus routes

**Red Line Relaunch**

The Red Line Project was relaunched in June 2023 by Governor Wes Moore to provide an east-west high-frequency, high-capacity transit line for the Baltimore region. The relaunched project builds upon the insights and commitments from decades of community engagement and technical analysis on the Red Line corridor.

As part of this relaunch, MTA is undertaking efforts to update and modernize the Red Line to better align with the current needs and aspirations of our region. These efforts include developing and evaluating alternatives that explore reducing or eliminating tunneling to reduce costs and drawbacks of tunneling, evaluating different light rail transit and bus rapid transit options and their benefits and trade-offs, and investigating ways to serve communities while minimizing impacts to new development that has occurred and continues to occur since the Red Line was canceled. MTA is also considering adjacent new development and revitalization projects along the corridor and how they can be coordinated with the Red Line to maximize benefits to the communities served as well as the larger region.

**RED LINE DESIGN UPDATES**



**Transit Mode**

- Light Rail Transit (LRT)
- Bus Rapid Transit (BRT)



**Alignment Adjustments Due to Development Changes**

- Highland town/Bayview
- Downtown Baltimore
- Canton/Brewer’s Hill
- Woodlawn



**Surface Running vs. Tunneling**

- Cooks Lane
- Downtown Baltimore



**Adjacent Projects**

- West Baltimore United Reconnecting Communities Study
- RAISE East-West Priority Corridor Project
- Frederick Douglass Tunnel: West Baltimore MARC Station



# 2

## ROLES OF COMMUNITY INVOLVEMENT



# ROLES OF COMMUNITY INVOLVEMENT

Deeply rooted in historical lessons, community involvement is fundamental to the success of the Red Line transit project. Community involvement is the cornerstone of MTA’s commitment to public input in project decision-making, and it is critical to address the specific needs of the communities the Red Line serves.

Outreach and engagement are both key for effective community involvement. It includes going beyond dissemination of information and involves active participation and collaboration from people who have critical local knowledge from day-to-day living, working and navigating through the corridor. The Red Line Project Team supports community involvement by providing technical analysis and funding options, building necessary partnerships to provide and leverage transportation investments, and making informed decisions based on meeting the goals that the project is set to address. This requires coordinating and collaborating with an informed public and stakeholders, participating agency officials, and local and state elected leaders.

A successful project relies on both broad outreach and information to the public and meaningful engagement of those interested and most affected by the public investment being proposed. Effective engagement brings critical local knowledge only available from day-to-day living, working and navigating the corridor. Insights, preferences, and concerns are provided through surveys, on-the-street conversations, formal meetings, and area open houses. This collaborative process ensures that the project will align with the needs and aspirations of the communities it serves and supports meeting required regulatory and environmental considerations, ultimately resulting in a well-rounded, community-driven transit project.



## Outreach

### PURPOSE

Provide information to the general public and community members

### TOOLS + TECHNIQUES

- Website
- Social media
- Fact Sheets
- Community contact list
- Press Release
- Pop-up Events
- Community-hosted meeting
- YouTube Videos
- Flyering



## Engagement

### PURPOSE

Provide data and options for review; gather feedback and opinions

### TOOLS + TECHNIQUES

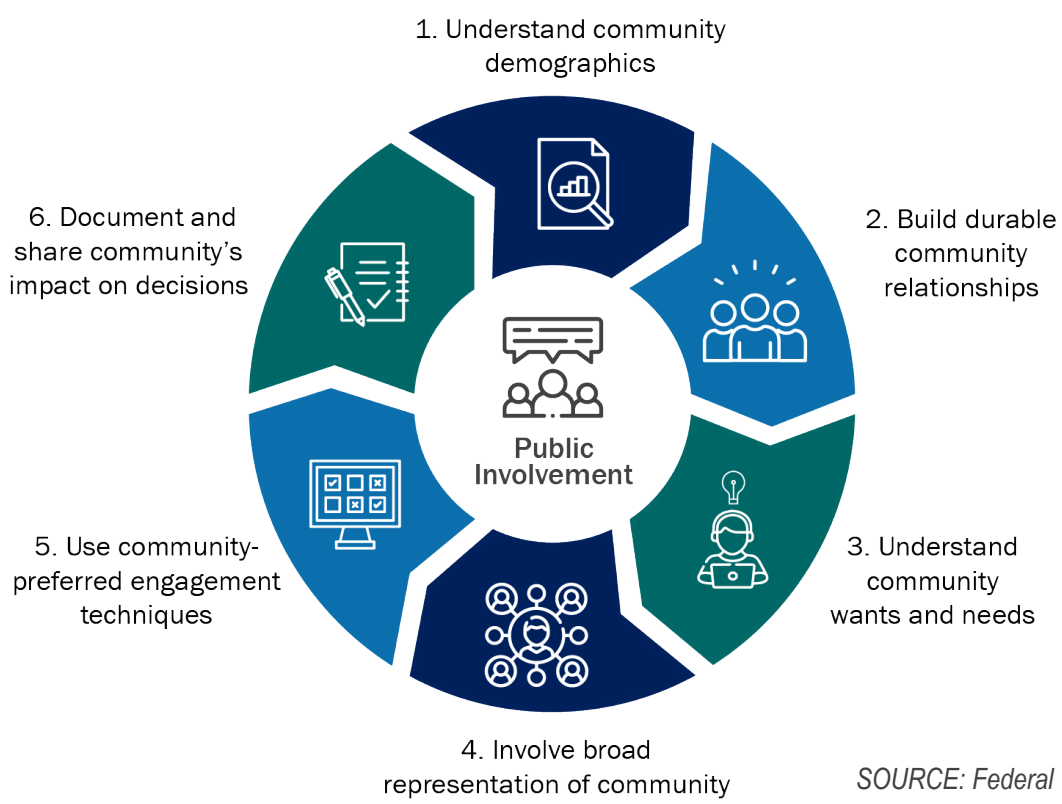
- Listening sessions
- Open Houses
- Site visit/field tour
- Pop-up meeting
- Community-hosted meeting
- Telephone calls/texts
- Survey (website, mail, in- person)
- Visioning/Visual Preference

**Decision Making Framework**

MTA’s decision-making for the Red Line project is informed by multiple inputs, including ongoing feedback from the public. The effort has been organized and designed according to the Federal Transit Administration’s (FTA) features of meaningful public engagement. This comprehensive strategy ensures that the project aligns with the needs and aspirations of our communities while meeting the necessary regulatory and environmental considerations. The following graphic representation illustrates the decision-making inputs for the Red Line Project, that recognizes the value of integrated education and collaboration.



