

The following commentary was sent to the Baltimore Sun on February 24, 2023.

Rewriting history again, Michael Scepaniak?

It's a shame that Michael Scepaniak of Strong Towns Baltimore can't manage to get the history right on which he bases his arguments.

In his Baltimore Sun commentary of December 31, 2022 and again this week on WYPR's Mid-Day show he makes the case for housing densification and a new Light Rail up the middle of York Road primarily because Lutherville is an example of housing developments designed all around the love or dependence of the automobile.

Lutherville is not an example of an "autocentric" development. Lutherville's development was laid out in the 1850's.

In the early 1850's the main method of transportation from Baltimore to the summer homes of rural Lutherville was by horse or horse/buggy. This is evidenced by the stables on the historic properties and many photographs of the period. Even when I was a child local businesses still had hitching posts.

Next came the train as the primary means of commuter transportation from late 1850's for a century until the late 1960's. On the same right of way that the LightRail runs, there was commuter and freight service from Parkton all the way to downtown Baltimore.

In 1950's, and 60's many Lutherville families had no cars or at most one car. None of the homes built in this area had garages or even driveways.

Despite what Mr. Scepaniak spins in his tales, the trolleys or street cars never came to Lutherville. They stopped in Towson made a loop and returned downtown as evidenced by historical maps.

When the buses replaced the streetcars in the 1960's they still didn't go north of Towson. The buses didn't go up York Rd to any location north of Towson until well into the 1980's.

So to describe our neighborhoods as an example of autocentric development denies the fact the Lutherville was founded in 1852 and the automobile was not even in popular use in America until the 1940's.

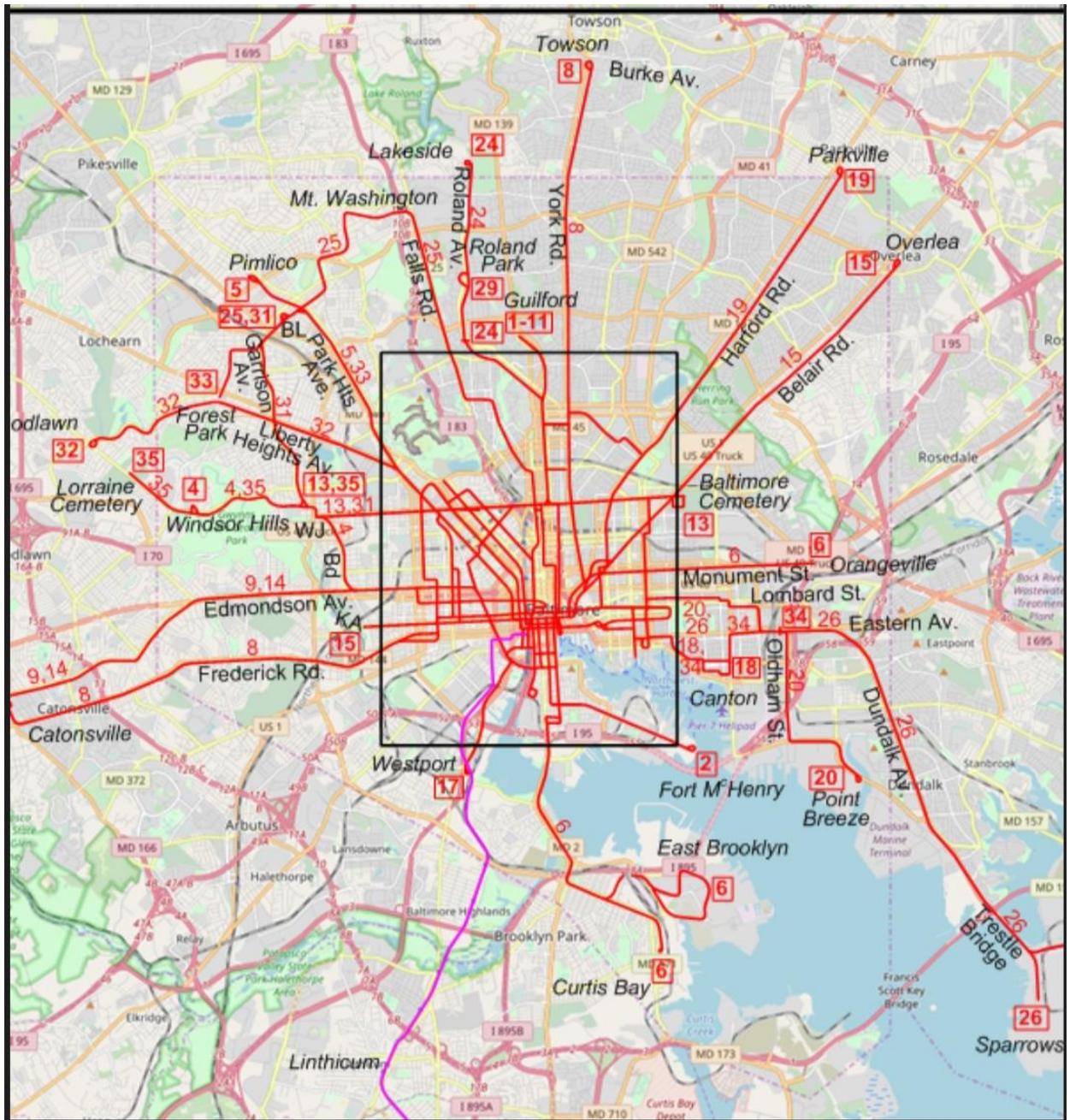
Pamela K. Shaw
President
Lutherville Community Association



