

## **Leva, Anthony F (City Council)**

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**From:** lendell.foan@everyactioncustom.com on behalf of Lendell Foan  
<lendell.foan@everyactioncustom.com>  
**Sent:** Tuesday, September 2, 2025 3:18 PM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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Dear City Council Testimony,

I am writing in opposition to the city's proposal to relocate the Sisson Street Transfer Facility to the Potts & Callahan site along Falls Road in the Jones Falls Valley.

For years, the Mayor's Office and the Baltimore City Department of Transportation have made promises for improvements to this corridor that would make it safe for people of all ages and abilities to walk and bike from Maryland Avenue all the way to Union Avenue.

These promises included:

- 1) Widening the Jones Falls Trail to high quality trail standards between Maryland Avenue and the Round Falls switchbacks, as the trail along this section is below minimum trail width standards. Part of this proposal is currently in planning as part of the Jones Falls Gateway project.
- 2) Maintaining the closure to through traffic north of the Potts and Callahan site. This commitment was made by Mayor Scott in his first term to the Greater Remington Improvement Association to expand safe outdoor recreational space during the pandemic. Unfortunately, the commitment was broken and the road reopened. Baltimore City Department of Transportation was subsequently instructed to produce several designs including restoration of that traffic diverter, which were presented to the community with an anticipated installation timeline of 12 months. No improvements were installed.
- 3) Conversion of a small section of Falls Road and Clipper Mill Road to one-way, which would allow installation of a walking and biking sidepath on the most dangerous and narrow section of the corridor.

All three of these unrealized improvements--improvements already promised by the administration--are necessary to make the corridor safe and accessible to people of all ages and abilities walking and biking TODAY. Potential introduction of increased truck and personal vehicle traffic to the corridor with a relocation of the Sisson Street Transfer Facility makes all of these improvements even more urgent and necessary.

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There is no safe path to relocation of the transfer facility to the Jones Falls Valley without all three of these improvements being installed in advance of or concurrently with relocation. Anyone supporting relocation without committing to these improvements is endorsing a plan that will injure and kill pedestrians and bicyclists.

I do not believe the proposed relocation site is a good one, but I urge you to commit to these improvements regardless of the outcome of the relocation proposal.

Sincerely,

Mr. Lendell Foan

4304 Roland Spring Dr Baltimore, MD 21210-2755 lendell.foan@gmail.com

## Leva, Anthony F (City Council)

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**From:** Perry Ellis <perrywmellis@gmail.com>  
**Sent:** Tuesday, September 2, 2025 3:17 PM  
**To:** Testimony  
**Subject:** Keep the Jones Falls Valley Safe for Everyone

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Dear Committee,

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I urge you to commit to these improvements regardless of the outcome of the relocation proposal.

As a personal note, I bike falls road regularly and would really appreciate having a park there! It feels like it would be a good thing for everyone but the developers buying the old dump, so ... what's the hold up?

Sincerely,  
Mr. Perry Ellis  
3155 Keswick Rd Baltimore, MD 21211-2737  
[perrywmellis@gmail.com](mailto:perrywmellis@gmail.com)  
(949) 309-0360

## **Leva, Anthony F (City Council)**

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**From:** ambrymsmith@everyactioncustom.com on behalf of Ambrym Smith  
<ambrymsmith@everyactioncustom.com>  
**Sent:** Tuesday, September 2, 2025 2:57 PM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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I do not believe the proposed relocation site is a good one, but I urge you to commit to these improvements regardless of the outcome of the relocation proposal.

Sincerely,  
Miss Ambrym Smith  
2641 Hampden Ave Baltimore, MD 21211-3107 ambrymsmith@gmail.com

## **Leva, Anthony F (City Council)**

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**From:** graham@everyactioncustom.com on behalf of Graham Coreil-Allen  
<graham@everyactioncustom.com>  
**Sent:** Tuesday, September 2, 2025 2:57 PM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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Sincerely,

Mr. Graham Coreil-Allen

3210 Auchentoroly Ter Baltimore, MD 21217-1949 [graham@grahamprojects.com](mailto:graham@grahamprojects.com)

(443) 827-8806

## **Leva, Anthony F (City Council)**

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**From:** neville.ferns@everyactioncustom.com on behalf of Neville Fernandes  
<neville.ferns@everyactioncustom.com>  
**Sent:** Tuesday, September 2, 2025 2:46 PM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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Sincerely,  
Mr. Neville Fernandes  
9 S Curley St Baltimore, MD 21224-2234  
[nevile.ferns@gmail.com](mailto:nevile.ferns@gmail.com)  
(443) 722-7873

## **Leva, Anthony F (City Council)**

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**From:** mariayne.brodnicki@everyactioncustom.com on behalf of Mariayne Brodnicki  
<mariayne.brodnicki@everyactioncustom.com>  
**Sent:** Saturday, August 30, 2025 8:31 AM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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Sincerely,

Ms. Mariayne Brodnicki

511 S Durham St Baltimore, MD 21231-3002 [mariayne.brodnicki@gmail.com](mailto:mariayne.brodnicki@gmail.com)

(954) 536-5407

## **Leva, Anthony F (City Council)**

---

**From:** mariayne.brodnicki@everyactioncustom.com on behalf of Mariayne Brodnicki  
<mariayne.brodnicki@everyactioncustom.com>  
**Sent:** Saturday, August 30, 2025 8:23 AM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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Sincerely,

Ms. Mariayne Brodnicki

511 S Durham St Baltimore, MD 21231-3002 [mariayne.brodnicki@gmail.com](mailto:mariayne.brodnicki@gmail.com)

(954) 536-5407

## Leva, Anthony F (City Council)

---

**From:** Emily Peterson <ejpeterson18@gmail.com>  
**Sent:** Friday, August 29, 2025 4:38 PM  
**To:** Testimony; Jones, Jermaine (City Council); bill.ferguson  
**Cc:** dontrtrashthefalls@gmail.com  
**Subject:** Many Issues with Proposed Relocation of Sisson Sanitation Yard

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Hi,

My name is Emily Peterson and I'm from 21202. I regularly run and bike along the proposed site almost daily. I'm also a graduate student who is fairly new to Baltimore, but as a student studying history, I have become acquainted with the historical repercussions of policies like redlining, urban renewal, and poor environmental policies that have disproportionately affected underserved neighborhoods in Baltimore. I really appreciate having greenspace and am concerned about the potential risks to water quality, increased traffic, and increased waste around the area.