**FTA FEATURES OF MEANINGFUL PUBIC INVOLVEMENT**



SOURCE: Federal Transit Agency (FTA)

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# 2023 COMMUNITY ENGAGEMENT ACTIVITIES



# 2023 COMMUNITY ENGAGEMENT ACTIVITIES

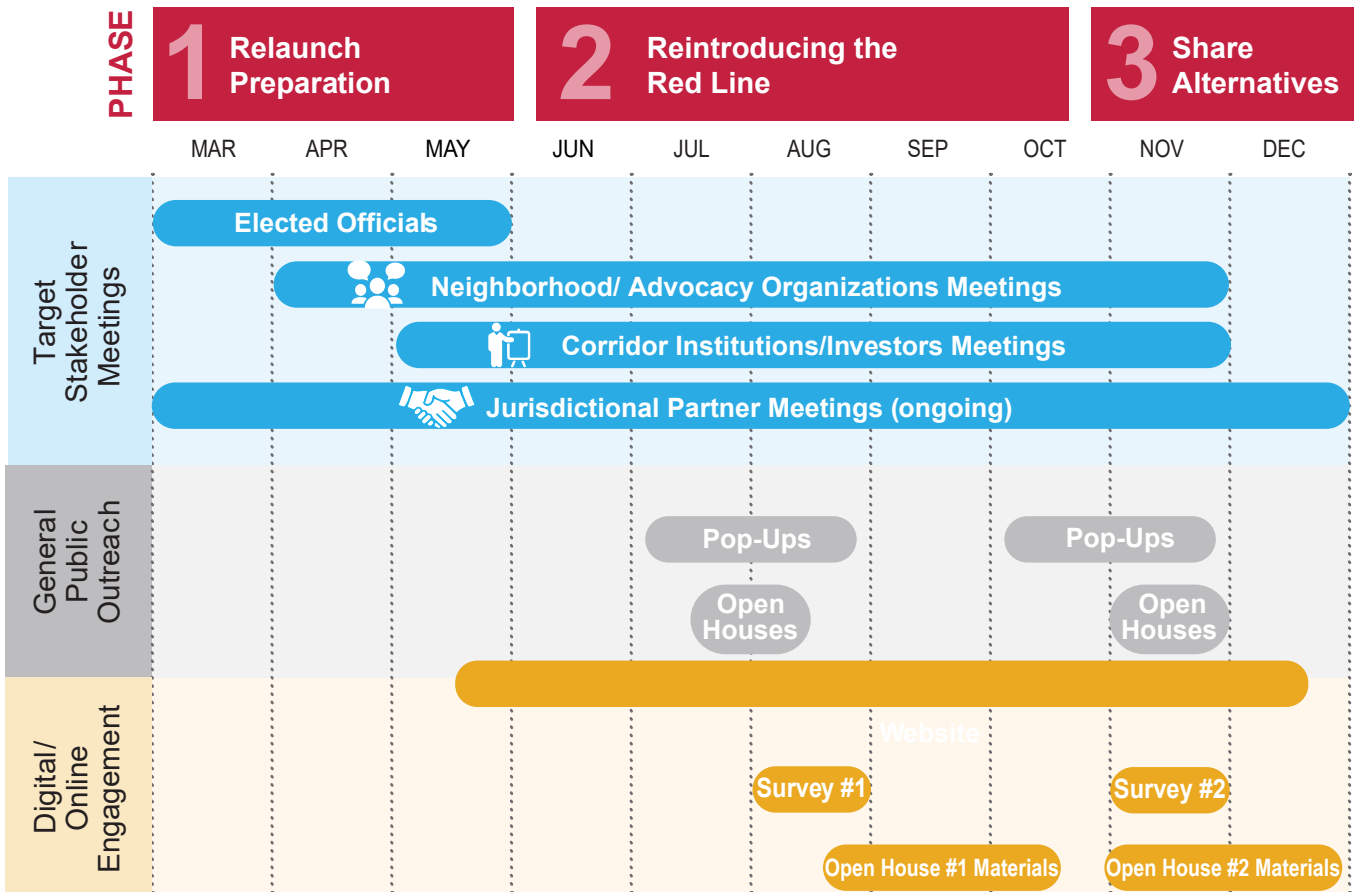
Engagement activities for the Red Line Project began with the relaunch of the project throughout the summer and fall of 2023. Summer engagement activities focused on reintroducing the Red Line project, while fall focused on sharing Red Line alternatives. A combination of outreach and engagement strategies were used to meet project goals throughout these engagement periods, including *Target Stakeholder Meetings*, *General Public Outreach*, and *Digital/Online Engagement*.

Engagement Type	Description
<b>Target Stakeholder Meetings</b>	In-person or virtual meetings with key agency, neighborhood, and community partners. These meetings were used to provide information and exchange ideas.
<b>General Public Outreach</b>	In-person and online outreach to those who live and work in the project study area. Activities included open houses, pop-up meetings, and street engagement. These touch points were used to provide information and receive feedback on project materials.
<b>Digital/Online Engagement</b>	A website was used to disseminate project information, provide milestone updates, advertise public outreach activities, and provide materials shared during public open houses. Online surveys were used to collect broad feedback on mode, alignment, and surface or tunnel preferences. Digital engagement was also used to advertise Red line events.



The timeline for outreach and engagement was split into three major phases that corresponded with key milestones. The project was relaunched in June 2023, and there was an accelerated six-month time frame for outreach and engagement for the project from June to November. The timeline below summarizes 2023 activities for Target Stakeholder Meetings General Public Outreach, and Digital/Online Engagement.

