



2023

RED LINE COMMUNITY ENGAGEMENT REPORT



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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 Baltimore Red Line, which was canceled in 2015 after more than a decade of planning and design. This decision 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 Baltimore Red Line to the public. The Red Line team accomplished this by sharing information in different ways: via the project website and social media channels, at existing community events, and at Red Line-specific meetings and open houses. Throughout these engagement activities, materials were provided in both English and Spanish.

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 has helped refine and update options for further evaluation and laid the groundwork for upcoming funding, approval, and collaboration processes.

The 2023 outreach and engagement efforts successfully connected with more than 5,500 community members and project partners through diverse outreach and engagement 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+
Connections
with individuals



9 Open Houses
700+ Participants



42
Pop-Up
Meetings



3,500+
Online
Surveys

WHAT WE HEARD



STRONG SUPPORT & URGENCY

Community expressed support for completing the Baltimore Red Line quickly, recognizing its benefits for regional connectivity and economic growth.



SEAMLESS SYSTEM INTEGRATION

Community members want the Baltimore Red Line to support the build-out of a complete transit system and enhance regional connectivity.



MODE

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



TUNNEL PREFERENCES VARY

Opinions on tunnel vs. surface alignments vary widely.



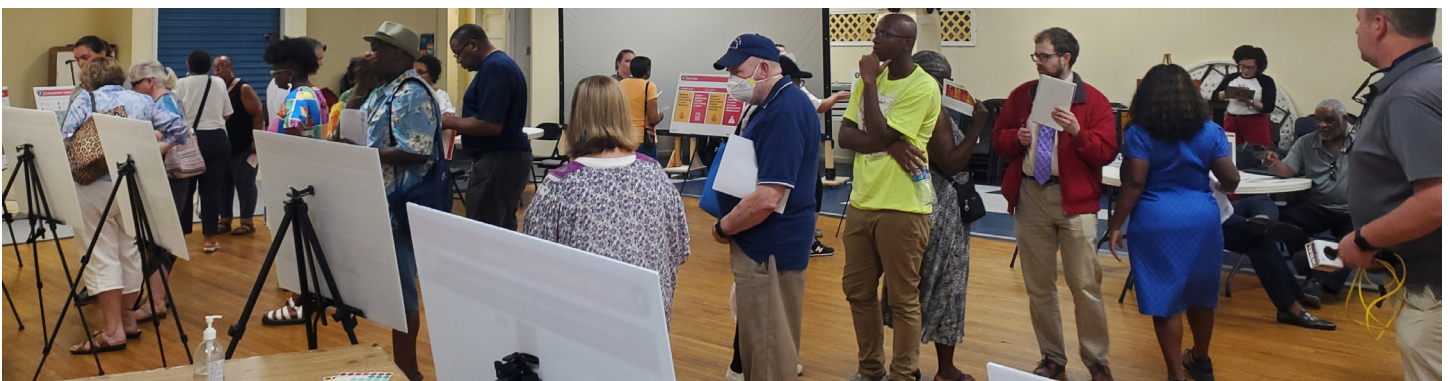
ECONOMIC GROWTH & JOBS

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



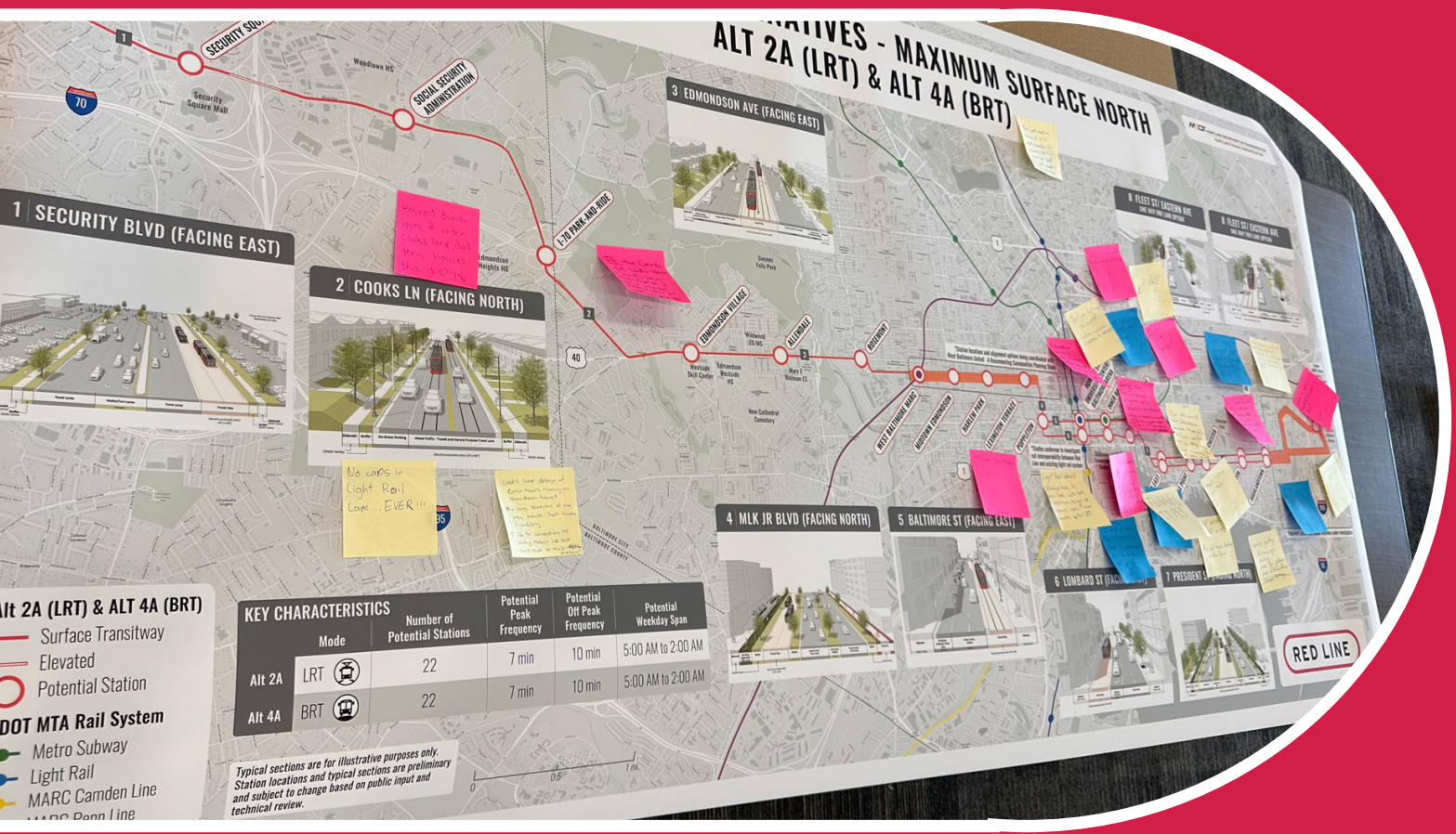
TRAFFIC AND SAFETY CONCERNS

