

# **Baltimore City Council**



**Land Use & Transportation**

**Committee**

**Bill:25-0094**

**Title: Sale of Properties – 2840 and 2842**

**Sisson Street**

## **Public Testimony**

## Leva, Anthony F (City Council)

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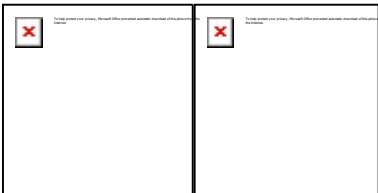
**From:** April Herring <april.herring@gmail.com>  
**Sent:** Tuesday, August 26, 2025 2:03 PM  
**To:** Testimony  
**Subject:** Falls road dump

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I ride my bike along falls road as part of the jones falls pathway. I want the area to be green and clean. The sections near cold spring are so nice and I keep hoping the city will continue to invest in this unique and special bike path. I read the proposal to move a trash processing facility there and I strongly oppose the plan. Not only will it destroy the bike bath and overall feel, but it is bad for the environment. Please do not move forward with this plan.

April Herring Ed.D.

Life Coach | Somatic Healer | Speaker | Trainer



## Leva, Anthony F (City Council)

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**From:** nicole.runde@everyactioncustom.com on behalf of Nicole Runde  
<nicole.runde@everyactioncustom.com>  
**Sent:** Tuesday, August 26, 2025 1:50 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.

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 Runde

2917 Guilford Ave Baltimore, MD 21218-4116 [nicole.runde@gmail.com](mailto:nicole.runde@gmail.com)

(410) 925-0647

## Leva, Anthony F (City Council)

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**From:** Heather Hax <heatherhax@gmail.com>  
**Sent:** Tuesday, August 26, 2025 1:06 PM  
**To:** Testimony  
**Subject:** re: transfer station

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Hi there -

I am writing to express my opposition to the proposed relocation of the Sisson Street Transfer Facility to the Potts & Callahan site, as it threatens pedestrian and cyclist safety along the Jones Falls corridor. The city has yet to deliver on key promises including widening the Jones Falls Trail, restoring the traffic diverter north of the site, and converting sections of Falls and Clipper Mill Roads to one-way to make this area safe and accessible. Relocation would increase traffic and make these long-promised improvements even more urgent. These changes would not restrict access to local businesses or residences, but would reduce dangerous cut-through speeding. Relocating the facility without implementing these safety measures is a reckless plan that endangers lives.

Sincerely,  
Dr. Heather Hax  
1442 Redfern Ave Baltimore, MD 21211-1529  
[heatherhax@gmail.com](mailto:heatherhax@gmail.com)  
(443) 525-3154

## Leva, Anthony F (City Council)

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**From:** kmr2223@everyactioncustom.com on behalf of Katrina Rodriguez <kmr2223@everyactioncustom.com>  
**Sent:** Tuesday, August 26, 2025 11:39 AM  
**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,  
Dr. Katrina Rodriguez  
209 W 27th St Baltimore, MD 21211-3002  
kmr2223@cumc.columbia.edu  
(520) 304-3717

## Leva, Anthony F (City Council)

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**From:** Kris Northrup <krisnorthrup1@gmail.com>  
**Sent:** Tuesday, August 26, 2025 11:29 AM  
**To:** Testimony  
**Subject:** Fwd: Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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Please see my email below regarding relocating the Sisson street dump to Falls Road. I am totally against it for the specified reasons I outlined below.

Thank you.

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

**From:** Cohen, Zeke (City Council) <[Zeke.Cohen@baltimorecity.gov](mailto:Zeke.Cohen@baltimorecity.gov)>  
**Date:** Mon, Aug 25, 2025 at 1:16 PM  
**Subject:** Re: Oppose the Jones Falls Transfer Station proposal, especially without safety improvements  
**To:** [krisnorthrup1@gmail.com](mailto:krisnorthrup1@gmail.com) <[krisnorthrup1@gmail.com](mailto:krisnorthrup1@gmail.com)>

Good afternoon,

Thank you for your email. To ensure your comments are included in the official bill file and received by the committee, please submit your testimony to [testimony@baltimorecity.gov](mailto:testimony@baltimorecity.gov).

Thank you,  
Hailey Kancherla

Office of the Baltimore City Council President Zeke Cohen  
Baltimore City Council  
100 Holliday Street, Room 400  
Baltimore, MD 21202  
Office: [\(410\) 396-4804](tel:(410)396-4804)

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**From:** [krisnorthrup1@everyactionadvocacy.com](mailto:krisnorthrup1@everyactionadvocacy.com) <[krisnorthrup1@everyactionadvocacy.com](mailto:krisnorthrup1@everyactionadvocacy.com)> on behalf of Mary Kristin Northrup <[krisnorthrup1@everyactionadvocacy.com](mailto:krisnorthrup1@everyactionadvocacy.com)>  
**Sent:** Monday, August 25, 2025 11:19 AM  
**To:** Cohen, Zeke (City Council) <[Zeke.Cohen@baltimorecity.gov](mailto:Zeke.Cohen@baltimorecity.gov)>  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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safe. Report any suspicious activities using the Report Phishing Email Button, or by emailing to [Phishing@baltimorecity.gov](mailto:Phishing@baltimorecity.gov)

Dear Council President Zeke Cohen,

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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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,  
Dr. Mary Kristin Northrup  
2315 Maryland Ave Baltimore, MD 21218-5010  
[krisnorthrup1@gmail.com](mailto:krisnorthrup1@gmail.com)  
[\(443\) 509-2643](tel:(443)509-2643)

## Leva, Anthony F (City Council)

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**From:** Alessandro <ascampiglio@gmail.com>  
**Sent:** Tuesday, August 26, 2025 11:06 AM  
**To:** Testimony  
**Subject:** Fwd: Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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Dear Council President Zeke Cohen,

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committing to these improvements is endorsing a plan that will injure and kill pedestrians and bicyclists.

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Sincerely,

Mr. Alessandro Campiglio

1304 Saint Paul St Apt 104 Baltimore, MD 21202-3087

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

(240) 401-0071

## Leva, Anthony F (City Council)

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**From:** Robi Rawl <robirawl@gmail.com>  
**Sent:** Tuesday, August 26, 2025 10:36 AM  
**To:** Testimony  
**Subject:** OPPOSED – Bill # 25-0066--Zoning--Housing Options and Opportunity Act

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Good morning,

I am writing in STRONG OPPOSITION to Bill # 25-0066--Zoning--Housing Options and Opportunity Act.

Enactment of this bill will severely and negatively impact the unique character of so many of Baltimore's neighborhoods.

It has the potential to drastically limit green space in large sections of the city where the green space and peace and quiet are the main draw for residents still choosing to live within City limits.

This has the potential to negatively change what we moved here for. If I wanted to move to a more densely populated neighborhood, Baltimore has a lot of wonderful choices. But my family and I want something different, more spacious, and Baltimore currently has that, too.

I appreciate the intent of this bill. However, its passage would gravely impact the choices of city residents like me looking for a quieter, more open place to live while still living within City limits.

Please OPPOSE Bill # 25-0066.

Sincerely,

Robi Rawl  
Baltimore City Resident  
192 Hollen Road

## Leva, Anthony F (City Council)

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**From:** Elizabeth Grove <egrove@probonomd.org>  
**Sent:** Tuesday, August 26, 2025 10:36 AM  
**To:** Young, Calvin (Mayor's Office); rdorsey; Cohen, Zeke (City Council); Brandon M Scott; Testimony  
**Cc:** 'newstips@baltimoresun.com'; 'Dalya.Attar@senate.maryland.gov'; 'sean.stinnett@house.maryland.gov'; 'samuel.rosenberg@house.maryland.gov'; 'malcolm.ruff@house.maryland.gov'; 'Fern Shen'; 'Woodward, Cal'; 'isaac.schleifer@gmail.com'; 'info@bluewaterbaltimore.org'; 'mde.webmaster@maryland.gov'; 'mde.secretary@maryland.gov'  
**Subject:** RE: Strongly OPPOSE relocation of NWCCC to Falls Road

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Per Council President Cohen, I am adding [testimony@baltimorecity.gov](mailto:testimony@baltimorecity.gov) to this chain in order for ensure these “comments are included in the official bill file and received by the committee.”

To be clear, our position is firmly *against* the proposed assault on the natural ecosystems along the Jones Falls *which are already degraded* in the lower section by polluted stormwater runoff as *proven* by Blue Water Baltimore’s regular testing. Stopping this ludicrous plan in its tracks right now would give some reassurance that the City does not always put profit ahead of public and environmental protection concerns.

-E

**Elizabeth L. Grove, Executive Assistant**  
**PBRC** | 443-703-3045 | [egrove@probonomd.org](mailto:egrove@probonomd.org)

---

**From:** Elizabeth Grove  
**Sent:** Monday, August 25, 2025 6:05 PM  
**To:** 'calvin.young@baltimorecity.gov' <calvin.young@baltimorecity.gov>; 'ryan.dorsey@baltimorecity.gov' <ryan.dorsey@baltimorecity.gov>; 'zeke.cohen@baltimorecity.gov' <zeke.cohen@baltimorecity.gov>; 'mayor@baltimorecity.gov' <mayor@baltimorecity.gov>  
**Cc:** 'newstips@baltimoresun.com' <newstips@baltimoresun.com>; 'Dalya.Attar@senate.maryland.gov' <Dalya.Attar@senate.maryland.gov>; 'sean.stinnett@house.maryland.gov' <sean.stinnett@house.maryland.gov>; 'samuel.rosenberg@house.maryland.gov' <samuel.rosenberg@house.maryland.gov>; 'malcolm.ruff@house.maryland.gov' <malcolm.ruff@house.maryland.gov>; Fern Shen <fern.shen@baltimorebrew.com>; Woodward, Cal <cwoodward@ap.org>; 'isaac.schleifer@gmail.com' <isaac.schleifer@gmail.com>; 'info@bluewaterbaltimore.org' <info@bluewaterbaltimore.org>; 'mde.webmaster@maryland.gov' <mde.webmaster@maryland.gov>; 'mde.secretary@maryland.gov' <mde.secretary@maryland.gov>  
**Subject:** Strongly OPPOSE relocation of NWCCC to Falls Road  
**Importance:** High

Dear Mr. Young,

As a life-long Baltimorean and very involved resident of Mt. Washington, I am writing to **STRONGLY OPPOSE the relocation of the “Northwest Citizens’ Convenience Center” to Falls Road**. Having already received letters of support/agreement from Councilman Schleifer and Senator Attar, I know *the fight against this offensive proposal is quickly gaining momentum*, and I urge you to drop it now.

Why do I care, and **why should you?** Multiple reasons, and this is only a small sampling:

**PERSONAL:** My daily bike commute to work takes me along the Jones Falls Trail and often onto the East Coast Greenway, of which Falls Road is an integral part.

**COMMUNITY:** That corridor is a relatively safe and popular road/path for cyclists and walkers every single day. **To relocate the dump there would cause myriad confusing and challenging traffic challenges and make that section of the JFT/ECG considerably *more* dangerous for all involved.**

**ENVIRONMENT:** Just the idea of placing a dump right *alongside the Falls River, after decades of effort* to clean that body of water, is obscene, irresponsible, and offensive. This is a smack in the face of organizations like Blue Water Baltimore who do so much to protect the water sources that feed our Bay.

**BUSINESS:** The proposed relocation to Falls Road would have a devastating effect on the many businesses and residents who have invested in the area, especially over the last decade. I have no doubt that even more citizens will rise up along with the business owners to protest this unnecessary ruination.

As one neighbor so aptly put it, Falls Road is “**a unique part of our city—peaceful, scenic, and well-used by cyclists, walkers, birdwatchers, and runners alike.**”

Another stated succinctly, “**The Jones Falls is a wonderful asset and a critical habitat for wildlife. The area in question has so much potential. Would love to see more of it converted to a park.**” I’ve heard many caring people and community organizations talk about just that, *enhancing Falls Road to provide a space for playgrounds, farmers and pop-up markets, events and celebrations, and the like*. Indeed, the Friends of the Jones Falls recently received funding to create a strategic plan for the Jones Falls watershed and has focused much of its work on the Falls Road corridor between Station North and Hampden. Their good efforts on behalf of everyone’s best interests should be a huge factor in these discussions.

More exploration and consideration should be given to *renovating* the existing dump site, *relocating* it to the MTA/North Avenue, or *doing away with it* altogether in favor of improving the City’s other dumps.

Many would like to know *the truth* about what is *really* driving you to harm that green corridor along Falls Road.

**More urgently, what can YOU do to help protect the Falls River from this potential destruction?**

Respectfully,

Elizabeth L. Grove  
Mt. Washington

P.S. Similar messages have been sent to:

- Baltimore Mayor’s Office: [mayor@baltimorecity.gov](mailto:mayor@baltimorecity.gov) (and online)
- Baltimore City Council President: [zeke.cohen@baltimorecity.gov](mailto:zeke.cohen@baltimorecity.gov)
- Councilman: [Isaac.Schleifer@baltimorecity.gov](mailto:Isaac.Schleifer@baltimorecity.gov)
- Transportation & Land Use Committee: [ryan.dorsey@baltimorecity.gov](mailto:ryan.dorsey@baltimorecity.gov)
- Senator: [Dalya.Attar@senate.state.md.us](mailto:Dalya.Attar@senate.state.md.us)
- Delegate: [sean.stinnett@house.maryland.gov](mailto:sean.stinnett@house.maryland.gov)
- Delegate: [samuel.rosenberg@house.maryland.gov](mailto:samuel.rosenberg@house.maryland.gov)
- Delegate: [malcolm.ruff@house.maryland.gov](mailto:malcolm.ruff@house.maryland.gov)
- Congressman: Mfume (online)
- Congressman: Van Hollen (online)
- Senator: Alsobrooks (online)
- MDE: [mde.secretary@maryland.gov](mailto:mde.secretary@maryland.gov); [mde.webmaster@maryland.gov](mailto:mde.webmaster@maryland.gov)

- Sewall Development: [tmanekin@seawall.com](mailto:tmanekin@seawall.com)
- Blue Water Baltimore: [info@bluewaterbaltimore.org](mailto:info@bluewaterbaltimore.org)
- Friends of the Jones Falls: (multiple addresses)
- Baltimore Brew: (multiple addresses)
- The Associated Press: (multiple addresses)
- The Baltimore Sun: (multiple addresses)

I can only hope you take this to heart and ***do the right thing*** to protect The Jones Falls.

**Elizabeth L. Grove**, *Executive Assistant*

O: 443.703.3045 | F: 443-808-0992

[egrove@probonomd.org](mailto:egrove@probonomd.org) | [www.probonomd.org](http://www.probonomd.org)



*Championing equitable access to justice  
for Maryland's marginalized communities.*

## Leva, Anthony F (City Council)

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**From:** Robi Rawl <robirawl@gmail.com>  
**Sent:** Tuesday, August 26, 2025 10:36 AM  
**To:** Testimony  
**Subject:** OPPOSED - Bill #25-0064/Zoning---Bulk and Yard Requirements—Amendments

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Good morning,

I am writing to encourage you to OPPOSE Bill #25-0064/Zoning---Bulk and Yard Requirements.

This bill has the potential to negatively and permanently alter the character of large swaths of Baltimore's neighborhoods.

It is also unnecessary to meddle with current setbacks in an effort to create more dense housing when the city has an inordinate amount of underutilized land and vacant lots that could be repurposed and rebuilt.

Let's work with what we already have. Don't make new changes that will negatively alter the character of so many of Baltimore's neighborhoods.

Thank you.

Robi Rawl  
Baltimore City Resident  
192 Hollen Road

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

---

**From:** Robi Rawl <robirawl@gmail.com>  
**Sent:** Tuesday, August 26, 2025 10:35 AM  
**To:** Testimony  
**Subject:** Fwd: OPPOSED - Bill #25-0062 / Bldg Code – Single Exit

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Good morning,

I am writing to OPPOSE Bill #25-0062 / Bldg Code – Single Exit from Residential Occupancy.

Allowing certain residential buildings of up to 6 stories to have only a single exit is unsafe and is a tragedy waiting to happen. At least two exits are imperative to ensure safety during fire and other emergencies.

I encourage you to OPPOSE this bill.

Sincerely,

Robi Rawl  
Baltimore City Resident  
192 Hollen Road

## Leva, Anthony F (City Council)

---

**From:** Yiannis Sakellaridis <nisyros@gmail.com>  
**Sent:** Tuesday, August 26, 2025 10:15 AM  
**To:** Testimony  
**Subject:** Waste station relocation

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Dear City Council,

I am concerned about the proposed relocation of the Sisson Street waste facility to a site adjacent to the Jones Falls river. Instead of following through with its Greenway Trails Network master plan, the city is degrading its existing trails. Baltimore has lots of degraded, post-industrial properties – why does the relocation have to happen in a floodplain adjacent to a river recovering from decades of pollution?

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,

Yiannis Sakellaridis  
606 W 40th St

## Leva, Anthony F (City Council)

---

**From:** meb\_53@mac.com  
**Sent:** Tuesday, August 26, 2025 9:55 AM  
**To:** Testimony  
**Subject:** Relocation of transfer center

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Sirs

I strongly oppose relocating the waste transfer station into the Fallway as proposed. That corridor, from The Trolley Museum north, should be improved as a pedestrian and bikeway with proper bike paths, cleaned up and maintained. It should not be a trash transfer station where toxins will leach into the Falls River every time it rains. Further the roads are not capable of handling the traffic that will be drawn by the transfer station.

FIND ANOTHER LOCATION

Mark Braun MD  
301 Warren Ave  
Apt 305  
Baltimore, MD 21230  
C: 401.741.1194  
[meb\\_53@mac.com](mailto:meb_53@mac.com)

## Leva, Anthony F (City Council)

---

**From:** Shelley Krowe <skrowe5250@verizon.net>  
**Sent:** Tuesday, August 26, 2025 9:24 AM  
**To:** Testimony  
**Subject:** Sisson Street

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I am opposed to moving the Sisson Street Transfer Station to Falls Road because this is a place to go when you need a break from the city. This should be a park. There is new wildlife there, pretty birds, small animals, and other new wildlife this will surely get rid of them. I love going there and watching the birds and the other wildlife. The Streetcar Museum is there and expanding, who want to take their children to see the museum and ride the Streetcars with a dump there. How are you going to get to the museum with hundreds of cars blocking Falls Road. People will be dumping trash after the transfer station is closed and if there is a storm all of that junk will end up in the Jones Falls and the inner harbor. This is a flood area, and it is not if this will flood it is when it will flood with the way the weather on earth is now. Volunteers work really hard to make the Falls a beautiful place in the city and to put a dump there is just plain stupid. Most people in Hampden and Medfield didn't even know about this since all of the meetings were in Remington, why were the people of Hampden and Medfield not notified about this. I did not find out about this until after the last meeting was held. Seemed a little underhanded to me. I grew up in Hampden and now live in Medfield right off of 41st street. We used to wade in the Jones Falls when I was a child. City Hall should be trying to make the city nicer instead of ruining what we have that is nice, but I am not surprised by it. It is like City Hall is all about the money. The property on Sisson St. is built on top of a filled in quarry. I would love to know just what can be built there.

Shelley R. Krowe  
4131 Buena Vista Avenue  
Baltimore, Maryland 21211  
410-456-7203

## Leva, Anthony F (City Council)

---

**From:** nisyros@everyactioncustom.com on behalf of Yiannis Sakellaridis  
<nisyros@everyactioncustom.com>  
**Sent:** Tuesday, August 26, 2025 9:11 AM  
**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,  
Dr. Yiannis Sakellaridis  
606 W 40th St Baltimore, MD 21211-2218  
nisyros@gmail.com  
(917) 817-0654

## Leva, Anthony F (City Council)

---

**From:** gianna.graziano95@everyactioncustom.com on behalf of Gianna Graziano  
<gianna.graziano95@everyactioncustom.com>  
**Sent:** Tuesday, August 26, 2025 8:35 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,

Miss Gianna Graziano

719 Reservoir St Apt 1 Baltimore, MD 21217-4677 [gianna.graziano95@gmail.com](mailto:gianna.graziano95@gmail.com)

## Leva, Anthony F (City Council)

---

**From:** mebraun53@everyactioncustom.com on behalf of Mark Braun <mebraun53@everyactioncustom.com>  
**Sent:** Tuesday, August 26, 2025 8:23 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,

Dr Mark Braun

301 Warren Ave Baltimore, MD 21230-3991 mebraun53@gmail.com

## Leva, Anthony F (City Council)

---

**From:** rophma@everyactioncustom.com on behalf of Philip Romero  
<rophma@everyactioncustom.com>  
**Sent:** Tuesday, August 26, 2025 8:19 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. Philip Romero  
2118 Park Ave Baltimore, MD 21217-4819  
rophma@gmail.com

## Leva, Anthony F (City Council)

---

**From:** rophma@everyactioncustom.com on behalf of Philip Romero  
<rophma@everyactioncustom.com>  
**Sent:** Tuesday, August 26, 2025 8:18 AM  
**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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Sincerely,  
Mr. Philip Romero  
2118 Park Ave Baltimore, MD 21217-4819  
rophma@gmail.com

## Leva, Anthony F (City Council)

---

**From:** ahlentini@everyactioncustom.com on behalf of Andrew Lentini  
<ahlentini@everyactioncustom.com>  
**Sent:** Tuesday, August 26, 2025 7:49 AM  
**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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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. Andrew Lentini

1411 John St Baltimore, MD 21217-4223

ahlentini@gmail.com

(301) 892-0493

## Leva, Anthony F (City Council)

---

**From:** sdupont@everyactioncustom.com on behalf of Sam duPont  
<sdupont@everyactioncustom.com>  
**Sent:** Tuesday, August 26, 2025 7:21 AM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal

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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 believe the Jones Falls Valley can and should be realized as a world-class linear park. Relocation of a waste transfer facility to this area does not fit that vision.