I'm concerned that moving the Sisson Sanitation Facility to 2801 Falls Road. I regularly run on this road and have witnessed issues of trash already along the trail, which poses a risk not only to people walking along the path but also to our waterways as it may blow into the nearby waterway. The Jones Falls is already overburdened by pollution and has a long history of being treated like a waste receptacle. That has started to change in recent years. Placing the sanitation center here would damage the immense progress we've made toward improving water quality in the stream and in the Bay. As someone working in the museum field, I am also concerned about how this move may impact the proposed additions to the Baltimore Streetcar Museum, a local gem.

Will you reject the proposal to move the Sisson Street facility to Falls Road?

Your constituent,

Emily Peterson (she/her/hers)

## **Leva, Anthony F (City Council)**

---

**From:** jeni.spamer@everyactioncustom.com on behalf of Jennifer Spamer  
<jeni.spamer@everyactioncustom.com>  
**Sent:** Friday, August 29, 2025 12:03 PM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal

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Sincerely,  
Ms Jennifer Spamer  
2746 Saint Paul St Baltimore, MD 21218-4332 jeni.spamer@gmail.com  
(206) 659-8323

## Leva, Anthony F (City Council)

---

**From:** Lola Bravo <lolabravo713@gmail.com>  
**Sent:** Friday, August 29, 2025 9:26 AM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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Sincerely,  
Ms. Nicole Bravo  
3507 Bank St Baltimore, MD 21224-2304  
[lolabravo713@gmail.com](mailto:lolabravo713@gmail.com)  
(832) 331-6648

## Leva, Anthony F (City Council)

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**From:** Elinor Spokes <elinorspokes@gmail.com>  
**Sent:** Thursday, August 28, 2025 9:45 PM  
**To:** Testimony  
**Subject:** Testimony to Oppose the Jones Falls Transfer Station proposal

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JFX.

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I do not believe the proposed relocation site is a good one, but I urge you to commit to these improvements regardless of the outcome of the relocation proposal.

Sincerely,  
Ms. Elinor Spokes  
2300 W Rogers Ave Baltimore, MD 21209-4426  
[elinorspokes@gmail.com](mailto:elinorspokes@gmail.com)  
(443) 570-1009

## Leva, Anthony F (City Council)

---

**From:** Lizzie Cavanaugh Bellinger <lizziecb@gmail.com>  
**Sent:** Thursday, August 28, 2025 9:18 PM  
**To:** Testimony  
**Subject:** Writing in opposition to the Sisson St Center relocation plan

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Please see my below email to councilman Schleifer.

Lizzie

----- Forwarded message -----

From: **Lizzie Cavanaugh Bellinger** <[lizziecb@gmail.com](mailto:lizziecb@gmail.com)>  
Date: Fri, Aug 22, 2025, 8:19 AM  
Subject: Writing in opposition to the Sisson St Center relocation plan  
To: <[Isaac.Schleifer@baltimorecity.gov](mailto:Isaac.Schleifer@baltimorecity.gov)>

Dear Mr. Schleifer,

I am writing to voice my opposition to the proposal to move the Sisson Street citizen drop off center to the Potts and Calahan site near the Jones Falls.

As a resident of Mount Washington, and formerly of Bolton Hill, I have used the trails adjacent to the Jones Falls for a decade. I have jogged, cycled, and ridden an electric scooter up and down the trail along Falls Road both recreationally and as a commuter. My husband and daughter routinely ride their bikes down the trail to go to downtown coffee shops together, a treasured tradition for them.

If the site were relocated as planned, the area would be transformed from one of natural beauty and peace to a clamoring waste facility. No amount of careful planning and design would avoid changing the feel of the area from "nature" to "trash dump." It would be tragic for the city to lose the value of this hidden Baltimore gem.

Additionally, it appears that there has been insufficient planning for traffic flow through the area. Closing Falls Road would significantly impact the neighborhood, and there should be a detailed plan for routing users of the new facility, which seems not to have been adequately described.

I am also very aware of the importance of the natural area around the waterway for Yellow Crowned Night Herons. These tropical birds travel all the way from South and Central America to build nests over the Jones Falls and raise their young. They are shy and will avoid heavily developed areas. The presence of heavily increased and smelly traffic on Fall Road would inevitably disturb them and we would lose one of the natural wonders that makes the Round Falls area so remarkable.

There is also significant concern for placing the relocated facility in a floodplain, which the original plans specifically state is unacceptable. This seems to have been ignored in the new plan and could cause toxic waste to run off into the Bay, causing a significant setback to environmental goals for the Harbor.

I strongly encourage you, on behalf of the citizens you represent, to oppose the relocation plan and demand that the city find a more appropriate site with less impact on the recreational spaces we all enjoy.

Thank you for your consideration.

Lizzie Bellinger  
2502 Ken Oak Rd

## Leva, Anthony F (City Council)

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**From:** Rachel Wobrak <rwoabrak@gmail.com>  
**Sent:** Thursday, August 28, 2025 1:17 PM  
**To:** Testimony  
**Subject:** Keep Jones Falls Valley Safe for Everyone

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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Dear Council President Zeke Cohen,

I am writing about the city's proposal to relocate the Sisson Street Transfer Facility to the Potts & Callahan site along Falls Road in the Jones Falls Valley.

For years, the Mayor's Office and the Baltimore City Department of Transportation have made promises for improvements to this corridor that would make it safe for people of all ages and abilities to walk and bike from Maryland Avenue all the way to Union Avenue.