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

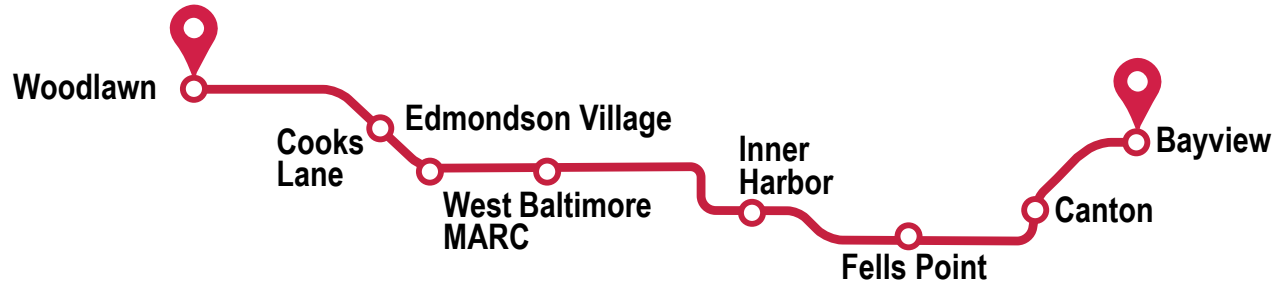


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PROJECT OVERVIEW



PROJECT OVERVIEW

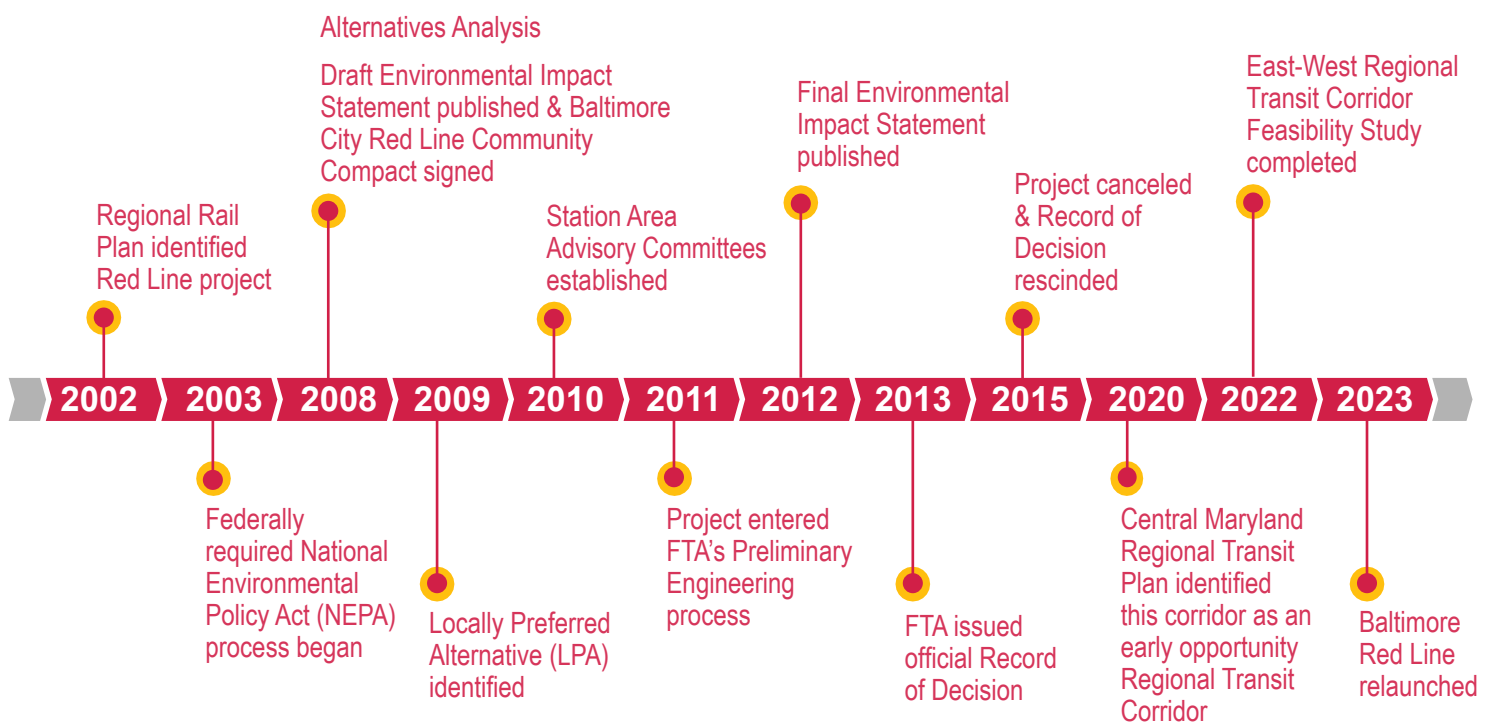


Red Line Background

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 to address an important gap in east-west transit service between Bayview and Woodlawn through downtown Baltimore City. 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, 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 Baltimore Red Line again emerged as a critical network corridor in 2022.

RED LINE HISTORICAL TIMELINE



RED LINE BENEFITS

The Baltimore 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 older adults



Connecting students to education opportunities



Shifting trips in the region to transit



Providing 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 Baltimore Red Line 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 the Baltimore Red Line to align with the current needs of our region. These efforts include developing and evaluating alternatives that explore reducing or eliminating 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 2015. MTA is also considering adjacent new development and revitalization projects along the corridor, and how they can be coordinated with the Baltimore Red Line to maximize benefits to the communities served as well as the larger region.

RED LINE DESIGN CONSIDERATIONS



Transit Mode Options

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



Alignment Adjustments Due to Development Changes

- Highlandtown/Bayview
- Canton/Brewer's Hill
- Downtown Baltimore
- Woodlawn



Surface Running vs. Tunneling

- Cooks Lane
- Downtown Baltimore



Coordination with Adjacent Projects

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

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ROLES OF COMMUNITY INVOLVEMENT