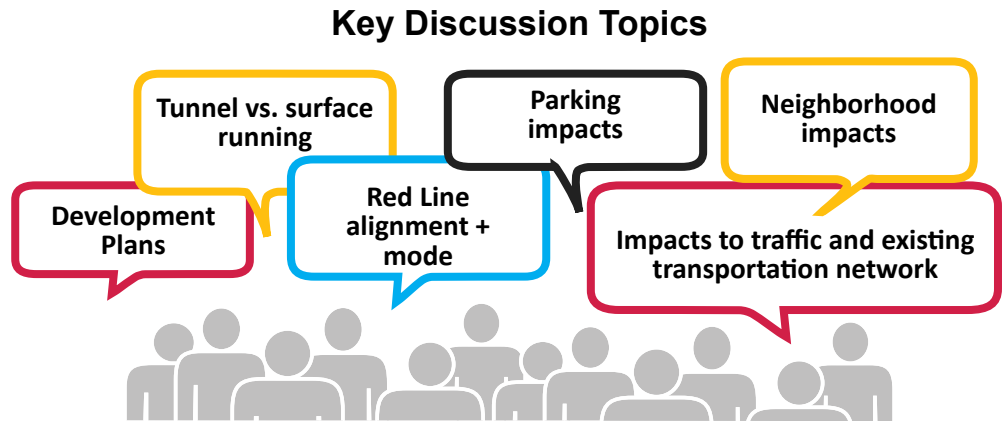
**2023 RED LINE ENGAGEMENT TIMELINE**



## Target Stakeholder Meetings

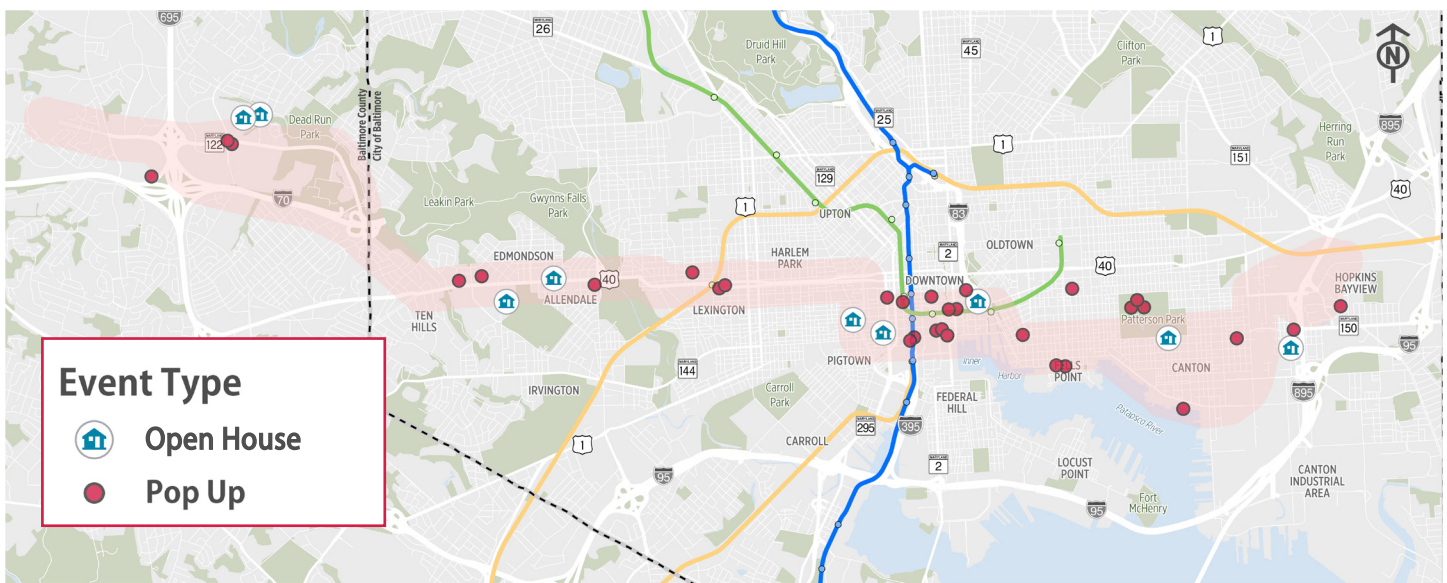
An activity critical to the outreach process is Target Stakeholder meetings. These meetings built on engagement conducted during the 2022 East West Corridor Study before the Red Line was officially relaunched and will continue through planning, design and construction of the project. They are designed to bring specific individuals and groups into conversations that directly affect them and the people they represent. These include issues and opportunities for **constituent services for elected officials; official duties and responsibilities for government agencies; plans and active projects for major institutions and private developers; and, the hopes, aspirations and concerns for community associations, affinity groups and advocacy organizations.**

Target stakeholder meetings were used to share MTA's analysis and ideas and receive feedback on the information from community stakeholders and partners. That feedback was used to inform future project activities, including areas requiring further study and additional outreach touch points.



## General Public Outreach

General public outreach consisted of In-person Pop-ups at Corridor Events and Destinations and Open Houses. Events took place throughout the study area, including Baltimore County, West Baltimore, Downtown, and East Baltimore. Locations of these events for 2023 are mapped below.

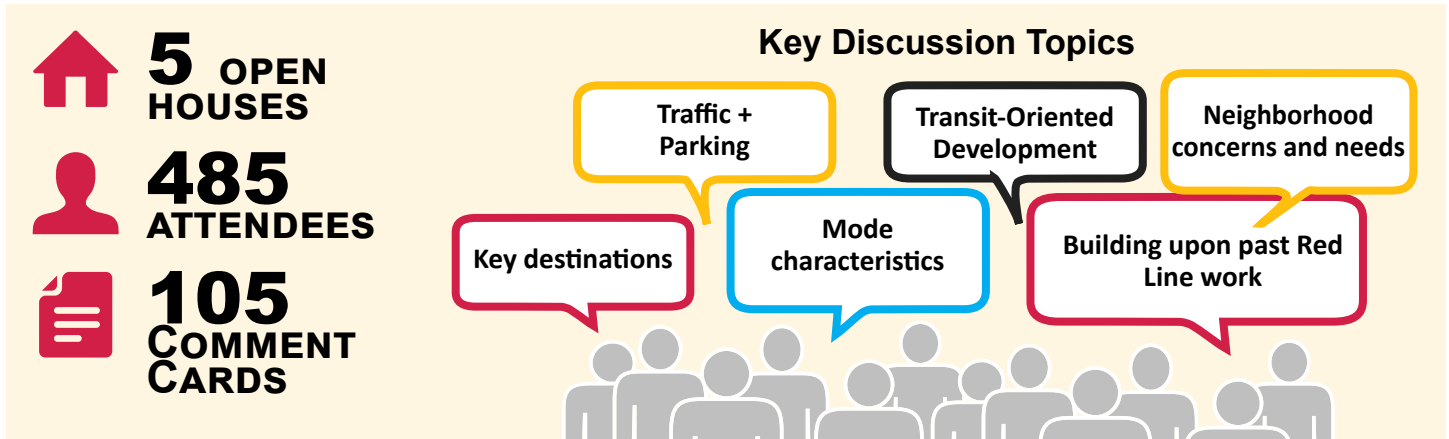


0 1 2 Miles

Data Sources: State of Maryland, MTA, City of Baltimore

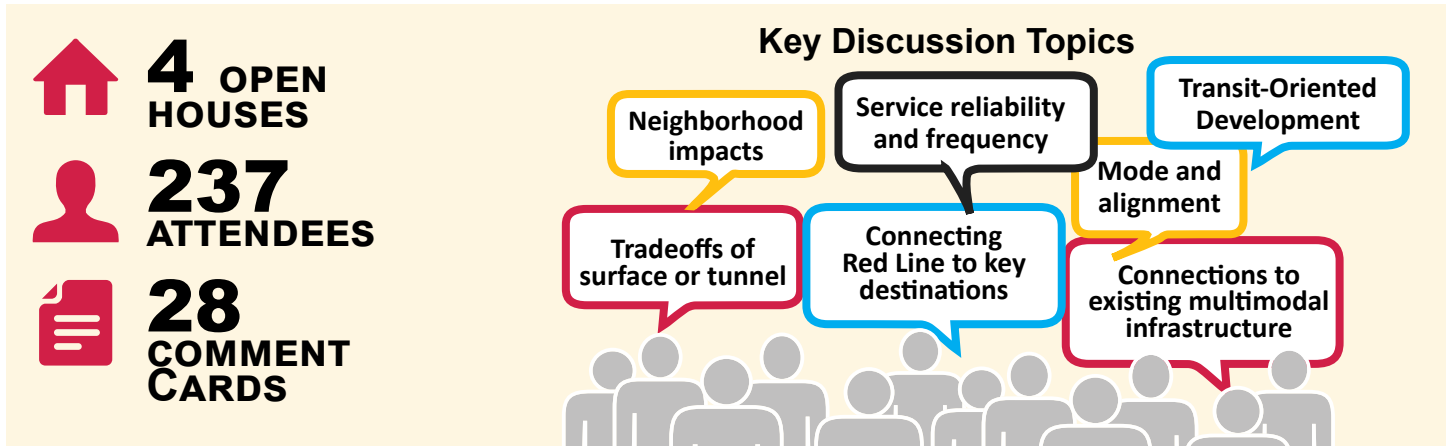
### Summer Open Houses

Five open houses were held at locations throughout the Red Line corridor in July/August 2023 to reintroduce the Red Line project, provide project history, introduce potential modes and alignments, and hear community questions, concerns, and experiences in order to raise understanding of community priorities among MTA Red Line Team members. An interactive map was provided for people to share places along the corridor important to them. The open house display boards and the narration of the open house were posted on the Red Line website.