These promises included:

- 1) Widening the Jones Falls Trail to high quality trail standards between Maryland Avenue and the Round Falls switchbacks, as the trail along this section is below minimum trail width standards. Part of this proposal is currently in planning as part of the Jones Falls Gateway project.
- 2) Maintaining the closure to through traffic north of the Potts and Callahan site. This commitment was made by Mayor Scott in his first term to the Greater Remington Improvement Association to expand safe outdoor recreational space during the pandemic. Unfortunately, the commitment was broken and the road reopened. Baltimore City Department of Transportation was subsequently instructed to produce several designs including restoration of that traffic diverter, which were presented to the community with an anticipated installation timeline of 12 months. No improvements were installed.
- 3) Conversion of a small section of Falls Road and Clipper Mill Road to one-way, which would allow installation of a walking and biking sidepath on the most dangerous and narrow section of the corridor.

All three of these unrealized improvements--improvements already promised by the administration--are necessary to make the corridor safe and accessible to people of all ages and abilities walking and biking TODAY. Potential introduction of increased truck and personal vehicle traffic to the corridor with a relocation of the Sisson Street Transfer Facility makes all of these improvements even more urgent and necessary.

It's important to note that these improvements would not restrict vehicle access to any businesses or residences along the corridor. All would still be accessible by car, and via the routes currently most commonly used to access those residences and businesses. The only thing this proposal would do is prevent the most dangerous behavior on the corridor: through speeding by drivers seeking to avoid the JFX.

There is no safe path to relocation of the transfer facility to the Jones Falls Valley without all three of these improvements being installed in advance of or concurrently with relocation. Anyone supporting relocation without committing to these improvements is endorsing a plan that will injure and kill pedestrians and bicyclists.

I urge you to commit to these improvements regardless of the outcome of the relocation proposal.

Sincerely,  
Ms Rachel Wobrak  
511 W 28th St Baltimore, MD 21211-3028  
[rwobrak@gmail.com](mailto:rwobrak@gmail.com)

--

~Rachel E. Wobrak

## **Leva, Anthony F (City Council)**

---

**From:** jafreeman825@everyactioncustom.com on behalf of Jason Freeman <jafreeman825@everyactioncustom.com>  
**Sent:** Thursday, August 28, 2025 11:46 AM  
**To:** Testimony  
**Subject:** Please oppose the Jones Falls Transfer Station proposal!

**Follow Up Flag:** Follow up  
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Dear City Council Testimony,

I am writing to oppose to the city's proposal to relocate the Sisson Street Transfer Facility to the Potts & Callahan site along Falls Road in the Jones Falls Valley.

The Jones Falls Valley is and has the potential to be an incredible outdoor amenity in the city. That can't happen if there is a waste center right next to (let alone in a floodplain). It's upsetting to think the city is deferring to Seawall developers and throwing the Jones Falls under the bus in the process. Find another site!! Or even review if we need another site, based on other facilities capacity.

If the site is chosen, these three safety measures must also be adopted:

1) Widen the Jones Falls Trail to high quality trail standards between Maryland Avenue and the Round Falls switchbacks, as the trail along this section is below minimum trail width standards. Part of this proposal is currently in planning as part of the Jones Falls Gateway project.

2) Maintain the closure to through traffic north of the Potts and Callahan site. This commitment was made by Mayor Scott in his first term to the Greater Remington Improvement Association to expand safe outdoor recreational space during the pandemic. Unfortunately, the commitment was broken and the road reopened. Baltimore City Department of Transportation was subsequently instructed to produce several designs including restoration of that traffic diverter, which were presented to the community with an anticipated installation timeline of 12 months. No improvements were installed.

3) Convert a small section of Falls Road and Clipper Mill Road to one-way, which would allow installation of a walking and biking sidepath on the most dangerous and narrow section of the corridor.

I do not believe the proposed relocation site is a good one, but I urge you to commit to these improvements regardless of the outcome of the relocation proposal.

Sincerely,  
Mr. Jason Freeman  
414 Hollen Rd Baltimore, MD 21212-2530  
[jafreeman825@gmail.com](mailto:jafreeman825@gmail.com)  
(518) 817-8084

## **Leva, Anthony F (City Council)**

---

**From:** kantt.ben@everyactioncustom.com on behalf of Ben Kantt  
<kantt.ben@everyactioncustom.com>  
**Sent:** Thursday, August 28, 2025 10:54 AM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

**Follow Up Flag:** Follow up  
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Dear City Council Testimony,

I am writing in opposition to the city's proposal to relocate the Sisson Street Transfer Facility to the Potts & Callahan site along Falls Road in the Jones Falls Valley.

For years, the Mayor's Office and the Baltimore City Department of Transportation have made promises for improvements to this corridor that would make it safe for people of all ages and abilities to walk and bike from Maryland Avenue all the way to Union Avenue.

These promises included:

- 1) Widening the Jones Falls Trail to high quality trail standards between Maryland Avenue and the Round Falls switchbacks, as the trail along this section is below minimum trail width standards. Part of this proposal is currently in planning as part of the Jones Falls Gateway project.
- 2) Maintaining the closure to through traffic north of the Potts and Callahan site. This commitment was made by Mayor Scott in his first term to the Greater Remington Improvement Association to expand safe outdoor recreational space during the pandemic. Unfortunately, the commitment was broken and the road reopened. Baltimore City Department of Transportation was subsequently instructed to produce several designs including restoration of that traffic diverter, which were presented to the community with an anticipated installation timeline of 12 months. No improvements were installed.
- 3) Conversion of a small section of Falls Road and Clipper Mill Road to one-way, which would allow installation of a walking and biking sidepath on the most dangerous and narrow section of the corridor.

All three of these unrealized improvements--improvements already promised by the administration--are necessary to make the corridor safe and accessible to people of all ages and abilities walking and biking TODAY. Potential introduction of increased truck and personal vehicle traffic to the corridor with a relocation of the Sisson Street Transfer Facility makes all of these improvements even more urgent and necessary.