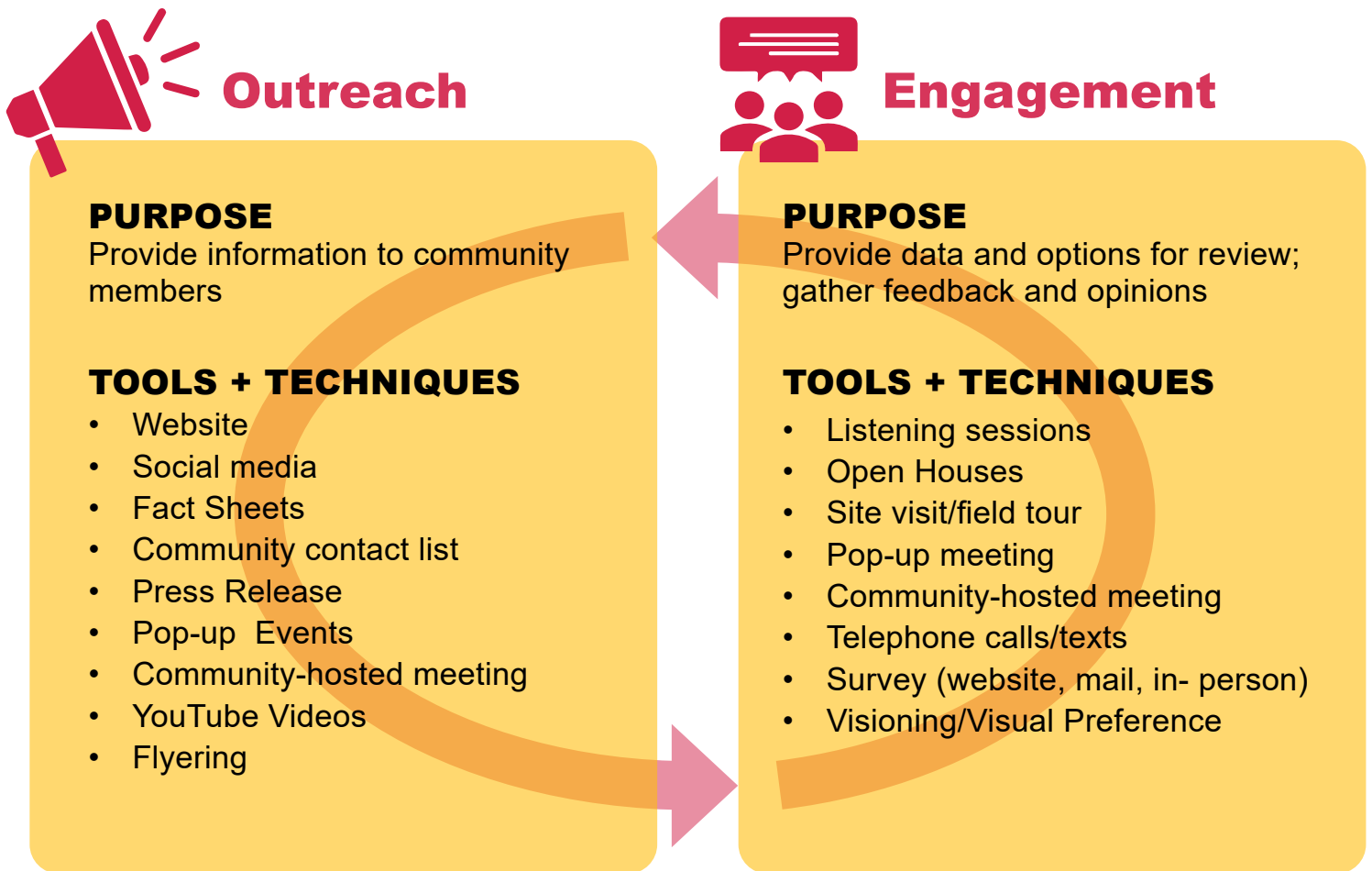


ROLES OF COMMUNITY INVOLVEMENT

Community involvement is fundamental to the success of the Baltimore Red Line. 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 will serve.

Outreach and engagement are both key for effective community involvement. These efforts require going beyond dissemination of information and involve active participation and collaboration with people who have critical local knowledge from day-to-day living, working and navigating through the corridor. The Baltimore Red Line 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.

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.

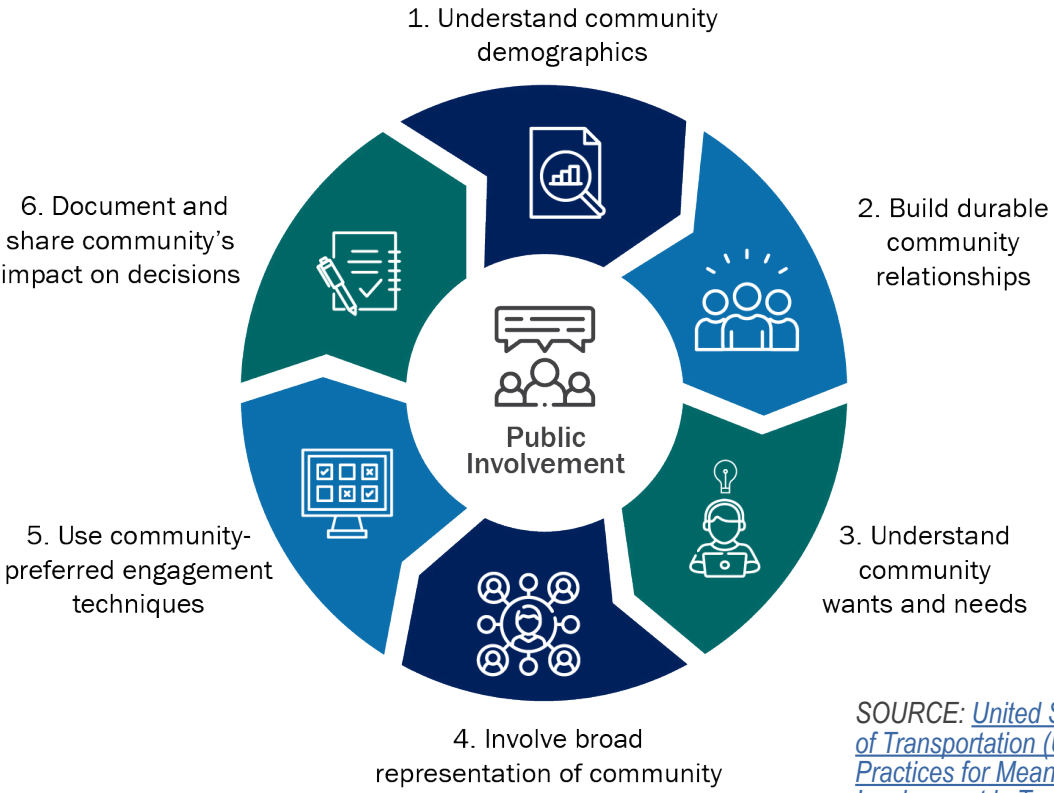


Decision-Making Framework

MTA’s decision-making for the Baltimore Red Line 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 MTA recognizes that integrated education and collaboration leads to good decision-making.



FEATURES OF MEANINGFUL PUBLIC INVOLVEMENT



SOURCE: [United States Department of Transportation \(USDOT\) Promising Practices for Meaningful Public Involvement in Transportation Decision-Making \(November 2023\)](#)

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2023 COMMUNITY ENGAGEMENT ACTIVITIES



2023 COMMUNITY ENGAGEMENT ACTIVITIES

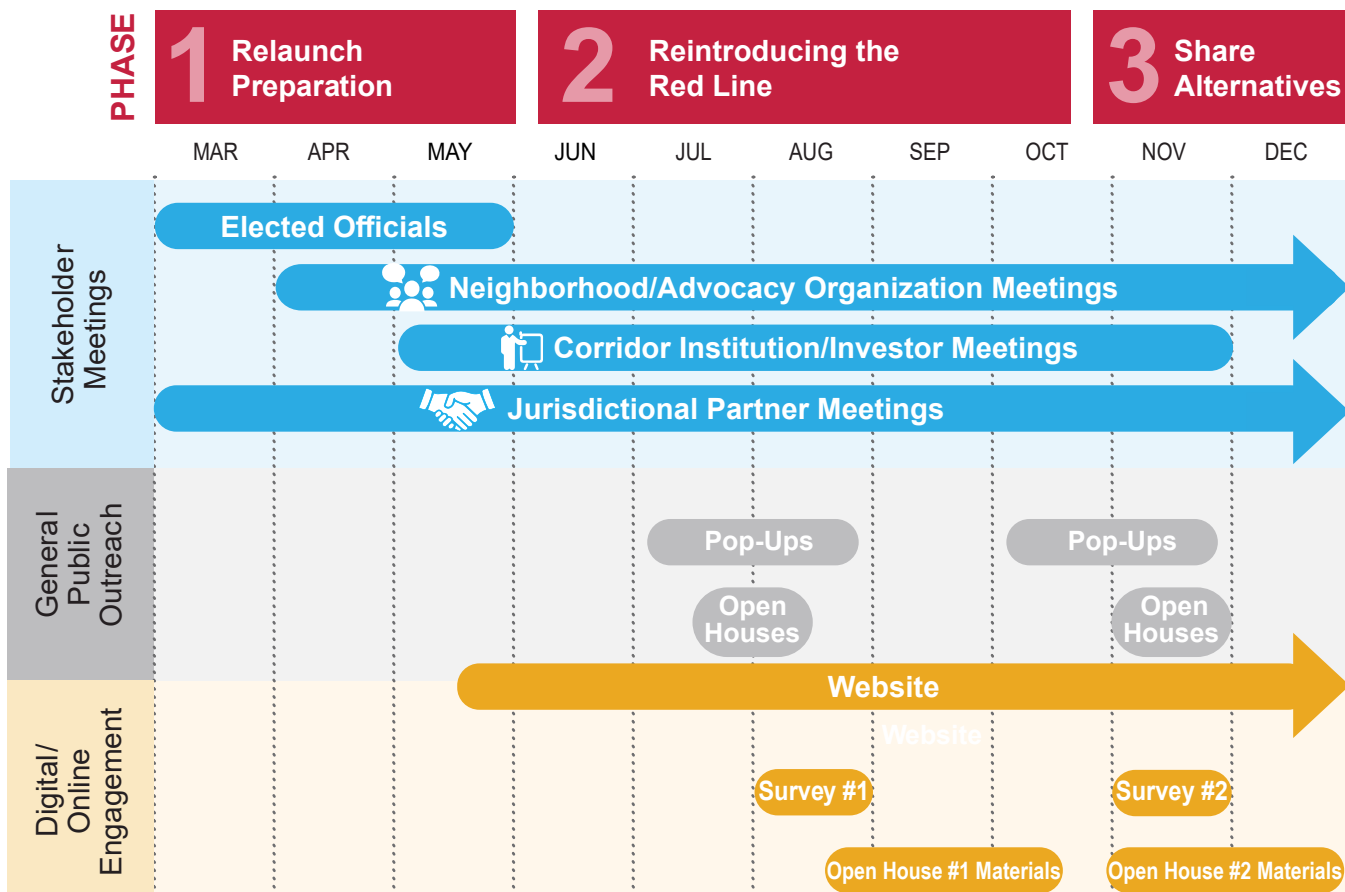
Engagement activities for the Baltimore Red Line began with the relaunch of the project and continued through the summer and fall of 2023. Summer engagement activities focused on reintroducing the Red Line, while fall focused on sharing Red Line alternatives. A combination of outreach and engagement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