Map Showing Car, Bus and Trackless Trolley Lines of the Baltimore Transit Company, 1945, Map Co (photo)

The Companies That Operated the Early Transit Systems

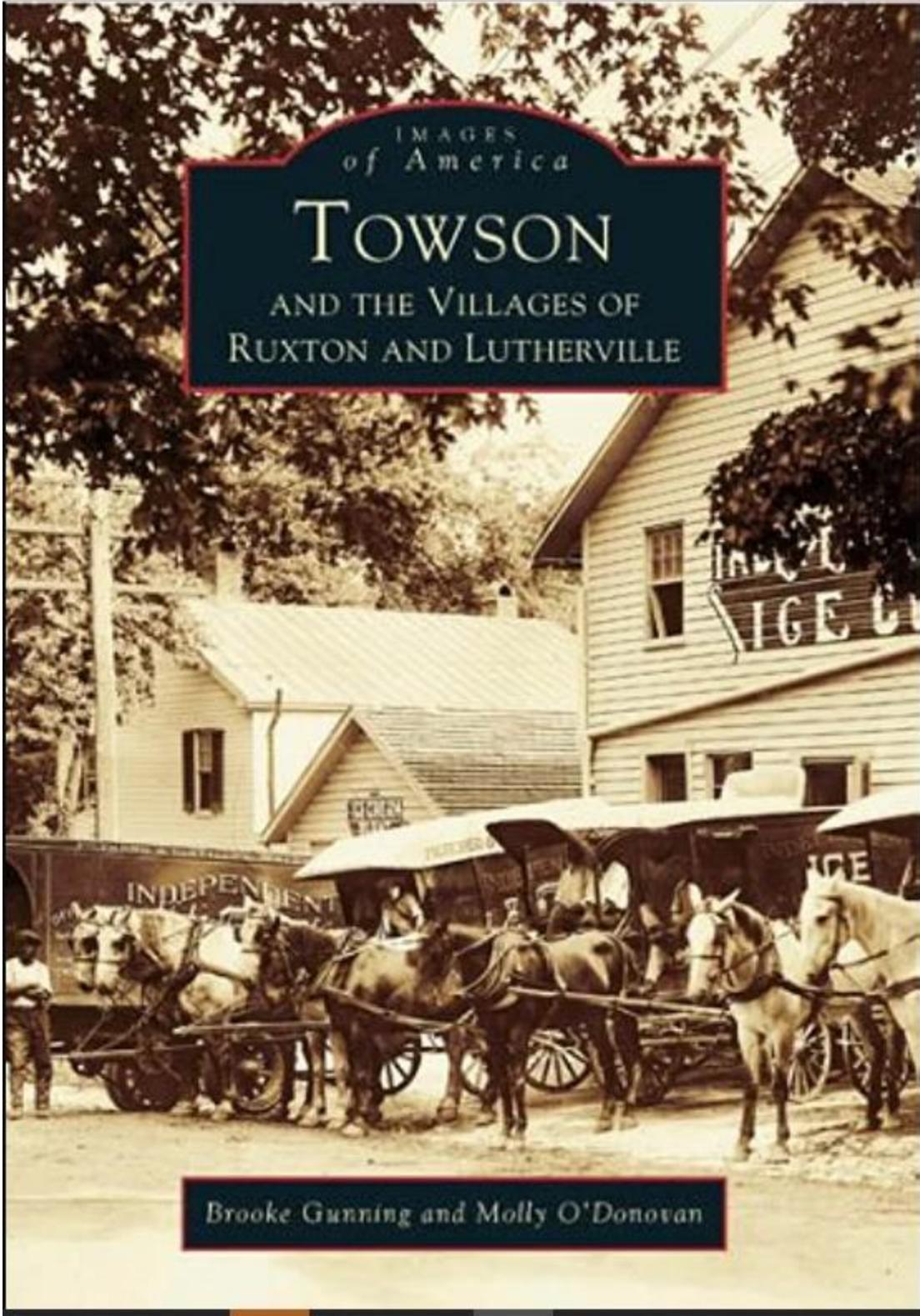




IMAGES
of America

TOWSON

AND THE VILLAGES OF
RUXTON AND LUTHERVILLE



Brooke Gunning and Molly O'Donovan

Chapter One

A Decade of Firsts: 1910-1919

Members of the Lutherville Volunteer Fire Company at their firehouse on Franke Avenue on Independence Day, 1912. Standing alongside the wagon are Capt. Reese, F. Wilmer Cockey and J. Maudis Berry. John Shook is standing on the rear step and John Brogan is holding the reins. Among the five members standing in the wagon are Samuel Amos and Charles Rudd—the third and fourth from the front.

