

Community Groups Support Red Line

Roosevelt Leftwich
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It is the road to no where, and has been that way for more than 30 years.

When it was built several neighborhoods were cut in two hundreds of homes bulldozed in the name of progress that never came.

"I'm one of the persons that lived through the road to no where when they came up they took out a lot of homes and when we met that was one of the priorities we came up with them that no homes be disturbed." Harlem Park resident Arlene Fisher says.

When talk of the east-west Red Line first came up... a citizens committee held firm.

They wanted this thing built without anyone losing their home.

And leaders responded...opting for a route that would connect the city but make it as easy as possible to build.

"Not a single residential property this plan takes...what it does it will enhance many of our residential communities." Baltimore Mayor Shelia Dixon told reporters at a news conference.

The "road to nowhere" was originally supposed to be the connector between Interstate 70 and Interstate 95 but that project died many many years ago.

The road to nowhere is a concrete blight in the city.

It's hoped a new transit line would bring with it businesses, new homes, and better green space.

"It disconnected out neighborhoods and it separated us and the red line would connect our neighborhoods back we could walk across to talk to each other and if we put the shrubbery people would be able to relax as they wait for the train." Harlem Park resident Annie Wilson says.

The next trick now is getting funding.

The city, the county and the state have been lobbying the federal government for five years to get this built.

They're hoping the Obama administration's ambitions public works agenda will help pave the road to nowhere with new life

The route chosen by the community group and city and county leaders will be sent to Governor O'Malley for the state's approval.

They'll then take it before the federal government.