Engagement Type	Description
Stakeholder Meetings	In-person or virtual meetings with key agency, neighborhood, and community partners. These meetings were used to provide information and exchange ideas.
General Public Outreach	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 resources.
Digital/Online Engagement	A website was created 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.



2023 outreach and engagement activities reflected three major phases that corresponded with key milestones: preparation for the relaunch of the Red Line in June, reintroducing the Red Line from June to October, and sharing Red Line alternatives in November and December. The timeline below summarizes the 2023 activities related to Stakeholder Meetings, General Public Outreach, and Digital/Online Engagement during these three phases.

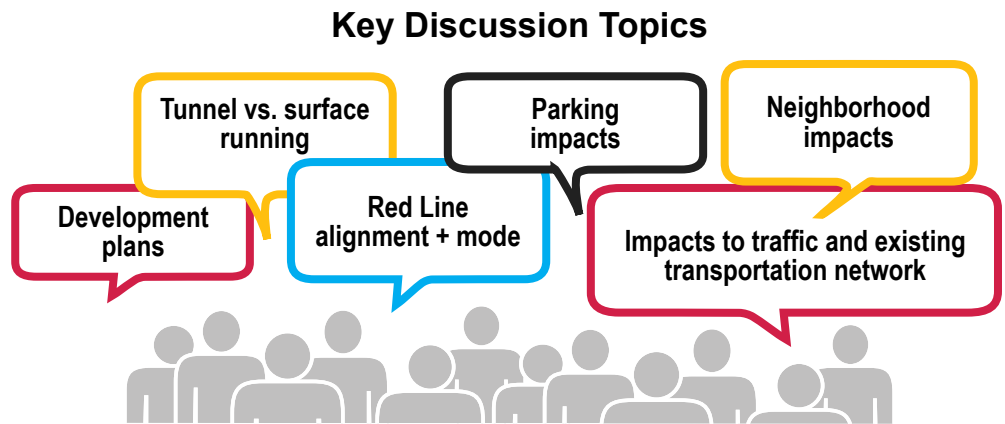
2023 RED LINE ENGAGEMENT TIMELINE



Stakeholder Meetings

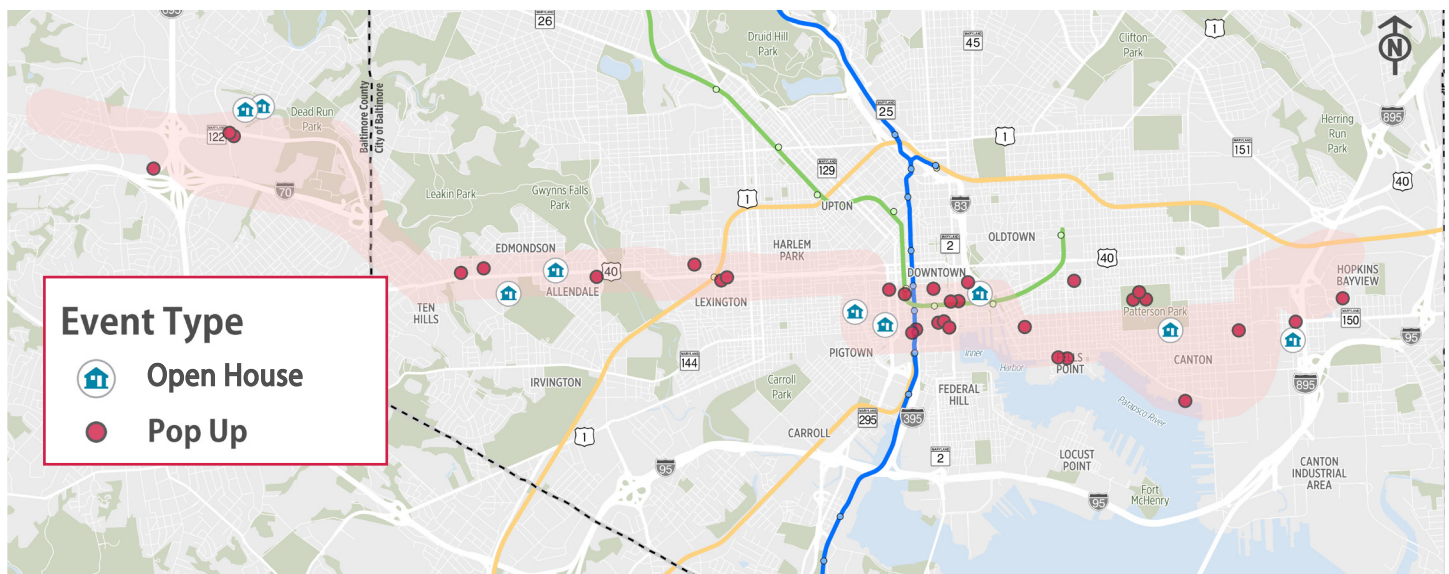
Meeting with stakeholders is a critical outreach activity. These meetings, built on engagement conducted during the 2022 East West Corridor Study before the Baltimore Red Line was officially relaunched, will continue through planning, design, and construction of the project. They are designed to bring 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.

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.



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. A project fact sheet was provided in both English and Spanish at general public outreach events.



