

- Features of the Red Line LPA
- Continued Refinement and Modification
- Questions about the Red Line LPA?

Continued Refinement and Modification

Continued refinement and modification will occur throughout the corridor, but particular areas expected to be the subject of additional detailed study include:

- **Security Square Mall.** Plans for transit-oriented development and a station location will be developed in coordination with Baltimore County and property owners.
- **Edmondson Avenue and Boston Street.** Residents and adjacent neighborhoods in this area have raised concerns regarding traffic congestion and street closures, pedestrian safety, parking, aesthetics, and property value impacts. The MTA, working with Baltimore City, will analyze these issues during the preliminary engineering phase. Traffic mitigation and parking management plans, streetscape enhancements such as planting the track area with vegetation, and environmental and economic sustainability strategies will all be developed during the preliminary engineering phase.
- **Cooks Lane Single Track Tunnel.** The Cooks Lane tunnel was modified from a double track to a single track initial construction. This change was made to help to decrease capital costs and improve cost-effectiveness. The MTA will further investigate a single track at this location during the preliminary engineering and final design phases to ensure it results in an overall system that meets federal, state and local safety regulations, and is operationally feasible.
- **Alignment along abandoned Norfolk-Southern right-of-way in Canton.** Coordination with Norfolk-Southern Railroad, Canton Railroad, Exxon Corp., Baltimore City, developers of the adjacent property, and community leaders will be needed to identify a specific acceptable alignment.
- **Bayview Campus Alignment.** The Johns Hopkins Bayview Campus Build-Out Development Plan proposes that Mason Lord Drive be extended north to Lombard Street. The specific location of the Red Line LPA station on the campus will be coordinated with Johns Hopkins Bayview so that any potential conflicts with campus vehicular and pedestrian traffic is successfully minimized and mitigated.
- **Community Compact.** Continued partnership with Baltimore City, businesses and neighborhoods in the Red Line LPA corridor to work toward the goals, strategies and visions set forth in the Baltimore City Mayor's Red Line Community Compact. The compact defines the success of the Red Line in community terms and benefits including the creation of jobs, health and environmental or "green" opportunities, developing community centered stations, and construction impact minimization.

"This billion dollar project holds limitless benefits for Baltimore's neighborhoods. The Red Line will connect the west side to the east side, transform our region's economy and environment for the better and, during these tough economic times, create and support needed jobs. The Red Line will be the catalyst to carry Baltimore's revitalization to even greater heights."

Mayor Sheila Dixon
City of Baltimore

"We appreciate the Governor's leadership on this important transportation and economic development initiative. By linking growing communities with employment centers and commercial hubs, the Red Line will help spur jobs, increase transit ridership and boost transit-oriented development for the region."

County Executive Jim Smith
Baltimore County



Martin O'Malley
Governor

Anthony G. Brown
Lt. Governor

Beverly K. Swaim-Staley
Secretary
Maryland Department of Transportation

Paul J. Wiedefeld
Administrator
Maryland Transit Administration



Contact Us:

For further information about this project, please contact:

Lorenzo Bryant, Project Manager
Maryland Transit Administration
6 St. Paul Street, 9th Floor
Baltimore, MD 21202

410-767-3754
410-539-3497 TTY

redline@mtamaryland.com
www.baltimoreredline.com

Locally Preferred Alternative Selected for Red Line Corridor Transit Study

On August 4, 2009, Governor Martin O'Malley, along with State and local elected officials, announced the selection of the Locally Preferred Alternative (LPA) for the Red Line Project.

What is a Locally Preferred Alternative?

A Locally Preferred Alternative (LPA) is the preferred physical design concept and scope for a major corridor transit investment. For the Red Line in Baltimore, the LPA identifies the transit mode (light rail), and the location and description of the alignment. The LPA will also generally describe the proposed location of stations, the operating plans for the transit service (hours of operation, how often vehicles run, etc.), and any design options to be further evaluated during the next phases: Preliminary Engineering and Final Design.

The Red Line LPA

The recommended Red Line LPA is a 14-mile light rail line that will extend from the Woodlawn area in Baltimore County to the Johns Hopkins Bayview Medical Campus in east Baltimore City. It will provide convenient connections to the Metro Subway, Light Rail, MARC Train and local bus routes to advance the development of a comprehensive regional transit network. The Red Line will be the region's first cross-town rail route. The light rail route ties city and suburbs together. It will provide access to 200,000 jobs and serve major employment, medical, education and entertainment centers.

