

Appendix 1:

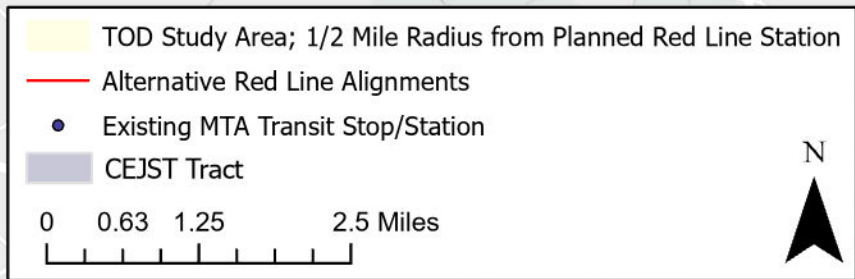
Project Area and Red Line Alignment Maps

This appendix contains a map of the project area and maps of the three proposed alignments for the Red Line Corridor. This satisfies the request from the Notice of Funding Opportunity for “a map of the proposed study area showing the transit project alignment and stations, major roadways, major landmarks, and the geographic boundaries of the proposed comprehensive or site-specific planning activities.” All planning activities will occur within a 0.5-mile radius of stations shown on the alignment maps.

These maps ([available on the Red Line Project website](#)) include the following proposed light rail system alignments:

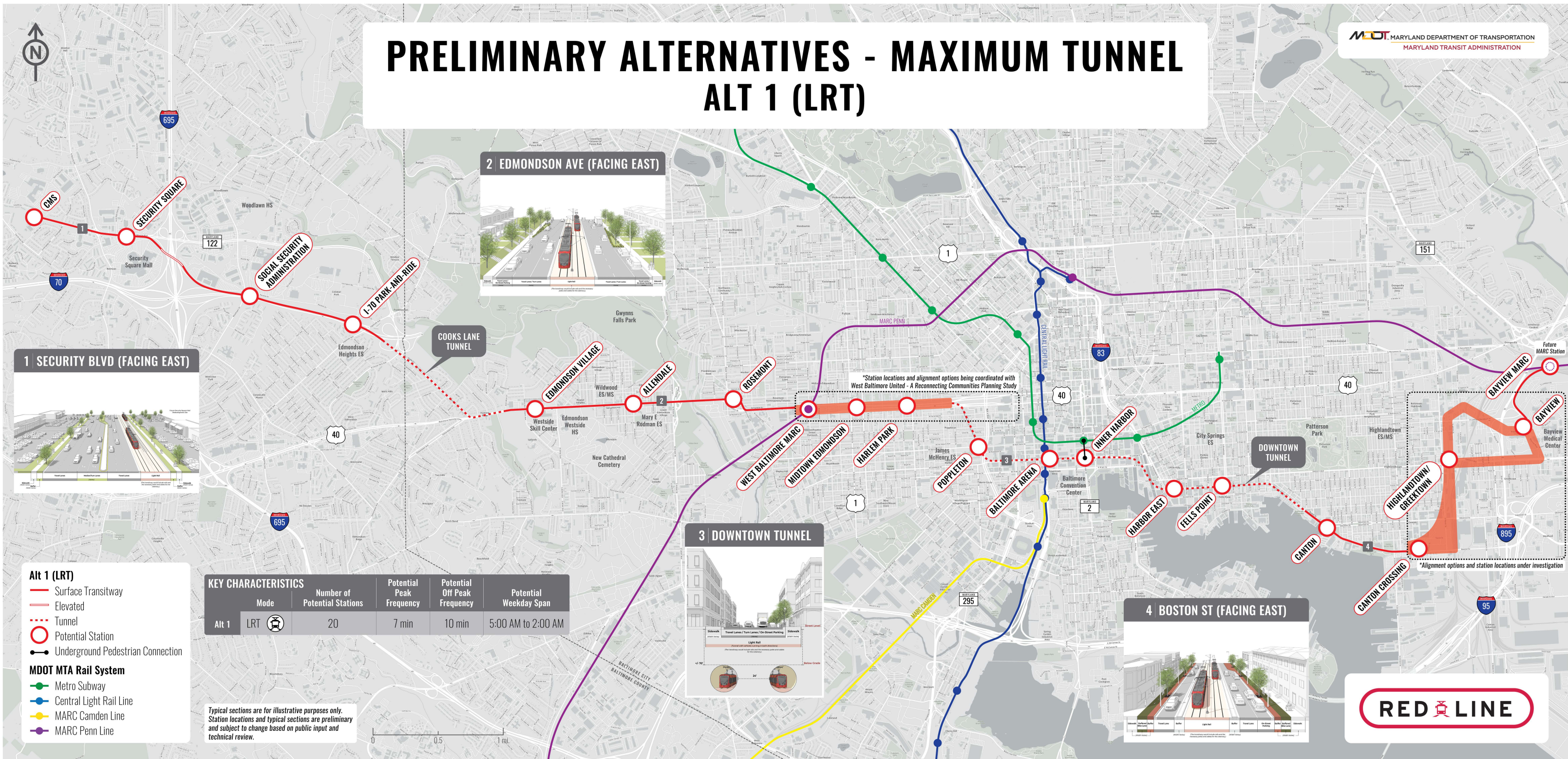
- **Alternative 1, Maximum Tunnel:** Mimics the Red Line Preferred Alternative alignment from a previous iteration of the project that was cancelled in 2015. Includes the Cooks Lane and Downtown Tunnel. General alignment follows: Security Boulevard, I-70, Cooks Lane, Edmondson Avenue, US 40, Fremont Avenue, Lombard Street, Fleet Street, Boston Street. Different options being considered for Brewers Hill/Highlandtown area connecting to Bayview.
- **Alternative 2A, Maximum Surface North:** Alignment on the surface. Alignment follows Security Boulevard, Cooks Lane, Edmondson Avenue, US 40, MLK Jr Blvd, Baltimore Street/ Lombard Street Couplet, President Street, Eastern Avenue/Fleet Street couplet. Different options being considered for Highlandtown area connecting to Bayview.
- **Alternative 2B, Maximum Surface South:** Alignment on the surface. Alignment follows Security Boulevard, Cooks Lane, Edmondson Avenue, US 40, MLK Jr Blvd, Pratt Street, President Street, Eastern Avenue/Fleet Street, Boston Street. Different options being considered for Brewers Hill/Highlandtown area connecting to Bayview.

