

**The guest commentary below was sent to the Baltimore Sun on 1/1/2023 in response to "Plan for better public transit along York Road" (Baltimore Sun Editorial 12/27/2022)**

### **Regional Transit Improvements Need Not Waste Our Tax Dollars**

We strongly believe that each constituent of Lutherville is entitled to their opinion. However, as President of the Lutherville Community Association and a resident of the greater community, our neighbors have overwhelmingly informed us of their opposition to the North-South Corridor extension to Lutherville. The thousands of residents in Lutherville from the Beltway north universally believe there are better, more efficient alternatives to significantly improve our regional transit system.

Of the many ways to improve the current bus and light rail service in our area, we recommended using current technologies to obtain the more efficient, timely transit desired by the ridership.

One option would be eliminating fares as D.C. recently did. The MTA could also modernize to require all electronic pre-paid fares, all door boarding, implementing signal priority, and implementing shuttles from Towson and significant hubs in town to existing Light Rail Stations in Mt. Washington, and Woodberry.

The options proposed in the North-South Corridor Options extension to Lutherville will crush small businesses, and waste our tax dollars duplicating the existing and severely underused bus and Light Rail service above the Beltway.

Our communities were not designed in the 1800's to be walkable with more than a horse and buggy. There are no sidewalks to York road from the side streets and York Road between the Baltimore Beltway and Lutherville is narrow, heavily congested. York has no room to expand more lanes without the use of eminent domain to purchase and demolish the existing business infrastructure. The local community members have no reasonable way to get to these proposed new and improved conveyances except to walk down the middle of the narrow two lane streets from their communities to York Road.

We're not asking the State to neglect public transit. We are asking that our tax dollars be used efficiently. We are not in the 1960s. The light rail was perhaps a short-sighted decision at the time it was implemented but we shouldn't make a bad decision worse by moving forward inefficiently.

Do we need better regional transit, yes. The question is where and at what cost.

We should spend tax dollars to connect our rail to the DC transit system. We should spend tax dollars to connect the existing system to Canton, the newly renamed Port Covington development or even Pennsylvania. We should spend tax dollars on an East-West solution that goes further east /north east to White Marsh or Tradeport Atlantic.

We should even consider spending time, tax dollars, and energy on additional sidings so that Express service to downtown could be provided on the existing light rail system running from Hunt Valley to Baltimore.

We all agree that improvements are needed, but we strongly oppose any of the wasteful, duplicative, and highly disruptive options presented in the North-South Corridor Study.

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