

Community Advisory Team

Meeting Summary

Date: October 16, 2024

Location: Enoch Pratt Free Library – Southeast Anchor Library Branch



Notable attendees

MTA Leadership**Allison Scott**, Red Line

Senior Project Director

Ken Melton, Red Line Communications and
Community Engagement DirectorTechnical Team/Open House Facilitators

Alvaro Sifuentes

Andrew Bing

Anthony Brown

Betty Seifu

Caitlin Tobin

Chad Slaughenhaupt

Della Moore

Doris Duren (Ambassador)

Drew McTygue

Eric Gonitzke

Erron Ramsey

Jarren Williams (Ambassador)

Jerome Home

Kimiya Darrell

Leo Sawada

Marco Avila (Ambassador)

Mark Bodmann

Minahil Mehdi

Rochelle Carpenter (Ambassador)

Tim Connor

Will Aasen

CAT Attendees

- | | | |
|--------------------------|--------------------|------------------------|
| 1. Cynthia Shaw | 6. Glenn Smith | 11. Melanie Scheirer |
| 2. Derek Moore | 7. Greg Dewey | 12. Ryan Dowdell |
| 3. Carolyn Myers | 8. Howard V Hughes | 13. Samia Rab Kirchner |
| 4. Nadine Ngouabe Dlodlo | 9. Katie McRury | 14. Sonia Eaddy |
| 5. Ginger Hanson | 10. Manny Grogan | 15. Sue Carlin |



Agenda

1. Welcome and Introductions

- Andrew Bing, CAT facilitator, started the meeting and reviewed the agenda.
- CAT members introduced themselves.
- Minahil introduced the corridor's four engagement ambassadors and explained their roles in the project.

2. Review of CAT Purpose and Goals

- Andrew reviewed the roles and responsibilities of the CAT, ground rules, and expectations.

3. Re-cap of CAT August Meeting

- Andrew provided an update on action items from the CAT August meeting.

4. Community Fall Open Houses

- Ken Melton introduced the plan for the upcoming Red Line open houses.
 - He reviewed the purpose and goals of the open houses and encouraged CAT members to get the word out.
 - He also provided an overview of the importance of community open houses.

5. CAT "First Look" at Open House Materials

- Andrew explained that CAT members would get a “first look” at the open house materials that night (the night of the October CAT meeting) to help the Red Line team prepare for the open house meetings.
- Andrew asked CAT members to think through the questions below while reviewing the materials:
 - How is the information being presented?
 - Does the information make sense?
- Kimiya Darrell presented the first eight boards to the CAT via PowerPoint, which covered the welcome and background boards, with the content covered in past CAT meetings.
- Key comments from the CAT members on boards one through eight and the overall presentation on the purpose of the Open Houses included:
 - One CAT member appreciated that the “Project Background” board detailed the project efforts since 2002 and the community engagement boards – since the public is often concerned about where MTA has been in the community and how the public can receive updates at meetings and other events.
 - Two contractors from the Purple Line were at the meeting. They knew one of the CAT members and appreciated the background boards. They were particularly impressed with the board that showed the “people per hour” movement in cars versus walking (sidewalk) and the transit alternatives.
 - Many CAT members were interested in the specific dates of the Open Houses and whether the Open House flyers would be available in large quantities at each Open House. Continued dissemination was encouraged.
- Once Kimiya completed the presentation, Andrew put the CAT members into breakout groups corresponding to their geographic segments. The breakout groups each started at the alignment stations relevant to their geography:
 - Western Route Consideration; MD 122 Security Boulevard vs I-70 and Cooks Lane
 - West Baltimore/US 40 Alignment
 - Downtown Considerations
 - Southeast Baltimore Considerations
- CAT members were encouraged to move to other open house stations once they felt they had spent sufficient time there. CAT members could discuss the material with technical staff, similar to a typical Open House.



