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To:

Baltimore County Bicycle and Pedestrian Coordinator

Jessie Bialek jbialek@baltimorecountymd.gov

Planner II

Mitchell Phillips mphillips3@baltimorecountymd.gov

From:

Pamela K. Shaw

President

Lutherville Community Association

Please find attached our comments on the proposed routes presented at the workshop. We've tried our best to describe the routes we are commenting on.

Jones Fall Trail to NCR trail descriptions –

These descriptions were created by the LCA to have a structure upon which to discuss the various routes. The colors shown in these new maps which were distributed do not “match” the maps presented at the workshop.

Option 1

The Purple line that goes to the far left of the image avoids the entire LCA community, it goes across Timonium Road onto Thornton where there aren't front facing homes, and the road/sidewalks are wide and already in place. According to persons at the meeting this is the route they currently use. ***This is the route the LCA recommends.***

Option 2

The Yellow line (which shows two options, or a loop in Peach) connects above LCA at on Timonium Road at Greenspring Drive. It connects the parts of Greenspring Drive moving into CCP. It connects the dead ends of Greenspring, Riderwood and Riderwood. Then across Talbot coming out behind then through the Seminary

Roundtop Apartment complex, then right at an odd angle onto Seminary at the bridge over I-83.

This route is problematic on several points:

- 1) The LCA has a standing agreement with Baltimore County NOT to connect the separated portions of Greenspring Drive.***
- 2) This route would take the connection through the flood plain.***
- 3) This path would place the trail in a very narrow street, without sidewalks.***
- 4) This plan connects several dead end streets.***
- 5) There are houses built in some of these areas and this plan would go through these properties/homes.***
- 6) The Seminary Roundtop/Seminary Ave intersection has been the location of more than one fatal accident in just the last two years.***

Option 3

The Dark Pink on the middle comes down Aylesbury, west across Business Park Drive, down a non-existent part of Greenspring, back across the tracks somewhere that also doesn't exist, essentially below the Merritt commercial buildings onto the Lutherville Station property, connecting to the access road (which is part of the East Coast Greenway route).

This route is problematic on several points:

- 1) This route would cross the Light Rail Tracks at three points. One at Business Park Drive is a controlled crossing at road level.***
- 2) The second crossing is current essentially in a ditch where the Light Rail is below the surrounding parking lot level at Lutherville Station. There is no crossing at this location and no vehicular traffic that would warrant it.***
- 3) The third crossing would be at the Lutherville Light Rail Station, which is not a controlled crossing.***
- 4) The third crossing would also require a permanent bridge across Roland Run. The LCA has an agreement with MTOD NOT to install a permanent bridge there because it would a) create a barrier to the free flow of materials in the stream, b) because it would be washed away in a heavy rain because it is in the flood zone and c) because it would create additional traffic into the neighborhood.***
- 5) Again as listed above, The LCA has a standing agreement with Baltimore County NOT to connect the separated portions of Greenspring Drive.***

Option 4

Continuing from Option 3 - Then this route which continues in Dark Burgundy either follows the Light Rail State Property to Front down to Lincoln Ave through the somewhere through Cardiff or through Creighton Center under the Beltway.

This route is problematic on several points:

- 1) This route follows the flood plain and the Light Rail along the tracks until it comes out on Front Street.***
- 2) This path runs along or through people's property.***
- 3) Additionally, this option would put the trail immediately adjacent to the active Light Rail tracks.***

Option 5

Continuing from Option 3 - Or in Dark Green old Lutherville along Kurtz onto Melancthon onto Front rejoining the route described right above at Front/Melancthon (part of the East Coast Greenway Route).

This route is problematic on several points:

- 1) Parts of this route are along streets without shoulders, and sidewalks.***
- 2) The course of the East Coast Greenway was not approved by the residents of Lutherville when originally implemented.***

Option 6

In Light Orange starting at Aylesbury follows the access road of Lutherville Station into old Lutherville along Francke (part of the East Coast Greenway Route) across Seminary down Clark joining Charles Street (part of the East Coast Greenway Route).

This route is problematic on several points:

- 1) Parts of this route are along streets without shoulders, and sidewalks.***
- 2) The course of the East Coast Greenway was not approved by the residents of Lutherville when originally implemented.***
- 3) The access road currently used as part of the East Coast Greenway is a private road, not a county road on a parcel of land under redevelopment. This road may not exist in the future.***

Option 7

Several of these options connect under the Beltway and I-83 through areas which are currently fenced off.

These routes bring the path back up Burton Ave at the base of Seminary Park. This street is narrow, with no sidewalks. This street is already the main driving for every parent taking their child to athletic at the park since there is nearly a hundred parking spaces at the south end of Burton Ave. We strongly recommend this NOT be selected for these reasons.

If these are not enough reasons, Burton Ave comes back out to Seminary at the same location (Seminary and Seminary Roundtop) where we have had more than one fatal accident in the last two years.

Summary

There are lots of reasons not to do many of these options: narrow community streets, no shoulders, no walkways/sidewalks, connecting areas that we have promises from the County not to connect, crossing the Light Rail tracks, building in the flood zone and crossing private property. I think there are even some homes on Emerson Ave you don't know are there.