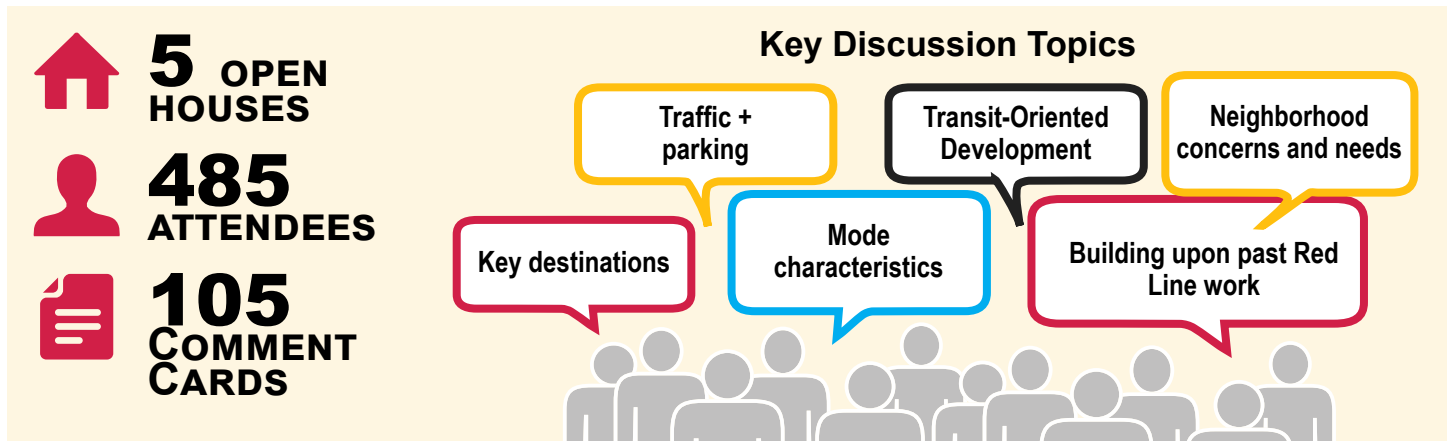
- Metro SubwayLink Stop
- Light RailLink Stop
- MARC Train Stop
- Park or Open Space
- County Line
- Red Line Study Area



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

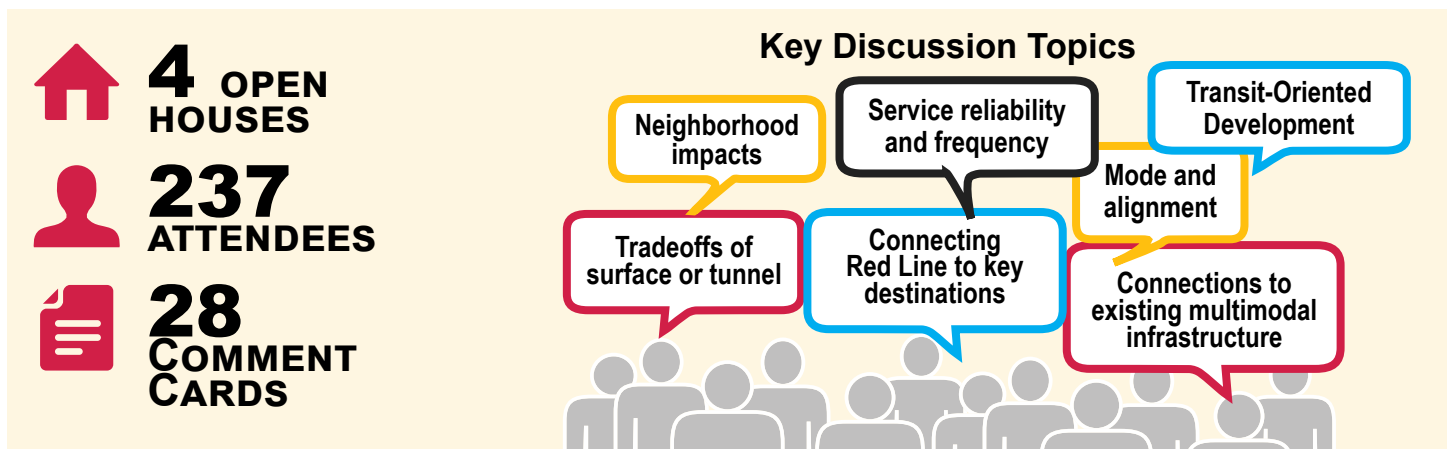
Summer Open Houses

Five open houses were held at locations throughout the Red Line corridor in July/August 2023 to reintroduce the Baltimore Red Line, provide project history, introduce potential modes and alignments, and hear community questions, concerns, and experiences, in order to raise understanding of community priorities among 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

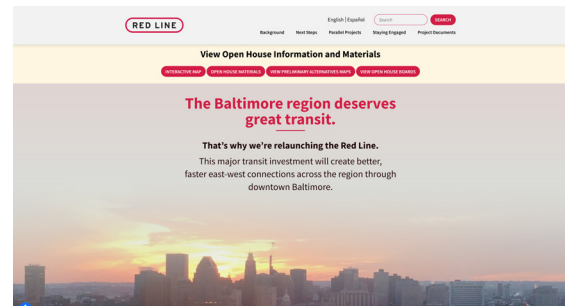
Thirty-two pop-up meetings were held throughout summer and fall 2023 to raise awareness about the relaunched Baltimore Red Line. Pop-up activities were used to direct people to open houses and surveys, gather contact information, receive feedback on key project questions, and gather general project feedback. Translators were available at pop-ups in areas with higher concentrations of Spanish speakers.

The Red Line team also conducted multiple street engagement activities in November 2023 in areas of the corridor where there was lower community engagement during previous outreach efforts. During these interactions, the Red Line team updated people about the relaunched project, guided them to upcoming open houses, and informed 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 the public 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. The website is available in both English and Spanish. Examples of information on the website is provided here.



- 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=9-10rtG0tUKQdxan6UmbLFInajQMNGtbDLLp88a-ZUQTgxSVRIQU1DOENZSE9ErjvCOUswWIFPUC4u>

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

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.



Surveys

Two surveys were deployed in 2023 to gather broad feedback on the project. Both surveys were provided in English and Spanish.

Survey #1	272 respondents	Focused on reintroducing the Baltimore Red Line and understanding community priorities. Questions around identifying project needs, travel behaviors, as well as environmental impacts were provided.
Survey #2	3,418 respondents	Focused on Baltimore 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 Baltimore Red Line

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

Baltimore 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

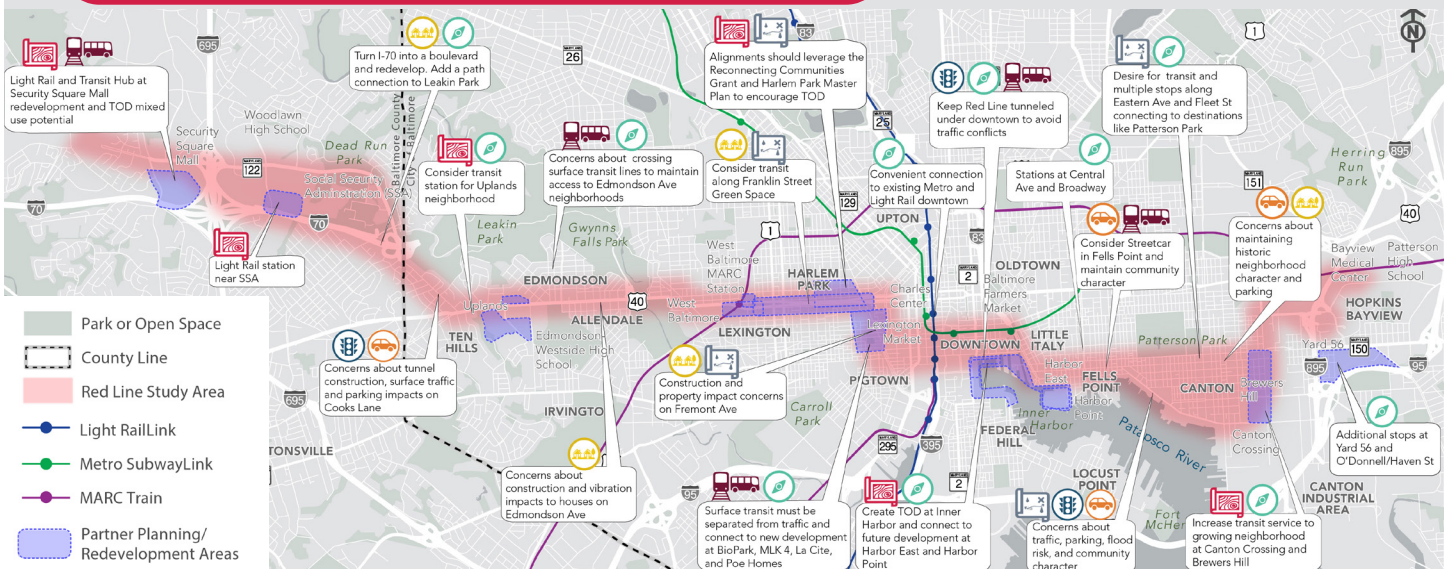
Summer Open Houses Comments

People attending the four open houses and responding to the project's online survey and online comment map shared their priorities and experiences related to the Baltimore Red Line. The planning team reviewed more than 350 comments. These 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