### Fall Open Houses

Four open houses were held at locations throughout the Red Line corridor in November 2023 to share potential Red Line alternatives and receive individuals' questions, opinions and preferences on modes, alignments, and surface or tunnel options. The open house display boards and the narration of the open house were posted on the Red Line website.





## Pop-Up Meetings and Street Engagement

Thirty-two pop-up meetings were held throughout Summer and Fall 2023 to raise awareness about the relaunched Red Line project. Pop-up activities were used to direct people to open houses and surveys, gather contact information, receive feedback on key project questions, and gather general project feedback.

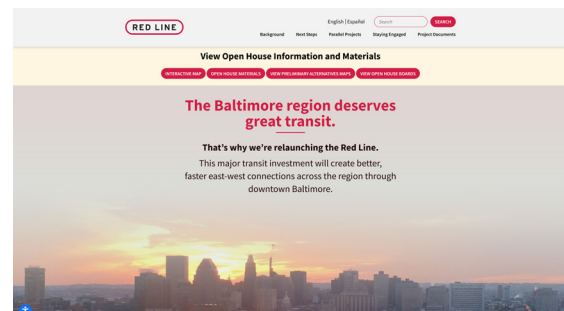
We also conducted multiple street engagement activities in November 2023 in areas of the corridor where we observed lower community engagement from previous efforts. During these interactions, we took the opportunity to update people about the relaunched project, guide them to upcoming open houses, and inform them about surveys they could participate in to ensure their voices were heard. This outreach was carried out through door-to-door canvassing.



## Digital/Online Engagement

The focus of this type of engagement was the Red Line website. Information was disseminated on the website and can be accessed by community members throughout the life of the Red Line project. The website hosts key background information, project documents, and updates on how to stay engaged on the project. Examples of information on the website is provided here.

Open house materials	Interactive maps
Links to take online surveys	Event calendar
Current project documents	Project documents
Project video summaries and narration	Past project materials



**redlinemaryland**

- Take the Red Line project survey today!
- We want to hear from you!
- Survey closes 12/1
- Survey Link: <https://forms.office.com/Pages/ResponsePage.aspx?id=9-10rtG0tUKQdxan6UmbLFilnaji0MNGtbDLLp88a-ZUQTgxSVRIQU1DOENZSE9ERjYCOUswWIFPUC4u>



Red Line social media accounts on Facebook, Twitter, Instagram, and YouTube were used to post project information, advertise public engagement events, and encourage participation in online surveys.

**Red Line Surveys**

Two surveys were deployed in 2023 to gather broad feedback on the project:

<b>Survey #1</b>	<b>272 respondents</b>	Focused on reintroducing the Red Line and understanding community priorities. Questions around identifying project needs, travel behaviors, as well as environmental impacts were provided.
<b>Survey #2</b>	<b>3,418 respondents</b>	Focused on Red Line alternatives review. Questions around mode, alignment, and surface or tunnel running preferences as well as prioritizing project goals were provided.

A summary of the 2023 outreach activities and the number of groups and individuals that they connected with is shown below.

**SUMMER 2023**

**Reintroduce the Red Line Project**

Shared project history, introduced mode and operating options, and actively solicited community desires and perspectives to inform alternatives and priorities for the Red Line investment



Connected with more than 1,500 people



5 Open Houses



20 Pop-Ups



272 Surveys



Institutions, Elected Official Meetings



Community Association Meetings

**FALL 2023**

**Red Line Alternatives Sharing & Review**

Received public preferences on mode, alignment, and tunnel vs. surface operations to inform a subset of alternatives to advance into further study, including federal environmental and funding processes



Connected with more than 4,000 people



4 Open Houses



22 Pop-Ups



3,419 Surveys



Institutions, Elected Official Meetings



Community Association Meetings



Door to Door Canvassing

4

WHAT WE HEARD



# WHAT WE HEARD

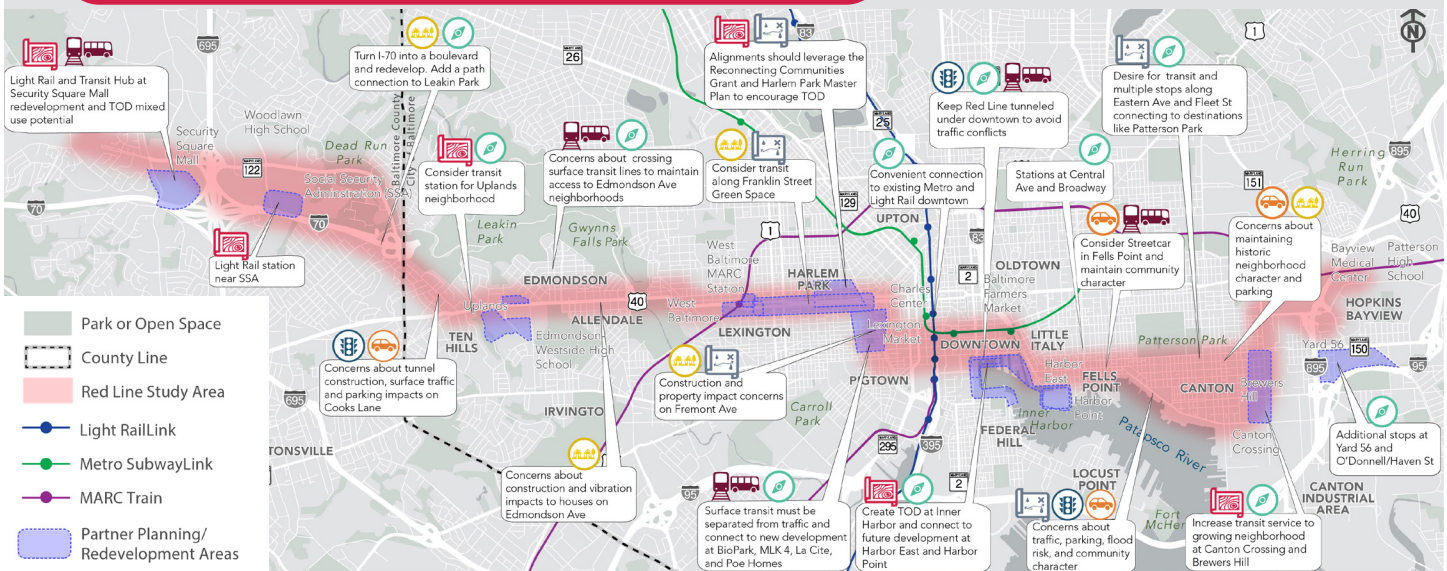
## Summer Open Houses Comments

People attending the four open houses and responding to the project’s online survey and online comment map shared their priorities and experiences for the Red Line. The planning team’s review of more than 350 comments were organized by topic and mapped where possible to ensure participant contributions were understood and addressed in the emerging alternatives presented to the public in the fall 2023 materials. A summary of the comments received is shown below by theme and by geographic location.