It's important to note that these improvements would not restrict vehicle access to any businesses or residences along the corridor. All would still be accessible by car, and via the routes currently most commonly used to access those residences and businesses. The only thing this proposal would do is prevent the most dangerous behavior on the corridor: through speeding by drivers seeking to avoid the JFX.

There is no safe path to relocation of the transfer facility to the Jones Falls Valley without all three of these improvements being installed in advance of or concurrently with relocation. Anyone supporting relocation without committing to these improvements is endorsing a plan that will injure and kill pedestrians and bicyclists.

I do not believe the proposed relocation site is a good one, but I urge you to commit to these improvements regardless of the outcome of the relocation proposal.

Sincerely,  
Mx. Ben Kantt  
548 E 38th St Baltimore, MD 21218-1929  
kantt.ben@gmail.com

## Leva, Anthony F (City Council)

---

**From:** lolabravo713@everyactioncustom.com on behalf of Nicole Bravo <lolabravo713@everyactioncustom.com>  
**Sent:** Thursday, August 28, 2025 8:46 AM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

**Follow Up Flag:** Follow up  
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Dear City Council Testimony,

I am writing in opposition to the city's proposal to relocate the Sisson Street Transfer Facility to the Potts & Callahan site along Falls Road in the Jones Falls Valley.

For years, the Mayor's Office and the Baltimore City Department of Transportation have made promises for improvements to this corridor that would make it safe for people of all ages and abilities to walk and bike from Maryland Avenue all the way to Union Avenue.

These promises included:

- 1) Widening the Jones Falls Trail to high quality trail standards between Maryland Avenue and the Round Falls switchbacks, as the trail along this section is below minimum trail width standards. Part of this proposal is currently in planning as part of the Jones Falls Gateway project.
- 2) Maintaining the closure to through traffic north of the Potts and Callahan site. This commitment was made by Mayor Scott in his first term to the Greater Remington Improvement Association to expand safe outdoor recreational space during the pandemic. Unfortunately, the commitment was broken and the road reopened. Baltimore City Department of Transportation was subsequently instructed to produce several designs including restoration of that traffic diverter, which were presented to the community with an anticipated installation timeline of 12 months. No improvements were installed.
- 3) Conversion of a small section of Falls Road and Clipper Mill Road to one-way, which would allow installation of a walking and biking sidepath on the most dangerous and narrow section of the corridor.

All three of these unrealized improvements--improvements already promised by the administration--are necessary to make the corridor safe and accessible to people of all ages and abilities walking and biking TODAY. Potential introduction of increased truck and personal vehicle traffic to the corridor with a relocation of the Sisson Street Transfer Facility makes all of these improvements even more urgent and necessary.

It's important to note that these improvements would not restrict vehicle access to any businesses or residences along the corridor. All would still be accessible by car, and via the routes currently most commonly used to access those residences and businesses. The only thing this proposal would do is prevent the most dangerous behavior on the corridor: through speeding by drivers seeking to avoid the JFX.

There is no safe path to relocation of the transfer facility to the Jones Falls Valley without all three of these improvements being installed in advance of or concurrently with relocation. Anyone supporting relocation without committing to these improvements is endorsing a plan that will injure and kill pedestrians and bicyclists.

I do not believe the proposed relocation site is a good one, but I urge you to commit to these improvements regardless of the outcome of the relocation proposal.

Sincerely,  
Ms. Nicole Bravo  
3507 Bank St Baltimore, MD 21224-2304  
lolabravo713@gmail.com  
(832) 331-6648

## **Leva, Anthony F (City Council)**

---

**From:** laurie.waldo@everyactioncustom.com on behalf of Laurie Waldo  
<laurie.waldo@everyactioncustom.com>  
**Sent:** Thursday, August 28, 2025 8:12 AM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

**Follow Up Flag:** Follow up  
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Dear City Council Testimony,

I am writing in opposition to the city's proposal to relocate the Sisson Street Transfer Facility to the Potts & Callahan site along Falls Road in the Jones Falls Valley.

For years, the Mayor's Office and the Baltimore City Department of Transportation have made promises for improvements to this corridor that would make it safe for people of all ages and abilities to walk and bike from Maryland Avenue all the way to Union Avenue.

These promises included:

- 1) Widening the Jones Falls Trail to high quality trail standards between Maryland Avenue and the Round Falls switchbacks, as the trail along this section is below minimum trail width standards. Part of this proposal is currently in planning as part of the Jones Falls Gateway project.
- 2) Maintaining the closure to through traffic north of the Potts and Callahan site. This commitment was made by Mayor Scott in his first term to the Greater Remington Improvement Association to expand safe outdoor recreational space during the pandemic. Unfortunately, the commitment was broken and the road reopened. Baltimore City Department of Transportation was subsequently instructed to produce several designs including restoration of that traffic diverter, which were presented to the community with an anticipated installation timeline of 12 months. No improvements were installed.
- 3) Conversion of a small section of Falls Road and Clipper Mill Road to one-way, which would allow installation of a walking and biking sidepath on the most dangerous and narrow section of the corridor.

All three of these unrealized improvements--improvements already promised by the administration--are necessary to make the corridor safe and accessible to people of all ages and abilities walking and biking TODAY. Potential introduction of increased truck and personal vehicle traffic to the corridor with a relocation of the Sisson Street Transfer Facility makes all of these improvements even more urgent and necessary.

It's important to note that these improvements would not restrict vehicle access to any businesses or residences along the corridor. All would still be accessible by car, and via the routes currently most commonly used to access those residences and businesses. The only thing this proposal would do is prevent the most dangerous behavior on the corridor: through speeding by drivers seeking to avoid the JFX.

There is no safe path to relocation of the transfer facility to the Jones Falls Valley without all three of these improvements being installed in advance of or concurrently with relocation. Anyone supporting relocation without committing to these improvements is endorsing a plan that will injure and kill pedestrians and bicyclists.

I do not believe the proposed relocation site is a good one, but I urge you to commit to these improvements regardless of the outcome of the relocation proposal.