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

COMMENTS BY GEOGRAPHIC LOCATION

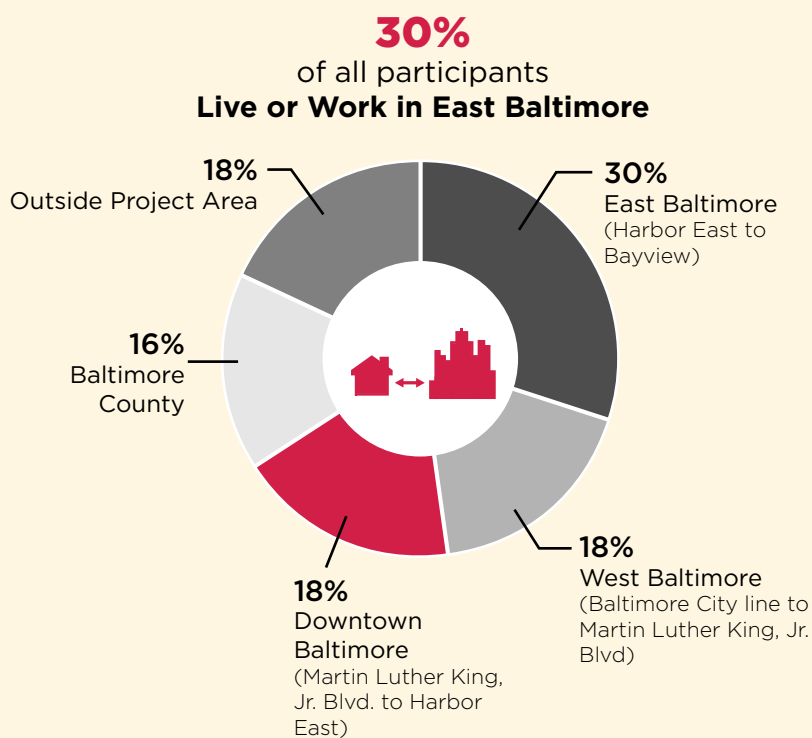


Summer Survey

MTA conducted its first survey between June and September 2023. This survey aimed to understand the thoughts, needs, and concerns of the community related to the relaunch of the Red Line. This survey 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 those who responded to the survey and their priorities for the Baltimore Red Line. This report includes a succinct synthesis and summary of the summer survey results. The full set of questions and responses can be found on the Red Line website at <https://redlinemaryland.com/resources/>.

Location of Survey Participants

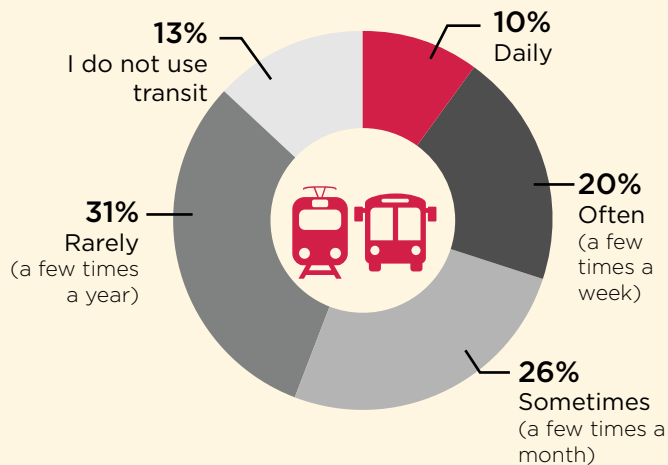


Key Takeaways

- 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%).
- Engagement from East Baltimore respondents was high throughout the survey period.

Public Transit Use

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



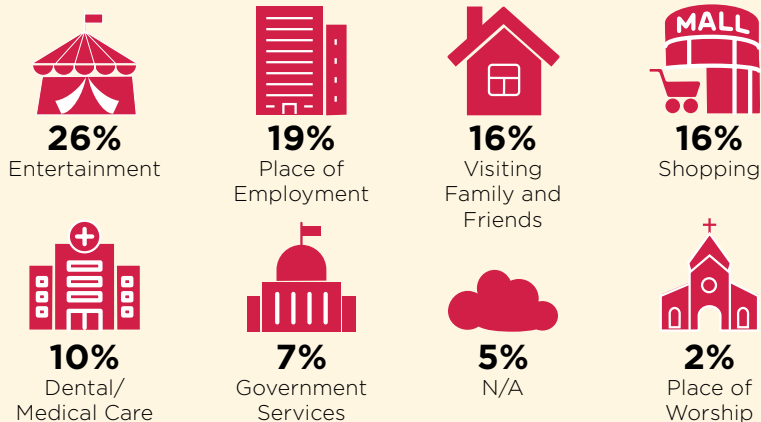
Key Takeaways

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

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

Transit Trips

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



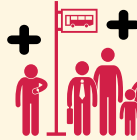
Key Takeaways

- 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 never 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

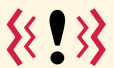


Key Takeaways

- General agreement that all goals have value.
- The transit-specific goals scored higher due to access to work and activity centers, efficiency and potential to reduce congestion, and contributions 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

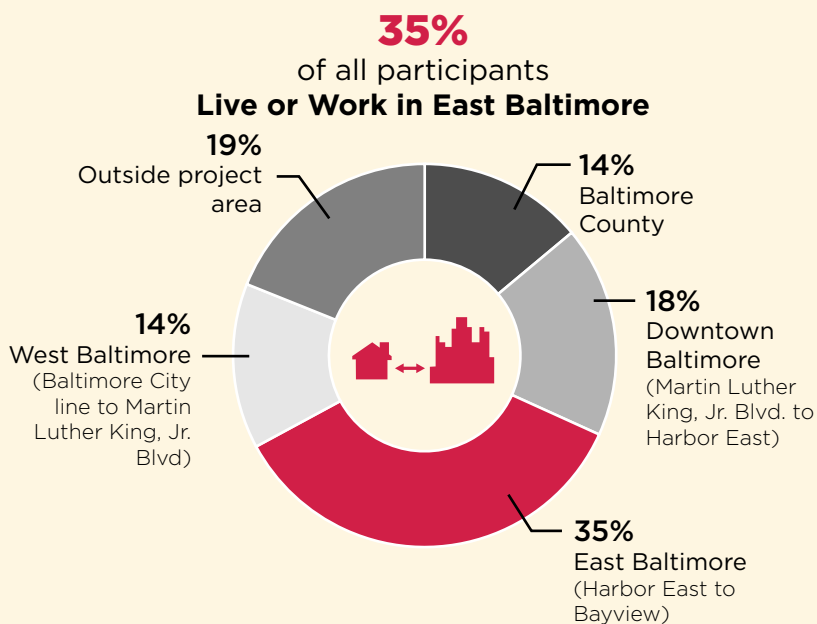
- General agreement that all analyses are important for the Red Line.
- Minimizing noise and vibration impacts, protecting historic resources, and mitigating hazardous materials ranked highest.