### COMMENT THEMES

	<b>Mode Preference</b>	Dedicated Transit Lanes and Rail Preferred Travel Times and Reliability		<b>Access to Destinations Alignment + Grade</b>	Connections to Existing Rail Transit Network and Today’s Riders  Connections to Corridor’s Regional Destinations  Extension Further East
	<b>Transit-Oriented Development (TOD)</b>	Station Area Development/Community Investment  Neighborhood Preservation/Revitalization Employment and Workforce Development  Equitable Access to Students and Underserved Communities		<b>Community Character</b>	Personal Security Concerns (Crime)  Safety Concerns (Crossing for youth and older adults)  Need for Sustainable Climate-friendly Travel
	<b>Traffic + Parking Concerns</b>	Impacts to Traffic and Parking for Businesses and Residents			

### COMMENTS BY GEOGRAPHIC LOCATION

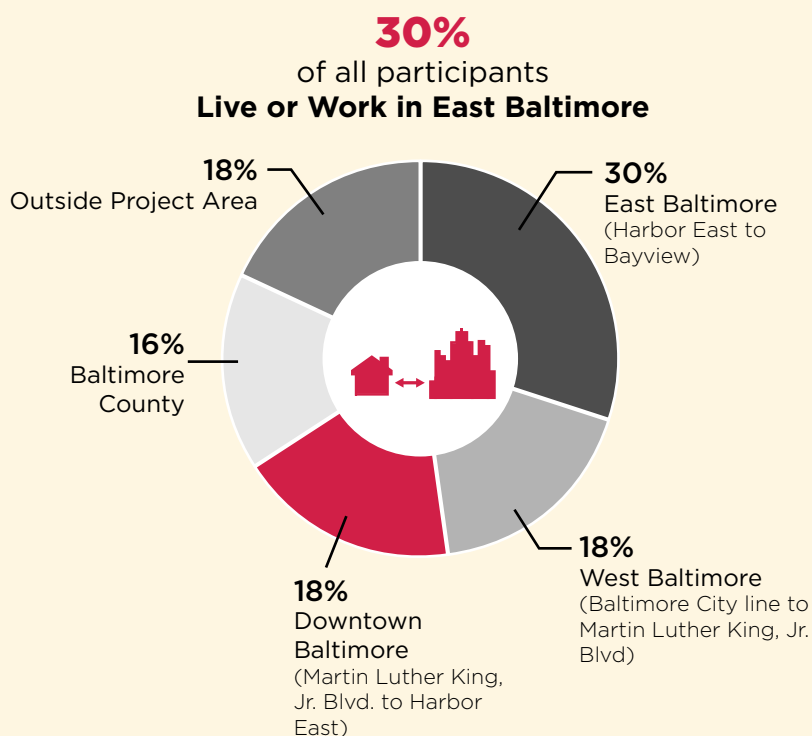


## Summer Survey

In July 2023, as part of the Red Line relaunch, MTA conducted its first survey, aiming to understand the thoughts, needs, and concerns of the community. This survey, conducted from July 25th to September 1st, successfully engaged more than 250 participants at open houses, online platforms, and pop-up events within the corridor. The survey provided an opportunity to connect with community participants and advocates who had been engaged in previous phases of the Red Line, while also encouraging new residents and businesses to join the conversation and learn about the project. This initial effort was able to establish a baseline of community perspectives as part of building community knowledge of and momentum for the relaunched project.

The following section provides takeaways from who we heard from during the survey and their priorities for the Red Line. This report includes a succinct synthesis and summary of the Summer and Fall survey results. The full set of questions and responses can be found in the Appendix.

### Location of Survey Participants

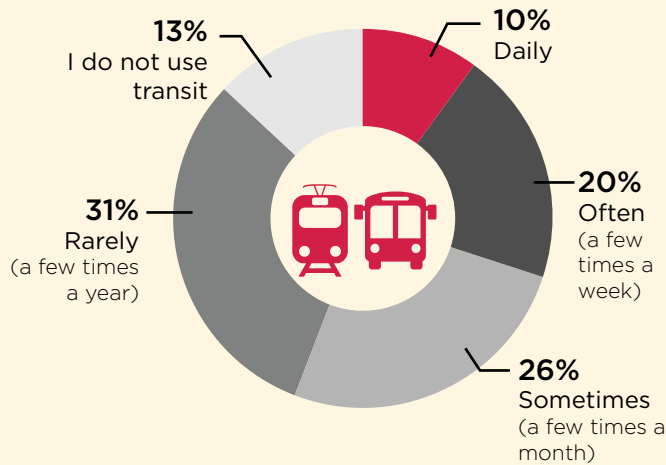


### Key Takeaways

- 272 responses
- 30% of respondents were from East Baltimore with most living in zip code 21224, which includes Patterson Park, Canton, Highlandtown and Bayview
- West Baltimore and Downtown Baltimore each had equal levels of participation (18%)
- East Baltimore remained a key response driver throughout the survey period

## Public Transit Use

**30%**  
of all participants  
are **Frequent Transit Riders**



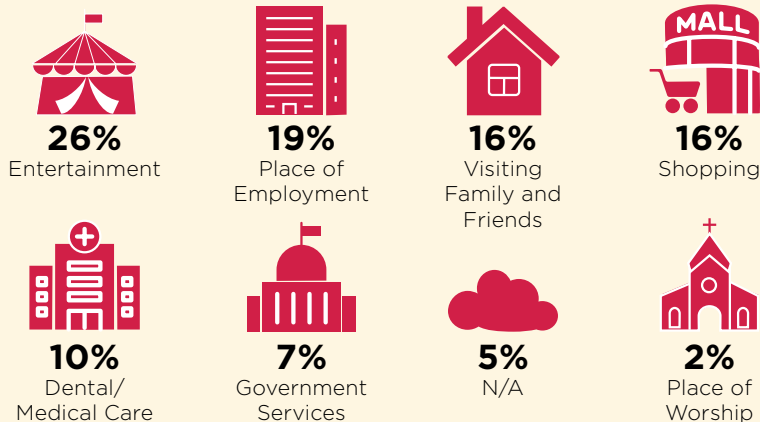
### Key Takeaways

- 30% said they utilize transit daily or frequently
- 44% of respondents indicated infrequent or no usage of transit.
- Residents of East Baltimore with the highest response levels also had the lowest levels of transit use at 17% riding transit daily or frequently.

Live or Work Location	% Frequent Transit Riders
<b>East Baltimore</b> (Harbor East to Bayview)	17%
<b>Downtown</b> (Martin Luther King, Jr. Blvd. to Harbor East)	45%
<b>West Baltimore</b> (Baltimore City line to Martin Luther King, Jr. Blvd.)	36%
<b>Baltimore County</b>	19%
<b>Outside Project Area</b>	40%

## Transit Trips

**45%**  
of all participants  
use Transit to **Access Entertainment or Jobs**



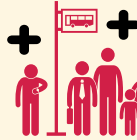
### Key Takeaways

- Most transit riders depend on transit for various trip purposes, especially for essential daily activities such as work and shopping.
- Among those who infrequently or use transit, entertainment emerged as the top-rated destination.