Sincerely,

Ms. Laurie Waldo

611 S Charles St Baltimore, MD 21230-3873 [laurie.waldo@gmail.com](mailto:laurie.waldo@gmail.com)

(410) 370-2953

## Leva, Anthony F (City Council)

---

**From:** Alex Cristofori <alexcristofori@gmail.com>  
**Sent:** Thursday, August 28, 2025 1:30 AM  
**To:** Testimony  
**Subject:** Keep Jones falls Valley trail safe for everyone

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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Dear Council President Zeke Cohen,

I am writing about the city's proposal to relocate the Sisson Street Transfer Facility to the Potts & Callahan site along Falls Road in the Jones Falls Valley.

For years, the Mayor's Office and the Baltimore City Department of Transportation have made promises for improvements to this corridor that would make it safe for people of all ages and abilities to walk and bike from Maryland Avenue all the way to Union Avenue.

These promises included:

- 1) Widening the Jones Falls Trail to high quality trail standards between Maryland Avenue and the Round Falls switchbacks, as the trail along this section is below minimum trail width standards. Part of this proposal is currently in planning as part of the Jones Falls Gateway project.
- 2) Maintaining the closure to through traffic north of the Potts and Callahan site. This commitment was made by Mayor Scott in his first term to the Greater Remington Improvement Association to expand safe outdoor recreational space during the pandemic. Unfortunately, the commitment was broken and the road reopened. Baltimore City Department of Transportation was subsequently instructed to produce several designs including restoration of that traffic diverter, which were presented to the community with an anticipated installation timeline of 12 months. No improvements were installed.
- 3) Conversion of a small section of Falls Road and Clipper Mill Road to one-way, which would allow installation of a walking and biking sidepath on the most dangerous and narrow section of the corridor.

All three of these unrealized improvements--improvements already promised by the administration--are necessary to make the corridor safe and accessible to people of all ages and abilities walking and biking TODAY. Potential introduction of increased truck and personal vehicle traffic to the corridor with a relocation of the Sisson Street Transfer Facility makes all of these improvements even more urgent and necessary.

It's important to note that these improvements would not restrict vehicle access to any businesses or residences along the corridor. All would still be accessible by car, and via the routes currently most commonly used to access those residences and businesses. The only thing this proposal would do is prevent the most dangerous behavior on the corridor: through speeding by drivers seeking to avoid the JFX.

There is no safe path to relocation of the transfer facility to the Jones Falls Valley without all three of these

improvements being installed in advance of or concurrently with relocation. Anyone supporting relocation without committing to these improvements is endorsing a plan that will injure and kill pedestrians and bicyclists.

As a public health professional, physician associate, pedestrian of 33 years and cyclist of 20; I urge you to commit to these improvements regardless of the outcome of the relocation proposal.

Sincerely,  
Mr. Alex Cristofori  
<1931 E Pratt St Apt 2R Baltimore, MD 21231-1968>  
[alexcristofori@gmail.com](mailto:alexcristofori@gmail.com)  
(860) 377-4941

Alexander Cristofori MPH, MMS, PA-C  
He/ Him/ His  
(860) 377-4941  
[acristo4@jh.edu](mailto:acristo4@jh.edu)  
<https://www.linkedin.com/in/alexcristofori>

## **Leva, Anthony F (City Council)**

---

**From:** mayagk@everyactioncustom.com on behalf of Maya Kosok  
<mayagk@everyactioncustom.com>  
**Sent:** Wednesday, August 27, 2025 10:55 PM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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Dear City Council Testimony,

I am writing in opposition to the city's proposal to relocate the Sisson Street Transfer Facility to the Potts & Callahan site along Falls Road in the Jones Falls Valley.

For years, the Mayor's Office and the Baltimore City Department of Transportation have made promises for improvements to this corridor that would make it safe for people of all ages and abilities to walk and bike from Maryland Avenue all the way to Union Avenue.

These promises included:

- 1) Widening the Jones Falls Trail to high quality trail standards between Maryland Avenue and the Round Falls switchbacks, as the trail along this section is below minimum trail width standards. Part of this proposal is currently in planning as part of the Jones Falls Gateway project.
- 2) Maintaining the closure to through traffic north of the Potts and Callahan site. This commitment was made by Mayor Scott in his first term to the Greater Remington Improvement Association to expand safe outdoor recreational space during the pandemic. Unfortunately, the commitment was broken and the road reopened. Baltimore City Department of Transportation was subsequently instructed to produce several designs including restoration of that traffic diverter, which were presented to the community with an anticipated installation timeline of 12 months. No improvements were installed.
- 3) Conversion of a small section of Falls Road and Clipper Mill Road to one-way, which would allow installation of a walking and biking sidepath on the most dangerous and narrow section of the corridor.

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It's important to note that these improvements would not restrict vehicle access to any businesses or residences along the corridor. All would still be accessible by car, and via the routes currently most commonly used to access those residences and businesses. The only thing this proposal would do is prevent the most dangerous behavior on the corridor: through speeding by drivers seeking to avoid the JFX.

There is no safe path to relocation of the transfer facility to the Jones Falls Valley without all three of these improvements being installed in advance of or concurrently with relocation. Anyone supporting relocation without committing to these improvements is endorsing a plan that will injure and kill pedestrians and bicyclists.

I do not believe the proposed relocation site is a good one, but I urge you to commit to these improvements regardless of the outcome of the relocation proposal.

Sincerely,  
Ms. Maya Kosok  
2736 Guilford Ave Baltimore, MD 21218-4415 mayagk@gmail.com  
(301) 467-9881

## Leva, Anthony F (City Council)

---

**From:** Abby Messaris <messarisabby@gmail.com>  
**Sent:** Wednesday, August 27, 2025 6:45 PM  
**To:** Testimony  
**Subject:** Opposing the Jones Falls Transfer Station Proposal

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Dear Council,

I am writing in opposition to the city's proposal to relocate the Sisson Street Transfer Facility to the Potts & Callahan site along Falls Road in the Jones Falls Valley.