Selection of the LPA—A Major Step Forward

The selection of the LPA is based on technical analysis and our current understanding of issues that arose during the public hearing process. Selection of the LPA is a major step in moving the Red Line project forward. The MTA will continue to analyze all issues and concerns raised throughout the study process.

During the next phase of the project—Preliminary Engineering—the Final Environmental Impact Statement (FEIS) will be prepared. The FEIS will include analysis of reasonable alternatives developed after the Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS) and detailed development of more specific environmental and engineering information for the LPA including:

- Detailed environmental testing and mitigation plans
- Geometric alignment designs
- Bridges and structures
- Station locations and design
- Landscaping features
- Access and operating strategies
- Drainage, right-of-way requirements



"A light rail system operating along the Red Line corridor will provide the east-west transit service that has been missing in the Baltimore region for decades. The Red Line will connect people to the diverse employment, education, healthcare and entertainment centers located throughout the region by providing an efficient and dependable transit system that is unprecedented in the Baltimore region. And, we will do it in an environmentally conscious and sustainable way."

Governor Martin O'Malley

Locally Preferred Alternative Selected for the Red Line

Red Line Project Manager
Maryland Transit Administration
P.O. Box 1432
Millersville, MD 21108



PRSRST STD
U. S. POSTAGE
PAID
PROVIDE

Questions about the Red Line LPA?

The Red Line Project Team is happy to come out to your community to discuss what the Red Line could mean to your neighborhood. Please call Ms. Staycie Francisco, MTA Red Line Community Outreach Coordinator, at 410-767-0667 to schedule a meeting.

More information about the Red Line can be found on the project website at www.baltimoreredline.com, or by contacting Mr. Lorenzo Bryant, Red Line project manager at 410-767-3754 or via email at redline@mtamaryland.com.

(continued from cover)

- Maintenance of traffic during construction
- Phasing of construction
- Detailed financial plan including local funding commitments

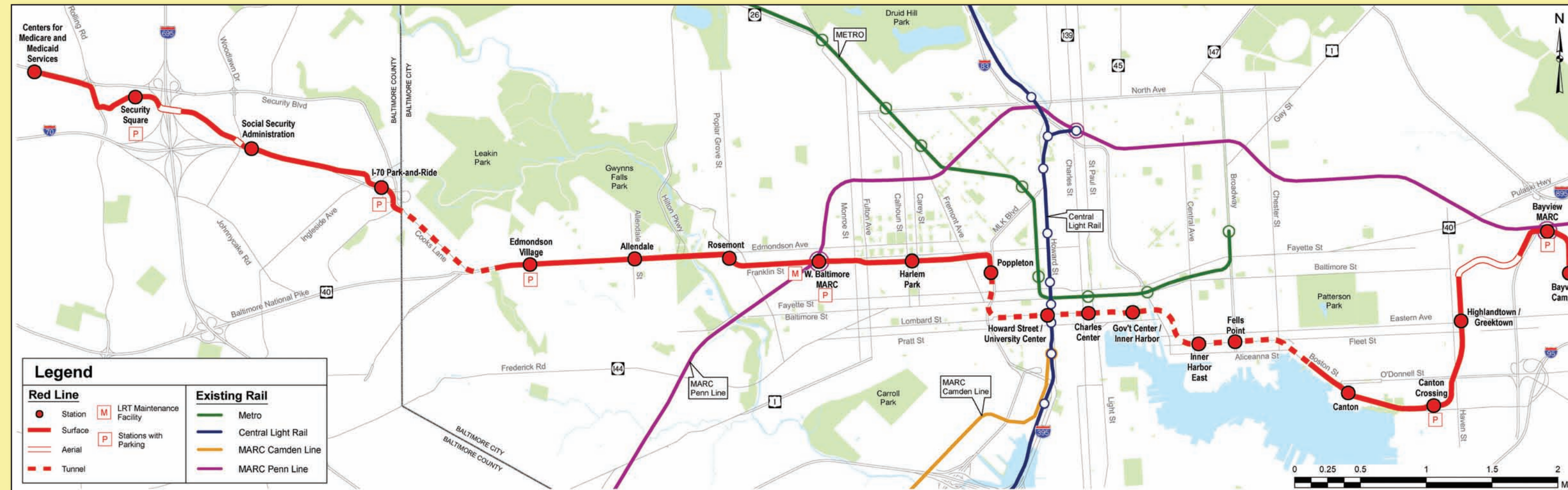
Minor alignment and engineering adjustments to the selected alternative will occur during final design and construction phases of the project.