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. Sam duPont

600 Somerset Rd Baltimore, MD 21210-2711 sdupont@gmail.com

(617) 792-3903

## Leva, Anthony F (City Council)

---

**From:** jasonlschwab@everyactioncustom.com on behalf of Jason Schwab  
<jasonlschwab@everyactioncustom.com>  
**Sent:** Tuesday, August 26, 2025 5:38 AM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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Dear City Council Testimony,

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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. Jason Schwab

842 W 34th St Baltimore, MD 21211-2501

jasonlschwab@gmail.com

(410) 924-1394

## Leva, Anthony F (City Council)

---

**From:** ascampiglio@everyactioncustom.com on behalf of Alessandro Campiglio  
<ascampiglio@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 11:59 PM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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Dear City Council Testimony,

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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. Alessandro Campiglio

1304 Saint Paul St Apt 104 Baltimore, MD 21202-3087 [ascampiglio@gmail.com](mailto:ascampiglio@gmail.com)

(240) 401-0071

## Leva, Anthony F (City Council)

---

**From:** keever.frye@everyactioncustom.com on behalf of Keever Frye  
<keever.frye@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 10:23 PM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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Sincerely,

Mr Keever Frye

1204 Southview Rd Baltimore, MD 21218-1400 keever.frye@gmail.com

(301) 922-2430

## Leva, Anthony F (City Council)

---

**From:** daria.t.pugh@everyactioncustom.com on behalf of Daria Pugh  
<daria.t.pugh@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 10:11 PM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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Sincerely,

Ms. Daria Pugh

3610 Ednor Rd Baltimore, MD 21218-2047

daria.t.pugh@gmail.com

(914) 645-5396

## Leva, Anthony F (City Council)

---

**From:** justinsmith1801@everyactioncustom.com on behalf of Justin Smith <justinsmith1801@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 10:06 PM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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Sincerely,

Mr. Justin Smith

1602 S Charles St Baltimore, MD 21230-4417 justinsmith1801@gmail.com

(443) 605-2985

## Leva, Anthony F (City Council)

---

**From:** sethzgold@everyactioncustom.com on behalf of Seth Goldberg  
<sethzgold@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 9:58 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,

Mr. Seth Goldberg

614 S Potomac St Baltimore, MD 21224-3907 sethgold@gmail.com

(410) 718-1812

## Leva, Anthony F (City Council)

---

**From:** Jane Backert <jane.backert@verizon.net>  
**Sent:** Monday, August 25, 2025 9:37 PM  
**To:** Testimony  
**Subject:** Fw: Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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[Sent from the all new AOL app for iOS](#)

Begin forwarded message:

On Monday, August 25, 2025, 1:16 PM, Cohen, Zeke (City Council) <[Zeke.Cohen@baltimorecity.gov](mailto:Zeke.Cohen@baltimorecity.gov)> wrote:

Good afternoon,

Thank you for your email. To ensure your comments are included in the official bill file and received by the committee, please submit your testimony to [testimony@baltimorecity.gov](mailto:testimony@baltimorecity.gov).

Thank you,  
Hailey Kancherla

Office of the Baltimore City Council President Zeke Cohen  
Baltimore City Council  
100 Holliday Street, Room 400  
Baltimore, MD 21202  
Office: (410) 396-4804

---

**From:** [jane.backert@everyactionadvocacy.com](mailto:jane.backert@everyactionadvocacy.com)  
<[jane.backert@everyactionadvocacy.com](mailto:jane.backert@everyactionadvocacy.com)> on behalf of Jane Backert  
<[jane.backert@everyactionadvocacy.com](mailto:jane.backert@everyactionadvocacy.com)>  
**Sent:** Monday, August 25, 2025 11:21 AM  
**To:** Cohen, Zeke (City Council) <[Zeke.Cohen@baltimorecity.gov](mailto:Zeke.Cohen@baltimorecity.gov)>  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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emailing to Phishing@baltimorecity.gov

Dear Council President Zeke Cohen,

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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,  
Mrs. Jane Backert  
3209 Mary Ave Baltimore, MD 21214-2016

jane.backert@gmail.com  
(443) 695-2765

## Leva, Anthony F (City Council)

---

**From:** scgaede@everyactioncustom.com on behalf of Stephen Gaede  
<scgaede@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 9:35 PM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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Sincerely,

Mr. Stephen Gaede

2217 E Fairmount Ave Baltimore, MD 21231-1644 scgaede@gmail.com

## Leva, Anthony F (City Council)

---

**From:** elliott.plack@everyactioncustom.com on behalf of Elliott Plack  
<elliott.plack@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 9:08 PM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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Sincerely,  
Mr. Elliott Plack  
8209 Burnley Rd Towson, MD 21204-1809  
elliott.plack@gmail.com  
(410) 206-6448

## Leva, Anthony F (City Council)

---

**From:** lisa.meyerhardt@everyactioncustom.com on behalf of Lisa Meyerhardt  
<lisa.meyerhardt@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 8:38 PM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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Sincerely,

Ms. Lisa Meyerhardt

2636 Guilford Ave Baltimore, MD 21218-4611 [lisa.meyerhardt@gmail.com](mailto:lisa.meyerhardt@gmail.com)

(410) 705-0892

## Leva, Anthony F (City Council)

---

**From:** ndiehlmann@everyactioncustom.com on behalf of Nicole Diehlmann  
<ndiehlmann@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 8:23 PM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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Sincerely,

Ms. Nicole Diehlmann

4225 Wickford Rd Baltimore, MD 21210-2929 ndiehlmann@comcast.net

Leva, Anthony F (City Council)

**From:** City of Baltimore <noreply@formresponse.com>  
**Sent:** Monday, August 25, 2025 7:54 PM  
**To:** Testimony  
**Subject:** Form submission from: Testify Before the Baltimore City Council  
**Attachments:** Aug 2025 City Crisis Response Testimony.pdf

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Testify Before the Baltimore City Council

On which bill would you like to testify? LO25-0026 - Crisis Response

Name Taylor Smith-Hams

Affiliation self

Email tsmithhams@gmail.com

Phone Number (443) 739-9748

Address 718 Homestead St, Baltimore, MD, 21218

Position Comment Only

Type of Testimony Written

Upload Testimony [Aug 2025 City Crisis Response Testimony.pdf](#)

## Leva, Anthony F (City Council)

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**From:** melanieann47@everyactioncustom.com on behalf of Melanie Stegman <melanieann47@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 7:44 PM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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Dear City Council Testimony,

Please try standing in front of my house at 816 East Preston. Try feeling the dry heat from the bricks and the cement. Walk around. There are some fields but they are for football... no trees.... The nearest true park is Jones Falls Way....there you can feel the cooler air that trees and the water create. You are messing with the one good park we can walk to!

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. Melanie Stegman

816 E Preston St Baltimore, MD 21202-5608 [melanieann47@gmail.com](mailto:melanieann47@gmail.com)

(917) 886-6079

## Leva, Anthony F (City Council)

---

**From:** daniellesweeney@everyactioncustom.com on behalf of danielle sweeney  
<daniellesweeney@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 7:07 PM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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Sincerely,

Ms. danielle sweeney

1406 Belt St Baltimore, MD 21230-4717

daniellesweeney@comcast.net

## Leva, Anthony F (City Council)

---

**From:** chrissbroughton@everyactioncustom.com on behalf of Chris Broughton  
<chrissbroughton@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 6:56 PM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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Sincerely,

Mr. Chris Broughton

642 S Ellwood Ave Baltimore, MD 21224-3921 [chrissbroughton@gmail.com](mailto:chrissbroughton@gmail.com)

## Leva, Anthony F (City Council)

---

**From:** jordan.c.nott@everyactioncustom.com on behalf of Jordan Nott  
<jordan.c.nott@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 5:49 PM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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Sincerely,

Mr. Jordan Nott

113 W Hughes St Baltimore, MD 21230-3653 [jordan.c.nott@gmail.com](mailto:jordan.c.nott@gmail.com)

(443) 642-0816

## Leva, Anthony F (City Council)

---

**From:** Alexanderthezhu@everyactioncustom.com on behalf of Alex Zhu  
<Alexanderthezhu@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 5:36 PM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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Sincerely,

Mr. Alex Zhu

107 S Castle St Baltimore, MD 21231-1919 Alexanderthezhu@gmail.com

(253) 332-7178

## Leva, Anthony F (City Council)

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**From:** Robin Jacobs <robinjacobs@gmail.com>  
**Sent:** Monday, August 25, 2025 5:34 PM  
**To:** Testimony  
**Subject:** Testimony on LO25-0026: Legislative Oversight Hearing on Crisis Response

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August 27, 2025

Robin L. Jacobs  
418 Fawcett St.  
Baltimore, MD 21211

Testimony on LO25-0026: Legislative Oversight Hearing on Crisis Response

My name is Robin Jacobs, and I am a resident of Remington, Baltimore City District 12. I am submitting this testimony on 25-0026– Baltimore City Council Committee of the Whole Hearing on Crisis Response.

I have lived in Baltimore City for more than 20 years, working in the justice system for most of that time. In my career, I have seen this issue from multiple angles, in which I have seen our justice system fail to serve those with mental health crises. I worked with:

- incarcerated individuals who were fighting for access to basic health care;
- a judge who oversaw the juvenile docket, where many young people were both in the foster care and facing delinquency (criminal charges), often struggling to find any of the social supports they needed;
- communities who suffer a disproportionate amount of disinvestment, many working closely with the police department to try to make their neighborhood safer but often not getting the resources needed for the other interventions that would make their neighborhood a better place to live;
- low-income elders who facing homelessness and isolation; and
- government agencies focusing on preventing lead poisoning, which affects so many of our residents, leading to a lot of lifelong diagnosis that often require lifelong supports.

While I was not new to these issues, when the Freddie Gray uprising shined a national spotlight on criminal justice issues here in Baltimore, I knew I had to do more to show up for my neighbors in reforming the system. I am grateful to all the peace movement and criminal justice reform activists in this city, like the Campaign for Justice, Safety & Jobs. Many of these reformers are the people have been most impacted by the criminal justice system, and so they know what reforms could save our neighbors' lives. I write to you today to support their work.

I am concerned about police response to mental and behavioral health crises. I was deeply saddened to learn that two members of the community died in police custody while experiencing behavioral health crises: Ms. Brooks, a 70-year-old Black senior citizen, and Mr. Melton, a 31-year-old Black young adult. I believe that mental health disabilities and behavioral health incidents are not crimes, but public health

matters that must be treated as medical issues by people with expertise in the City's behavioral health infrastructure, not the Baltimore Police Department.

These recent stories and my own experiences working in the justice system underscore the importance of strengthening the 988 program/mental health division in Baltimore. Today, I am writing to ask the following:

**- Public education must be designed to shift crisis response away from police intervention.** There is currently a lack of common knowledge about (1) the existence of the 988 helpline and (2) the fact that 988 is intended to be a non-police alternative to 911 for mental or behavioral health emergencies.

**- Publicly available data and resources must be centralized to foster more public engagement.** Black Baltimoreans in crisis continue to disproportionately have BPD contact compared with people of other races. Increased transparency and accessibility of data will facilitate community engagement.

**-The 911 and 988 call centers must standardize protocols and implement a case-management system.** Community members with lived experience be included in all consultations, reviews, and auditing processes related to the 911 diversion and 988 system, including ongoing training and quality control processes. A case management system and explain how it could help repeat callers experiencing a behavioral health crisis, noting that BPD officers reportedly responded to 20 behavioral health calls at Ms. Brooks' residence before she was killed by police.

**-The City must provide wrap-around services for people experiencing behavioral health crises.** Service providers must take a trauma-informed approach grounded in the needs of clients and sensitive to the disproportionate economic insecurity, underfunded schools, and law enforcement abuses that certain Black communities in Baltimore have historically faced.

In all my experience, the justice system is ill-equipped to address mental health crises - it leads to a vicious cycle that harms the person experiencing the crisis, and ripples outward to their families, friends, and the wider community. We must be better at responding to these residents with the help they need and deserve. Community safety is not just about preventing police contact but improving social determinants of health. Investment in social services can create longer-term stability and safety, reduce costs, and eliminate crisis incidents in the first place.

Thank you for your time and attention.

Sincerely,  
Robin L. Jacobs

## Leva, Anthony F (City Council)

---

**From:** Patty Lora <loraxx44@gmail.com>  
**Sent:** Monday, August 25, 2025 5:23 PM  
**To:** Testimony  
**Subject:** Re: Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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Dear Council President Zeke Cohen,

I plan on investing in Baltimore in part because I feel safe and can enjoy riding my bike in the city. The area I describe below is a part of what makes me love this city. Please do not forsake the cyclists and other pedestrians in attempts to improve other issues.

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.

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Sincerely,  
Ms. Patty Lora  
[421 N Collington Ave Baltimore, MD 21231-1309](#)  
[loraxx44@gmail.com](mailto:loraxx44@gmail.com)  
(503) 806-5052

On Mon, Aug 25, 2025 at 1:13 PM Cohen, Zeke (City Council) <[Zeke.Cohen@baltimorecity.gov](mailto:Zeke.Cohen@baltimorecity.gov)> wrote:  
Good afternoon,

Thank you for your email. To ensure your comments are included in the official bill file and received by the committee, please submit your testimony to [testimony@baltimorecity.gov](mailto:testimony@baltimorecity.gov).

Thank you,  
Hailey Kancherla

Office of the Baltimore City Council President Zeke Cohen  
Baltimore City Council  
[100 Holliday Street, Room 400](#)  
[Baltimore, MD 21202](#)  
[Office: \(410\) 396-4804](#)

---

**From:** [loraxx44@everyactionadvocacy.com](mailto:loraxx44@everyactionadvocacy.com) <[loraxx44@everyactionadvocacy.com](mailto:loraxx44@everyactionadvocacy.com)> on behalf of Patty Lora  
<[loraxx44@everyactionadvocacy.com](mailto:loraxx44@everyactionadvocacy.com)>

**Sent:** Monday, August 25, 2025 11:38 AM

**To:** Cohen, Zeke (City Council) <[Zeke.Cohen@baltimorecity.gov](mailto:Zeke.Cohen@baltimorecity.gov)>

**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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[loraxx44@gmail.com](mailto:loraxx44@gmail.com)  
(503) 806-5052

## Leva, Anthony F (City Council)

---

**From:** billhamilton@everyactioncustom.com on behalf of William Hamilton  
<billhamilton@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 4:55 PM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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Sincerely,

Mr William Hamilton

248 W Lafayette Ave Baltimore, MD 21217-4210 billhamilton@mail.com

## Leva, Anthony F (City Council)

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**From:** goold.jennifer@everyactioncustom.com on behalf of Jennifer S Goold  
<goold.jennifer@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 4:55 PM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal.

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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.

This section of the Jones falls was one of the reasons I thought Baltimore was so amazing that I wanted to move here in 1993. It has been my dream to see this as a cultural and natural linear park for the entire time since then, a dream that I assumed was the only logical or reasonable conclusion anyone could come to for such a beautiful and magical place. Why oh why put trash next to a sensitive waterway in a flood zone?? Please, please don't do it.

Additionally,

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.

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.

Sincerely,  
Ms. Jennifer S Goold  
4302 Wickford Rd Baltimore, MD 21210-2826 goold.jennifer@gmail.com  
(410) 736-9643

## Leva, Anthony F (City Council)

---

**From:** noelle.battle@everyactioncustom.com on behalf of Noelle Battle  
<noelle.battle@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 4:35 PM  
**To:** Testimony  
**Subject:** We can't have a dump site along the Jones Falls

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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 am a resident of Charles Village and I walk and bike along the Jones Falls every day. Whenever I do, I dream of the day when we can one day have clean water in this waterway that can be used for recreation. We have this amazing, beautiful stream running the length of our city, but we have to worry about its toxicity for humans and animals.

Relocating the Sisson Street transfer facility to within the flood plane of the Jones Fall trail is a disaster waiting to happen which would threaten the waterway in unprecedented ways.

I am also an active cyclist in the city and I am very worried about the safety implications of this proposal.

While I 100% do not support the movement of this facility and think we should do everything possible to prevent that from happening, if it were to be re-located there would need to be serious improvements needed to ensure the safety of all of the city residents and visitors who walk and bike on this corridor.

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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- 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. Noelle Battle

2820 Maryland Ave Baltimore, MD 21218-4028 noelle.battle@gmail.com

(516) 996-7530

## Leva, Anthony F (City Council)

---

**From:** William C. Baker <wbaker@claytonb.org>  
**Sent:** Monday, August 25, 2025 4:34 PM  
**To:** Testimony  
**Subject:** Testimony

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Dear Council President Zeke Cohen,

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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. Will Baker

Clayton Baker Trust, 1600 W 41st St Ste 700, Baltimore, MD 21211-1504

[wbaker@claytonb.org](mailto:wbaker@claytonb.org)

**WILL BAKER, EXECUTIVE DIRECTOR**

**CLAYTON BAKER TRUST**

**1600 W. 41<sup>ST</sup> STREET, SUITE 700**

**Baltimore, MD 21211**

## Leva, Anthony F (City Council)

---

**From:** kristenfaberlous@everyactioncustom.com on behalf of Kristen Faber  
<kristenfaberlous@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 4:33 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,

Ms. Kristen Faber

2639 N Calvert St Baltimore, MD 21218-4617 kristenfaberlous@gmail.com

(410) 591-5004

## Leva, Anthony F (City Council)

---

**From:** Kristina Stewart <klstewart76@gmail.com>  
**Sent:** Monday, August 25, 2025 4:25 PM  
**To:** Testimony  
**Subject:** Fwd: Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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

**From:** Cohen, Zeke (City Council) <[Zeke.Cohen@baltimorecity.gov](mailto:Zeke.Cohen@baltimorecity.gov)>  
**Date:** Mon, Aug 25, 2025 at 4:23 PM  
**Subject:** Re: Oppose the Jones Falls Transfer Station proposal, especially without safety improvements  
**To:** [klstewart76@gmail.com](mailto:klstewart76@gmail.com) <[klstewart76@gmail.com](mailto:klstewart76@gmail.com)>

Good afternoon,

Thank you for your email. To ensure your comments are included in the official bill file and received by the committee, please submit your testimony to [testimony@baltimorecity.gov](mailto:testimony@baltimorecity.gov).

Thank you,  
Hailey Kancherla

Office of the Baltimore City Council President Zeke Cohen  
Baltimore City Council  
100 Holliday Street, Room 400  
Baltimore, MD 21202  
Office: (410) 396-4804

---

**From:** [klstewart76@everyactionadvocacy.com](mailto:klstewart76@everyactionadvocacy.com) <[klstewart76@everyactionadvocacy.com](mailto:klstewart76@everyactionadvocacy.com)> on behalf of Kristina Stewart <[klstewart76@everyactionadvocacy.com](mailto:klstewart76@everyactionadvocacy.com)>  
**Sent:** Monday, August 25, 2025 4:16 PM  
**To:** Cohen, Zeke (City Council) <[Zeke.Cohen@baltimorecity.gov](mailto:Zeke.Cohen@baltimorecity.gov)>  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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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. Kristina Stewart  
2732 N Howard St Baltimore, MD 21218-4309  
[klstewart76@gmail.com](mailto:klstewart76@gmail.com)

## Leva, Anthony F (City Council)

---

**From:** klstewart76@everyactioncustom.com on behalf of Kristina Stewart <klstewart76@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 4:16 PM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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Sincerely,

Ms. Kristina Stewart

2732 N Howard St Baltimore, MD 21218-4309 [klstewart76@gmail.com](mailto:klstewart76@gmail.com)

## Leva, Anthony F (City Council)

---

**From:** harley.stokes@gmail.com  
**Sent:** Monday, August 25, 2025 3:48 PM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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Dear Council President Zeke Cohen,

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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. Harley Stokes  
Baltimore, MD 21231-1655

## Leva, Anthony F (City Council)

---

**From:** catherine.buccheri@everyactioncustom.com on behalf of Catherine Witt-Buccheri  
<catherine.buccheri@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 3:44 PM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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Sincerely,

Mrs. Catherine Witt-Buccheri

11 Tree Farm Ct Glen Arm, MD 21057-9109 catherine.buccheri@gmail.com

(410) 412-4044

## Leva, Anthony F (City Council)

---

**From:** fredpalmbaltimore@everyactioncustom.com on behalf of Warren Palmer  
<fredpalmbaltimore@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 3:23 PM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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Sincerely,

Mr Warren Palmer

1307 Bolton St Baltimore, MD 21217-4102 fredpalmbaltimore@gmail.com

(917) 750-3760

## Leva, Anthony F (City Council)

---

**From:** Natalie Snyder <snyder\_ns@yahoo.com>  
**Sent:** Monday, August 25, 2025 3:21 PM  
**To:** Testimony  
**Subject:** Fw: Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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Sincerely,  
Ms. Natalie Snyder  
349 Homeland Southway Baltimore, MD 21212-4153  
snyder\_ns@yahoo.com

## Leva, Anthony F (City Council)

---

**From:** cagavrick@everyactioncustom.com on behalf of Christopher Gawrych  
<cagavrick@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 3:13 PM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

CAUTION: This email originated from outside of Baltimore City IT Network Systems.

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Dear City Council Testimony,

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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.
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Sincerely,

Mr. Christopher Gawrych

217 S Collington Ave Baltimore, MD 21231-2628 cagavrick@gmail.com

(516) 330-6031

## Leva, Anthony F (City Council)

---

**From:** david.berman@everyactioncustom.com on behalf of David Berman  
<david.berman@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 3:13 PM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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Sincerely,

Mr. David Berman

3008 Gibbons Ave Bal Baltimore, MD 21214-2629 david.berman@parksandpeople.org

(443) 509-2633

## Leva, Anthony F (City Council)

---

**From:** arwilson2@everyactioncustom.com on behalf of Amy Wilson <arwilson2@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 3:10 PM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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Sincerely,

Ms Amy Wilson

1400 Gardman Ave Baltimore, MD 21209-2110 arwilson2@hotmail.com

(443) 310-8044

## Leva, Anthony F (City Council)

---

**From:** skrowe5250@everyactioncustom.com on behalf of Shelley Krowe <skrowe5250@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 3:04 PM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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Sincerely,

Mrs. Shelley Krowe

4131 Buena Vista Ave Baltimore, MD 21211-1511 skrowe5250@verizon.net

(410) 456-7203

## Leva, Anthony F (City Council)

---

**From:** skrowe5250@everyactioncustom.com on behalf of Shelley Krowe <skrowe5250@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 3:02 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,

Mrs. Shelley Krowe

4131 Buena Vista Ave Baltimore, MD 21211-1511 skrowe5250@verizon.net

(410) 456-7203

## Leva, Anthony F (City Council)

---

**From:** Ray Szymczak <raynman59@yahoo.com>  
**Sent:** Monday, August 25, 2025 3:00 PM  
**To:** Testimony  
**Subject:** Fw: Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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Forwarding as requested by Council President Cohen.

-Ray Szymczak

----- Forwarded Message -----

**From:** Cohen, Zeke (City Council) <zeke.cohen@baltimorecity.gov>  
**To:** raynman59@yahoo.com <raynman59@yahoo.com>  
**Sent:** Monday, August 25, 2025 at 02:23:34 PM EDT  
**Subject:** Re: Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

Good afternoon,

Thank you for your email. To ensure your comments are included in the official bill file and received by the committee, please submit your testimony to [testimony@baltimorecity.gov](mailto:testimony@baltimorecity.gov).

Thank you,  
Hailey Kancherla

Office of the Baltimore City Council President Zeke Cohen  
Baltimore City Council  
100 Holliday Street, Room 400  
Baltimore, MD 21202  
Office: (410) 396-4804

---

**From:** raynman59@everyactionadvocacy.com <raynman59@everyactionadvocacy.com> on behalf of Raymond Szymczak <raynman59@everyactionadvocacy.com>  
**Sent:** Monday, August 25, 2025 1:24 PM  
**To:** Cohen, Zeke (City Council) <Zeke.Cohen@baltimorecity.gov>  
**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.

Bottom line; without 'significant' improvements, relocating the waste facility should be voted down!