## Project Goals

Participants ranked the project goals by most important to least important as follows:

**1** Increase access to transit near work and activity



**2** Improve transit efficiency and reduce congestion



**3** Create better-connected system of premium transit service



**4** Support economic development and community revitalization



**5** Provide more transportation choices



## Key Takeaways

- General agreement that all goals have value
- The transit experiences scored higher due to access to work and activity centers, efficiency and potential to reduce congestion, and contribution to a stronger system

## Environmental Impact Priorities

Participants ranked the areas of analysis by most important to least important as follows:



**90%**  
Noise, Vibration, and EMI



**85%**  
Historic Resources



**80%**  
Hazardous Materials



**75%**  
Air Quality



**70%**  
Land Use Impacts



**65%**  
Natural Resources



**60%**  
Transit and Transportation Impacts



**55%**  
Climate Change and Resiliency



**50%**  
Socioeconomic impacts



**45%**  
Equity and Environmental Justice

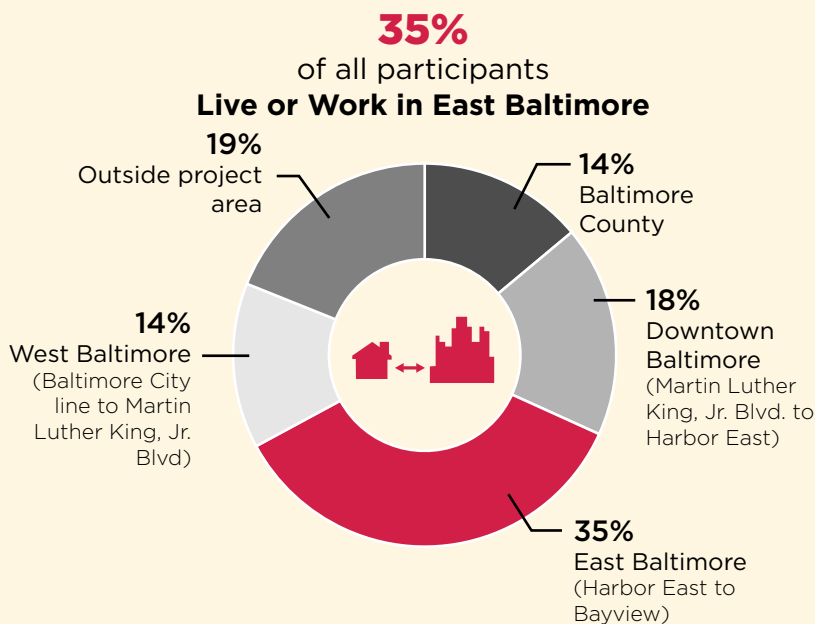
## Key Takeaways

- General agreement that all analyses are important for the Red Line.
- Minimizing noise and vibration impacts, protecting historic resources, and mitigating hazardous materials ranked highest

Fall Survey

In November 2023, MTA conducted its second survey, aiming to gain a deeper understanding of the public’s perspectives and preferences around transit mode, alignment, and surface running vs. tunnel. This survey, conducted from November 1st to December 1st, successfully engaged more than 3,400 participants. MTA’s intensive communications effort along the corridor consisted of pop-up events and street engagement in neighborhood festivals, at special events, and with passengers waiting at transit stops. This more localized outreach to meet people in their daily and weekend activities provided an opportunity for one-on-one conversations with project team members. People were encouraged to go to the website, complete an online survey, attend an in-person project open house, participate in a neighborhood association meeting, and share project information with their family, coworkers, and social networks.

Location of Survey Participants

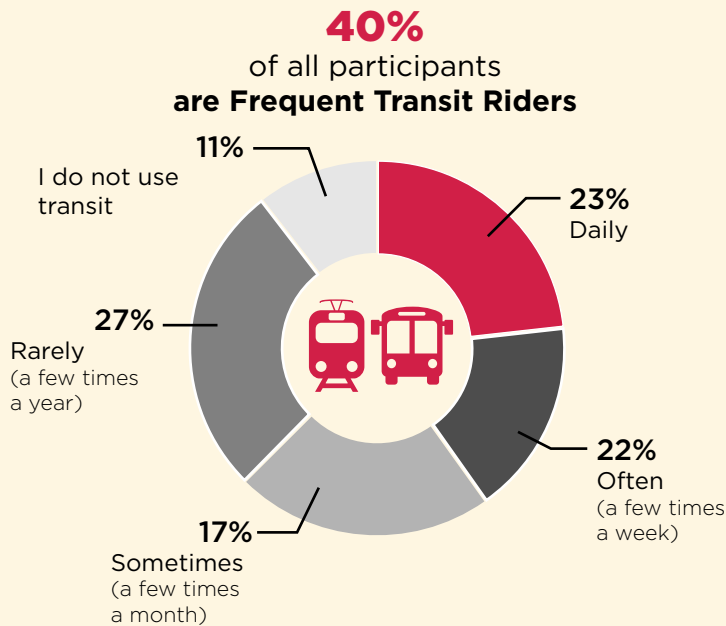


Key Takeaways

- 3,418 responses.
- Initial spike in responses during first five days.
- On-street engagement post open houses led to more participation.
- Last two days saw surge in responses due to strong social media and email promotions.
- East Baltimore demonstrated the highest participation rate throughout the survey period.



## Public Transit Use



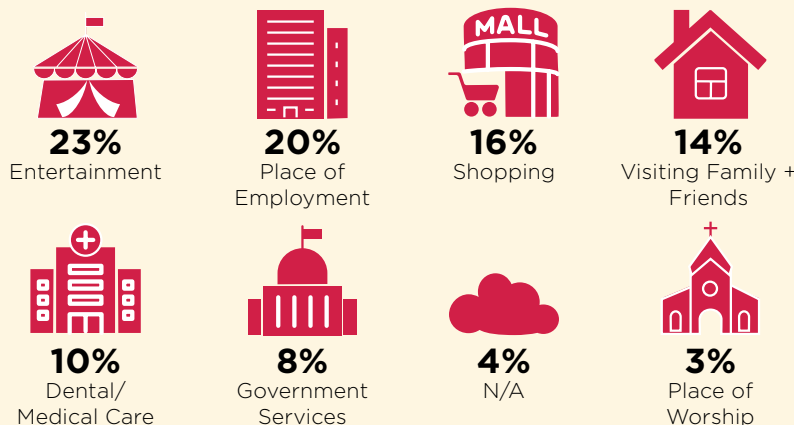
### Key Takeaways

- 45% of survey participants use transit daily or frequently with respondents living or working in West Baltimore using transit the most.
- 38% of respondents use transit infrequently or not at all with respondents living or working in East Baltimore using transit the least (13%).

Live or Work Location	% Frequent Transit Riders
<b>East Baltimore</b> (Harbor East to Bayview)	24%
<b>Downtown</b> (Martin Luther King, Jr. Blvd. to Harbor East)	53%
<b>West Baltimore</b> (Baltimore City line to Martin Luther King, Jr. Blvd.)	45%
<b>Baltimore County</b>	46%
<b>Outside Project Area</b>	45%

## Transit Trips

**43%** of all participants use Transit to Access Entertainment or Jobs



### Key Takeaways

- Most transit riders depend on transit for various trip purposes, especially for essential daily activities such as work and shopping.
- Among those who infrequently or use transit, entertainment emerged as the top-rated destination.

## Mode and Surface vs. Tunnel Preferences

The following survey responses aimed to gather mode and alignment preferences for the relaunched Red Line project alternatives. The alternatives, that revisited and revised options of the previous Locally Preferred Alternative, reintroduced Bus Rapid Transit as an option; included surface running operations in place of tunnel segments; and, modified alignments and possible station locations to address land use and demand changes due to new development and post-pandemic travel patterns affecting various parts of the corridor. The running way operations, alignments and station options serving Harlem Park for the segment between West Baltimore MARC Station and Martin Luther King Jr Boulevard were not included in the survey questions due to the West Baltimore United Reconnecting Communities planning process currently underway.