Breakout Groups

Open House “First Look” Comments

Breakout Group 1: Western Route Consideration; MD 122 Security Boulevard vs I-70 and Cooks Lane (Boards 9-11)

CAT members raised the following questions:

- Will Frequently Asked Questions be available as takeaways during the Open Houses?
- Is there any data study to determine how we move more people via Light Rail versus the Bus Rapid Transit?
- Are we taking the revitalization of the Security Square Mall into consideration?
- How do each of the three alternatives connect with existing transportation?
- What impact do we believe the Key Bridge effort will have on this project’s progress?
- Cooks Lane is a narrow street with parking on one side already. When was the Cooks Lane study done? What time of day? Did we consider conducting 2-hour increments daily to capture different traffic patterns and their impact?
- What does the tunnel under Cooks Lane (#1) cost vs the surface option? Who will decide on tunnel vs surface options?
- Did we consider elevating the rail on Cooks Lane?
- How will traffic be impacted by decreasing lanes on Security Blvd?
- Are we considering the fact that people are returning to work and the increase in traffic at Social Security and CMS, as well as other area employers?
- What is the process of sharing the feedback from Open Houses? Very nice job setting the tone for the Open House experience.
- Are there any considerations of climate change impacts on the project progress?

CAT members shared the following comments:

- A CAT member expressed concerns with Option #2 and the connection over I-695.

Breakout Group 2: West Baltimore/US 40 Alignment (Boards 12-13)

CAT members raised the following questions:

- Does the West Baltimore MARC relocation have anything to do with this project?
- Is there more information on the past studies completed (ridership, day/night travel times, etc.)?
- Will there be any funds for individuals who may experience infrastructure damage?

CAT members shared the following comments:

- A CAT member suggested that the tunnel should go under Edmondson Ave. There is concern that the surface alternative will ruin the street and create more chaos.
- CAT members expressed concerns about surrounding buses being able to connect to the Red Line within time. A Red Line technical team member confirmed that the bus system will be evaluated as part of the Red Line project.
- A CAT member mentioned that she wanted to know more about the noise/tunneling in West Baltimore.
- CAT members asked for further clarity on the proposed O&M facility by the Rosemont Station. Several CAT members noted concerns that a facility on that site is a missed re-development/TOD opportunity.
- Many CAT members expressed that they are NOT interested in having a tunnel down Fremont as it will displace residents or cause noise similar to businesses located above the subway at North/Pennsylvania Ave.
- A CAT member recommended that the Red Line team connect with the Union Square Community Association, located just south of Franklin Square. They meet on the first Monday of every month.

Breakout Group 3: Downtown Considerations (Boards 14-20)

CAT members raised the following questions:

- What will the vibrations from both during construction and when transit is operating be like? A CAT member commented that UMD BioPark lab spaces include installations, which are very sensitive to vibrations.
- CAT members expressed concerns about Light Rail for the waterfront area, which has already benefited from development and is “privileged.” The neighborhoods north of the proposed alignment would benefit more from the project; these neighborhoods should be prioritized for Light Rail. Why not continue the Red Line along the entirety of the US-40 corridor? The Red Line should move people east to west and west to east, not economically benefit a privileged area.
- Can CAT members see the FTA criteria?
- Has high-capacity transit ever been studied north of downtown? Is a spur from the proposed Red Line possible in the future?

CAT members shared the following comments:

- A CAT member was very interested in hearing about the impact of development. The same CAT member preferred Baltimore St/Lombard St alignment over Pratt St due to more redevelopment/TOD potential.
- A CAT member noted that flooding from storm surges is another reason to avoid the waterfront area with a significant Light Rail investment.
- A CAT member suggested extending the Red Line to Tradepoint Atlantic to provide a direct connection to those jobs.

Breakout Group 4: Southeast Baltimore Considerations (Boards 15-21)

CAT members raised the following questions:

- Were there any data studies to determine where people are coming and going?
- Are any maps showing connections with other transit lines, busses, and stations?
- Has MTA investigated an elevated structure on the east end of the alignment?
- Has MTA talked to the east side railroad companies (i.e., CSX, etc.)?
- What is the beginning and end timeline for the project?
- If tunneling is an option, how can the state guarantee the safety of the properties above?