Sincerely,  
Mr. Raymond Szymczak  
1412 Redfern Ave Baltimore, MD 21211-1529  
raynman59@yahoo.com  
(410) 889-1553

## Leva, Anthony F (City Council)

---

**From:** Noah Tobias <njacobtobias@gmail.com>  
**Sent:** Monday, August 25, 2025 2:49 PM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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Sincerely,

Mr. Noah Tobias

2615 N Calvert St Baltimore, MD 21218-4678

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

(704) 776-6407

## Leva, Anthony F (City Council)

---

**From:** Gerardine M. Delambo <sparky4242@comcast.net>  
**Sent:** Monday, August 25, 2025 2:46 PM  
**To:** Testimony  
**Subject:** Sisson Street facility proposed move to Jones Falls area.

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Please do not let this proposal go through! It is such a poor idea for so many reasons. The environmental impact would be grave as oil would leak into the Jones Falls. It would impact people's ability to drive from Hampden to Downtown and the Amtrak station easily. It would impact our enjoyment of the walking running biking path along the Jones Falls. Please do not vote for this proposal.

Gerardine M. (Jeri) Delambo

Attorney at Law  
705 Deepdene Road  
Baltimore MD 21210  
410-433-1132  
\*/CONFIDENTIAL ATTORNEY/CLIENT PRIVILEGED COMMUNICATION  
\*\*- /ATTORNEY WORK PRODUCT/\*

"It ain't easy, Doc." Milton Kaplan, Attorney at Law.

"She was done wasting her valuable time afraid of things that may or may not happen. Instead she decided to enjoy her life because she was too smart a woman to waste such a good thing."

## Leva, Anthony F (City Council)

---

**From:** Sean B <seanbaltimore@hotmail.com>  
**Sent:** Monday, August 25, 2025 2:42 PM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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Dear Council,

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Sincerely,  
Dr. Sean Byrne  
Baltimore, MD

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

---

**From:** Roxanne Clement-Rorick <roxanne5788@gmail.com>  
**Sent:** Monday, August 25, 2025 2:40 PM  
**To:** Testimony  
**Subject:** Opposing the Jones Falls Transfer Station location

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Dear Council President Zeke Cohen,

Hi,

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

You must consider the safety of residents, especially pedestrians and bicyclists. This plan will be harmful to public safety and destroy the accessibility and potential of the neighborhood.

Sincerely,  
Roxanne

Sincerely,  
Ms. Roxanne Clement  
[923 W 33rd St Baltimore, MD 21211-2710](mailto:roxanne@yikes.com)  
[roxanne@yikes.com](mailto:roxanne@yikes.com)

--

## Leva, Anthony F (City Council)

---

**From:** roxanne@everyactioncustom.com on behalf of Roxanne Clement  
<roxanne@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 2:34 PM  
**To:** Testimony  
**Subject:** Opposing the Jones Falls Transfer Station location

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You must consider the safety of residents, especially pedestrians and bicyclists. This plan will be harmful to public safety and destroy the accessibility and potential of the neighborhood.

Sincerely,  
Roxanne

Sincerely,  
Ms. Roxanne Clement  
923 W 33rd St Baltimore, MD 21211-2710  
[roxanne@yikes.com](mailto:roxanne@yikes.com)

## Leva, Anthony F (City Council)

---

**From:** Laurel Ady <hellolaurelady@gmail.com>  
**Sent:** Monday, August 25, 2025 2:29 PM  
**To:** Testimony  
**Subject:** Jones Falls as Location for Dump

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Dear Council President Zeke Cohen,

I don't know if you've ever experienced a flash flood—it is terrifying. Putting the dump in a flood zone not only increases the chances of polluting the Jones Falls but also increases the chance of DPW workers being affected by flood waters that threaten any water-level buildings on that road. The threat of flooding is only increasing with climate change. To move the dump to Jones Falls is foolish.

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. Laurel Ady

721 Homestead St Baltimore, MD 21218-3534

hellolaurelady@gmail.com

(240) 818-1484

## Leva, Anthony F (City Council)

---

**From:** Michele Wallen <michele.314.lynn@gmail.com>  
**Sent:** Monday, August 25, 2025 2:27 PM  
**To:** Testimony  
**Subject:** Oppose the Jones Fall Transfer Station

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Dear Council President Zeke Cohen,

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 am the president of the Greenmount West Community Association and I oppose this proposal.

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,

Rev. Michele Ward

328 E Federal St Baltimore, MD 21202-2904

[Michele.314.lynn@gmail.com](mailto:Michele.314.lynn@gmail.com)

(443) 977-7155

## Leva, Anthony F (City Council)

---

**From:** heatherhax@everyactioncustom.com on behalf of Heather Hax  
<heatherhax@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 2:23 PM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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Dear City Council Testimony,

I endorse this message below and couldn't have said it better myself:

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. Heather Hax

1442 Redfern Ave Baltimore, MD 21211-1529 heatherhax@gmail.com

(443) 525-3154

## Leva, Anthony F (City Council)

---

**From:** MichaelTurner <soilranch@protonmail.com>  
**Sent:** Monday, August 25, 2025 2:19 PM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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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.

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.

Simply dont sell a useful paid-off sisson street lot. Please don't listen to any toxic management on the urge to redevelop. It's fine. Get rid of anyone addicted to a management toxin ideation that's not serving people who aren't ill-ionaires!

Sincerely,  
Mr. Robert Turner  
1313 Northview Rd Baltimore, MD 21218-1446  
soilranch@protonmail.com  
(240) 461-7026

## Leva, Anthony F (City Council)

---

**From:** meredithpurvis@everyactioncustom.com on behalf of Meredith Purvis  
<meredithpurvis@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 2:13 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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- 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 Meredith Purvis

3020 N Calvert St Baltimore, MD 21218-3965 meredithpurvis@gmail.com

## Leva, Anthony F (City Council)

---

**From:** Natalie West <natalie.elizabeth.west@gmail.com>  
**Sent:** Monday, August 25, 2025 2:10 PM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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Dear President Cohen and City Council Members,

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. As a frequent cyclist, avid runner, and Mount Vernon resident, I rely on this stretch of the Jones Falls Trail to exercise outdoors safely, without exposing myself to excess risk from vehicle traffic. It also provides my best bicycle and pedestrian access to green space, in Druid Hill Park.

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--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.

These improvements would not restrict vehicle access to any businesses or residences along the corridor, which 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. To support relocation without committing to these improvements is to endorse a plan that will put pedestrians and bicyclists at risk of injury or death.

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. Thank you for your consideration of these issues.

Sincerely,  
Natalie West  
802 Cathedral St Apt 3, Baltimore, MD 21201  
[natalie.elizabeth.west@gmail.com](mailto:natalie.elizabeth.west@gmail.com)

## Leva, Anthony F (City Council)

---

**From:** Klaus Philipsen <kphilipsen@archplan.com>  
**Sent:** Monday, August 25, 2025 1:46 PM  
**To:** Testimony  
**Subject:** Sisson Street transfer center relocation

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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.

There is a huge untapped potential for the Jones Falls corridor between MD Ave and Union Ave with a greenway, attractions (a new Streetcar Museum), the revitalized mills and a better experience of the falls of the river.

Sending any kind of waste facility, any associated truck circulation and noise into the corridor would greatly reduce the potential and be extremely shortsighted.

Klaus Philipsen FAIA  
President ArchPlan Inc.  
1100 Wicomico Street, Ste 330  
Baltimore MD 21230  
T: 410.493.6239  
[www.archplan.com](http://www.archplan.com)

Author of: [Baltimore, Reinventing an Industrial Legacy City](#)

See all my blogs at [www.KPhilipsen.com](http://www.KPhilipsen.com)

Over 1,600 articles, over 10,000 page-views per month

## Leva, Anthony F (City Council)

---

**From:** skincaid10@everyactioncustom.com on behalf of Stacy Kincaid <skincaid10@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 1:40 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:

- 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 Stacy Kincaid

918 S Highland Ave Baltimore, MD 21224-5135 skincaid10@gmail.com

(240) 460-9534

## Leva, Anthony F (City Council)

---

**From:** bsmiller25@everyactioncustom.com on behalf of Benjamin Miller <bsmiller25@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 1:39 PM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal

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Dear City Council Testimony,

Good afternoon,

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. This stretch is a part of my daily commute. Transferring the facility to this proposed location is completely inconsistent with the Jones Falls Gateway Project ([https://secure-web.cisco.com/1iCA12oMVvk-lmCiH1JhkCWNxs0Vbui5txOqO9Pbf4O2LW3R5FNHogROfgaiz7LsG3kYWZWTVeQgtUQvKA4X3z4H4VMfE9AOzunfvsu-pZq60Px7UzdH-OMn49z2B1zdFevZpWlrANtCOPFuJ1e4MUd-H2snKRANbRMB74Gqg\\_omaWlJePUwq1HtOpasY4Kn91oSdaRcvxzhxyzvIXvqGidl84\\_7I33mxEw46BoVr0pNx\\_yxIG6w0oDsfIWuJGFwPeznHWfzcsTt7IYwdxGrj9bmwyO-jTkKjvES38AIKRAAwsTk327usendadtVH90npJlbHliDTXjZdmQ8dxJel-OC7lhFLHbUesAqAsPkVP8JZ8aFNx815XQDQgsdUGuzXgaXXIX-nc60AiWM\\_7q8mDW3w8Kb2VOEBb7RbSvKKh5qV4wp6-mTf9pcDhpqVEdh/https%3A%2F%2Fstreetsofbaltimore.com%2Fjonesfallsgateway](https://secure-web.cisco.com/1iCA12oMVvk-lmCiH1JhkCWNxs0Vbui5txOqO9Pbf4O2LW3R5FNHogROfgaiz7LsG3kYWZWTVeQgtUQvKA4X3z4H4VMfE9AOzunfvsu-pZq60Px7UzdH-OMn49z2B1zdFevZpWlrANtCOPFuJ1e4MUd-H2snKRANbRMB74Gqg_omaWlJePUwq1HtOpasY4Kn91oSdaRcvxzhxyzvIXvqGidl84_7I33mxEw46BoVr0pNx_yxIG6w0oDsfIWuJGFwPeznHWfzcsTt7IYwdxGrj9bmwyO-jTkKjvES38AIKRAAwsTk327usendadtVH90npJlbHliDTXjZdmQ8dxJel-OC7lhFLHbUesAqAsPkVP8JZ8aFNx815XQDQgsdUGuzXgaXXIX-nc60AiWM_7q8mDW3w8Kb2VOEBb7RbSvKKh5qV4wp6-mTf9pcDhpqVEdh/https%3A%2F%2Fstreetsofbaltimore.com%2Fjonesfallsgateway)) which is already underway.

The Jones Falls Trail is also a part of the East Coast Greenway network and having the facility there damages that regional project.

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,  
Mr. Benjamin Miller  
1756 Bank St Baltimore, MD 21231-2404  
bsmiller25@gmail.com  
(202) 630-2366

## Leva, Anthony F (City Council)

---

**From:** Noah Shumway <noah.c.shumway@gmail.com>  
**Sent:** Monday, August 25, 2025 1:34 PM  
**To:** Testimony  
**Subject:** Fwd: Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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Dear Council President Zeke Cohen,

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.
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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,

Mr. NOAH SHUMWAY

4231 Elsa Ter Apt 2 Baltimore, MD 21211-1568

[noah.c.shumway@gmail.com](mailto:noah.c.shumway@gmail.com)

(570) 721-5011

## Leva, Anthony F (City Council)

---

**From:** Alexandra Laham <alexandra.laham@gmail.com>  
**Sent:** Monday, August 25, 2025 1:34 PM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

**CAUTION:** This email originated from outside of Baltimore City IT Network Systems.  
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Dear Council President Zeke Cohen,

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,

Mrs Alexandra Laham

[1332 W 37th St Baltimore, MD 21211](#)

[alexandra.laham@gmail.com](mailto:alexandra.laham@gmail.com)

## Leva, Anthony F (City Council)

---

**From:** rgracevn@everyactioncustom.com on behalf of Rachel Vann  
<rgracevn@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 1:34 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,

Ms Rachel Vann

2423 Guilford Ave Baltimore, MD 21218-5221 rgracevn@gmail.com

## Leva, Anthony F (City Council)

---

**From:** shannon.e.snow@everyactioncustom.com on behalf of Shannon Snow  
<shannon.e.snow@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 1:33 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,  
Ms. Shannon Snow  
3711 Ednor Rd Baltimore, MD 21218-2050  
shannon.e.snow@gmail.com  
(410) 916-3671

## Leva, Anthony F (City Council)

---

**From:** Andrew Caporaso <forzadrew@gmail.com>  
**Sent:** Monday, August 25, 2025 1:32 PM  
**To:** Testimony  
**Subject:** Fwd: Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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

**From:** Cohen, Zeke (City Council) <[Zeke.Cohen@baltimorecity.gov](mailto:Zeke.Cohen@baltimorecity.gov)>  
**Date:** Mon, Aug 25, 2025 at 1:17 PM  
**Subject:** Re: Oppose the Jones Falls Transfer Station proposal, especially without safety improvements  
**To:** [forzadrew@gmail.com](mailto:forzadrew@gmail.com) <[forzadrew@gmail.com](mailto:forzadrew@gmail.com)>

Good afternoon,

Thank you for your email. To ensure your comments are included in the official bill file and received by the committee, please submit your testimony to [testimony@baltimorecity.gov](mailto:testimony@baltimorecity.gov).

Thank you,  
Hailey Kancherla

Office of the Baltimore City Council President Zeke Cohen  
Baltimore City Council  
100 Holliday Street, Room 400  
Baltimore, MD 21202  
Office: (410) 396-4804

---

**From:** [forzadrew@everyactionadvocacy.com](mailto:forzadrew@everyactionadvocacy.com) <[forzadrew@everyactionadvocacy.com](mailto:forzadrew@everyactionadvocacy.com)> on behalf of Andrew Caporaso <[forzadrew@everyactionadvocacy.com](mailto:forzadrew@everyactionadvocacy.com)>  
**Sent:** Monday, August 25, 2025 11:16 AM  
**To:** Cohen, Zeke (City Council) <[Zeke.Cohen@baltimorecity.gov](mailto:Zeke.Cohen@baltimorecity.gov)>  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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Dear Council President Zeke Cohen,

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.
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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. Andrew Caporaso  
3512 Newland Rd Baltimore, MD 21218-2512  
[forzadrew@gmail.com](mailto:forzadrew@gmail.com)  
(301) 792-9731

## Leva, Anthony F (City Council)

---

**From:** Michele.314.lynn@everyactioncustom.com on behalf of Michele Ward  
<Michele.314.lynn@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 1:31 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 am the president of the Greenmount West Community Association and I oppose this proposal.

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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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,

Rev. Michele Ward

328 E Federal St Baltimore, MD 21202-2904 Michele.314.lynn@gmail.com

(443) 977-7155

## Leva, Anthony F (City Council)

---

**From:** ibbyauguste@everyactioncustom.com on behalf of Ibrahim Auguste  
<ibbyauguste@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 1:30 PM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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Dear City Council Testimony,

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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 Ibrahim Auguste

708 Newington Ave Baltimore, MD 21217-4627 [ibbyauguste@gmail.com](mailto:ibbyauguste@gmail.com)

(443) 734-2900

## Leva, Anthony F (City Council)

---

**From:** lou.fusco.lf@everyactioncustom.com on behalf of Lou Fusco  
<lou.fusco.lf@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 1:25 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,

Mx. Lou Fusco

3450 Elm Ave Apt 1 Baltimore, MD 21211-2417 [lou.fusco.lf@gmail.com](mailto:lou.fusco.lf@gmail.com)

## Leva, Anthony F (City Council)

---

**From:** raynman59@everyactioncustom.com on behalf of Raymond Szymczak <raynman59@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 1:24 PM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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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.

Bottom line; without 'significant' improvements, relocating the waste facility should be voted down!

Sincerely,

Mr. Raymond Szymczak

1412 Redfern Ave Baltimore, MD 21211-1529 raynman59@yahoo.com

(410) 889-1553

## Leva, Anthony F (City Council)

---

**From:** esmcl1@everyactioncustom.com on behalf of Emily McLanahan <esmcl1@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 1:21 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,

Ms. Emily McLanahan

1006 Union Ave Baltimore, MD 21211-1820 esmcl1@gmail.com

## Leva, Anthony F (City Council)

---

**From:** seanbaltimore@everyactioncustom.com on behalf of Sean Byrne  
<seanbaltimore@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 1:20 PM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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- 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,

Dr. Sean Byrne

222 E Saratoga St Baltimore, MD 21202-3512 seanbaltimore@hotmail.com

## Leva, Anthony F (City Council)

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**From:** Emma Grace <emmagracedunbar@gmail.com>  
**Sent:** Monday, August 25, 2025 1:20 PM  
**To:** Testimony  
**Subject:** Sisson St Dump Relocation

**CAUTION:** This email originated from outside of Baltimore City IT Network Systems.  
**Reminder:** DO NOT click links or open attachments unless you recognize the sender and know that the content is safe. Report any suspicious activities using the Report Phishing Email Button, or by emailing to [Phishing@baltimorecity.gov](mailto:Phishing@baltimorecity.gov)

Dear Council President Zeke Cohen,

HEY! Do NOT put more trash in Baltimore's waterways!

I am writing in opposition to the city's absolutely ludicrous 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 Emma Dunbar  
1720 Linden Ave. Baltimore, MD 21217-4486  
emmagracedunbar@gmail.com  
(410) 608-2372

## Leva, Anthony F (City Council)

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**From:** Vicki Vandenburg <[vicki.vandenburg@yahoo.com](mailto:vicki.vandenburg@yahoo.com)>  
**Sent:** Monday, August 25, 2025 1:17 PM  
**To:** Testimony  
**Subject:** Dump transfer site

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Dear Council President Zeke Cohen,

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.

This IS a HORRIBLE PLAN. Noy only damaging bike and runners infrastructure but also damage to our water ways.

Anyone who lives in the area know that at times. We can smell the raw sewage being dumped into the Jones Falls. Now the plan is ADD A DUMP. Mess up the water forever. I do. Lot know who this benefits ? Certainly not the residents!!!! Someone's pockets must be getting lined. PROVE THAT BALTIMORE IS NOT THE CITY THAT Trumps shouts bout. We ARE BETTER THAN THIS. PROVE IT TO US BALTIMORE LEADERS. SHOW US YOU CARE ABOUT US.

[Sent from Yahoo Mail for iPhone](#)

## Leva, Anthony F (City Council)

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**From:** Joe Kraemer <kraemerjoseph5@gmail.com>  
**Sent:** Monday, August 25, 2025 1:16 PM  
**To:** Testimony  
**Subject:** Opposition to the Jones Falls Transfer Station proposal, especially without safety improvements

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Dear Council President Zeke Cohen and Members of the 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.

There is a huge untapped potential for the Jones Falls corridor between MD Ave and Union Ave with a greenway, attractions (a new Streetcar Museum), the revitalized mills and a better experience of the falls of the river.

Sending any kind of waste facility, any associated truck circulation and noise into the corridor would greatly reduce the potential and be extremely shortsighted.

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) 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 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. Joseph Kraemer  
701 Berry St Baltimore, MD 21211-2527  
[kraemerjoseph5@gmail.com](mailto:kraemerjoseph5@gmail.com)

## Leva, Anthony F (City Council)

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**From:** Alexander Schwartz <aschwa1228@gmail.com>  
**Sent:** Monday, August 25, 2025 1:14 PM  
**To:** Testimony  
**Subject:** Fwd: Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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Dear Council President Zeke Cohen,

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,

Mr. Al Schwartz

3029 Remington Ave Baltimore, MD 21211-2844

[aschwa1228@gmail.com](mailto:aschwa1228@gmail.com)

(443) 812-6866

## Leva, Anthony F (City Council)

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**From:** Jason Mathias <jmathias6@gmail.com>  
**Sent:** Monday, August 25, 2025 1:14 PM  
**To:** Testimony  
**Subject:** Fwd: Oppose the Jones Falls Transfer Station to Falls Road

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

**From:** Cohen, Zeke (City Council) <[Zeke.Cohen@baltimorecity.gov](mailto:Zeke.Cohen@baltimorecity.gov)>  
**Date:** Mon, Aug 25, 2025 at 1:13 PM  
**Subject:** Re: Oppose the Jones Falls Transfer Station to Falls Road  
**To:** [jmathias6@gmail.com](mailto:jmathias6@gmail.com) <[jmathias6@gmail.com](mailto:jmathias6@gmail.com)>

Good afternoon,

Thank you for your email. To ensure your comments are included in the official bill file and received by the committee, please submit your testimony to [testimony@baltimorecity.gov](mailto:testimony@baltimorecity.gov).

Thank you,  
Hailey Kancherla

Office of the Baltimore City Council President Zeke Cohen  
Baltimore City Council  
100 Holliday Street, Room 400  
Baltimore, MD 21202  
Office: (410) 396-4804

---

**From:** [jmathias6@everyactionadvocacy.com](mailto:jmathias6@everyactionadvocacy.com) <[jmathias6@everyactionadvocacy.com](mailto:jmathias6@everyactionadvocacy.com)> on behalf of Jason Mathias <[jmathias6@everyactionadvocacy.com](mailto:jmathias6@everyactionadvocacy.com)>  
**Sent:** Monday, August 25, 2025 11:40 AM  
**To:** Cohen, Zeke (City Council) <[Zeke.Cohen@baltimorecity.gov](mailto:Zeke.Cohen@baltimorecity.gov)>  
**Subject:** Oppose the Jones Falls Transfer Station to Falls Road

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Dear Council President Zeke Cohen,

I am writing in strong 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. The current site or 2nd option with in Remington are preferable from a safety, environmental, traffic flow, and long term economic stance.

Sincerely,

Mr Jason Mathias

4514 Schenley Rd Baltimore, MD 21210-2524

[jmathias6@gmail.com](mailto:jmathias6@gmail.com)

(443) 974-3288

## Leva, Anthony F (City Council)

---

**From:** njacobtobias@everyactioncustom.com on behalf of Noah Tobias  
<njacobtobias@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 1:12 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,

Mr. Noah Tobias

2615 N Calvert St Baltimore, MD 21218-4678 njacobtobias@gmail.com

(704) 776-6407

## Leva, Anthony F (City Council)

---

**From:** livingbybike@everyactioncustom.com on behalf of Claire Pomykala  
<livingbybike@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 1:11 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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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. Claire Pomykala

3970 Falls Rd Baltimore, MD 21211-1866

livingbybike@gmail.com

## Leva, Anthony F (City Council)

---

**From:** alliesheedy5@everyactioncustom.com on behalf of Allie Sheedy <alliesheedy5@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 1:10 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. Allie Sheedy

263 Rodgers Forge Rd Apt D Baltimore, MD 21212-1365 alliesheedy5@gmail.com

(443) 791-7556

## Leva, Anthony F (City Council)

---

**From:** akallaughter@everyactioncustom.com on behalf of Amy Kallaughter  
<akallaughter@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 1:00 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.
- 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.
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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. Amy Kallaughner

2812 Guilford Ave Baltimore, MD 21218-4658 akallaughner@gmail.com

(410) 802-4484

## Leva, Anthony F (City Council)

---

**From:** kimberlylodge@everyactioncustom.com on behalf of Kimberly Lodge  
<kimberlylodge@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 12:58 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.