For years, the Mayor's Office and the Baltimore City Department of Transportation have made promises for improvements to this corridor that would make it safe for people of all ages and abilities to walk and bike from Maryland Avenue all the way to Union Avenue.

These promises included:

- 1) Widening the Jones Falls Trail to high quality trail standards between Maryland Avenue and the Round Falls switchbacks, as the trail along this section is below minimum trail width standards. Part of this proposal is currently in planning as part of the Jones Falls Gateway project.
- 2) Maintaining the closure to through traffic north of the Potts and Callahan site. This commitment was made by Mayor Scott in his first term to the Greater Remington Improvement Association to expand safe outdoor recreational space during the pandemic. Unfortunately, the commitment was broken and the road reopened. Baltimore City Department of Transportation was subsequently instructed to produce several designs including restoration of that traffic diverter, which were presented to the community with an anticipated installation timeline of 12 months. No improvements were installed.
- 3) Conversion of a small section of Falls Road and Clipper Mill Road to one-way, which would allow installation of a walking and biking sidepath on the most dangerous and narrow section of the corridor.

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There is no safe path to relocation of the transfer facility to the Jones Falls Valley without all three of these improvements being installed in advance of or concurrently with relocation. Anyone supporting relocation without committing to these improvements is endorsing a plan that will injure and kill pedestrians and bicyclists.

I do not believe the proposed relocation site is a good one, but I urge you to commit to these improvements regardless of the outcome of the relocation proposal.

Sincerely,  
Ms. Abigail Messaris  
2912 Miles Ave Baltimore, MD 21211-2828  
messarisabby@gmail.com

## **Leva, Anthony F (City Council)**

---

**From:** lsarikat@everyactioncustom.com on behalf of Loraine Arikat  
<lsarikat@everyactioncustom.com>  
**Sent:** Wednesday, August 27, 2025 4:35 PM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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Dear City Council Testimony,

I am writing in opposition to the city's proposal to relocate the Sisson Street Transfer Facility to the Potts & Callahan site along Falls Road in the Jones Falls Valley.

For years, the Mayor's Office and the Baltimore City Department of Transportation have made promises for improvements to this corridor that would make it safe for people of all ages and abilities to walk and bike from Maryland Avenue all the way to Union Avenue.

These promises included:

- 1) Widening the Jones Falls Trail to high quality trail standards between Maryland Avenue and the Round Falls switchbacks, as the trail along this section is below minimum trail width standards. Part of this proposal is currently in planning as part of the Jones Falls Gateway project.
- 2) Maintaining the closure to through traffic north of the Potts and Callahan site. This commitment was made by Mayor Scott in his first term to the Greater Remington Improvement Association to expand safe outdoor recreational space during the pandemic. Unfortunately, the commitment was broken and the road reopened. Baltimore City Department of Transportation was subsequently instructed to produce several designs including restoration of that traffic diverter, which were presented to the community with an anticipated installation timeline of 12 months. No improvements were installed.
- 3) Conversion of a small section of Falls Road and Clipper Mill Road to one-way, which would allow installation of a walking and biking sidepath on the most dangerous and narrow section of the corridor.

All three of these unrealized improvements--improvements already promised by the administration--are necessary to make the corridor safe and accessible to people of all ages and abilities walking and biking TODAY. Potential introduction of increased truck and personal vehicle traffic to the corridor with a relocation of the Sisson Street Transfer Facility makes all of these improvements even more urgent and necessary.

It's important to note that these improvements would not restrict vehicle access to any businesses or residences along the corridor. All would still be accessible by car, and via the routes currently most commonly used to access those residences and businesses. The only thing this proposal would do is prevent the most dangerous behavior on the corridor: through speeding by drivers seeking to avoid the JFX.

There is no safe path to relocation of the transfer facility to the Jones Falls Valley without all three of these improvements being installed in advance of or concurrently with relocation. Anyone supporting relocation without committing to these improvements is endorsing a plan that will injure and kill pedestrians and bicyclists.

I do not believe the proposed relocation site is a good one, but I urge you to commit to these improvements regardless of the outcome of the relocation proposal.

Sincerely,

Ms. Loraine Arikat

219 S Mount St Baltimore, MD 21223-3036 lsarikat@gmail.com

(563) 343-3298

## **Leva, Anthony F (City Council)**

---

**From:** jennifer.hann@everyactioncustom.com on behalf of Jennifer Hann  
<jennifer.hann@everyactioncustom.com>  
**Sent:** Wednesday, August 27, 2025 3:15 PM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially if it closes parts of Falls Road

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Dear City Council Testimony,

I am writing in opposition to the city's proposal to relocate the Sisson Street Transfer Facility to the Potts & Callahan site along Falls Road in the Jones Falls Valley.

I live in Hampden and use the Sisson Street site, and often drive and walk on Falls Road between Roland and Maryland Avenues.

The new site would be inconvenient for all and difficult for many to access. The road should be improved for mix vehicle/bike/pedestrian use - not destined for an increase in traffic, noise, and runoff.

For years, the Mayor's Office and the Baltimore City Department of Transportation have made promises for improvements to this corridor that would make it safe for people of all ages and abilities to walk and bike from Maryland Avenue all the way to Union Avenue.

These promises included:

- 1) Widening the Jones Falls Trail to high quality trail standards between Maryland Avenue and the Round Falls switchbacks, as the trail along this section is below minimum trail width standards. Part of this proposal is currently in planning as part of the Jones Falls Gateway project.
- 2) Maintaining the closure to through traffic north of the Potts and Callahan site. This commitment was made by Mayor Scott in his first term to the Greater Remington Improvement Association to expand safe outdoor recreational space during the pandemic. Unfortunately, the commitment was broken and the road reopened. Baltimore City Department of Transportation was subsequently instructed to produce several designs including restoration of that traffic diverter, which were presented to the community with an anticipated installation timeline of 12 months. No improvements were installed.
- 3) Conversion of a small section of Falls Road and Clipper Mill Road to one-way, which would allow installation of a walking and biking sidepath on the most dangerous and narrow section of the corridor.