- Why can't the Red Line alignment be north of the Inner Harbor? Closer to Penn Station for connectivity purposes.

CAT members shared the following comments:

- Suggestion to connect the Johns Hopkins Campus Shuttle to the proposed Red Line for enhanced accessibility and convenience for students and staff. The Johns Hopkins Campus Shuttle (JHMI) operates 14 routes and utilizes the TransLoc app for real-time tracking and convenience.
- CAT members expressed that they would like the industrial area on the east side to become more walkable for residents.
- The Red Line Team needs to inform the public about how the process of selecting the alignment works (e.g., analysis, cost, community input, etc.).

6. Open Discussion on “First Look”

- Andrew brought CAT members back from the open house boards and facilitated an open discussion, referring to the three question prompts before the breakout. Below is a summary of the comments and questions.



Open Discussion

- What is the project timeline? Will that be shared in any of the materials?
 - Response: While the project remains on an aggressive schedule overall, we have several decisions to make to select an alignment, which makes the timeline uncertain.
- A CAT member noted that the information was good, but it is necessary to show how the project will impact transit-oriented development (TOD) and the jobs it will bring to the community. What are the broader benefits of the Light Rail alignment? How many more jobs are reached on this alignment compared with other routes? What are the economic development benefits of this alignment?
- What is the process for utilizing input?
 - A CAT member suggested that the team prepare a list of Red Line decisions and how they have been informed by specific community feedback to directly show the impact of community input.
 - A CAT member also suggested creating social media material focused on “What we heard from you” after the Open Houses to help the public feel heard.
- A CAT member noted that the boards on the climate impacts on the project were helpful; it was not something they had thought about before.
- A CAT member commented that the walking distances on the boards were helpful in understanding the walkability of the potential stations, expressing that they highlight the new walkable landscape this creates. However, they also indicated that the multimodal opportunities must be illustrated better.
- CAT members noted that highlighting how the Red Line will connect with other parts of the MTA system and other destinations through those connections is important. The public needs to understand how the Red Line will interact with existing bus systems and the future West Baltimore MARC.
- One CAT member highlighted that they do not want the tunnel under Fremont Ave, citing concerns about structures and shaking.
- A CAT member commented that the project needs to show a focus on divested communities. This project needs to happen in connection with development in these areas.
- A CAT member commented that there is a need to consider multi-generational housing related to the aging population along this corridor.
- A CAT member highlighted the need to focus on connections to other bus routes on Route 40 and North-South transit service, expressing that Central Baltimore has always been a connected hub and the Red Line cannot just focus on connecting to the Inner Harbor.

7. Reintroduction of Red Line Community Compact

- Allison Scott gave an overview of the Community Compact and its importance. The CAT will be part of the Community Compact update in 2025.
- **Task: CAT members asked where to get a copy of the 2008 Community Compact. The document is on the project team website and will be emailed to them with the meeting summary.**

8. Wrap-up and Close Meeting

- Andrew concluded the meeting with a reminder of the CAT office hours on November 13th and the CAT meeting dates for 2025. The meeting adjourned at 7:30 pm.

**Summary of Action Items**

- Provide CAT members with a link to the 2008 Community Compact: <https://transportation.baltimorecity.gov/sites/default/files/The%20Red%20Line%20Community%20Compact.pdf>
- **Follow up:** Develop a “What we heard” social media outreach summarizing public input.
- **Follow up:** Develop responses to the questions posed by the CAT during the open discussion.

**Upcoming Events and Engagement Opportunities**

November 14	Maryland Hispanic Chamber of Commerce Transportation Summit
November 23	Christmas Village in Baltimore
December 3	Charles Center Metro Station
December 8	Winter Lights at the Observatory
December 14	Security Square Mall
December 15	Los Posada 2024

Visit our website for more updates: <https://redlinemaryland.com/staying-engaged/>

**2025 Meetings**

These dates are tentative and will be confirmed.

2025 Meeting Dates: 5 pm-7:30 pm, locations TBD

- January 29
- April 02
- July 16
- October 15

Office Hours (Virtual): November 13, 12-1 pm