In addition to the highlighted issues below, a trash dumping site in a flood plain, in an area adjacent to our already ailing Jones Falls River, could pose the likelihood of further contamination and destruction of our city's precious waterways. 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.
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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. Please consider other options.

Sincerely,

Ms. Kimberly Lodge

305 Woodlawn Rd Baltimore, MD 21210-2308 kimberlylodge@gmail.com

## Leva, Anthony F (City Council)

---

**From:** david.e.wolfe@everyactioncustom.com on behalf of David Wolfe  
<david.e.wolfe@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 12:54 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,

Mr. David Wolfe

8222 Carrbridge Cir Towson, MD 21204-1810 david.e.wolfe@gmail.com

(410) 296-1829

## Leva, Anthony F (City Council)

---

**From:** kraemerjoseph5@everyactioncustom.com on behalf of Joseph Kraemer  
<kraemerjoseph5@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 12:50 PM  
**To:** Testimony  
**Subject:** Opposition to 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.

There is a huge untapped potential for the Jones Falls corridor between MD Ave and Union Ave with a greenway, attractions (a new Streetcar Museum), the revitalized mills and a better experience of the falls of the river.

Sending any kind of waste facility, any associated truck circulation and noise into the corridor would greatly reduce the potential and be extremely shortsighted.

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) 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 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,

Mr. Joseph Kraemer

701 Berry St Baltimore, MD 21211-2527

kraemerjoseph5@gmail.com

## Leva, Anthony F (City Council)

---

**From:** robdkess@everyactioncustom.com on behalf of Robin Kessler  
<robdkess@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 12:46 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.

What in the world are you thinking!! The promised improvements are critical and I oppose this relocation without them. With them Baltimore becomes a much better place for non gas powered transportation!

Sincerely,  
Ms Robin Kessler  
5316 Brabant Rd Baltimore, MD 21229-3160 robdkess@msn.com  
(443) 956-5685

## Leva, Anthony F (City Council)

---

**From:** garygillespie80@everyactioncustom.com on behalf of Gary Gillespie <garygillespie80@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 12:35 PM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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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,

Mr. Gary Gillespie

3206 Montebello Ter Baltimore, MD 21214-3323 garygillespie80@gmail.com

(443) 208-2757

## Leva, Anthony F (City Council)

---

**From:** Jeremy Sanders <jeresand@gmail.com>  
**Sent:** Monday, August 25, 2025 12:34 PM  
**To:** Testimony  
**Subject:** Keep the Jones Falls Valley Safe for Everyone

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

Sincerely,

Mr. Jeremy Sanders

[7111 Park Heights Ave Baltimore, MD 21215-1695](#)

## Leva, Anthony F (City Council)

---

**From:** harley.stokes@everyactioncustom.com on behalf of Harley Stokes  
<harley.stokes@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 12:33 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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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. Harley Stokes  
2117 Moyer St Baltimore, MD 21231-1655  
harley.stokes@gmail.com  
(860) 382-5445

## Leva, Anthony F (City Council)

---

**From:** aschwa1228@everyactioncustom.com on behalf of Al Schwartz <aschwa1228@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 12:32 PM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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Dear City Council Testimony,

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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. Al Schwartz

3029 Remington Ave Baltimore, MD 21211-2844 aschwa1228@gmail.com

(443) 812-6866

## Leva, Anthony F (City Council)

---

**From:** soilranch@everyactioncustom.com on behalf of Robert Turner  
<soilranch@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 12:31 PM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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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.

Simply dont sell a useful paid-off sisson street lot. Please don't listen to any toxic management on the urge to redevelop. It's fine. Get rid of anyone addicted to a management toxin ideation that's not serving people who aren't ill-ionaires!

Sincerely,

Mr. Robert Turner

1313 Northview Rd Baltimore, MD 21218-1446 soilranch@protonmail.com

(240) 461-7026

## Leva, Anthony F (City Council)

---

**From:** natalie.elizabeth.west@everyactioncustom.com on behalf of Natalie West  
<natalie.elizabeth.west@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 12:28 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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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 frequent cyclist and avid runner living in Mount Vernon, I rely on this stretch of the Jones Falls Trail to exercise outdoors safely, without exposing myself to excess risk from passing vehicle traffic. It also provides my best bicycle and pedestrian access to the green space of Druid Hill Park.

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. Natalie West

802 Cathedral St Apt 3 Baltimore, MD 21201-5255 [natalie.elizabeth.west@gmail.com](mailto:natalie.elizabeth.west@gmail.com)

## Leva, Anthony F (City Council)

---

**From:** ariadne.sinnisbourozikas@everyactioncustom.com on behalf of Ariadne Sinnis-Bourozikas <ariadne.sinnisbourozikas@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 12:16 PM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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Dear City Council Testimony,

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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. Ariadne Sinnis-Bourozikas

317 E 30th St Baltimore, MD 21218-3933

ariadne.sinnisbourozikas@gmail.com

(347) 466-6656

## Leva, Anthony F (City Council)

---

**From:** becky25@everyactioncustom.com on behalf of Yunkyung Kang <beckyk25@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 12:16 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. Yunkyung Kang

3029 Remington Ave Baltimore, MD 21211-2844 bekyk25@gmail.com

(610) 592-7972

## Leva, Anthony F (City Council)

---

**From:** tonychodwyer@everyactioncustom.com on behalf of Tony Cho  
<tonychodwyer@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 12:14 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,

Mr. Tony Cho

1921 Clifden Rd Catonsville, MD 21228-4839 [tonychodwyer@gmail.com](mailto:tonychodwyer@gmail.com)

(215) 816-4909

## Leva, Anthony F (City Council)

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**From:** jbhiii@everyactioncustom.com on behalf of Joseph Horvath  
<jbhiii@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 12:08 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 strong 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. Simply put: this is the wrong location for such a facility.

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

The commitments included:

1. Widening the Jones Falls Trail to high-quality trail standards between Maryland Avenue and the Round Falls switchbacks.
2. Restoring the closure to through traffic north of the Potts and Callahan site, as pledged by Mayor Scott during his first term.
3. Converting a section of Falls Road and Clipper Mill Road to one-way, to allow a safe walking and biking sidepath through the narrowest, most dangerous stretch of the corridor.

These improvements were not optional extras—they were necessary steps to ensure safety. Yet not one has been delivered. Instead, the City now proposes to add a waste transfer facility and the heavy truck and commuter traffic that comes with it, directly undermining every safety promise ever made to this corridor.

To be clear: these improvements would not deny access to businesses or residences. They would only prevent the reckless, high-speed through-traffic that turns this corridor into a danger zone.

Relocating the Sisson Street Transfer Facility to Falls Road without first honoring these long-standing commitments would not just be negligent—it would be a decision that predictably results in serious injury or loss of life to pedestrians and bicyclists. The public record would make that cause-and-effect impossible to ignore.

The city must abandon Falls Road as a potential relocation site. At the very least, no relocation should be considered until the promised safety improvements are fully delivered. Anything less is a plan built on broken commitments, and a plan that will carry direct and foreseeable consequences.

Sincerely,  
Mr. Joseph Horvath  
2507 Madison Ave Baltimore, MD 21217-5162 [jbhiii@me.com](mailto:jbhiii@me.com)  
(617) 435-3092

## Leva, Anthony F (City Council)

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**From:** ken.bird09@everyactioncustom.com on behalf of Kenny Perry <ken.bird09@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 12:06 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 am a cyclist, birdwatcher, gardener and trail user of the Jones Falls corridor, and I was horrified to learn of this proposal supported by my own Councilman. In an area so primed to be a gem of green infrastructure and recreation (Jones Falls gateway, Streetcar Museum expansion, etc.), the City appears to be prioritizing a plan straight out of the 19th century, and it must not proceed as outlined. I implore the Councilman to protect the wildlife, waters, and users of this vital corridor by considering the alternative options for the Sisson St relocation, in addition to the promised traffic safety improvements below:

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,

Mr. Kenny Perry

900 Saint Paul St # 3 Baltimore, MD 21202-2413 ken.bird09@gmail.com

(443) 925-9995

## Leva, Anthony F (City Council)

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**From:** buckleyworks72@everyactioncustom.com on behalf of Frank Buckley <buckleyworks72@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 12:03 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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- 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,

Mr. Frank Buckley

3506 Keswick Rd Baltimore, MD 21211-2637 buckleyworks72@gmail.com

(410) 948-6444

## Leva, Anthony F (City Council)

---

**From:** ekwilkinson0@everyactioncustom.com on behalf of Ethan Wilkinson <ekwilkinson0@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 12:02 PM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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Dear City Council Testimony,

No brainer here - let's focus on leveraging our natural resources to increase the city's curb appeal - not throwing a dump in a flood plain. This city needs to become more livable if we want outside investment.

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,

Mr. Ethan Wilkinson

2730 Hampden Ave Baltimore, MD 21211-3030 ekwilkinson0@gmail.com

(301) 707-4727

## Leva, Anthony F (City Council)

---

**From:** Jed Weeks <jed@bikemore.net>  
**Sent:** Monday, August 25, 2025 11:58 AM  
**To:** Testimony  
**Cc:** Henry, Bill (email); rdorsey; McBeth, Veronica (DOT); Fleming, Patrick A. (DOT); Hasiuk, Ethan (City Council)  
**Subject:** Sisson Street Relocation Testimony as of Aug 25th  
**Attachments:** 25-0094 Testimony as of Aug 25.xlsx

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Hi,

I've attached testimony records of the ~1000 emails sent in the past week in opposition to relocation of the waste transfer station to the Jones Falls Valley, especially without full trail expansion and a closure to through traffic - which was promised by BCDOT and the mayor even before this proposal.

This action is now updated to submit testimony directly to the testimony@ email so going forward we will not need to send this summary unless it is helpful.

Please include this in the bill file.

**Please remove personal addresses and emails from this testimony before posting.** I've included them to show evidence of district support and in the event you would like to contact anyone. Removal is important because Bikemore supporters have reported being harassed at their employers and at their homes because of their testimony in the past.

Director McBeth, I've copied you on this so you can see the level of support in just one week for transportation improvements, including closure to through traffic, on the corridor.

Jed Weeks

--

**Jed Weeks**  
Executive Director / Policy Director



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Support a city for people--all people--with a [donation](#) today.

## Leva, Anthony F (City Council)

---

**From:** dave@everyactioncustom.com on behalf of David Zielnicki  
<dave@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 11:53 AM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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Dear City Council Testimony,

As a professional landscape architect and resident who frequently utilizes both the Sisson Street Transfer Facility and the Jones Falls corridor, I am writing to strongly oppose 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,  
Mr. David Zielnicki  
604 W 34th St Baltimore, MD 21211-2603  
dave@unknownstudio.la  
(443) 286-4526

## Leva, Anthony F (City Council)

---

**From:** dmoore78@everyactioncustom.com on behalf of Drew Moore <dmoore78@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 11:50 AM  
**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,

Mr. Drew Moore

5915 Greenspring Ave Baltimore, MD 21209-3919 dmoore78@gmail.com

(864) 313-8527

## Leva, Anthony F (City Council)

---

**From:** matthewlincolnyake@everyactioncustom.com on behalf of Matthew Yake  
<matthewlincolnyake@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 11:43 AM  
**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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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 Matthew Yake

2814 Guilford Ave Baltimore, MD 21218-4418 matthewlincolnyake@gmail.com

(443) 618-0431

## Leva, Anthony F (City Council)

---

**From:** nyekarinye@everyactioncustom.com on behalf of Kari Nye  
<nyekarinye@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 11:41 AM  
**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. Kari Nye

618 Venable Ave Baltimore, MD 21218-2919 nyekarinye@gmail.com

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

---

**From:** jmathias6@everyactioncustom.com on behalf of Jason Mathias <jmathias6@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 11:40 AM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station to Falls Road

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Dear City Council Testimony,

I am writing in strong 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. The current site or 2nd option with in Remington are preferable from a safety, environmental, traffic flow, and long term economic stance.

Sincerely,  
Mr Jason Mathias  
4514 Schenley Rd Baltimore, MD 21210-2524 [jmathias6@gmail.com](mailto:jmathias6@gmail.com)  
(443) 974-3288

## Leva, Anthony F (City Council)

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**From:** wbaker@everyactioncustom.com on behalf of Will Baker  
<wbaker@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 11:39 AM  
**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,

Mr. Will Baker

1600 W 41st St Ste 700 Baltimore, MD 21211-1504 [wbaker@claytonb.org](mailto:wbaker@claytonb.org)

## Leva, Anthony F (City Council)

---

**From:** petermatchette@everyactioncustom.com on behalf of Peter Matchette  
<petermatchette@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 11:38 AM  
**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.
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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. Peter Matchette

407 E 31st St Baltimore, MD 21218-3409

petermatchette@gmail.com

(301) 706-5391

## Leva, Anthony F (City Council)

---

**From:** loraxx44@everyactioncustom.com on behalf of Patty Lora <loraxx44@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 11:38 AM  
**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. Patty Lora

421 N Collington Ave Baltimore, MD 21231-1309 loraxx44@gmail.com

(503) 806-5052

## Leva, Anthony F (City Council)

---

**From:** vicki.vandenburg@everyactioncustom.com on behalf of Vicki Vandenburg  
<vicki.vandenburg@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 11:36 AM  
**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.

This IS a HORRIBLE PLAN. Noy only damaging bike and runners infrastructure but also damage to our water ways.

Anyone who lives in the area know that at times. We can smell the raw sewage being dumped into the Jones Falls. Now the plan is ADD A DUMP. Mess up the water forever. I do. Lot know who this benefits ? Certainly not the residents!!!! Someone's pockets must be getting lined. PROVE THAT BALTIMORE IS NOT THE CITY THAT Trumps shouts bout. We ARE BETTER THAN THIS. PROVE IT TO US BALTIMORE LEADERS. SHOW US YOU CARE ABOUT US.

Sincerely,

Ms Vicki Vandenburg

1344 W 41st St Baltimore, MD 21211-1549 vicki.vandenburg@yahoo.com

## Leva, Anthony F (City Council)

---

**From:** snyder\_ns@everyactioncustom.com on behalf of Natalie Snyder  
<snyder\_ns@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 11:36 AM  
**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. Natalie Snyder

349 Homeland Southway Baltimore, MD 21212-4153 [snyder\\_ns@yahoo.com](mailto:snyder_ns@yahoo.com)

## Leva, Anthony F (City Council)

---

**From:** hellolaurelady@everyactioncustom.com on behalf of Laurel Ady  
<hellolaurelady@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 11:35 AM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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Dear City Council Testimony,

I don't know if you've ever experienced a flash flood—it is terrifying. Putting the dump in a flood zone not only increases the chances of polluting the Jones Falls but also increases the chance of DPW workers being affected by flood waters that threaten any water-level buildings on that road. The threat of flooding is only increasing with climate change. To move the dump to Jones Falls is foolish.

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.
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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. 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. Laurel Ady

721 Homestead St Baltimore, MD 21218-3534 hellolaurelady@gmail.com

(240) 818-1484

## Leva, Anthony F (City Council)

---

**From:** kphilipsen@everyactioncustom.com on behalf of Klaus Philipsen  
<kphilipsen@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 11:35 AM  
**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.

There is a huge untapped potential for the Jones Falls corridor between MD Ave and Union Ave with a greenway, attractions (a new Streetcar Museum), the revitalized mills and a better experience of the falls of the river.

Sending any kind of waste facility, any associated truck circulation and noise into the corridor would greatly reduce the potential and be extremely shortsighted.

Klaus Philipsen, FAIA

Sincerely,  
Mr. Klaus Philipsen  
1100 Wicomico St Baltimore, MD 21230-2063 [kphilipsen@archplan.com](mailto:kphilipsen@archplan.com)  
(410) 493-6239

## Leva, Anthony F (City Council)

---

**From:** alexandra.laham@everyactioncustom.com on behalf of Alexandra Laham  
<alexandra.laham@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 11:33 AM  
**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,

Mrs Alexandra Laham

1332 W 37th St Baltimore, MD 21211-1921 alexandra.laham@gmail.com

## Leva, Anthony F (City Council)

---

**From:** rpnealon@everyactioncustom.com on behalf of Rory Nealon  
<rpnealon@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 11:33 AM  
**To:** Testimony  
**Subject:** Opposition to the Proposed Jones Falls Transfer Station Relocation

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Dear City Council Testimony,

Hello,

As a frequent bicyclist along Falls Road, 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.

I would like for the Mayor's Office and the Baltimore City Department of Transportation to live up to their promises for improvements to this corridor that would make it safe for people of all ages and abilities to walk and bike from the Maryland Avenue bicycle track 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.
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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 appropriate to ensure the safe travel and recreation of Baltimore City Residents.

Thank you for considering my thoughts.

Sincerely,  
Mr. Rory Nealon  
538 Saint Mary St Baltimore, MD 21201-1924 rpnealon@gmail.com

## Leva, Anthony F (City Council)

---

**From:** injuryboy@everyactioncustom.com on behalf of John Dendrinis  
<injuryboy@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 11:32 AM  
**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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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. John Dendrinis

437 Range Rd Towson, MD 21204-3722

injuryboy@yahoo.com

## Leva, Anthony F (City Council)

---

**From:** tduggan@everyactioncustom.com on behalf of Teresa Duggan  
<tduggan@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 11:31 AM  
**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 nearby, and frequently walk and bike along that route. I clearly remember when a bicycling commuter to work at University of Baltimore was dragged to his death by a Potts and Callahan truck. I dream of a day when the existing trash and sewage there has been dealt with and it will become a real park area. This plan would undo that and make things much worse.

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. Teresa Duggan

3337 Falls Rd Baltimore, MD 21211-2404

tduggan@epfl.net

## Leva, Anthony F (City Council)

---

**From:** rredett@everyactioncustom.com on behalf of Rebecca Redett  
<rredett@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 11:30 AM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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Sincerely,

Ms. Rebecca Redett

1808 Thornbury Rd Baltimore, MD 21209-3639 rredett@yahoo.com

## Leva, Anthony F (City Council)

---

**From:** noah.c.shumway@everyactioncustom.com on behalf of NOAH SHUMWAY  
<noah.c.shumway@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 11:29 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. NOAH SHUMWAY

4231 Elsa Ter Baltimore, MD 21211-1560

noah.c.shumway@gmail.com

(570) 721-5011

## Leva, Anthony F (City Council)

---

**From:** vicki.vandenburg@everyactioncustom.com on behalf of Vicki Vandenburg  
<vicki.vandenburg@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 11:29 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. In fact.... It is a horrible choice.

Please do not do this to our biking infrastructure but especially our water ways.

Our WATER WAYS are vitally important to the safety and health of our residents. There are already times when driving by the area you can smell the raw sewage that has seeped into the Jones Falls water through that area. NOW the plan is to ADD A DUMP?!!!

I don't know who will make out with this project. NOT US. Are some pockets being lined?????

Sincerely,

Ms Vicki Vandenburg

1344 W 41st St Baltimore, MD 21211-1549 vicki.vandenburg@yahoo.com

(410) 790-4833

## Leva, Anthony F (City Council)

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**From:** skifastoo@everyactioncustom.com on behalf of William SCHLEGEL  
<skifastoo@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 11:26 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. William SCHLEGEL

1405 Spring Ave Rosedale, MD 21237-1838 skifastoo@gmail.com

(443) 703-9502

## Leva, Anthony F (City Council)

---

**From:** t.wickless@everyactioncustom.com on behalf of Tim Wickless  
<t.wickless@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 11:25 AM  
**To:** Testimony  
**Subject:** I 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. Tim Wickless

1307 Cooksie St Baltimore, MD 21230-5208 t.wickless@gmail.com

(443) 261-8945

## Leva, Anthony F (City Council)

---

**From:** mattgew.jovinelli@everyactioncustom.com on behalf of Matthew Jovinelli  
<mattgew.jovinelli@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 11:23 AM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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Dear City Council Testimony,

Please don't allow yourselves to be bought and paid for by dirtbag developers. It'd be great if you put the people of Baltimore ahead of businesses trying to make a buck off of our suffering.