All three of these unrealized improvements--improvements already promised by the administration--are necessary to make the corridor safe and accessible to people of all ages and abilities walking and biking TODAY. Potential introduction of increased truck and personal vehicle traffic to the corridor with a relocation of the Sisson Street Transfer Facility makes all of these improvements even more urgent and necessary.

It's important to note that these improvements would not restrict vehicle access to any businesses or residences along the corridor. All would still be accessible by car, and via the routes currently most commonly used to access those residences and businesses. The only thing this proposal would do is prevent the most dangerous behavior on the corridor: through speeding by drivers seeking to avoid the JFX.

There is no safe path to relocation of the transfer facility to the Jones Falls Valley without all three of these improvements being installed in advance of or concurrently with relocation. Anyone supporting relocation without committing to these improvements is endorsing a plan that will injure and kill pedestrians and bicyclists.

I do not believe the proposed relocation site is a good one, but I urge you to commit to these improvements regardless of the outcome of the relocation proposal.

Sincerely,  
Ms. Jennifer Hann  
812 W 33rd St Baltimore, MD 21211-2707  
jennifer.hann@gmail.com

## **Leva, Anthony F (City Council)**

---

**From:** messarisabby@everyactioncustom.com on behalf of Abigail Messaris  
<messarisabby@everyactioncustom.com>  
**Sent:** Wednesday, August 27, 2025 3:00 PM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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Dear City Council Testimony,

I am writing in opposition to the city's proposal to relocate the Sisson Street Transfer Facility to the Potts & Callahan site along Falls Road in the Jones Falls Valley.

For years, the Mayor's Office and the Baltimore City Department of Transportation have made promises for improvements to this corridor that would make it safe for people of all ages and abilities to walk and bike from Maryland Avenue all the way to Union Avenue.

These promises included:

- 1) Widening the Jones Falls Trail to high quality trail standards between Maryland Avenue and the Round Falls switchbacks, as the trail along this section is below minimum trail width standards. Part of this proposal is currently in planning as part of the Jones Falls Gateway project.
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There is no safe path to relocation of the transfer facility to the Jones Falls Valley without all three of these improvements being installed in advance of or concurrently with relocation. Anyone supporting relocation without committing to these improvements is endorsing a plan that will injure and kill pedestrians and bicyclists.

I do not believe the proposed relocation site is a good one, but I urge you to commit to these improvements regardless of the outcome of the relocation proposal.

Sincerely,  
Ms. Abigail Messaris  
2912 Miles Ave Baltimore, MD 21211-2828 messarisabby@gmail.com

## Leva, Anthony F (City Council)

---

**From:** Zachary <zrmichel@gmail.com>  
**Sent:** Wednesday, August 27, 2025 2:37 PM  
**To:** Testimony

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Dear Council President Zeke Cohen,

To ensure my comments are included in the official bill file and received by the committee, I am writing in opposition to the city's proposal to relocate the Sisson Street Transfer Facility to the Potts & Callahan site along Falls Road in the Jones Falls Valley.

For years, the Mayor's Office and the Baltimore City Department of Transportation have made promises for improvements to this corridor that would make it safe for people of all ages and abilities to walk and bike from Maryland Avenue all the way to Union Avenue.

These promises included:

- 1) Widening the Jones Falls Trail to high quality trail standards between Maryland Avenue and the Round Falls switchbacks, as the trail along this section is below minimum trail width standards. Part of this proposal is currently in planning as part of the Jones Falls Gateway project.
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There is no safe path to relocation of the transfer facility to the Jones Falls Valley without all three of these improvements being installed in advance of or concurrently with relocation. Anyone supporting relocation without committing to these improvements is endorsing a plan that will injure and kill pedestrians and bicyclists.

I do not believe the proposed relocation site is a good one, but I urge you to commit to these improvements regardless of the outcome of the relocation proposal.

Sincerely,  
Mr. Zachary Michel  
214 Wendover Rd Baltimore, MD 21218-1837  
[zrmichel@gmail.com](mailto:zrmichel@gmail.com)

## **Leva, Anthony F (City Council)**

---

**From:** zrmichel@everyactioncustom.com on behalf of Zachary Michel  
<zrmichel@everyactioncustom.com>  
**Sent:** Wednesday, August 27, 2025 10:36 AM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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I do not believe the proposed relocation site is a good one, but I urge you to commit to these improvements regardless of the outcome of the relocation proposal.

Sincerely,  
Mr. Zachary Michel  
214 Wendover Rd Baltimore, MD 21218-1837 [zrmichel@gmail.com](mailto:zrmichel@gmail.com)

## **Leva, Anthony F (City Council)**

---

**From:** martha.lucius@everyactioncustom.com on behalf of Martha Lucius  
<martha.lucius@everyactioncustom.com>  
**Sent:** Wednesday, August 27, 2025 6:34 AM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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I do not believe the proposed relocation site is a good one, but I urge you to commit to these improvements regardless of the outcome of the relocation proposal.

Sincerely,  
Ms Martha Lucius  
1111 Woodheights Ave Baltimore, MD 21211-1245 martha.lucius@gmail.com

## **Leva, Anthony F (City Council)**

---

**From:** simonslisa16@everyactioncustom.com on behalf of Lisa Simons <simonslisa16@everyactioncustom.com>  
**Sent:** Tuesday, August 26, 2025 9:29 PM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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Dear City Council Testimony,

I am writing in opposition to the city's proposal to relocate the Sisson Street Transfer Facility to the Potts & Callahan site along Falls Road in the Jones Falls Valley.

For years, the Mayor's Office and the Baltimore City Department of Transportation have made promises for improvements to this corridor that would make it safe for people of all ages and abilities to walk and bike from Maryland Avenue all the way to Union Avenue.