An extensive public participation program will be an integral part of these next design phases, providing opportunities for communities and stakeholders to contribute to the planning and design efforts.

Features	Light Rail
Overall Length	14.5 miles
Surface	9.8 miles
Tunnel	3.9 miles (Cooks Lane; Downtown – MLK Blvd. to Boston Street)
Aerial	0.8 miles (over I-695 and ramps; Woodlawn Drive; and over CSX freight rail yard)
Stations	20
Surface	15 (5 with parking)
Underground	5
Capital Cost	\$1.63 Billion (2009 dollars)
Average Daily Ridership in 2030	54,000
FTA Cost-Effectiveness Rating	\$24.24
Vehicles	34 LRT vehicles
Maintenance Facility	At Calverton Road bounded by Franklinton Road, Franklin Street, and Amtrak
One-Way Travel Time	Woodlawn to Bayview – 44 minutes
Frequency of Service (Peak/Off Peak)	8 minutes / 10 minutes

*Note: The LPA average daily ridership is a figure based on the most recent version of the travel demand model with Alternative 4C. Ridership and cost-effectiveness figures for other AA/DEIS alternatives are expected to remain in the same order of magnitude. It is important to note that the selection of the LPA is also based on several additional important factors.

Features of the LPA



The Red Line LPA is Alternative 4C as presented in the September 2008 Red Line Corridor Study Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS) with some modifications. The Red Line LPA runs mostly as a dedicated surface transitway in the median of existing roads with one mile of tunnel under Cooks Lane and approximately three miles of tunnel downtown. The LPA runs underground in areas of high congestion and limited right-of-way, while running on the surface where available right-of-way, traffic conditions and adjacent land uses are appropriate.

Looking at the alignment west to east and beginning at the Centers for Medicare and Medicaid Services (CMS) Station, the Red Line would run:

- On the south side of Security Boulevard, to
- West side of Rolling Road
- Central alignment and the north side of I-70
- I-70 Park & Ride lot
- Tunnel under Cooks Lane
- Median of U.S. 40 with two vehicular lanes
- Lower Level of U.S. 40
- West side of Martin Luther King Jr. Boulevard
- Lombard Street tunnel from Martin Luther King, Jr. Boulevard continuing under Eastern Avenue to Fleet Street at Boston Street
- Median transit down Boston Street after Montford Avenue to Conkling Street
- Continuing along the Norfolk-Southern Railroad right-of-way, and
- New alignment to Mason Lord Drive on the Bayview Medical Campus

The following are the station locations under the LPA. As Preliminary Engineering progresses, more details regarding the size, character and exact locations will become available.

- Security Boulevard at CMS
- Security Square Mall
- I-70 over Woodlawn Drive (Social Security Administration)
- I-70 Park & Ride
- Edmondson Avenue/Swann Avenue (Edmondson Village)
- Allendale Street
- Poplar Grove Street/Edmondson Avenue/Franklin Street/ (Rosemont)
- West Baltimore MARC Station
- U.S. 40 between Calhoun and Carey Streets (Harlem Park)
- Martin Luther King, Jr. Blvd. at Saratoga Street (Poppleton)
- Lombard Street/Howard Street (University Center)
- Lombard Street between Light and Charles Streets (Charles Center)
- Lombard Street between Gay Street and Market Place (Government Center)

- Fleet Street/Central Avenue (Harbor East)
- Fleet Street/South Broadway (Fells Point)
- Boston Street/Lakewood Avenue (Canton)
- Boston Street/South Conkling Street (Canton Crossing)
- Eastern Avenue/Haven Street (Highlandtown/ Greektown)
- Bayview MARC (future) Station
- Bayview Main Campus Station

“The Baltimore Red Line is going to help transform our region, adding a convenient, affordable alternative to the ever-increasing gridlock. With connections to Baltimore’s Light Rail, MARC, and downtown bus routes, the Red Line will improve the flow of our city’s transportation, help improve air quality by taking thousands of cars off the road, and provide Maryland with a jumpstart in developing a new, more energy-efficient economy.”