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,

Dr. Matthew Jovinelli

1831 Westphal Pl Baltimore, MD 21230-4924 mattgew.jovinelli@gmail.com

(410) 736-0164

## Leva, Anthony F (City Council)

---

**From:** jane.backert@everyactioncustom.com on behalf of Jane Backert  
<jane.backert@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 11:22 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,

Mrs. Jane Backert

3209 Mary Ave Baltimore, MD 21214-2016

jane.backert@gmail.com

(443) 695-2765

## Leva, Anthony F (City Council)

---

**From:** jbyrne1@everyactioncustom.com on behalf of Luke Byrne <jbyrne1@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 11:21 AM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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Sincerely,

Mr. Luke Byrne

801 S Lakewood Ave Baltimore, MD 21224-3843 jbyrne1@umbc.edu

## Leva, Anthony F (City Council)

---

**From:** krisnorthrup1@everyactioncustom.com on behalf of Mary Kristin Northrup  
<krisnorthrup1@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 11:19 AM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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Sincerely,

Dr. Mary Kristin Northrup

2315 Maryland Ave Baltimore, MD 21218-5010 krisnorthrup1@gmail.com

(443) 509-2643

## Leva, Anthony F (City Council)

---

**From:** elinorspokes@everyactioncustom.com on behalf of Elinor Spokes  
<elinorspokes@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 11:19 AM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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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. 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:** danandkc2@everyactioncustom.com on behalf of dan russo <danandkc2@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 11:19 AM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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Sincerely,

Mr. dan russo

1209 N Charles St Apt 203 Baltimore, MD 21201-5657 danandkc2@gmail.com

## Leva, Anthony F (City Council)

---

**From:** yasminboakye@everyactioncustom.com on behalf of Yasmin Boakye  
<yasminboakye@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 11:19 AM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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Sincerely,

Ms. Yasmin Boakye

1231 W 37th St Baltimore, MD 21211-1920 yasminboakye@gmail.com

## Leva, Anthony F (City Council)

---

**From:** carlyd718@everyactioncustom.com on behalf of Carly Delavigne <carlyd718@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 11:18 AM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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Sincerely,

Ms. Carly Delavigne

4500 Kenilworth Ave Baltimore, MD 21212-4610 carlyd718@gmail.com

(301) 466-8558

## Leva, Anthony F (City Council)

---

**From:** keontes01@everyactioncustom.com on behalf of Keonte Sampson <keontes01@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 11:18 AM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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Sincerely,

Mr. Keonte Sampson

1703 Heathfield Rd Baltimore, MD 21239-3712 keontes01@gmail.com

(667) 239-0809

## Leva, Anthony F (City Council)

---

**From:** noah.c.shumway@everyactioncustom.com on behalf of NOAH SHUMWAY  
<noah.c.shumway@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 11:18 AM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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Sincerely,

Mr. NOAH SHUMWAY

4231 Elsa Ter Apt 2 Baltimore, MD 21211-1568 noah.c.shumway@gmail.com

(570) 721-5011

## Leva, Anthony F (City Council)

---

**From:** rdbtenor@everyactioncustom.com on behalf of Renaud Brown  
<rdbtenor@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 11:17 AM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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Sincerely,

Mr. Renaud Brown

1705 Montpelier St Baltimore, MD 21218-4846 rdbtenor@gmail.com

(301) 653-6580

## Leva, Anthony F (City Council)

---

**From:** agrubesignup@everyactioncustom.com on behalf of Alex Grube  
<agrubesignup@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 11:16 AM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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Sincerely,

Mr. Alex Grube

124 W Clement St Baltimore, MD 21230-4237 agrubesignup@gmail.com

(443) 703-6733

## Leva, Anthony F (City Council)

---

**From:** forzadrew@everyactioncustom.com on behalf of Andrew Caporaso  
<forzadrew@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 11:16 AM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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Sincerely,

Mr. Andrew Caporaso

3512 Newland Rd Baltimore, MD 21218-2512 forzadrew@gmail.com

(301) 792-9731

## Leva, Anthony F (City Council)

---

**From:** kbailey4444@everyactioncustom.com on behalf of Keith Bailey <kbailey4444@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 11:16 AM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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Sincerely,

Mr Keith Bailey

908 Hooper Ave Apt E Baltimore, MD 21229-5313 kbailey4444@gmail.com

(443) 301-7377

## Leva, Anthony F (City Council)

---

**From:** randyjdavis@everyactioncustom.com on behalf of Randy Davis  
<randyjdavis@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 11:15 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 Randy Davis

3512 Northwind Rd Parkville, MD 21234-1221 randyjdavis@yahoo.com

(410) 497-5600

## Leva, Anthony F (City Council)

---

**From:** blnylune@everyactioncustom.com on behalf of Britta Nylund  
<blnylune@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 11:14 AM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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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.
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Sincerely,

Ms. Britta Nylund

14 E Chase St Apt 202 Baltimore, MD 21202-2520 blnylune@gmail.com

(410) 707-1768

## Leva, Anthony F (City Council)

---

**From:** enjoy.gunny@everyactioncustom.com on behalf of Jenny Young  
<enjoy.gunny@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 11:14 AM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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Sincerely,

Ms. Jenny Young

1319 W 37th St Baltimore, MD 21211-1922 enjoy.gunny@gmail.com

(443) 614-5724

## Leva, Anthony F (City Council)

---

**From:** Mholdenlyon@everyactioncustom.com on behalf of Matt Lyon  
<Mholdenlyon@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 11:14 AM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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Sincerely,

Mr. Matt Lyon

2925 Saint Paul St Baltimore, MD 21218-4162 Mholdenlyon@gmail.com

(207) 307-9494

## Leva, Anthony F (City Council)

---

**From:** jiwonkimumd@everyactioncustom.com on behalf of Ji Kim  
<jiwonkimumd@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 11:14 AM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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Sincerely,

Mr. Ji Kim

1101 Saint Paul St Apt 1606 Baltimore, MD 21202-2639 [jiwonkimumd@gmail.com](mailto:jiwonkimumd@gmail.com)

## Leva, Anthony F (City Council)

---

**From:** shaneknu@everyactioncustom.com on behalf of Shane Knudsen  
<shaneknu@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 11:14 AM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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Sincerely,

Mr. Shane Knudsen

3016 Abell Ave Baltimore, MD 21218-3912 shaneknu@gmail.com

(410) 424-8258

## Leva, Anthony F (City Council)

---

**From:** bwindlebeats@everyactioncustom.com on behalf of Brian Windle  
<bwindlebeats@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 11:14 AM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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Sincerely,

Mr. Brian Windle

1205 Windemere Ave Baltimore, MD 21218-3014 bwindlebeats@gmail.com

(302) 438-4785

## Leva, Anthony F (City Council)

---

**From:** cbgaber@everyactioncustom.com on behalf of Corey Gaber  
<cbgaber@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 11:14 AM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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Sincerely,

Mr. Corey Gaber

1213 W 40th St Baltimore, MD 21211-1726 cbgaber@gmail.com

## Leva, Anthony F (City Council)

---

**From:** ilya.altman@everyactioncustom.com on behalf of Ilya Altman  
<ilya.altman@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 11:14 AM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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Sincerely,

Mr. Ilya Altman

238 S Chapel St Baltimore, MD 21231-2603 [ilya.altman@gmail.com](mailto:ilya.altman@gmail.com)

(410) 905-8818

## Leva, Anthony F (City Council)

---

**From:** kebinjoonzu@everyactioncustom.com on behalf of Kevin Jones  
<kebinjoonzu@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 11:12 AM  
**To:** Testimony  
**Subject:** Oppose the Jones Falls Transfer Station proposal, especially without safety improvements

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Sincerely,

Mr. Kevin Jones

122 S Conkling St Baltimore, MD 21224-2410 kebinjoonzu@gmail.com

## Leva, Anthony F (City Council)

---

**From:** rshillenn@everyactioncustom.com on behalf of Rebecca Shillenn  
<rshillenn@everyactioncustom.com>  
**Sent:** Monday, August 25, 2025 11:12 AM  
**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 have concerns about how that will impact the health of the Jones Falls and the Harbor, and I'd like to see more proof that it will not be an issue before this moves forward. I also have used the Jones Falls as both a walking and biking area, and already feel it is dangerous and needs more thoughtful treatment.

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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Sincerely,

M. Rebecca Shillenn

5401 Elsrode Ave Baltimore, MD 21214-2127 rshillenn@gmail.com

(443) 765-2285

## Leva, Anthony F (City Council)

---

**From:** Deanna Stephen <stephendeanna29@gmail.com>  
**Sent:** Monday, August 25, 2025 9:24 AM  
**To:** Testimony  
**Subject:** Keep Jones Falls Safe!

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Hello,

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. Deanna Stephen

2102 Maryland Ave Baltimore, MD 21218-5615

[stephendeanna29@gmail.com](mailto:stephendeanna29@gmail.com)

--

**Deanna Stephen** (she/her)

## Leva, Anthony F (City Council)

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**From:** Anna Bickers <annabickers1@gmail.com>  
**Sent:** Sunday, August 24, 2025 4:35 PM  
**To:** Ramos, Odette (City Council); Jones, Jermaine (City Council); Young, Calvin (Mayor's Office); Zaied, Khalil; chris.ryer@baltimoreplanning.gov; Burnett, Sean (DOT)  
**Cc:** Testimony; Blanchard, Zachary (City Council); donttrashthefalls@gmail.com  
**Subject:** We Can Protect Sanitation Workers AND The Jones Falls

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My name is Anna Bickers and I am from 21201.

I am a constituent of Zachary Blanchard and a resident of Mount Vernon of 10 years. I walk or bike past the proposed Falls Road Sanitation Facility area and turnaround point multiple times a week for recreation and active transportation to other areas of the city.

I've been walking the Falls in this section for the 10 years I've lived in Mount Vernon. I travel this section of the Falls to birdwatch, as it is home to 9+ nesting pairs of Yellow Crowned Night Heron, listed as endangered in multiple states. I'm also a community scientist involved in improving water quality in our watersheds and The Bay. I have volunteered with and donated to the Chesapeake Bay Foundation since 2014. I am also an artist and use sites all along the Falls as part of my craft.

I've always hoped the trail's conditions would improve as I've lived here, and there are ongoing efforts to do just that which conflict with the proposal I am contacting you about today.

It is commendable and important that the city is determined that the trash transfer facility not be relocated to a disadvantaged neighborhood. Too often wealthy, white neighborhoods push their waste into Black and Brown communities. Access to healthy greenspace is also an equity and justice issue for our city. Moving the facility to the Jones Falls once again reduces the availability and quality of such greenspace.

Every day wind and rain already carries trash from the existing site down this hill. At least now there are multiple potential points of interception, for example fences, before it enters the falls. Moving it closer means more trash in the water, even if the bins are placed as far uphill as possible. As the city's plans show, this site is on the edge of the 100 year, and well into the 500 year flood plain. The city's own RFP for a new site required that it not be on a flood plain. It is easy to picture a flooding event where large amounts of trash, recycling, and toxic waste stored at the site gets swept into the falls. Even if bins are moved up the hill, lots of water flows downhill and carries trash with it.

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. Not only is the proposed site adjacent to the Jones Falls, it is literally on top of the buried Stony Run. If a parking lot is built at the old Sisson Site, it will increase the amount of runoff, trash, and other pollutants carried down this natural confluence onto the trail and into the waterway. This contradicts so many of our clean water goals and requirements.

It is not clear how the proposed plan improves conditions for our Sanitary Workers – the plan presented at the community meeting just had a single bullet point “improving employee worksite safety”. How? It feels like this real issue is just being used to justify making a decision that benefits a developer. It should be possible to protect both sanitation workers and the Jones Falls watershed. Worker exploitation and habitat degradation are interconnected issues. Extreme heat in a changing climate is causing dangerous conditions for sanitation workers around the city, state, country, and the world. Climate change also means urban forest spaces like this narrow strip along Falls Road are under increased strain, and are more important than ever for breaking up heat island effects. Workers and the watershed should be put over the interests of developers.

Although presented as compatible with various initiatives already underway in this area, this plan directly contradicts the vision articulated by the many overlapping efforts to steward and revitalize The Falls, including The Falls Gateway Project, improvements to the Streetcar Museum, the Jones Falls 2076 Project, and more.

During the week, approximately 100-200 vehicles pass through the Sisson Convenience Center every day. On Saturdays, this can exceed 300 vehicles. The claim that this won't change traffic makes no sense. It seems like more, and much bigger vehicles, now moving trash, would constantly be traveling this road. Pedestrians, cyclists, and wildlife already have precarious interactions with vehicles on this stretch every day – This will still be a problem, even if the road stays open from the north and even if the drop off queue gets moved inside the facility.

Will you reject the proposal to move the Sisson Street facility to Falls Road and re-examine alternate sites explored during the RFP process, or expand the search if necessary?

Sincerely,  
Your constituent,  
Anna Bickers

## Leva, Anthony F (City Council)

---

**From:** Catherine Miller <catherine@refocus.world>  
**Sent:** Sunday, August 24, 2025 3:09 PM  
**To:** Testimony  
**Subject:** Vote NO to relocating the dump to Falls Road

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Hello,

As a business owner in Johnston Square and a homeowner in Hampden, I want to urge the Mayor and City Council to vote **against** relocating the Sisson Street waste transfer and citizen drop-off center to 2801 Falls Road.

That stretch of Falls Road is our daily route to work and back home, but more than that, it's one of the **nicest roads left in Baltimore City**. It serves as a peaceful, green corridor for walking, biking, and enjoying nature. Please do not take this away from us.

The proposed site is in a 100-year floodplain and near areas with frequent sewer overflows. Locating a waste transfer facility here would not only threaten the Jones Falls watershed but also **violate** the city's own prior RFP standards, which prohibit such facilities in flood zones. It would also destroy one of the best and only walking/biking areas we have left.

Traffic would be far worse on Falls Road than at the current Sisson Street site. The proposed plan to close a portion of Falls Road would force vehicles through Station North and Lafayette Avenue, creating congestion and inconvenience for both residents and waste haulers.

This relocation appears driven by private redevelopment interests, not community needs. While projects like R House have brought some attention to neighborhoods, Baltimore doesn't need to lose more functional infrastructure and open space to make room for private development. What we *do* need is more green space, safe recreation areas, and strong protections for our waterways.

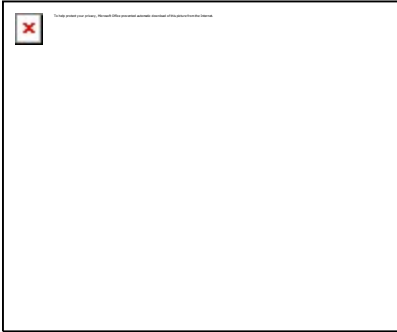
The current dump is in a location that works well for access and minimizes disruption. Moving it to Falls Road would be a **major loss** for the environment, the community, and the city's already lacking transportation system.

For all of these reasons, environmental, recreational, traffic, and fairness-related, I strongly urge **NOT** relocating the dump to Falls Road.

Sincerely,

**Catherine Miller Gonçalves**

*Studio Manager*



439 E. Preston St.

Baltimore, MD 21202

(410) 268-1590

catherine@refocus.world

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## Leva, Anthony F (City Council)

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**From:** Ramos, Odette (City Council)  
**Sent:** Saturday, August 23, 2025 5:28 PM  
**To:** Kerry S. Brady; Young, Calvin (Mayor's Office); Jones, Jermaine (City Council); Zaied, Khalil; chris.ryer@baltimoreplanning.gov; Burnett, Sean (DOT); District 7 Staff  
**Cc:** Brandon M Scott; Cohen, Zeke (City Council); Testimony  
**Subject:** RE: Proposed Relocation of Sisson Sanitation Yard

Hi Kerry

Thanks so much for your very thoughtful email, and for taking the time to write to us. My sincere apologies for not getting back to you in a more timely manner.

DPW has already made changes to the site knowing about the 100 and 500 year flood plain. The bins will be up above the flood plain and removed each day. There has been a request to have the household hazardous waste in a different site in the city, which is not an unreasonable request. That is under discussion now and I'll report back.

There are also other actions we can do. I'm shocked that we still have not seen mitigation along the banks of the Jones Falls like we have along the Stony Run. The Jones Falls right next to Falls road is banked by cement and rocks which makes run off go into the water so much easier. The mitigation we did along the Jones Falls was installing more vegetation and forest to make sure sediment did not go into the water. We should absolutely do that on the Jones Falls no matter how this goes.

The workers need much improved conditions, including locker room for the women workers, hvac that works, and ways to ensure they are not always in super hot or horrible cold. Traffic and the queuing has been a problem and the site would have more room for that. More details will be available soon on this.

One last point, this is a long conversation we've been having for several years. We have looked at several sites including Howard and 25<sup>th</sup>/Huntington, Camp Small, and salt dome on North Ave. none of these are viable for several reasons, and we will not have this in a Black neighborhood.

Kerry, I'm really glad you wrote to us and are engaged in this process. I look forward to the dialogue and continued engagement. There will be more meetings and we look forward to the feedback.

Thanks

## Odette Ramos

Baltimore City Councilwoman  
District 14  
100 N Holliday Street, Suite 553  
[Odette.ramos@baltimorecity.gov](mailto:Odette.ramos@baltimorecity.gov)  
410-396-4814  
[www.odetteramos.com](http://www.odetteramos.com)

---

**From:** Kerry S. Brady <kerry.s.brady@gmail.com>

**Sent:** Monday, August 18, 2025 6:34 PM

**To:** Young, Calvin (Mayor's Office) <calvin.young@baltimorecity.gov>; Ramos, Odette (City Council) <Odette.Ramos@baltimorecity.gov>; Jones, Jermaine (City Council) <jermaine.jones@baltimorecity.gov>; Zaid, Khalil <kzaied@baltimorecity.gov>; chris.ryer@baltimoreplanning.gov; Burnett, Sean (DOT) <sean.burnett@baltimorecity.gov>; District 7 Staff <District7Staff@baltimorecity.gov>

**Cc:** Brandon M Scott <brandonm.scott@baltimorecity.gov>; Cohen, Zeke (City Council) <Zeke.Cohen@baltimorecity.gov>; Testimony <Testimony@baltimorecity.gov>

**Subject:** Proposed Relocation of Sisson Sanitation Yard

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God afternoon,

My name is Kerry Brady and I am a Baltimore City resident and registered voter in the 21211 ZIP code writing to express my **strong opposition** to the proposed relocation of the Sisson Street Sanitation Yard and Drop Off Center to a new site located on Falls Road.

While not necessarily against the proposed sale of the Sisson Street parcel to Thibault Manekin and Seawall Development, or the construction of new DPW facilities to address worker safety, I do not believe the recently publicized location along Falls Road in the Jones Falls Watershed is an appropriate setting for this type of land use. The Jones Falls is already overburdened by pollution and has a long history of being treated like a waste receptacle. Placing the sanitation center here would negate any of the progress that has been made in recent years towards improving water quality in the stream, the Inner Harbor, and in the Chesapeake Bay.

Although presented as compatible with various initiatives already underway in this area, the plan as proposed directly contradicts the vision articulated by the many overlapping efforts to steward and revitalize The Falls. These include The Falls Gateway Project, the Jones Falls 2077 Project, improvements to the Streetcar Museum, and more. As the city's plans show, this site is on the edge of the 100-year flood plain and located deep into the 500-year flood plain. The city's own RFP for a new site requires that it not be situated on a flood plain. As someone who has resided in the Clipper Mill area since 2014 - I can easily picture a flooding event where large amounts of trash, recycling, and hazardous waste stored at the edge of the site gets swept into the falls and carried down towards the harbor. The city would need an army of Trash Wheels to address the additional volume of debris caused by such an event.

It is also unclear how the proposed plan significantly improves conditions for our sanitation workers. Their safety and well being is vitally important and it should be possible to protect sanitation workers without causing unnecessary damage to this unique ecosystem. Worker exploitation and habitat degradation are interconnected issues. Extreme heat in a changing climate is causing dangerous conditions for sanitation workers around the city, state, country, and across the globe. Climate change also means urban forest spaces like this narrow strip along Falls Road are under increased strain and are more important than ever for breaking up heat island effects. Workers and the watershed should be put over the interests of developers.

During a typical week, approximately 100-200 vehicles pass through the Sisson Street facility every day and on Saturdays this number can exceed 300 vehicles. The proposed closure of Falls Road to vehicular through traffic in order to accommodate ingress and egress to the new site will also cause major disruptions for neighboring residents and businesses, especially those located at Mill No. 1, as well as putting the recently announced expansion of the nearby Streetcar Museum in jeopardy. On a personal note, I do commute to and from work using this part of Falls Road on a semi-regular basis and have also seen increased pedestrian and bicycle traffic along the accompanying Jones Falls Trail in recent years as efforts to improve and preserve the surrounding environment take root.

In summary, I **strongly encourage** you to reject the current proposal to move the Sisson Street facility to Falls Road and request that you instead work to find an alternative site, such as Camp Smallwood or the existing railroad yard near MTA facilities located just off North Avenue, either of which would be a more appropriate fit providing direct access to and from major roadways such as Interstate-83.

Thank you for your time and consideration,

Kerry S. Brady  
1429 W 37th Street  
Baltimore, MD 21211

C: 443-310-8473  
Sent from my iPhone

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

---

**From:** barbara ogden <barb.ogden@gmail.com>  
**Sent:** Friday, August 22, 2025 8:34 PM  
**To:** Testimony  
**Subject:** I oppose plan for a Jones Falls trash site

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Dear City “Leaders”,

I’ve hung in there for this city for a long time, despite the OBVIOUS corruption and mismanagement. This will be the straw that breaks the camels back. I have no reason to believe that the leaders in this city care at all for me or for others except in the case where we have something that they want. I really thought Odette Ramos was one of the good ones. I have zero faith in politicians. First Trump and now this bullshit. It’s all way too much.

Barbara L Ogden  
3660 Buena Vista Ave  
Baltimore, MD 21211

## Leva, Anthony F (City Council)

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**From:** Ethan Horn <ethanchorn@gmail.com>  
**Sent:** Friday, August 22, 2025 2:27 PM  
**To:** Testimony  
**Subject:** Keep the Jones Falls Valley Safe for Everyone

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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,

Mr. Ethan Horn

332 E University Pkwy Baltimore, MD 21218-2845

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

## Leva, Anthony F (City Council)

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**From:** Maria Leasca <mleasca@yahoo.com>  
**Sent:** Friday, August 22, 2025 11:30 AM  
**To:** Testimony  
**Subject:** Jones Falls Valley

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Hello,

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.

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

Sincerely,

Maria Leasca

2310 South Rd Baltimore, MD 21209-4430

mleasca@yahoo.com

(443) 831-6175

## Leva, Anthony F (City Council)

---

**From:** Madison Kafer <mkafer1@gmail.com>  
**Sent:** Thursday, August 21, 2025 10:06 PM  
**To:** City Council President; Cohen, Zeke (City Council); Torrence, James (City Council); Ramos, Odette (City Council); Young, Calvin (Mayor's Office); Jones, Jermaine (City Council); Zaied, Khalil  
**Cc:** Madison Kafer; Testimony  
**Subject:** Opposition to Relocating Sisson Street Transfer Facility to Proposed Jones Falls Site

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Councilman Cohen, Councilwoman Ramos, Councilman Torrence, Councilman Jones, Deputy Mayor Zaied, and Chief of Staff Young:

My name is Madison Kafer, a proud 10 year Baltimore City resident and voter, and I live in the 21211 area code in West Hampden. I am writing to express my opposition to the proposed relocation of the Sisson Street Transfer Facility to the Jones Falls corridor.

I frequently walk, bike, or run along this part of Jones Falls. It is a crucial (and beautiful) connecting point between several Baltimore neighborhoods. I also am a supporter of the local businesses that surround this area, as well as the Baltimore Streetcar Museum. The proposal to move the Transfer Facility to the new site will absolutely adversely impact both citizens ability to utilize this corridor safely, as well as negatively impact the small businesses that operate in this area. I also deeply care about conditions of our DPW workers and recognize modernization efforts required to keep them safe and healthy while on the job.

There has been a profound and troubling lack of transparency surrounding this proposal. It has become increasingly clear that the primary motivation for this relocation is not operational necessity or public benefit, but rather to facilitate the sale of the existing Sisson Street site to a private developer. While the plan claims (with a single bullet point) to improve employee worksite safety, there are no teeth to how this will be the case, nor why the existing site cannot be improved. The proposal also ignores several legitimate constituent concerns with little benefit to counter them. Those concerns include continued/worsening pollution of the Jones Falls watershed with trash and hazardous material, susceptibility to flooding due to proximity to both 100- and 500-year flood plains, traffic conditions and pedestrian/cyclist safety, and impacts to neighboring nonprofits and small businesses.

The real issues of work safety and site access are being used to justify a decision that benefits the developer seeking the land (Seawall). The Council and City leadership appear to be advancing this proposal without meaningful engagement or honest communication in order to finish the deal. The handling of this issue has done absolutely nothing to inspire confidence in our City leaders interest in serving **their community**. Workers, the watershed, and safety should be put above the interests of developers.

I urge you to reject the proposal to move Sisson Street Facility to Falls Road, and do a transparent assessment of the alternatives to moving the facility that puts public interest first.

Sincerely,

Madison Kafer

District 7

## Leva, Anthony F (City Council)

---

**From:** Lexi Gibbons <lexigibbons@gmail.com>  
**Sent:** Thursday, August 21, 2025 9:40 PM  
**To:** Testimony  
**Subject:** Keep the Jones Falls Valley Safe for Everyone

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To whom it may concern,

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. I ride my bike along Falls Road multiple days each week so ensuring this road is safe is very important to me. There are many walkers, runners, and bike commuters each day when I am riding.