Fall Survey

In November 2023, MTA conducted its second survey about the Baltimore Red Line, 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 before and during the Fall survey period consisted of pop-up events and street engagement at neighborhood festivals and 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 the 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. The survey was also advertised at the November open houses. These outreach activities resulted in an initial spike in responses during the first five days of the survey.

This report includes a succinct synthesis and summary of the fall survey results. The full set of questions and responses can be found in the Red Line website at <https://redlinemaryland.com/resources/>.

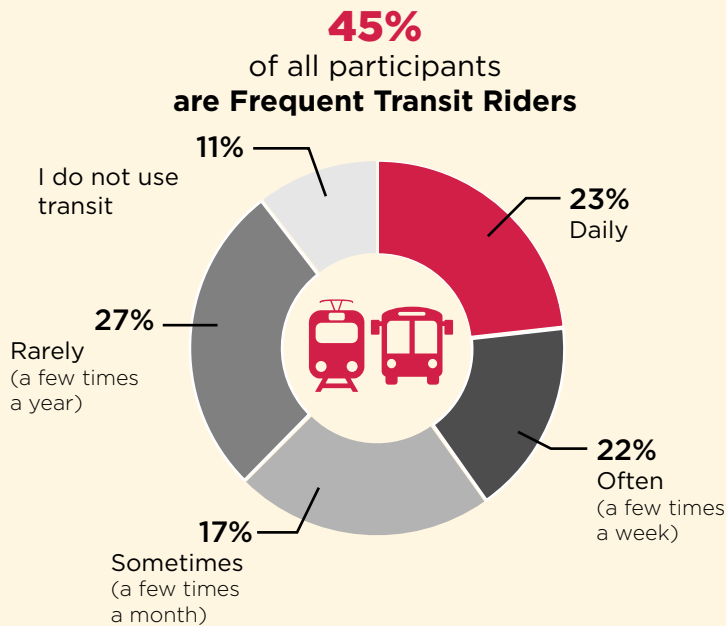
Location of Survey Participants



Key Takeaways

- 3,418 responses.
- 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



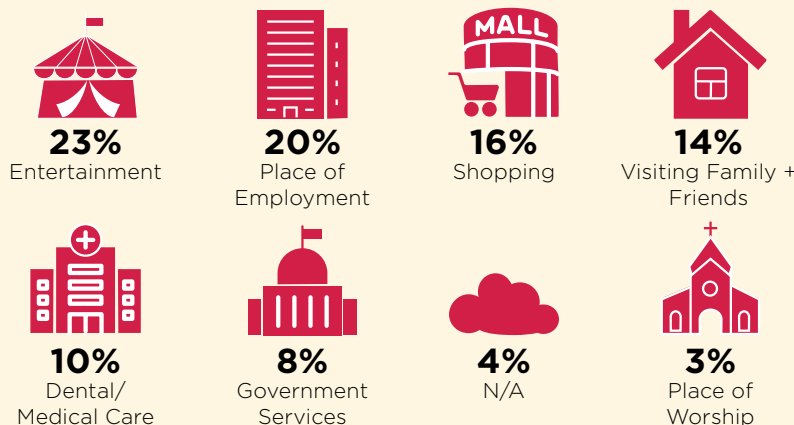
Key Takeaways

- 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.

Live or Work Location	% Frequent Transit Riders
East Baltimore (Harbor East to Bayview)	24%
Downtown (Martin Luther King, Jr. Blvd. to Harbor East)	53%
West Baltimore (Baltimore City line to Martin Luther King, Jr. Blvd.)	45%
Baltimore County	46%
Outside Project Area	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 never 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 revisited and revised options from the previous Red Line Locally Preferred Alternative, including reintroducing Bus Rapid Transit as an option and offering surface running operations in place of tunnel segments. The alternatives also modified alignments and possible station locations to address land use and demand changes, due to new development and post-pandemic travel patterns impacting 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

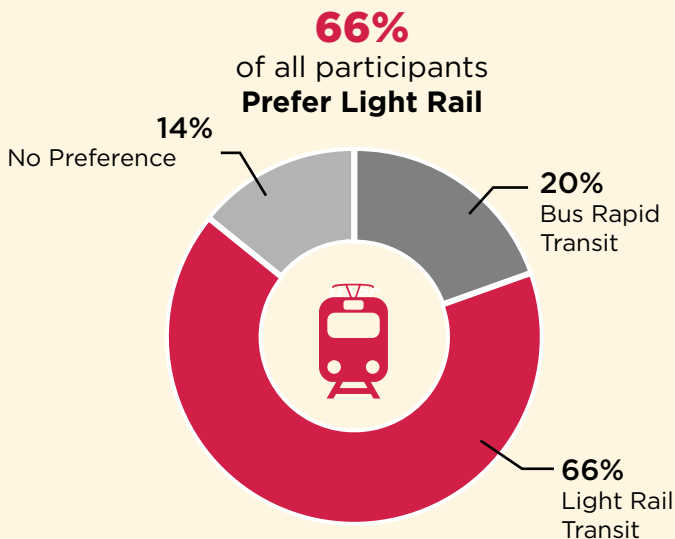
- Light Rail Transit (LRT)
- Bus Rapid Transit (BRT)



Surface Running vs. Tunneling

- Cooks Lane
- Downtown Baltimore

Mode Preference



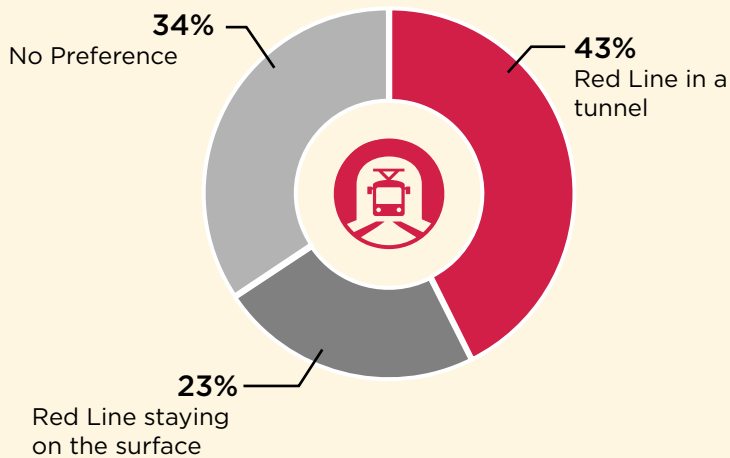
Key Takeaways

- Light Rail was the overwhelmingly-preferred mode of transit along the corridor.
- Of those 86% 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



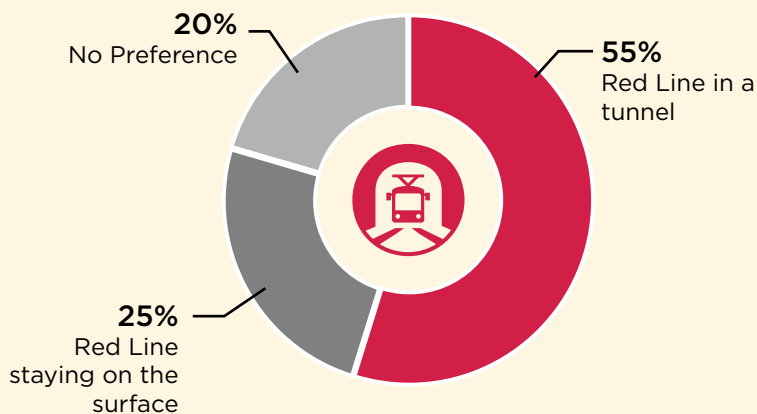
Key Takeaways

- 34% 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.
- 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