### MODE AND SURFACE VS. TUNNEL QUESTIONS



#### Transit Mode

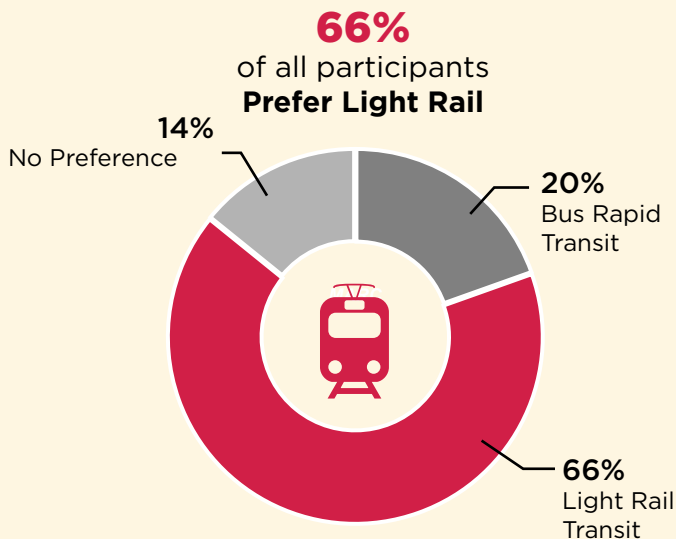
- Light Rail Transit (LRT)
- Bus Rapid Transit (BRT)



#### Surface Running vs. Tunneling

- Cooks Lane
- Downtown Baltimore

### Mode Preference



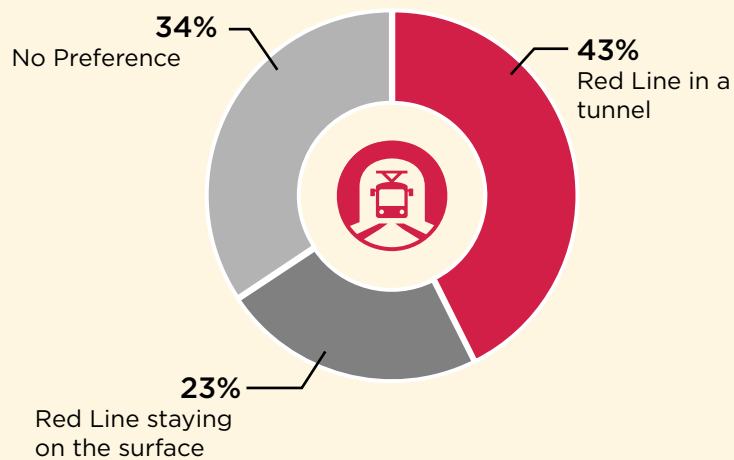
### Key Takeaways

- Light Rail was the overwhelmingly preferred mode of transit along the corridor.
- Of those 85% of respondents who indicated a mode preference, 92% considered their choice extremely important.
- Among respondents with a preference, 76% favored Light Rail, while 24% favored Bus Rapid Transit (BRT).

## Cooks Lane Tunnel vs Surface Street

**43%**

of all participants  
**Prefer A Tunnel**

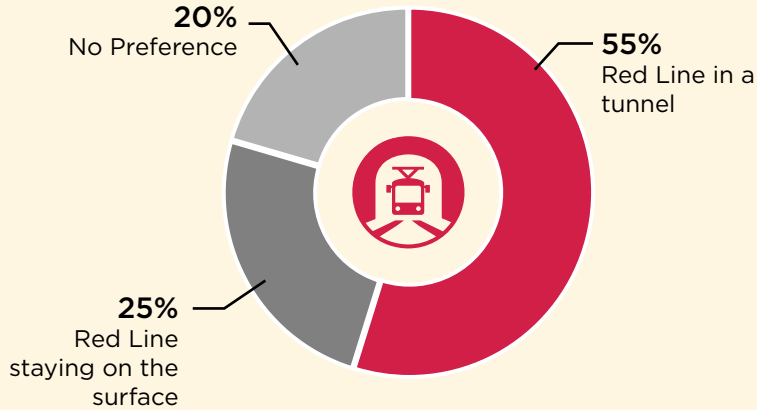


## Key Takeaways

- 33% of respondents had no preference
- Of the respondents who indicated a Cooks Lane segment preference, 64% favored the Tunnel option, with 36% preferring Surface/Street Level.
- Of the respondents expressing a preference, 64% favored the Tunnel option, with 36% preferring Surface/Street Level.
- Among respondents living or working in West Baltimore (477 respondents), 41% favored the tunnel option, while 28% preferred the surface/street level during the survey period.