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 that were 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. The 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. Alexa Gibbons  
1470 Woodall St Baltimore, MD 21230-5124  
[lexigibbons@gmail.com](mailto:lexigibbons@gmail.com)  
(610) 883-6589

On Thu, Aug 21, 2025 at 10:38 AM Cohen, Zeke (City Council) <[Zeke.Cohen@baltimorecity.gov](mailto:Zeke.Cohen@baltimorecity.gov)> wrote:  
Good morning,

Thank you for your email. To ensure your comments are included in the official bill file and received by the committee, please submit your testimony to [testimony@baltimorecity.gov](mailto:testimony@baltimorecity.gov).

Thank you,  
Hailey Kancherla

Office of the Baltimore City Council President Zeke Cohen  
Baltimore City Council  
100 Holliday Street, Room 400  
Baltimore, MD 21202  
Office: (410) 396-4804

---

**From:** [lexigibbons@everyactionadvocacy.com](mailto:lexigibbons@everyactionadvocacy.com) <[lexigibbons@everyactionadvocacy.com](mailto:lexigibbons@everyactionadvocacy.com)> on behalf of Alexa Gibbons <[lexigibbons@everyactionadvocacy.com](mailto:lexigibbons@everyactionadvocacy.com)>

**Sent:** Wednesday, August 20, 2025 8:45 PM

**To:** Cohen, Zeke (City Council) <[Zeke.Cohen@baltimorecity.gov](mailto:Zeke.Cohen@baltimorecity.gov)>

**Subject:** Keep the Jones Falls Valley Safe for Everyone

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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. I ride my bike along Falls Road multiple days each week so this is very important to me.

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 that were 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. The 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. Alexa Gibbons  
1470 Woodall St Baltimore, MD 21230-5124  
[lexigibbons@gmail.com](mailto:lexigibbons@gmail.com)  
(610) 883-6589

## Leva, Anthony F (City Council)

---

**From:** Louise Hildreth-Grasso <louise@louisehg.info>  
**Sent:** Thursday, August 21, 2025 4:27 PM  
**To:** Testimony  
**Subject:** Sisson Street Transfer Facility

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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,  
Mrs Louise Hildreth-Grasso  
1406 Dellwood Ave Baltimore, MD 21211-1714  
[louise@louisehg.info](mailto:louise@louisehg.info)

## Leva, Anthony F (City Council)

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**From:** Úrsula Fernández del Castillo <ufdelcastillo@gmail.com>  
**Sent:** Thursday, August 21, 2025 4:07 PM  
**To:** Testimony  
**Subject:** Keep the Jones Falls Valley Safe for Everyone

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Dear Council President Zeke Cohen and others with a vote on this matter,

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. I personally use this corridor multiple times a week and cars in it drive fairly fast in an area with low visibility due to curves.

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 from a safety point of view. It also adds to the pollution along this corridor which already feels like it's not being taken care off.

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. Anyone supporting this transfer at all will also be increasing the pollution along the river and therefore in the bay which goes against our goals for a swimmable harbor.

I urge you to commit to these improvements regardless of the outcome of the relocation proposal, I urge you to avoid relocating this facility at all.

Sincerely,  
Miss Úrsula Fernández del Castillo  
1 S Collington Ave Baltimore, MD 21231-2012  
[ufdelcastillo@gmail.com](mailto:ufdelcastillo@gmail.com)  
(617) 903-2964

## Leva, Anthony F (City Council)

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**From:** Mary Rayme <wvgirl26241@gmail.com>  
**Sent:** Thursday, August 21, 2025 12:13 PM  
**To:** Testimony  
**Subject:** No to Falls Road Facility

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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. Mary Rayme

3216 Chesley Ave Baltimore, MD 21234-7816

[wvgirl26241@gmail.com](mailto:wvgirl26241@gmail.com)

(443) 515-1666

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## Leva, Anthony F (City Council)

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**From:** John Sawyer <johnasawyerjr@gmail.com>  
**Sent:** Thursday, August 21, 2025 10:40 AM  
**To:** Testimony  
**Subject:** Fwd: Keep the Jones Falls Valley Safe for Everyone

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**From:** Cohen, Zeke (City Council) <[Zeke.Cohen@baltimorecity.gov](mailto:Zeke.Cohen@baltimorecity.gov)>  
**Date:** Thu, Aug 21, 2025 at 10:38 AM  
**Subject:** Re: Keep the Jones Falls Valley Safe for Everyone  
**To:** [johnasawyerjr@gmail.com](mailto:johnasawyerjr@gmail.com) <[johnasawyerjr@gmail.com](mailto:johnasawyerjr@gmail.com)>

Good morning,

Thank you for your email. To ensure your comments are included in the official bill file and received by the committee, please submit your testimony to [testimony@baltimorecity.gov](mailto:testimony@baltimorecity.gov).

Thank you,  
Hailey Kancherla

Office of the Baltimore City Council President Zeke Cohen  
Baltimore City Council  
[100 Holliday Street, Room 400](#)  
[Baltimore, MD 21202](#)  
[Office: \(410\) 396-4804](#)

---

**From:** [johnasawyerjr@everyactionadvocacy.com](mailto:johnasawyerjr@everyactionadvocacy.com) <[johnasawyerjr@everyactionadvocacy.com](mailto:johnasawyerjr@everyactionadvocacy.com)> on behalf of John Sawyer <[johnasawyerjr@everyactionadvocacy.com](mailto:johnasawyerjr@everyactionadvocacy.com)>  
**Sent:** Wednesday, August 20, 2025 11:14 PM  
**To:** Cohen, Zeke (City Council) <[Zeke.Cohen@baltimorecity.gov](mailto:Zeke.Cohen@baltimorecity.gov)>  
**Subject:** Keep the Jones Falls Valley Safe for Everyone

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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,

Mr. John Sawyer

[103 E Mount Royal Ave Apt 306 Baltimore, MD 21202-2720](mailto:johnasawyerjr@gmail.com)

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

## Leva, Anthony F (City Council)

---

**From:** John Patrick Delaney III <jpdelane@syr.edu>  
**Sent:** Thursday, August 21, 2025 10:38 AM  
**To:** Testimony  
**Subject:** Keep the Jones Falls Valley Safe for Everyone

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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.

I am a frequent runner and cyclist in the area and I can tell you that this proposal will make me far less likely to utilize the linear park along the Jones Falls. There are already segments on Strava, an activity tracking app, called “the falls stink stretch”. Furthermore, as mentioned above, this area could be a critical connection for pedestrians and cyclists any proposal should only enhance and encourage alternate forms of transportation through the area.

Sincerely,  
Mr. John Delaney  
1304 Saint Paul St Baltimore, MD 21202-5022  
jpdelane@syr.edu

## Leva, Anthony F (City Council)

---

**From:** Mike <charmcityrising@gmail.com>  
**Sent:** Thursday, August 21, 2025 10:02 AM  
**To:** Testimony  
**Subject:** Keep the Jones Falls Valley Safe for Everyone

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Greetings, and thank you for your service to our city.

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. As a frequent bike rider and pedestrian on this corridor, as well as a taxpaying resident of Baltimore City for the past 21 years, I have a number of concerns.

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,  
Mr. Michael Cross-Barnet  
2516 Madison Ave Baltimore, MD 21217-4040  
[charmcityrising@gmail.com](mailto:charmcityrising@gmail.com)  
(410) 218-0386

## Leva, Anthony F (City Council)

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**From:** Christina Taylor <christinataylor614@gmail.com>  
**Sent:** Thursday, August 21, 2025 8:52 AM  
**To:** Testimony  
**Subject:** Dumb on Falls Road

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To Whom it May Concern,

I am appalled by the idea of moving the dump along the corridor of Falls Road by the Streetcar Museum. The wildlife in the area will certainly be affected and the beautiful space of greenery for bikers, walkers, etc, will be diminished. This can not happen just so Seawall Construction can have their way. We need to think of the people of the city who use this area on a daily basis instead of big companies and the money they are willing to shell out. You cite worker safety, yet you don't do enough to keep the workers safe. It is not a good move for the people who love this city, it's just a good move to line pockets with money.  
PLEASE RECONSIDER!!!!

- Christina Taylor

## Leva, Anthony F (City Council)

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**From:** Allan Mai <allanmai@gmail.com>  
**Sent:** Thursday, August 21, 2025 12:19 AM  
**To:** Testimony  
**Subject:** Fwd: Keep the Jones Falls Valley Safe for Everyone

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**From:** Cohen, Zeke (City Council) <[Zeke.Cohen@baltimorecity.gov](mailto:Zeke.Cohen@baltimorecity.gov)>  
**Date:** Wed, Aug 20, 2025 at 4:40 PM  
**Subject:** Re: Keep the Jones Falls Valley Safe for Everyone  
**To:** [allanmai+bike@gmail.com](mailto:allanmai+bike@gmail.com) <[allanmai+bike@gmail.com](mailto:allanmai+bike@gmail.com)>

Good afternoon,

Thank you for your email. To ensure your comments are included in the official bill file and received by the committee, please submit your testimony to [testimony@baltimorecity.gov](mailto:testimony@baltimorecity.gov).

Thank you,  
Hailey Kancherla

Office of the Baltimore City Council President Zeke Cohen  
Baltimore City Council  
100 Holliday Street, Room 400  
Baltimore, MD 21202  
Office: (410) 396-4804

---

**From:** [allanmai+bike@everyactionadvocacy.com](mailto:allanmai+bike@everyactionadvocacy.com) <[allanmai+bike@everyactionadvocacy.com](mailto:allanmai+bike@everyactionadvocacy.com)> on behalf of Allan Mai <[allanmai+bike@everyactionadvocacy.com](mailto:allanmai+bike@everyactionadvocacy.com)>  
**Sent:** Wednesday, August 20, 2025 3:27 PM  
**To:** Cohen, Zeke (City Council) <[Zeke.Cohen@baltimorecity.gov](mailto:Zeke.Cohen@baltimorecity.gov)>  
**Subject:** Keep the Jones Falls Valley Safe for Everyone

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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,  
Mr. Allan Mai  
3000 Falls Rd Baltimore, MD 21211-2474  
[allanmai+bike@gmail.com](mailto:allanmai+bike@gmail.com)

## Leva, Anthony F (City Council)

---

**From:** Rachel Snack <rachsnack@gmail.com>  
**Sent:** Wednesday, August 20, 2025 10:28 PM  
**To:** Testimony  
**Subject:** Concerning Sisson St. Dump

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Hello Councilwoman Ramos

My name is Rachel Snack and I am a Hampden resident from zip code 21211 as well as the parent of two young children who use our local parks and green spaces constantly. Because of this I am appalled at the initiative to move the Sisson Street dump to Falls Road, beside the river. Trash overflow often happens and we cannot risk this damage to our local green spaces, and our beautiful city.

The dump works well where it is. Seawall has no right to move an existing structure for their next business venture - not when the natural spaces and ecosystems that make Baltimore beautiful are at stake. All of my neighbors and community members think this is a horrible idea and certainly not one that will help us regular people.

I'm begging you to reconsider and value the everyday citizens' needs over the whims of wealthy business owners.

Thank you,

Rachel Snack

## Leva, Anthony F (City Council)

---

**From:** Ali Ibrahim <aibrahim2k2@gmail.com>  
**Sent:** Wednesday, August 20, 2025 8:53 PM  
**To:** Testimony  
**Subject:** Keep the Jones Falls Valley Safe for Everyone

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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,

Mr. Ali Ibrahim

221 S Chapel St Baltimore, MD 21231-2604

aibrahim2k2@gmail.com

(571) 274-0441

## Leva, Anthony F (City Council)

---

**From:** Kristine <kristinekay.dennis@gmail.com>  
**Sent:** Wednesday, August 20, 2025 8:24 PM  
**To:** Testimony  
**Subject:** Let's Keep the Jones Falls Valley Safe for Everyone

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the JFX.

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

Sincerely,  
Dr. Kristine Dennis  
3155 Keswick Rd Baltimore, MD 21211-2737  
kristinekay.dennis@gmail.com

## Leva, Anthony F (City Council)

---

**From:** Owen Larson <o.d.larson@gmail.com>  
**Sent:** Wednesday, August 20, 2025 5:04 PM  
**To:** Testimony  
**Subject:** Fwd: Keep the Jones Falls Valley Safe for Everyone

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-

Owen Larson

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

**From:** **Cohen, Zeke (City Council)** <[Zeke.Cohen@baltimorecity.gov](mailto:Zeke.Cohen@baltimorecity.gov)>  
**Date:** Wed, Aug 20, 2025 at 5:03 PM  
**Subject:** Re: Keep the Jones Falls Valley Safe for Everyone  
**To:** [o.d.larson@gmail.com](mailto:o.d.larson@gmail.com) <[o.d.larson@gmail.com](mailto:o.d.larson@gmail.com)>

Good afternoon,

Thank you for your email. To ensure your comments are included in the official bill file and received by the committee, please submit your testimony to [testimony@baltimorecity.gov](mailto:testimony@baltimorecity.gov).

Thank you,  
Hailey Kancherla

Office of the Baltimore City Council President Zeke Cohen  
Baltimore City Council  
100 Holliday Street, Room 400  
Baltimore, MD 21202  
Office: (410) 396-4804

---

**From:** [o.d.larson@everyactionadvocacy.com](mailto:o.d.larson@everyactionadvocacy.com) <[o.d.larson@everyactionadvocacy.com](mailto:o.d.larson@everyactionadvocacy.com)> on behalf of Owen Larson <[o.d.larson@everyactionadvocacy.com](mailto:o.d.larson@everyactionadvocacy.com)>  
**Sent:** Wednesday, August 20, 2025 5:02 PM  
**To:** Cohen, Zeke (City Council) <[Zeke.Cohen@baltimorecity.gov](mailto:Zeke.Cohen@baltimorecity.gov)>  
**Subject:** Keep the Jones Falls Valley Safe for Everyone

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

Sincerely,  
Mr. Owen Larson  
2027 Madison Ave Baltimore, MD 21217-3861  
[o.d.larson@gmail.com](mailto:o.d.larson@gmail.com)  
(785) 477-3688

## Leva, Anthony F (City Council)

---

**From:** Bruce Willen <bruce@posttypography.com>  
**Sent:** Wednesday, August 20, 2025 12:56 PM  
**To:** Testimony  
**Subject:** Don't trash the Jones Falls Valley — keep the transfer station out

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I am writing to **strongly oppose** the City's proposed relocation of the Sisson Street Transfer Facility to Falls Road in the Jones Falls Valley.

The Jones Falls valley is one of the City's greatest untapped assets. For over many years community leaders, advocates, and residents have been working towards a vision for a restored Jones Falls and linear park that creates new connections between Baltimore communities and destinations such as Druid Hill Park and Penn Station. These visions are finally beginning to build momentum, and they promise a new forward-thinking future for the Jones Falls.

In 2025 alone, new projects such as the Jones Falls Watershed Strategic Plan, Jones Falls Gateway Project, Baltimore Streetcar Museum expansion, and Jones Falls 2076 have launched and are attracting financial and public support for renewing this asset in the heart of Baltimore.

As creator of the [Ghost Rivers public art project](#), resident of nearby Old Goucher, and frequent visitor to the Jones Falls, I've spoken with hundreds of community members who wish to see this area become an ecological crown jewel and welcoming parkland for central Baltimore — a space of resilience that mitigates the effects of climate change and provides a green respite for Baltimore residents and visitors alike. **World-class cities from Philadelphia to Paris to Seoul to Detroit have renewed and reimagined their waterways. Baltimore can do the same.**

The City must focus its resources on *improving* the Jones Falls and supporting 21st-century initiatives such as the Jones Falls Gateway Project, planned trail improvements and traffic calming, stream restoration, and the Streetcar Museum's expansion.

In an era of extreme heat and widening inequality, let's take steps to restore our natural resources for *all* city residents — don't trash them. Moving the Transfer Facility next to the river is an outdated, 20th-century approach. Baltimore can — and must — do better.

Sincerely,  
Bruce Willen  
2429 Maryland Ave.  
410-299-0028

## Leva, Anthony F (City Council)

---

**From:** Vanessa Kelly <vanessakelly331@googlemail.com>  
**Sent:** Wednesday, August 20, 2025 11:53 AM  
**To:** Testimony  
**Subject:** Fwd: Keep the Jones Falls Valley Safe for Everyone

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Dear Council President Zeke Cohen,

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

Sincerely,

Ms Vanessa Kelly

[4505 Parkmont Ave Baltimore, MD 21206-2757](#)

[vanessakelly331@gmail.com](mailto:vanessakelly331@gmail.com)

(610) 314-3052

## Leva, Anthony F (City Council)

---

**From:** Caleb DeMario <cdemario42@gmail.com>  
**Sent:** Wednesday, August 20, 2025 11:42 AM  
**To:** Testimony  
**Subject:** City Proposal to Relocate the Sisson Street Transfer Facility

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Dear Council President Zeke Cohen,

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

Sincerely,

Mr. Caleb DeMario

3204 Rosekemp Ave Baltimore, MD 21214-3211

[cdemario42@gmail.com](mailto:cdemario42@gmail.com)

(443) 340-2401

## Leva, Anthony F (City Council)

---

**From:** Monica Blair <blairandmunda@gmail.com>  
**Sent:** Wednesday, August 20, 2025 11:35 AM  
**To:** Testimony  
**Subject:** Opposition to the Sisson St. Dump Move to Falls Road

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My name is Monica Blair, and I am a resident of the Hampden neighborhood. I am writing today to oppose the move of the Sisson St. dump to Falls Road.

This city has been doing so much work to clean up our waterways, work I am proud of. But now you are proposing moving a dump with hazardous materials right next to the Jones Falls. That stretch along Falls Road has so much potential. I would love to see a walking trail and a bike lane so that I can safely travel by bike from my house to Station North or Downtown along the waterway.

I think it is a tragedy that Baltimore buried or covered so much of the Jones Falls, and where you propose putting the dump is one of the nicer stretches of the waterway. It would be wrong to put a dump in an area that risks flooding just to help some developer make money.

I am very disappointed in this proposal, and I ask that you all vote no on the relocation proposal.

Sincerely,  
Monica Blair  
727-692-9951

## Leva, Anthony F (City Council)

---

**From:** Harriet Martyn <harriet.martyn@gmail.com>  
**Sent:** Wednesday, August 20, 2025 11:25 AM  
**To:** Testimony  
**Subject:** Fwd: Keep the Jones Falls Valley Safe for Everyone

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**From:** **Cohen, Zeke (City Council)** <[Zeke.Cohen@baltimorecity.gov](mailto:Zeke.Cohen@baltimorecity.gov)>  
**Date:** Wed, Aug 20, 2025, 5:16 PM  
**Subject:** Re: Keep the Jones Falls Valley Safe for Everyone  
**To:** [harriet.martyn@gmail.com](mailto:harriet.martyn@gmail.com) <[harriet.martyn@gmail.com](mailto:harriet.martyn@gmail.com)>

Good morning,

Thank you for your email. To ensure your comments are included in the official bill file and received by the committee, please submit your testimony to [testimony@baltimorecity.gov](mailto:testimony@baltimorecity.gov).

Thank you,  
Hailey Kancherla

Office of the Baltimore City Council President Zeke Cohen  
Baltimore City Council  
[100 Holliday Street, Room 400](#)  
[Baltimore, MD 21202](#)  
[Office: \(410\) 396-4804](#)

---

**From:** [harriet.martyn@everyactionadvocacy.com](mailto:harriet.martyn@everyactionadvocacy.com) <[harriet.martyn@everyactionadvocacy.com](mailto:harriet.martyn@everyactionadvocacy.com)> on behalf of Harriet Martyn <[harriet.martyn@everyactionadvocacy.com](mailto:harriet.martyn@everyactionadvocacy.com)>  
**Sent:** Wednesday, August 20, 2025 11:11 AM  
**To:** Cohen, Zeke (City Council) <[Zeke.Cohen@baltimorecity.gov](mailto:Zeke.Cohen@baltimorecity.gov)>  
**Subject:** Keep the Jones Falls Valley Safe for Everyone

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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.

I use this route regularly as a cyclist to get to Druid Hill Park or safely to Hampden from Midtown. It's also part of the Jones Falls Trail, which is a selling point for many people moving to and living in Baltimore looking for safe, green, recreation areas.

This area is in need of investment by the City Council to make it even safer to all road and path users (as part of Complete Streets) and to clean up the Jones Falls river. Since I move to Baltimore 13 years ago, unfortunately I have seen the opposite occur with buildings along the road falling into disrepair and increased encampments under the bridge near Baltimore Bikeworks, all leading a less safe space for all road users as well as increased waste and pollutants in the Jones Fall river, despite efforts to clean up the Bay, where the river discharges

Potential introduction of increased truck and personal vehicle traffic to the corridor with a relocation of the Sisson Street Transfer Facility is likely to exacerbate the issues above and not alleviate them.

There is no safe path to relocation of the transfer facility to the Jones Falls Valley without improvements being installed in advance of or concurrently with relocation. Pedestrians, cyclists, runners and local businesses are all at risk otherwise.

I urge you to commit to these investment and improvements in this area regardless of the outcome of the relocation proposal.

Sincerely,

Ms. Harriet Martyn

[134 S Clinton St Baltimore, MD 21224-2340](mailto:harriet.martyn@gmail.com)

[harriet.martyn@gmail.com](mailto:harriet.martyn@gmail.com)

## Leva, Anthony F (City Council)

---

**From:** Naomi Bouchard <naomibouchard@gmail.com>  
**Sent:** Wednesday, August 20, 2025 11:04 AM  
**To:** Testimony  
**Subject:** Please Keep the Jones Falls Valley Safe for Everyone

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

Sincerely,

Dr. Naomi Bouchard

[28 N Kenwood Ave Baltimore, MD 21224-1241](#)

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

(845) 489-7275

## Leva, Anthony F (City Council)

---

**From:** Lee Gilman <lee.e.gilman@gmail.com>  
**Sent:** Wednesday, August 20, 2025 9:26 AM  
**To:** Testimony  
**Subject:** Keep the Jones falls valley safe for everyone

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

Sincerely,

Mr. Lee Gilman

[3236 Abell Ave Baltimore, MD 21218-3434](#)

[lee.e.gilman@gmail.com](mailto:lee.e.gilman@gmail.com)

(401) 339-2108

## Leva, Anthony F (City Council)

---

**From:** Melanie Stegman <melanieann47@gmail.com>  
**Sent:** Tuesday, August 19, 2025 5:56 PM  
**To:** Testimony  
**Subject:** Jones Falls Way

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Most of us in Baltimore City live in the concrete and brick blocks of Balmer that are HOT, unfriendly and devoid of plans and animals. I live on Preston, for example.

However, when I ride my bike I can quickly get to a quiet, peaceful place, where it is dark at night, quiet and cool, under trees...and even next to a stream! The Jones Falls Way is my solitude. The Jones Falls Way makes Baltimore healthy and homey where it is so often overheated and barren!

Our local government is our only recourse against people with financial interests who want to make Baltimore less livable for us who actually live our lives here!!