Red Line Corridor TOD Strategic Plan Study Area



PRELIMINARY ALTERNATIVES - MAXIMUM TUNNEL

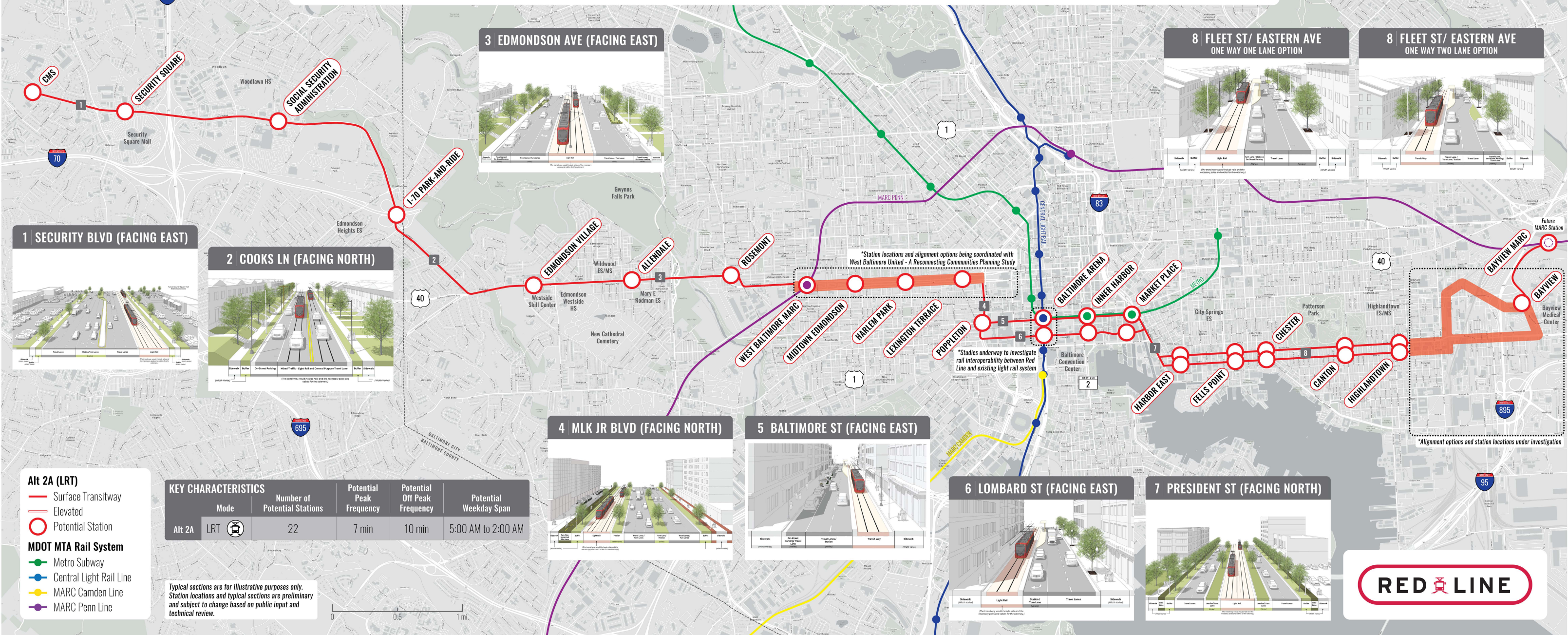
ALT 1 (LRT)



PRELIMINARY ALTERNATIVES - MAXIMUM SURFACE NORTH

ALT 2A (LRT)

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION



Alt 2A (LRT)