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There is no safe path to relocation of the transfer facility to the Jones Falls Valley without all three of these improvements being installed in advance of or concurrently with relocation. Anyone supporting relocation without committing to these improvements is endorsing a plan that will injure and kill pedestrians and bicyclists.

I do not believe the proposed relocation site is a good one, but I urge you to commit to these improvements regardless of the outcome of the relocation proposal.

Sincerely,  
Ms. Lisa Simons  
712 W 36th St Baltimore, MD 21211-2588  
simonslisa16@gmail.com

## **Leva, Anthony F (City Council)**

---

**From:** v.e.betancourt@everyactioncustom.com on behalf of Verónica Betancourt  
<v.e.betancourt@everyactioncustom.com>  
**Sent:** Tuesday, August 26, 2025 8:50 PM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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Dear City Council Testimony,

I am writing in opposition to the city's proposal to relocate the Sisson Street Transfer Facility to the Potts & Callahan site along Falls Road in the Jones Falls Valley.

I live on Union Avenue in Hampden and would love to see the successful creation of a safe, bikeable, walkable trail corridor connecting my neighborhood to Station North. The Jones Fall trail is a precious green space and putting the Sisson Street Transfer Facility in this corridor--and on a floodplain--will diminish the natural beauty, air quality, water quality, and quiet of this trail.

For years, the Mayor's Office and the Baltimore City Department of Transportation have made promises for improvements to this corridor that would make it safe for people of all ages and abilities to walk and bike from Maryland Avenue all the way to Union Avenue.

These promises included:

- 1) Widening the Jones Falls Trail to high quality trail standards between Maryland Avenue and the Round Falls switchbacks, as the trail along this section is below minimum trail width standards. Part of this proposal is currently in planning as part of the Jones Falls Gateway project.
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residences and businesses. The only thing this proposal would do is prevent the most dangerous behavior on the corridor: through speeding by drivers seeking to avoid the JFX.

There is no safe path to relocation of the transfer facility to the Jones Falls Valley without all three of these improvements being installed in advance of or concurrently with relocation.

I do not believe the proposed relocation site is a good one, but I urge you to commit to these improvements regardless of the outcome of the relocation proposal.

Sincerely,

Dr. Verónica Betancourt

1014 Union Ave Baltimore, MD 21211-1820 v.e.betancourt@gmail.com

## **Leva, Anthony F (City Council)**

---

**From:** ktgoremtb@everyactioncustom.com on behalf of Katie Gore  
<ktgoremtb@everyactioncustom.com>  
**Sent:** Tuesday, August 26, 2025 8:40 PM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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Dear City Council Testimony,

I am writing in opposition to the city's proposal to relocate the Sisson Street Transfer Facility to the Potts & Callahan site along Falls Road in the Jones Falls Valley.

For years, the Mayor's Office and the Baltimore City Department of Transportation have made promises for improvements to this corridor that would make it safe for people of all ages and abilities to walk and bike from Maryland Avenue all the way to Union Avenue.

These promises included:

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I do not believe the proposed relocation site is a good one, but I urge you to commit to these improvements regardless of the outcome of the relocation proposal.

Sincerely,  
Ms. Katie Gore  
1726 Edgewood Rd Towson, MD 21286-8702  
ktgoremtb@comcast.net

## **Leva, Anthony F (City Council)**

---

**From:** christyfricks@everyactioncustom.com on behalf of Christy Fricks  
<christyfricks@everyactioncustom.com>  
**Sent:** Tuesday, August 26, 2025 5:53 PM  
**To:** Testimony  
**Subject:** I Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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Dear City Council Testimony,

As a frequent cyclist, hiker, nature lover: I am writing in opposition to the city's proposal to relocate the Sisson Street Transfer Facility to the Potts & Callahan site along Falls Road in the Jones Falls Valley.

It is abhorrent to me that the city would continue to destroy and degrade such a natural resource. Other cities value and protect their rivers while we continue to bury ours--with trash.

For years, the Mayor's Office and the Baltimore City Department of Transportation have made promises for improvements to this corridor that would make it safe for people of all ages and abilities to walk and bike from Maryland Avenue all the way to Union Avenue.

These promises included:

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I do not believe the proposed relocation site is a good one, but I urge you to commit to these improvements regardless of the outcome of the relocation proposal.

Sincerely, Christy Fricks

Sincerely,  
Mrs. Christy Fricks  
1411 John St Baltimore, MD 21217-4223  
[christyfricks@gmail.com](mailto:christyfricks@gmail.com)  
(706) 372-1833

## Leva, Anthony F (City Council)

---

**From:** Kathy Bress <klbress6@gmail.com>  
**Sent:** Tuesday, August 26, 2025 5:51 PM  
**To:** Testimony  
**Subject:** No Dump on Falls Rd!

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Falls is a beautiful, scenic road that is also growing in businesses from restaurants to gyms and fitness to salons to home design and to organic soils — to name a few. It's also along the Jones Falls and Roland Park. Why destroy an ecosystem, tax paying business, and beauty? Our communities use, need, and appreciate this space. I am totally opposed to having a dump located n this area!

-Kathy Bress  
5109 Eastcliff Drive — Mt. Washington

## Leva, Anthony F (City Council)

---

**From:** Meredith Purvis <meredithpurvis@gmail.com>  
**Sent:** Tuesday, August 26, 2025 5:23 PM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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Dear Council President Zeke Cohen and Baltimore City Council,

I am writing in opposition to the city's proposal to relocate the Sisson Street Transfer Facility to the Potts & Callahan site along Falls Road in the Jones Falls Valley.

For years, the Mayor's Office and the Baltimore City Department of Transportation have made promises for improvements to this corridor that would make it safe for people of all ages and abilities to walk and bike from Maryland Avenue all the way to Union Avenue.

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I do not believe the proposed relocation site is a good one, but I urge you to commit to these improvements regardless of the outcome of the relocation proposal.

Sincerely,

Ms Meredith Purvis

<3020 N Calvert St Baltimore, MD 21218-3965>

[meredithpurvis@gmail.com](mailto:meredithpurvis@gmail.com)