Please protect our green, quiet, cool spaces!!! Protect Jones Falls Way!!

Thank you!!!

Melanie

Melanie Stegman, Ph.D.  
(917) 886-6079  
816 E Preston St, Baltimore, MD 21202

[www.MolecularJig.com](http://www.MolecularJig.com)  
:D :D :D :D :D :D :D :D :D :D

## Leva, Anthony F (City Council)

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**From:** Rolla Chng <rollac@yahoo.com>  
**Sent:** Tuesday, August 19, 2025 4:42 PM  
**To:** Testimony  
**Subject:** Improvements for the Falls Road Corridor in the wake of the Sisson Street Transfer Facility move

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The Mayor's Office and the Baltimore City Department of Transportation promised improvements to the Falls Road corridor in the Jones Fall Valley that would make it safe for people of all ages and abilities to walk and bike from Maryland Avenue to Union Avenue, including:

- 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 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.

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. Rolla Chng  
1806 Gough St Baltimore, MD 21231-2607  
[rollac@yahoo.com](mailto:rollac@yahoo.com)  
(443) 413-1719



## Leva, Anthony F (City Council)

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**From:** Elissa Suarez <elissacsuarez@gmail.com>  
**Sent:** Tuesday, August 19, 2025 4:23 PM  
**To:** Testimony  
**Subject:** Fwd: Falls Rd Trash Relocation

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

**From:** Elissa Suarez <[elissacsuarez@gmail.com](mailto:elissacsuarez@gmail.com)>  
**Date:** Tue, Aug 19, 2025 at 14:11  
**Subject:** Falls Rd Trash Relocation  
**To:** <[zeke.cohen@baltimorecity.gov](mailto:zeke.cohen@baltimorecity.gov)>

I am a concerned resident of Baltimore City (district 14) reaching out to urge you not to allow trash dumps to relocate to Falls Road. This is one of the most beautiful natural spots in the city and contributes to the city's continually developing reputation as a great place to live. This does not seem to be a logical place to relocate trash to as it is a celebrated natural, public space, and would ruin the flow of traffic in this area. Additionally, it poses substantial risk of environmental harm as this area frequently floods! I don't want any more trash in my water than is already there. As someone who walks on this road (Falls Rd) often to appreciate the greenery and fresh air, my daily life would be negatively impacted to a substantial degree if this walking route were to reek of rotting trash (especially after river flooding), and be filled with the sounds of cars stuck in jams. I understand the need to relocate, but also know that this particular site on Sisson St is not one of the sites presenting the largest problems or sources of danger to sanitation workers.

I strongly believe if the city council were to proceed with this relocation as planned, it would be a detriment to the overall health of our community, contribute to worsening traffic, waste valuable publicly accessible green space (which is already limited in the city), contribute to a negative image of our city, and for myself and many of my peers, would imply that our elected representatives are not willing to accurately represent our needs and desires.

I urge you to prevent this relocation from taking effect.

Best,  
Elissa Suarez  
Charles Village, Baltimore, 21218  
240-308-2535  
[elissacsuarez@gmail.com](mailto:elissacsuarez@gmail.com)

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

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**From:** george frazier <baskitman1@gmail.com>  
**Sent:** Tuesday, August 19, 2025 2:31 PM  
**To:** Testimony  
**Cc:** Cohen, Zeke (City Council)  
**Subject:** Jones Falls trash dump relocation

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Another example of city government under this mayor selling off beloved green public space to pay for exorbitant administration hiring practices. Man, what a racket, "\$195,000"!

So I am against relocating the transfer station to the proposed Falls Road location.

George Frazier  
424 s Dallas street  
Baltimore Md., 21231

Sent from my iPad

## Leva, Anthony F (City Council)

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**From:** Melissa Freilich <melissafreilich@gmail.com>  
**Sent:** Tuesday, August 19, 2025 2:15 PM  
**To:** Testimony  
**Subject:** Support keeping the sisson Street transfer station in Remington, with improvements on falls ave

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The BCIT spam filter has detected in the message below a link to a web form hosting service that is **SOMETIMES** used by "phishers" to get your email address and password for their use. You must decide if the link might serve some other legitimate purpose that is important to you. If it does not, please delete it.

**==== ORIGINAL MESSAGE BEGINS BELOW THIS LINE ====**

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.

I live in Remington and want to keep the transfer station nearby. I don't want it moved to a disenfranchised area. Also, I use it to drop off my compost several times a week. People who say that the transfer station can be done away with and replaced with periodic neighborhood drop off days clearly don't know how valuable a resource it is.

But this is also an opportunity to make falls road safer for everyone. 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. Melissa Freilich  
400 W 28th St Baltimore, MD 21211-3026  
[melissafreilich@gmail.com](mailto:melissafreilich@gmail.com)  
(216) 288-2646

Melissa Freilich  
she/her/hers  
<http://melissafreilich.weebly.com/>

## Leva, Anthony F (City Council)

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**From:** Tori McReynolds <torimcreynoldsmw@gmail.com>  
**Sent:** Tuesday, August 19, 2025 2:16 PM  
**To:** Testimony  
**Subject:** Keep the Jones Falls Valley Safe, Peaceful & Beautiful

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### Dear Baltimore City Council:

I write regarding the city's proposal to relocate the Sisson Street Transfer Facility, also known as the Northwest Citizens Convenience Center, to the Potts & Callahan site along Falls Road in the Jones Falls Valley.

Please don't relocate the Sisson St. dump to lower Falls Road!! Falls Road between Maryland and Roland Avenues is one of my favorite places on Earth. I discovered its magic during the pandemic, when I lived a short walk away. The unique juxtapositions there are part of what I love about Baltimore: blue herons perched atop phenomenal graffiti art, streetcar tracks beside waterfalls, turkey vultures circling industrial rail, kudzu surrounding urban decay, cyclists whizzing past the Streetcar Museum....there's so much to discover. I walked that same stretch of road daily for two years and each day I found something new to appreciate. If change were to come to the area, the change should improve access to the waterfall and increase safety for cyclists and pedestrians, particularly at two blind curves in the road between the Horseshoe Falls and Chestnut Avenue.

Even if bike trails and access to the Horseshoe Falls are maintained under the current proposal, who wants to appreciate nature next to a trash heap? How would cyclists become somehow safer in an already dangerous area that would see dramatically increased car and truck traffic? As it is, that road regularly floods, and in winter, that water freezes, making hazardous conditions. More traffic on an icy road adjacent to a rocky precipice isn't a great idea. The Potts & Callahan site is located in an area expected to be underwater within 100 years, meaning that Baltimoreans of the future will need to either relocate old trash or tolerate periodic outflows of refuse into downtown. Given the accelerating pace of climate change, a dump in that area could begin to flood long before anticipated, causing toxic incursions into the Jones Falls River and the likely involvement of the Maryland Department of the Environment.

I don't have any idea what the city *should* do with the Potts & Callahan site. I'm also not convinced that development plans will come to fruition if the Sisson St. dump is sold to Seawall Development. It is a dump, after all, and it wouldn't surprise me if the necessary environmental remediation proves impossible or too expensive to complete. At which point Sisson Street would have a hulking hunk of nothing next to an already-extant hulking hunk of nothing (see 2800 Sisson Street), and one of Baltimore's hidden gems would have been ruined -- needlessly.

There are a number of suggestions around town regarding a future location for the Sisson St.

dump, including closing it and switching to rotating neighborhood dumpster days. What remains unclear is, does the dump on Sisson Street need to close at all, and if it does close, who benefits?

Let's decouple the question of what, if anything, to do with the Sisson Street dump from the future of the Potts & Callahan site on Falls Road. Kill the proposal to put a trash dump beside the Horseshoe Falls!

Sincerely,  
Ms. Tori McReynolds  
4541 Marble Hall Road Baltimore, MD 21239-3936  
[torimcreynoldsmw@gmail.com](mailto:torimcreynoldsmw@gmail.com)

## Leva, Anthony F (City Council)

---

**From:** Jared Nielsen <jnielsen@fastmail.com>  
**Sent:** Tuesday, August 19, 2025 12:57 PM  
**To:** Testimony  
**Subject:** Keep the Jones Falls safe and green for everyone

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

This proposal is destructive to the natural environment as well as the urban environment. There are countless studies and examples of cities around the world becoming destinations for new residents and tourists through investment in walkability and access to green space. There are thousands of vacant homes and storefronts in Baltimore, yet the city wants to trade its precious green space for a mixed-use development. This proposal is regressive and shortsighted. Baltimore is a heat island and we need to preserve and increase green space throughout the city, not swap it for more concrete developments. Furthermore, this proposal will only increase traffic on 28th street, which is already congested, making it more dangerous for pedestrians and cyclists.

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,  
Mr JARED NIELSEN  
1915 Fairbank Rd Baltimore, MD 21209-3621  
[j@diy.email](mailto:j@diy.email)  
(323) 286-3262

## Leva, Anthony F (City Council)

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**From:** Jessica Locke <jesslocke@gmail.com>  
**Sent:** Tuesday, August 19, 2025 12:43 PM  
**To:** Testimony  
**Subject:** Fwd: Keep the Jones Falls Valley Safe for Everyone

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Dear Baltimore City Council,

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.

I do not in any way support this plan. It's as if the city asked itself, "what beautiful natural area with enormous potential for a world class park could we completely and permanently ruin??" And this is the plan y'all came up with.

I use the Jones Falls trail regularly right in this exact location. I walked it every day with my son when he was an infant because it was one of the few calm, green areas that was good for walking with a stroller that was easily accessible from Greenmount West, where I live.

If the city is to do anything with this area, it should be invested in as a linear park. Do NOT put a dump in it!!! For heavens sake.

Please commit to improving - rather than ruining - the Jones Falls Corridor.

Sincerely,  
Dr. Jessica Locke  
1818 N Calvert St Baltimore, MD 21202-2831  
[jesslocke@gmail.com](mailto:jesslocke@gmail.com)

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

**From:** **Cohen, Zeke (City Council)** <[Zeke.Cohen@baltimorecity.gov](mailto:Zeke.Cohen@baltimorecity.gov)>  
**Date:** Tue, Aug 19, 2025 at 1:30 PM  
**Subject:** Re: Keep the Jones Falls Valley Safe for Everyone  
**To:** [jesslocke@gmail.com](mailto:jesslocke@gmail.com) <[jesslocke@gmail.com](mailto:jesslocke@gmail.com)>

Good morning,

Thank you for your email. To ensure your comments are included in the official bill file and received by the committee, please submit your testimony to [testimony@baltimorecity.gov](mailto:testimony@baltimorecity.gov).

Thank you,  
Hailey Kancherla

Office of the Baltimore City Council President Zeke Cohen  
Baltimore City Council  
100 Holliday Street, Room 400  
Baltimore, MD 21202  
Office: (410) 396-4804

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**From:** [jesslocke@everyactionadvocacy.com](mailto:jesslocke@everyactionadvocacy.com) <[jesslocke@everyactionadvocacy.com](mailto:jesslocke@everyactionadvocacy.com)> on behalf of Jessica Locke  
<[jesslocke@everyactionadvocacy.com](mailto:jesslocke@everyactionadvocacy.com)>

**Sent:** Tuesday, August 19, 2025 9:22 AM

**To:** Cohen, Zeke (City Council) <[Zeke.Cohen@baltimorecity.gov](mailto:Zeke.Cohen@baltimorecity.gov)>

**Subject:** Keep the Jones Falls Valley Safe for Everyone

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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.

I do not in any way support this plan. It's as if the city asked itself, "what beautiful natural are with enormous potential for a world class park could we completely and permanently ruin??" And this is the plan y'all came up with.

I use the Jones Falls trail regularly. I walked it every day with my son when he was an infant because it was one of the few calm, green areas that was good for walking that was easily accessible from Greenmount West, where I live.

If the city is to do anything with this area, it should be invested in as a linear park. Do NOT put a dump in it!!! For heavens sake.

Please commit to improving - rather than ruining - the jones falls corridor.

Sincerely,  
Dr. Jessica Locke  
1818 N Calvert St Baltimore, MD 21202-2831  
[jesslocke@gmail.com](mailto:jesslocke@gmail.com)

## Leva, Anthony F (City Council)

---

**From:** Alex Holt <arholt2@comcast.net>  
**Sent:** Tuesday, August 19, 2025 12:08 PM  
**To:** Testimony  
**Subject:** 25-0094

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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. While I have no problem with the proposal to close the current facility or the prospect of selling it for redevelopment, I do question the current choice of a replacement site due to the risk of flooding at the new site and the danger that could pose to the health of the Jones Falls River, as well as the longstanding and still very much in-progress efforts to clean the river up. Likewise I am concerned about the threat this new site could pose to the Jones Falls Gateway plans already in development. I understand that some neighborhood and business associations oppose efforts to not fully replace the SSTF in favor of community dumpsters and encouraging greater use of other existing facilities but I do suspect this is likely the best solution, both in terms of cost and best responding to the needs of the communities who've borne the burden of the SSTF and would be forced to do the same for any such future facilities in the Jones Falls Valley.

Regardless of what decision is reached on replacing the SSTF though, 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,  
Alex Holt

## Leva, Anthony F (City Council)

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**From:** Cole, Brittany (City Council)  
**Sent:** Tuesday, August 19, 2025 11:36 AM  
**To:** Kerry S. Brady; Young, Calvin (Mayor's Office); Ramos, Odette (City Council); Jones, Jermaine (City Council); Zaied, Khalil; chris.ryer@baltimoreplanning.gov; Burnett, Sean (DOT); District 7 Staff  
**Cc:** Brandon M Scott; Cohen, Zeke (City Council); Testimony  
**Subject:** Re: Proposed Relocation of Sisson Sanitation Yard

Good morning, Kerry,

I hope this message finds you well. Thank you for sharing your position and concerns regarding the proposed development at the Sission Street dump site. We appreciate your insights on how these changes may impact our Hampden and Woodberry communities. I want to confirm that I have received your email on behalf of the district 7 office. I have forwarded your concerns, along with those from other neighbors to Councilman Torrence for his review and consideration. Thank you for taking the time to engage in this important discussion.

Many Thanks,

*Brittany Cole*

Constituent Service Representative  
Office of Councilman James Torrence, J.D.  
Baltimore City Council 7th District  
100. N. Holliday Street, Rm. 533  
Baltimore, Maryland 21202  
O: 410-396-4810 C: 443-681-0758

---

**From:** Kerry S. Brady <kerry.s.brady@gmail.com>  
**Sent:** Monday, August 18, 2025 6:34 PM  
**To:** Young, Calvin (Mayor's Office) <calvin.young@baltimorecity.gov>; Ramos, Odette (City Council) <Odette.Ramos@baltimorecity.gov>; Jones, Jermaine (City Council) <jermaine.jones@baltimorecity.gov>; Zaied, Khalil <kzaied@baltimorecity.gov>; chris.ryer@baltimoreplanning.gov <chris.ryer@baltimoreplanning.gov>; Burnett, Sean (DOT) <sean.burnett@baltimorecity.gov>; District 7 Staff <District7Staff@baltimorecity.gov>  
**Cc:** Brandon M Scott <brandonm.scott@baltimorecity.gov>; Cohen, Zeke (City Council) <Zeke.Cohen@baltimorecity.gov>; Testimony <Testimony@baltimorecity.gov>  
**Subject:** Proposed Relocation of Sisson Sanitation Yard

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God afternoon,

My name is Kerry Brady and I am a Baltimore City resident and registered voter in the 21211 ZIP code writing to express my **strong opposition** to the proposed relocation of the Sisson Street Sanitation Yard and Drop Off Center to a new site located on Falls Road.

While not necessarily against the proposed sale of the Sisson Street parcel to Thibault Manekin and Seawall Development, or the construction of new DPW facilities to address worker safety, I do not believe the recently publicized location along Falls Road in the Jones Falls Watershed is an appropriate setting for this type of land use. The Jones Falls is already overburdened by pollution and has a long history of being treated like a waste receptacle. Placing the sanitation center here would negate any of the progress that has been made in recent years towards improving water quality in the stream, the Inner Harbor, and in the Chesapeake Bay.

Although presented as compatible with various initiatives already underway in this area, the plan as proposed directly contradicts the vision articulated by the many overlapping efforts to steward and revitalize The Falls. These include The Falls Gateway Project, the Jones Falls 2077 Project, improvements to the Streetcar Museum, and more. As the city's plans show, this site is on the edge of the 100-year flood plain and located deep into the 500-year flood plain. The city's own RFP for a new site requires that it not be situated on a flood plain. As someone who has resided in the Clipper Mill area since 2014 - I can easily picture a flooding event where large amounts of trash, recycling, and hazardous waste stored at the edge of the site gets swept into the falls and carried down towards the harbor. The city would need an army of Trash Wheels to address the additional volume of debris caused by such an event.

It is also unclear how the proposed plan significantly improves conditions for our sanitation workers. Their safety and well being is vitally important and it should be possible to protect sanitation workers without causing unnecessary damage to this unique ecosystem. Worker exploitation and habitat degradation are interconnected issues. Extreme heat in a changing climate is causing dangerous conditions for sanitation workers around the city, state, country, and across the globe. Climate change also means urban forest spaces like this narrow strip along Falls Road are under increased strain and are more important than ever for breaking up heat island effects. Workers and the watershed should be put over the interests of developers.

During a typical week, approximately 100-200 vehicles pass through the Sisson Street facility every day and on Saturdays this number can exceed 300 vehicles. The proposed closure of Falls Road to vehicular through traffic in order to accommodate ingress and egress to the new site will also cause major disruptions for neighboring residents and businesses, especially those located at Mill No. 1, as well as putting the recently announced expansion of the nearby Streetcar Museum in jeopardy. On a personal note, I do commute to and from work using this part of Falls Road on a semi-regular basis and have also seen increased pedestrian and bicycle traffic along the accompanying Jones Falls Trail in recent years as efforts to improve and preserve the surrounding environment take root.

In summary, I **strongly encourage** you to reject the current proposal to move the Sisson Street facility to Falls Road and request that you instead work to find an alternative site, such as Camp Smallwood or the existing railroad yard near MTA facilities located just off North Avenue, either of which would be a more appropriate fit providing direct access to and from major roadways such as Interstate-83.

Thank you for your time and consideration,

Kerry S. Brady

1429 W 37th Street  
Baltimore, MD 21211

C: 443-310-8473  
Sent from my iPhone

## Leva, Anthony F (City Council)

---

**From:** dominique ryan <dominique.ryan@gmail.com>  
**Sent:** Tuesday, August 19, 2025 10:51 AM  
**To:** Testimony  
**Subject:** Stop the Sale/Relocation of the Sisson St Sanitation Center Land

**CAUTION:** This email originated from outside of Baltimore City IT Network Systems.  
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I'd like to express my disapproval of the upcoming sale and plans to relocate the sanitation center to Falls Road. This whole plan reeks of our city government giving into the developers who line their pockets.

While I agree that this center should be moved elsewhere it should NEVER be located in a flood plain area or in a manner that takes away from one of the heavily used green spaces in Baltimore. My family and I frequently walk along the pathway and as birders every year we along with many others watch and document the progress of the Yellow Crowned Night Herons that use this area as a nesting colony. With the addition of a center this would create noise and excess trash from people who could care less if the center is open to accept items. Combined with the frequent flooding of this area this could have a negative impact on the area. Furthermore, no one thinks that closing off traffic on this road is a great idea for use. The addition of a sanitation center to this plot of land is ill thought out favors developers vs. the environment and enjoyment of citizens of Baltimore.

--

Dominique A. Ryan  
[dominique.ryan@gmail.com](mailto:dominique.ryan@gmail.com)  
240.393.3687

## Leva, Anthony F (City Council)

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**From:** Katie Zaeh <kezaeh@gmail.com>  
**Sent:** Tuesday, August 19, 2025 10:34 AM  
**To:** Testimony  
**Subject:** Don't relocate the Sisson Street Dump to Old Falls Road!

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To whom it may concern:

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.

I don't feel food Falls Road is an appropriate location for a waste location. It is constantly flooding, posing issues with access to the facility and risk of further polluting the Jones Falls.

It seems the best use of this land is for a linear park. I use the current greenway nearly every day to commute between my home, my child's daycare, and my work. I worry about the increased traffic and cars and trucks with large loads and reduced visibility hitting my child and I as we bike to school.

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. Katie Zaeh  
1342 W 41st St Baltimore, MD 21211-1549  
[kezaeh@gmail.com](mailto:kezaeh@gmail.com)  
(908) 938-0980

## Leva, Anthony F (City Council)

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**From:** Owen Henry <henryowenw@gmail.com>  
**Sent:** Tuesday, August 19, 2025 10:15 AM  
**To:** Testimony  
**Subject:** Fwd: Keep the Jones Falls Valley Safe for Everyone

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

**From:** Cohen, Zeke (City Council) <[Zeke.Cohen@baltimorecity.gov](mailto:Zeke.Cohen@baltimorecity.gov)>  
**Date:** Mon, Aug 18, 2025 at 2:02 PM  
**Subject:** Re: Keep the Jones Falls Valley Safe for Everyone  
**To:** [henryowenw@gmail.com](mailto:henryowenw@gmail.com) <[henryowenw@gmail.com](mailto:henryowenw@gmail.com)>

Good afternoon,

Thank you for your email. To ensure your comments are included in the official bill file and received by the committee, please submit your testimony to [testimony@baltimorecity.gov](mailto:testimony@baltimorecity.gov).

Thank you,

Hailey Kancherla

Office of the Baltimore City Council President Zeke Cohen  
Baltimore City Council  
100 Holliday Street, Room 400  
Baltimore, MD 21202  
Office: (410) 396-4804

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**From:** [henryowenw@everyactionadvocacy.com](mailto:henryowenw@everyactionadvocacy.com) <[henryowenw@everyactionadvocacy.com](mailto:henryowenw@everyactionadvocacy.com)> on behalf of Owen Henry <[henryowenw@everyactionadvocacy.com](mailto:henryowenw@everyactionadvocacy.com)>  
**Sent:** Monday, August 18, 2025 12:10 PM  
**To:** Cohen, Zeke (City Council) <[Zeke.Cohen@baltimorecity.gov](mailto:Zeke.Cohen@baltimorecity.gov)>  
**Subject:** Keep the Jones Falls Valley Safe for Everyone

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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,  
Mr. Owen Henry  
1108 Cathedral St Baltimore, MD 21201-5515  
[henryowenw@gmail.com](mailto:henryowenw@gmail.com)  
(703) 727-8887

## Leva, Anthony F (City Council)

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**From:** Guillaume Foutry <guillaume.foutry@gmail.com>  
**Sent:** Tuesday, August 19, 2025 10:14 AM  
**To:** Testimony  
**Subject:** Keep the Jones Falls Valley Safe for Everyone

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Dear CSir/Madam,

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.
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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: 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,

Mr. Guillaume Foutry

310 E 27th St, Baltimore, MD 21218-4413

[guillaume.foutry@gmail.com](mailto:guillaume.foutry@gmail.com)

(202) 509-3976

## Leva, Anthony F (City Council)

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**From:** Lynette Yarbrough <nettewatts45@gmail.com>  
**Sent:** Tuesday, August 19, 2025 10:05 AM  
**To:** Testimony  
**Subject:** Keep the Jones Falls Valley Safe for Everyone

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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.
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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. Lynette Yarbrough  
[1636 N Broadway Baltimore, MD 21213-2337](#)  
[nettewatts45@gmail.com](mailto:nettewatts45@gmail.com)  
(334) 202-6853

## Leva, Anthony F (City Council)

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**From:** marthakjohnston@gmail.com  
**Sent:** Tuesday, August 19, 2025 9:58 AM  
**To:** Testimony  
**Cc:** Cohen, Zeke (City Council); Conway, Mark (City Council)  
**Subject:** No DPW facility along the Jones Falls!