## Downtown Area Tunnel vs Surface Street

**55%**  
of all participants  
**Prefer A Tunnel**

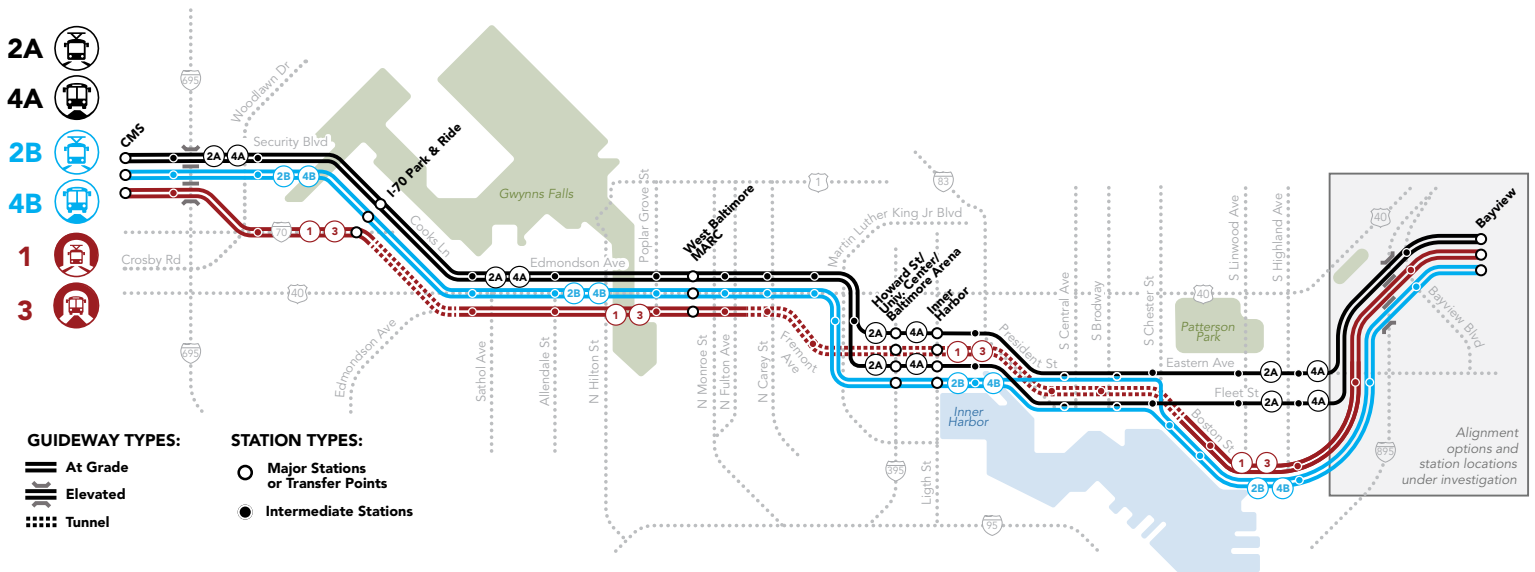


### Key Takeaways

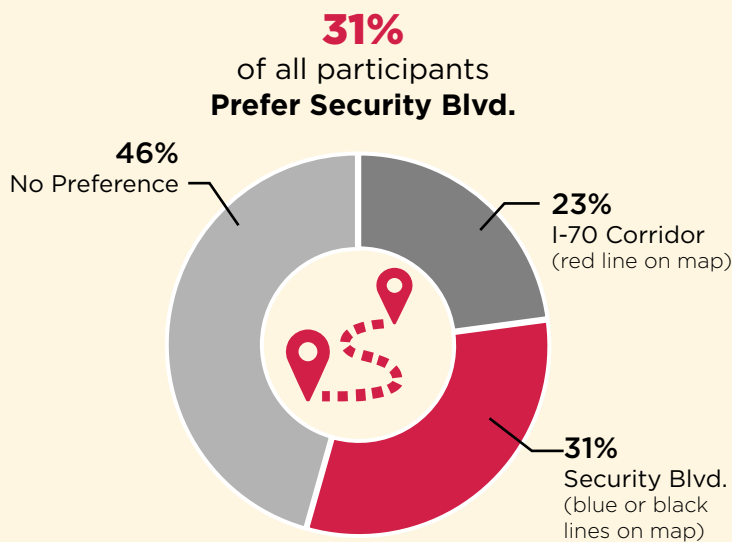
- 80% of respondents expressed a preference for tunnel vs. surface options for Downtown also covering Poppleton, Little Italy/Harbor East, Fells Point and the Canton gateway neighbors
- Of the respondents who expressed a preference, 68% favored the Tunnel option, while 32% preferred Surface/Street Level.
- Among respondents living or working in the broader downtown tunnel affected area (610), 57% favored the tunnel option, while 25% preferred Surface/Street Level.

## Alignment Preferences

The following survey responses are focused on alignment preferences for the Baltimore County, Downtown (Poppleton to Canton), and Canton to Bayview segments of the corridor. The summary map of preliminary alternatives included in the survey is shown below. Detailed alternatives can be viewed here: <https://redlinemaryland.com/next-steps/>.



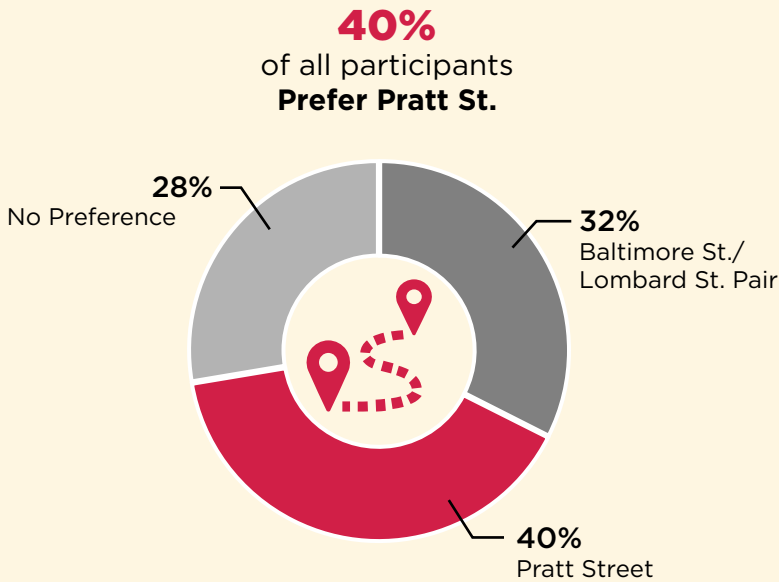
### Alignment: Western Segment



### Key Takeaways

- Among just over half respondents who stated a preference, 60% favored the route via Security Blvd, while 40% preferred the route via I-70.
- Of those living or working in Baltimore County (476 respondents), 40% preferred the route via Security Blvd, while 28% favored the route via I-70.

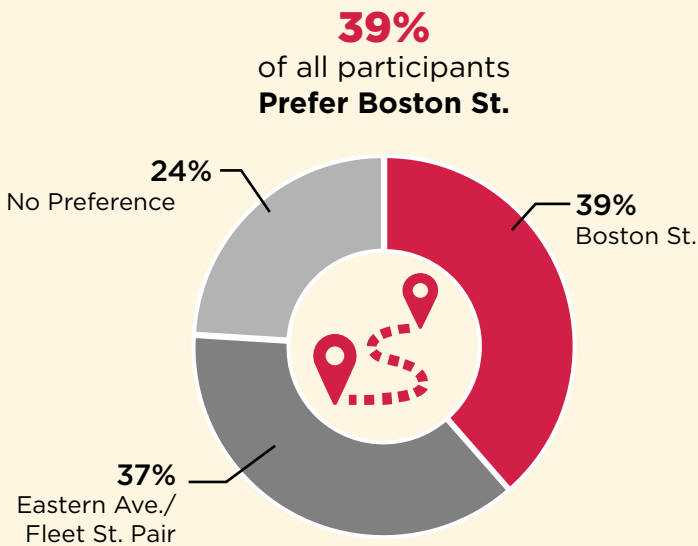
## Alignment: Downtown Segment



### Key Takeaways

- Among respondents who expressed a preference, 55% preferred the Pratt St. option, while 45% favored the Baltimore St./Lombard St. Pair.
- Of those living or working in the Downtown area (610 respondents), 46% preferred the route via Pratt St., while 32% favored the Baltimore St./Lombard St. Pair option.

## Alignment: Eastern Segment



### Key Takeaways

- Among respondents expressing a preference, the responses were nearly evenly split, with 51% favoring Boston St. and 49% favoring Eastern Ave./Fleet St.
- Of those living or working in the Eastern area (1208 respondents), 46% favored the Eastern Ave./Fleet St. Pair, while 45% showed a preference for the route via Boston St.

## Engagement Conclusions

The 2023 engagement activities provided invaluable insights into the preferences and priorities of members of the public and confirm the value of this major transportation investment. From the surveys, reliability emerged as the highest priority, highlighting the significance of a dependable transportation system. Additionally, the survey results affirm a strong preference for light rail and reveal distinct preferences for tunnel vs. surface options for different segments of the corridor. While some alignment and operating preferences are clear, others remain in need of further exploration and consideration as the Red Line concepts are assessed and evolve.

Participants also provided written comments in their own words from surveys, neighborhood and open house meetings, and in-person engagement touch points held throughout 2023. A summary and highlights by topic area are provided below.

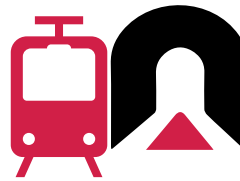
### 2023 COMMUNITY PRIORITIES



Overall **support for the Red Line** and desire to see project **completed as soon as possible**



Make seamless **connections to existing transit** to advance a regional transit network



Support for **Light Rail & Mixed Input on Tunnel Preferences** (e.g., Cooks Lane tunnel/surface alignment)



Support for **economic development** and desire to **increase local jobs** and access to key destinations



Concerns about Red Line impacts to **traffic, congestion, and parking**



Concerns about **traffic safety at Red Line crossings** as well as **personal safety**



Geographic **focused community meetings** after open houses to further explore questions and concerns