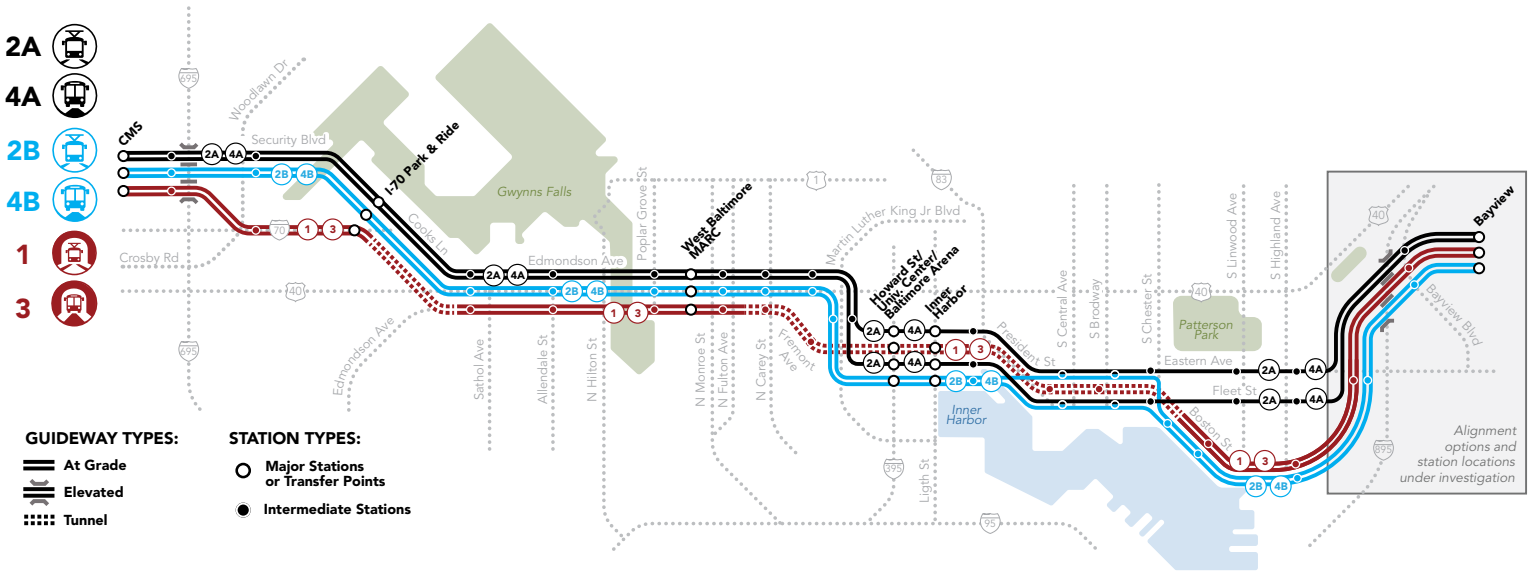


Key Takeaways

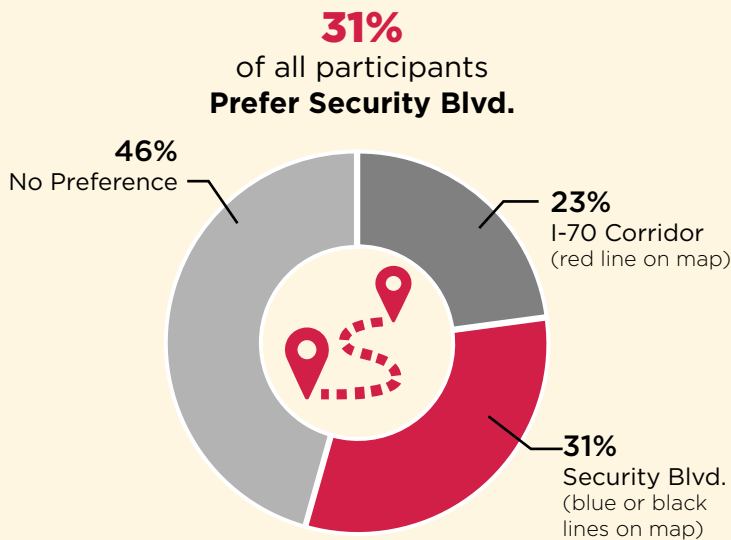
- Of the respondents who expressed a preference, 68% favored the tunnel option, while 32% preferred the surface/street level option.
- Among respondents living or working in the broader downtown tunnel affected area, 57% favored the tunnel option, while 25% preferred the surface/street level option.

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 Baltimore Red Line 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/>.



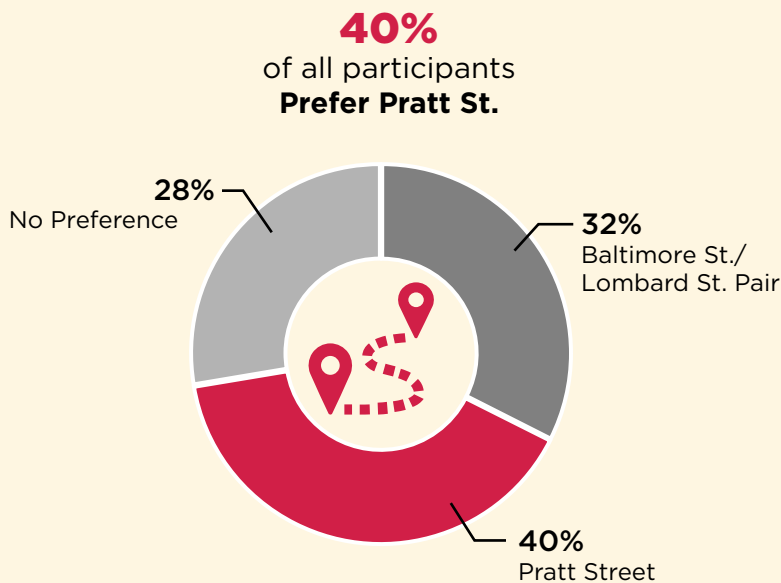
Alignment: Western Segment



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.

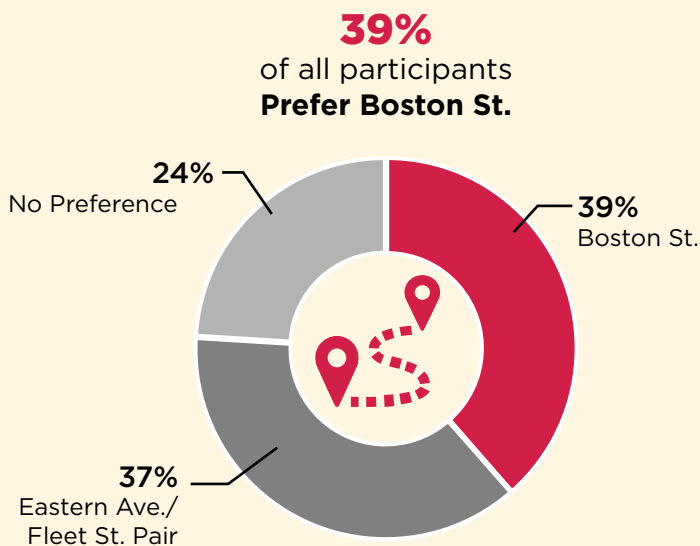
Alignment: Downtown Segment



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 Baltimore Red Line 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.

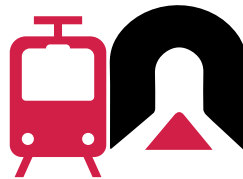
2023 COMMUNITY PRIORITIES



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