- Surface Transitway
- Elevated
- Potential Station

MDOT MTA Rail System

- Metro Subway
- Central Light Rail Line
- MARC Camden Line
- MARC Penn Line

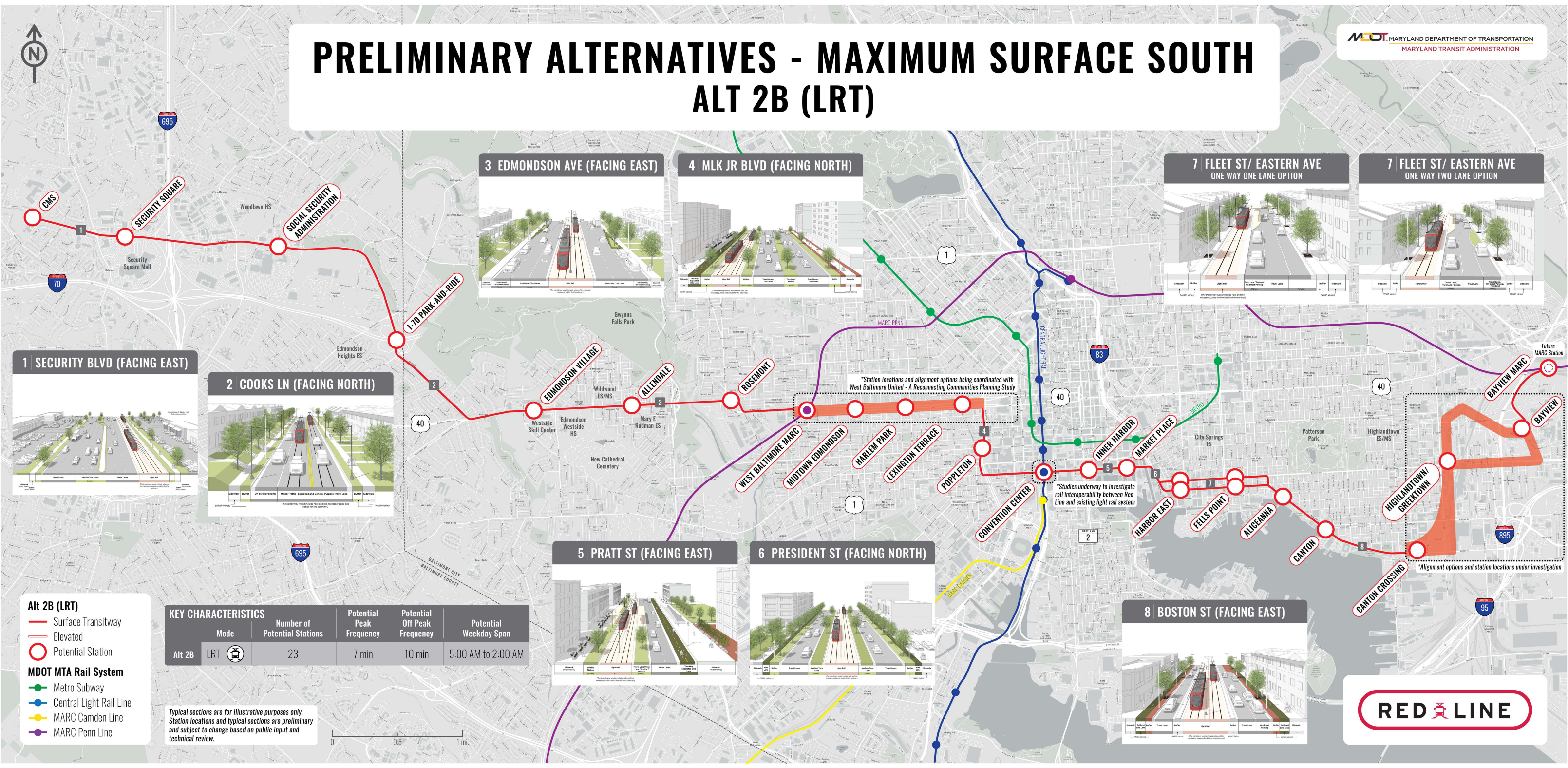
KEY CHARACTERISTICS

	Mode	Number of Potential Stations	Potential Peak Frequency	Potential Off Peak Frequency	Potential Weekday Span
Alt 2A	LRT	22	7 min	10 min	5:00 AM to 2:00 AM

Typical sections are for illustrative purposes only. Station locations and typical sections are preliminary and subject to change based on public input and technical review.

RED LINE

PRELIMINARY ALTERNATIVES - MAXIMUM SURFACE SOUTH ALT 2B (LRT)



- Alt 2B (LRT)**
- Surface Transitway
 - Elevated
 - Potential Station
- MDOT MTA Rail System**
- Metro Subway
 - Central Light Rail Line
 - MARC Camden Line
 - MARC Penn Line

KEY CHARACTERISTICS					
	Mode	Number of Potential Stations	Potential Peak Frequency	Potential Off Peak Frequency	Potential Weekday Span
Alt 2B	LRT	23	7 min	10 min	5:00 AM to 2:00 AM

Typical sections are for illustrative purposes only. Station locations and typical sections are preliminary and subject to change based on public input and technical review.



RED LINE