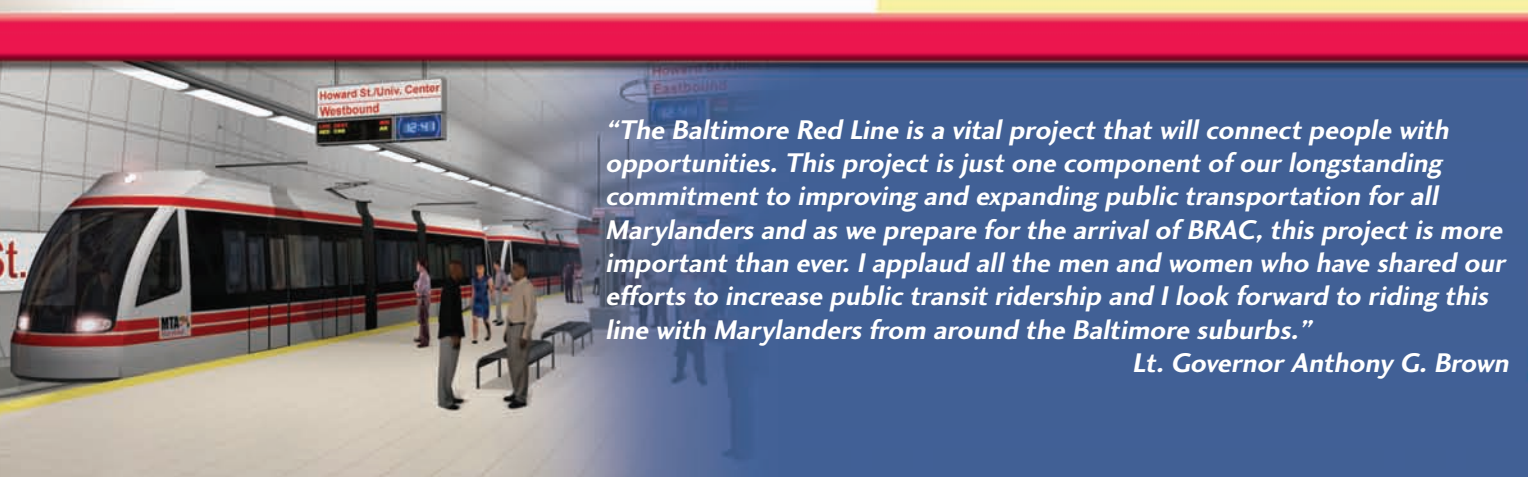
*Senator Benjamin L. Cardin,
Member, Senate Environment and Public Works
Transportation Subcommittee*

The major changes from the Alternative 4C as defined in the AA/DEIS are:

- Removing a surface station at Social Security West due to Homeland Security concerns at the Social Security Administration. A small parking lot at the end of Security Boulevard CMS Station was also eliminated.
- Shifting the tunnel alignment through Fells Point from under Aliceanna Street to Fleet Street, and consequently relocating the Fells Point Station from Broadway and Aliceanna Street to Broadway and Fleet Street. This shift would allow the Red Line LPA to be more centralized in the Fells Point community and responds to a request from the community.
- Shifting the tunnel portal from Aliceanna Street to Boston Street. This allows relocation of the portal to a wider section of Boston Street and beyond the Boston Street/ Aliceanna Street intersection.
- Reducing the number of underground stations from six to five by combining the University of Maryland and Howard Street stations to decrease capital cost and improve downtown travel time.

“The Red Line project will support redevelopment in local communities throughout the City of Baltimore while providing residents with new travel connections to opportunities throughout the metropolitan region. I will continue to fight to ensure that the Red Line receives the federal funding it needs to become a beneficial reality. I will also fight to ensure that the Baltimore region receives every possible dollar of investment that anticipated increases in federal transportation funding levels will make available.”

*Congressman Elijah E. Cummings, Maryland’s 7th Congressional District
Senior Member of the House Committee on Transportation
and Infrastructure*



“The Baltimore Red Line is a vital project that will connect people with opportunities. This project is just one component of our longstanding commitment to improving and expanding public transportation for all Marylanders and as we prepare for the arrival of BRAC, this project is more important than ever. I applaud all the men and women who have shared our efforts to increase public transit ridership and I look forward to riding this line with Marylanders from around the Baltimore suburbs.”

Lt. Governor Anthony G. Brown