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To members of the Baltimore City Council,

I am writing to express my opposition to the City relocating the Northwest Convenience Center to the proposed location along the Jones Falls. As you consider the sale of the current Sisson Street drop-off center real estate, keep in mind that the proposed future location is not acceptable from a public health and environmental perspective as well as an insult to the Baltimoreans who have worked so hard to restore the Jones Falls watershed.

In the year of 2025, how are we even considering this? Haven't we learned anything? Misusing river valleys and waterways as nothing more than conduits for infrastructure is an archaic concept. Look, for instance, at the spills, damage and replacement costs associated with sanitation pipes running along our streams and rivers. We don't need to continue the mistakes of the past.

Baltimore has enviable waterfront and waterways. They should be sacrosanct. We as a City should be protecting them for the good of the environment, public health and public enjoyment, not degrading with a trash facility.

Please oppose the proposed Sisson Street sale until such time there is a safe and acceptable replacement location.

Thank you.

Martha K. Johnston  
702 Highwood Drive  
Baltimore, MD 21212  
[marthakjohnston@gmail.com](mailto:marthakjohnston@gmail.com)

## Leva, Anthony F (City Council)

---

**From:** Chris Plano <chris.e.plano@gmail.com>  
**Sent:** Tuesday, August 19, 2025 9:57 AM  
**To:** Testimony  
**Subject:** Sisson St Transfer Facility testimony

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

Thank you,

Chris Plano  
412 E 27th Street

## Leva, Anthony F (City Council)

---

**From:** Mary Fasano <marypatroy@gmail.com>  
**Sent:** Tuesday, August 19, 2025 9:49 AM  
**To:** Testimony  
**Subject:** Sisson Street Transfer Station

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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. I am vehemently opposed to this relocation. As a cyclist in Baltimore, I value the Falls Road thruway. There are very few such roads in the city that are accessible for cyclists. And, this is a critical pathway to get from below North Avenue to Clipper Mill. Please do not take this away from us, or make it more dangerous.

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.
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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.

Mary Fasano  
2414 Kentucky Avenue

## Leva, Anthony F (City Council)

---

**From:** Emily Lerman <emilylerman@gmail.com>  
**Sent:** Tuesday, August 19, 2025 9:41 AM  
**To:** Testimony  
**Subject:** Fwd: Keep the Jones Falls Valley Safe for Everyone

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**Emily Lerman (she/her/hers)**

Co-Founder + Worker-Owner

m. [+1.310.779.7897](tel:+13107797897)

[Website](#) | [Instagram](#) | [Facebook](#)



*Mera Kitchen Collective is building a worker cooperative in Baltimore, serving story-worthy food from chefs from around the world. We opened our first restaurant in [Mt. Vernon](#) in November 2021, where we offer [dine-in](#), [take out](#), and [catering](#) services. We've provided [over 215,000 free meals](#) (and counting) for our Baltimore neighbors in response to COVID-19 via our community meal commitment.*

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

**From:** **Cohen, Zeke (City Council)** <[Zeke.Cohen@baltimorecity.gov](mailto:Zeke.Cohen@baltimorecity.gov)>  
**Date:** Tue, Aug 19, 2025 at 09:25  
**Subject:** Re: Keep the Jones Falls Valley Safe for Everyone  
**To:** [emilylerman@gmail.com](mailto:emilylerman@gmail.com) <[emilylerman@gmail.com](mailto:emilylerman@gmail.com)>

Good morning,

Thank you for your email. To ensure your comments are included in the official bill file and received by the committee, please submit your testimony to [testimony@baltimorecity.gov](mailto:testimony@baltimorecity.gov).

Thank you,  
Hailey Kancherla

Office of the Baltimore City Council President Zeke Cohen  
Baltimore City Council  
[100 Holliday Street, Room 400](#)

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**From:** [emilylerman@everyactionadvocacy.com](mailto:emilylerman@everyactionadvocacy.com) <[emilylerman@everyactionadvocacy.com](mailto:emilylerman@everyactionadvocacy.com)> on behalf of Emily Lerman <[emilylerman@everyactionadvocacy.com](mailto:emilylerman@everyactionadvocacy.com)>

**Sent:** Monday, August 18, 2025 11:48 PM

**To:** Cohen, Zeke (City Council) <[Zeke.Cohen@baltimorecity.gov](mailto:Zeke.Cohen@baltimorecity.gov)>

**Subject:** Keep the Jones Falls Valley Safe for Everyone

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[Phishing@baltimorecity.gov](mailto:Phishing@baltimorecity.gov)

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

Sincerely,

Mrs. Emily Lerman

[1311 Linden Grn Baltimore, MD 21217-3629](#)

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

(310) 779-7897

## Leva, Anthony F (City Council)

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**From:** coraline karim <corainjuly@gmail.com>  
**Sent:** Tuesday, August 19, 2025 9:27 AM  
**To:** Testimony  
**Subject:** Keep Jones Fall Safe

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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 Coraline Karim

[318 S Regester St Baltimore, MD 21231-2417](#)

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

(727) 481-8740

## Leva, Anthony F (City Council)

---

**From:** Joanna Gadsby <jogadsby@gmail.com>  
**Sent:** Tuesday, August 19, 2025 9:20 AM  
**To:** Testimony

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

Sincerely,  
Mrs. Joanna Gadsby  
3759 Beech Ave Baltimore, MD 21211-2273  
[jogadsby@gmail.com](mailto:jogadsby@gmail.com)  
(410) 802-6909

## Leva, Anthony F (City Council)

---

**From:** Collin Hayward <Collin.Hayward@outlook.com>  
**Sent:** Tuesday, August 19, 2025 6:38 AM  
**To:** Testimony  
**Subject:** Keep the Jones Falls Valley Safe for Everyone

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

Sincerely,  
Mr. Collin Hayward  
130 N Milton Ave Baltimore, MD 21224-1048  
haywardcollin@gmail.com  
(410) 440-8489

## Leva, Anthony F (City Council)

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**From:** Laura Ruas <lmruas@yahoo.com>  
**Sent:** Monday, August 18, 2025 9:14 PM  
**To:** Testimony  
**Subject:** Sisson Street City Dump Relocation

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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.

On a weekly basis I ride my bike to and from work along Falls Road. As many improvements have been made, there are several outstanding that need to be implemented in order to make the road safe for all. This road is an important and well utilized access way to downtown Baltimore and back.

Promised Improvements have been ignored and forgotten. The placement of a city dump next to the Falls will exacerbate the dirt, sewage, smell and grime in the area, making it unusable for walking, Biking or running. It will also further pollute the Falls waterway with dumping and the like.

The city has spent tax dollars on studies and planning for the Falls Road Gateway Project - money that will once again be wasted because the plans are being scrapped for one developer. A developer who will most likely get a large tax break, putting more stress on the finances and lives of residents in Remington, Hamden and the surrounding areas. Every tax break given is money paid when the development or the developer fails and residents end up paying for. (see Chasen and Co, and other developers the City has put ahead of its citizens)

All of the 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 promised 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.

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

Sincerely,  
Ms. Laura Ruas  
4708 Keswick Rd Baltimore, MD 21210-2323

lmruas@yahoo.com  
(443) 827-1382 Best,  
Laura

## Leva, Anthony F (City Council)

---

**From:** Matt Purdy <matt@mlpurdy.com>  
**Sent:** Monday, August 18, 2025 7:31 PM  
**To:** Testimony  
**Subject:** Jones Falls Valley

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Dear Council President Zeke Cohen,

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

Sincerely,

Mr. Matt Purdy

346 E Federal St Baltimore, MD 21202-2904

matt@mlpurdy.com

## Leva, Anthony F (City Council)

---

**From:** Ellen Brown <ellenbrown811@gmail.com>  
**Sent:** Monday, August 18, 2025 7:28 PM  
**To:** Testimony  
**Subject:** Fwd: Oppose Sisson St Drop-Off Relocation

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Dear Council President Cohen, Councilwoman Ramos, Mayor Scott, Senator Hayes, Delegate Conaway, Delegate Wells, and Delegate Amprey,

The proposal to relocate the Sisson Street Transfer Facility to the Potts & Callahan site along Falls Road in the Jones Falls Valley is problematic for the health and wellbeing of residents and the economy & environment of Baltimore. I urge you to oppose the Potts and Callahan site and find a more suitable relocation site.

The City's stream valleys are a gem which fueled the growth of Baltimore. If Baltimore is to be a climate resilient city we will need to continue investing in our stream valleys as the lungs and water filters of our city, while providing for beneficial uses such as recreation, education, and active transportation. Development in any of our stream valleys including the Jones Falls must elevate improvements to green infrastructure and natural climate solutions such as more permeable surfaces, increased tree canopy, and expansion of public access to cultural resources like the Street Car Museum, the Jones Falls Trail, and The Baltimore Greenway Trails Network. The relocation of the transfer center to the valley is not compatible with the ecology of the valley and the important opportunity the valley provides to connect Baltimoreans to our water and our public open spaces.

DPW workers deserve a modern and safe facility. Those upgrades and safety enhancements should be included in any site relocation. It is insincere to say that the necessary upgrades will only happen at the proposed Potts and Callahan site.

Additionally, this relocation jeopardizes the promises the Mayor and the Department of Transportation have made to improve this corridor to make it safe for people of all ages and abilities to walk and bike from Maryland Avenue all the way to Union Avenue.

I urge you to oppose the relocation to this unsafe and unsuitable location on Falls Road.

Sincerely,  
Ellen Brown  
604 Craycombe Ave



## Leva, Anthony F (City Council)

---

**From:** Reilly Furellis <reillyfurellis@gmail.com>  
**Sent:** Monday, August 18, 2025 6:39 PM  
**To:** Testimony  
**Subject:** Fwd: Keep the Jones Falls Valley Safe for Everyone

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

**From:** Cohen, Zeke (City Council) <[Zeke.Cohen@baltimorecity.gov](mailto:Zeke.Cohen@baltimorecity.gov)>  
**Date:** Mon, Aug 18, 2025 at 4:16 PM  
**Subject:** Re: Keep the Jones Falls Valley Safe for Everyone  
**To:** [reillyfurellis@gmail.com](mailto:reillyfurellis@gmail.com) <[reillyfurellis@gmail.com](mailto:reillyfurellis@gmail.com)>

Good afternoon,

Thank you for your email. To ensure your comments are included in the official bill file and received by the committee, please submit your testimony to [testimony@baltimorecity.gov](mailto:testimony@baltimorecity.gov).

Thank you,

Hailey Kancherla

Office of the Baltimore City Council President Zeke Cohen  
Baltimore City Council  
[100 Holliday Street, Room 400](#)  
[Baltimore, MD 21202](#)  
[Office: \(410\) 396-4804](#)

---

**From:** [reillyfurellis@everyactionadvocacy.com](mailto:reillyfurellis@everyactionadvocacy.com) <[reillyfurellis@everyactionadvocacy.com](mailto:reillyfurellis@everyactionadvocacy.com)> on behalf of Reilly Furellis <[reillyfurellis@everyactionadvocacy.com](mailto:reillyfurellis@everyactionadvocacy.com)>  
**Sent:** Monday, August 18, 2025 2:36 PM  
**To:** Cohen, Zeke (City Council) <[Zeke.Cohen@baltimorecity.gov](mailto:Zeke.Cohen@baltimorecity.gov)>  
**Subject:** Keep the Jones Falls Valley Safe for Everyone

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Dear Council President Zeke Cohen,

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

Sincerely,

Ms. Reilly Furellis

[3241 Chestnut Ave Baltimore, MD 21211-2718](mailto:reillyfurellis@gmail.com)

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

(949) 309-0361

## Leva, Anthony F (City Council)

---

**From:** Kerry S. Brady <kerry.s.brady@gmail.com>  
**Sent:** Monday, August 18, 2025 6:34 PM  
**To:** Young, Calvin (Mayor's Office); Ramos, Odette (City Council); Jones, Jermaine (City Council); Zaied, Khalil; chris.ryer@baltimoreplanning.gov; Burnett, Sean (DOT); District 7 Staff  
**Cc:** Brandon M Scott; Cohen, Zeke (City Council); Testimony  
**Subject:** Proposed Relocation of Sisson Sanitation Yard

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God afternoon,

My name is Kerry Brady and I am a Baltimore City resident and registered voter in the 21211 ZIP code writing to express my **strong opposition** to the proposed relocation of the Sisson Street Sanitation Yard and Drop Off Center to a new site located on Falls Road.

While not necessarily against the proposed sale of the Sisson Street parcel to Thibault Manekin and Seawall Development, or the construction of new DPW facilities to address worker safety, I do not believe the recently publicized location along Falls Road in the Jones Falls Watershed is an appropriate setting for this type of land use. The Jones Falls is already overburdened by pollution and has a long history of being treated like a waste receptacle. Placing the sanitation center here would negate any of the progress that has been made in recent years towards improving water quality in the stream, the Inner Harbor, and in the Chesapeake Bay.

Although presented as compatible with various initiatives already underway in this area, the plan as proposed directly contradicts the vision articulated by the many overlapping efforts to steward and revitalize The Falls. These include The Falls Gateway Project, the Jones Falls 2077 Project, improvements to the Streetcar Museum, and more. As the city's plans show, this site is on the edge of the 100-year flood plain and located deep into the 500-year flood plain. The city's own RFP for a new site requires that it not be situated on a flood plain. As someone who has resided in the Clipper Mill area since 2014 - I can easily picture a flooding event where large amounts of trash, recycling, and hazardous waste stored at the edge of the site gets swept into the falls and carried down towards the harbor. The city would need an army of Trash Wheels to address the additional volume of debris caused by such an event.

It is also unclear how the proposed plan significantly improves conditions for our sanitation workers. Their safety and well being is vitally important and it should be possible to protect sanitation workers without causing unnecessary damage to this unique ecosystem. Worker exploitation and habitat degradation are interconnected issues. Extreme heat in a changing climate is causing dangerous conditions for sanitation workers around the city, state, country, and across the globe. Climate change also means urban forest spaces like this narrow strip along Falls Road are under increased strain and are more important than ever for breaking up heat island effects. Workers and the watershed should be put over the interests of developers.

During a typical week, approximately 100-200 vehicles pass through the Sisson Street facility every day and on Saturdays this number can exceed 300 vehicles. The proposed closure of Falls Road to vehicular through traffic in order to accommodate ingress and egress to the new site will also cause major disruptions for neighboring residents and businesses, especially those located at Mill No. 1, as well as putting the recently announced expansion of the nearby Streetcar Museum in jeopardy. On a personal note, I do commute to and from work using this part of Falls Road on a semi-regular basis and have also seen increased pedestrian and bicycle traffic along the accompanying Jones Falls Trail in recent years as efforts to improve and preserve the surrounding environment take root.

In summary, I **strongly encourage** you to reject the current proposal to move the Sisson Street facility to Falls Road and request that you instead work to find an alternative site, such as Camp Smallwood or the existing railroad yard near MTA facilities located just off North Avenue, either of which would be a more appropriate fit providing direct access to and from major roadways such as Interstate-83.

Thank you for your time and consideration,

Kerry S. Brady  
1429 W 37th Street  
Baltimore, MD 21211

C: 443-310-8473  
Sent from my iPhone

## Leva, Anthony F (City Council)

---

**From:** Emily Jaskot <emilyjaskot@gmail.com>  
**Sent:** Monday, August 18, 2025 6:01 PM  
**To:** Testimony  
**Subject:** Keep the Jones Falls Valley Safe for Everyone

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

Sincerely,

Ms. Emily Jaskot

236 S Collington Ave Baltimore, MD 21231-2627

emilyjaskot@gmail.com

(703) 402-7629

## Leva, Anthony F (City Council)

---

**From:** Jodie Misiak <jmisiak@gmail.com>  
**Sent:** Monday, August 18, 2025 5:19 PM  
**To:** Testimony  
**Subject:** Relocate the Sisson Street Transfer Facility to Falls Road

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Hello,

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.

As a long time neighbor of this corridor and a frequent user of the current Jones Falls Trail, I am opposed to this relocation. While already unique and beautiful, this corridor has the potential to be an even greater destination for residents and visitors, similar to the High Line in NYC and the 606 in Chicago. It is an amazing amenity that should not be wasted.

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 urge you to reject the proposal to relocate the Sisson Street Transfer facility and re-commit to these improvements.

Sincerely,

Ms. Jodie Misiak

1715 N Calvert St Baltimore, MD 21202-6205

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

(917) 699-4812

## Leva, Anthony F (City Council)

---

**From:** Kelly Brady <kellyelle@gmail.com>  
**Sent:** Monday, August 18, 2025 5:04 PM  
**To:** Testimony  
**Subject:** Fwd: Protect the Jones Falls and Falls Road Access for Local Residents

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

**From:** Kelly Brady <[kellyelle@gmail.com](mailto:kellyelle@gmail.com)>  
**Date:** Mon, Aug 18, 2025 at 3:23 PM  
**Subject:** Protect the Jones Falls and Falls Road Access for Local Residents  
**To:** <[James.Torrence@baltimorecity.gov](mailto:James.Torrence@baltimorecity.gov)>, <[odette.ramos@baltimorecity.gov](mailto:odette.ramos@baltimorecity.gov)>, <[mayor@baltimorecity.gov](mailto:mayor@baltimorecity.gov)>, <[zeke.cohen@baltimorecity.gov](mailto:zeke.cohen@baltimorecity.gov)>  
**Cc:** <[zachary.blanchard@baltimorecity.gov](mailto:zachary.blanchard@baltimorecity.gov)>, <[calvin.young@baltimorecity.gov](mailto:calvin.young@baltimorecity.gov)>, <[chris.ryer@baltimoreplanning.gov](mailto:chris.ryer@baltimoreplanning.gov)>, <[khalil.zaied@baltimorecity.gov](mailto:khalil.zaied@baltimorecity.gov)>, <[sean.burnett@baltimorecity.gov](mailto:sean.burnett@baltimorecity.gov)>, <[jermaine.jones@baltimorecity.gov](mailto:jermaine.jones@baltimorecity.gov)>

My name is Kelly Brady and I live in 21211.

I am a local resident and am **strongly opposed** to the proposed plan to relocate the Sisson St center near the Jones Falls and cut off all local traffic on Falls Road.

I have only just learned that the proposed sale will be discussed at a city council meeting this evening, but was conveniently left off the public agenda. I will not be able to attend the meeting tonight in person, but plan to attend virtually.

**I am opposed to the relocation and closing of Falls Road for the following personal reasons:**

- I frequently visit the Jones Falls watershed to walk my reactive dog in a less populated area.
- I use Falls Road to access southern parts of the city directly from my neighborhood.
- I worked in an office directly on the Jones Falls and experienced flooding events numerous times within the last decade, and am all too aware of the effects on infrastructure.

**Additionally, relocating to the Jones Falls and closing Falls Road severely impacts the community at large:**

- 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.
- It may seem that this is just an industrial area that doesn't matter to people because it is not in a neighborhood, but this section of the falls functions as connective tissue between many Baltimore neighborhoods, including historically redlined neighborhoods.
- Although presented as compatible with various initiatives already underway in this area, this plan directly contradicts the vision articulated by the many overlapping efforts to steward and revitalize The Falls, including The Falls Gateway Project, improvements to the Streetcar Museum, the Jones Falls 2076 Project, and more.
- It is not clear how the proposed plan improves conditions for our Sanitary Workers. Their safety and well being is vitally important, and it should be possible to protect both sanitation workers and this unique ecosystem.

**PLEASE, I ask of the city council and our elected representatives:**

**Reject the proposal to move the Sisson Street Facility to Falls Road.**

Find an alternate site for the Sisson Street Facility, or make needed upgrades to the existing facility.

Sincerely, Your constituent,  
Kelly Brady

## Leva, Anthony F (City Council)

---

**From:** Jaime Mears <jrm7qy@gmail.com>  
**Sent:** Monday, August 18, 2025 5:01 PM  
**To:** Testimony  
**Subject:** Fwd: Keep the Jones Falls Valley Safe for Everyone

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

**From:** **Cohen, Zeke (City Council)** <[Zeke.Cohen@baltimorecity.gov](mailto:Zeke.Cohen@baltimorecity.gov)>  
**Date:** Mon, Aug 18, 2025 at 4:32 PM  
**Subject:** Re: Keep the Jones Falls Valley Safe for Everyone  
**To:** [jrm7qy@gmail.com](mailto:jrm7qy@gmail.com) <[jrm7qy@gmail.com](mailto:jrm7qy@gmail.com)>

Good afternoon,

Thank you for your email. To ensure your comments are included in the official bill file and received by the committee, please submit your testimony to [testimony@baltimorecity.gov](mailto:testimony@baltimorecity.gov).

Thank you,

Hailey Kancherla

Office of the Baltimore City Council President Zeke Cohen  
Baltimore City Council  
100 Holliday Street, Room 400  
Baltimore, MD 21202  
Office: (410) 396-4804

---

**From:** [jrm7qy@everyactionadvocacy.com](mailto:jrm7qy@everyactionadvocacy.com) <[jrm7qy@everyactionadvocacy.com](mailto:jrm7qy@everyactionadvocacy.com)> on behalf of Jaime Mears <[jrm7qy@everyactionadvocacy.com](mailto:jrm7qy@everyactionadvocacy.com)>  
**Sent:** Monday, August 18, 2025 3:51 PM  
**To:** Cohen, Zeke (City Council) <[Zeke.Cohen@baltimorecity.gov](mailto:Zeke.Cohen@baltimorecity.gov)>  
**Subject:** Keep the Jones Falls Valley Safe for Everyone

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

Sincerely,  
Mrs. Jaime Mears  
1915 Fairbank Rd Baltimore, MD 21209-3621  
[jrm7qy@gmail.com](mailto:jrm7qy@gmail.com)  
(804) 694-6208

--

**Jaime Mears**

## Leva, Anthony F (City Council)

---

**From:** Tim Hreha <timhreha@gmail.com>  
**Sent:** Monday, August 18, 2025 4:43 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.

Sincerely,

Mr. Tim Hreha

4209 Roland Ave Baltimore, MD 21210-2701

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

(724) 624-0572

## Leva, Anthony F (City Council)

---

**From:** Nora Kelleher <kelleher.nora@gmail.com>  
**Sent:** Monday, August 18, 2025 4:39 PM  
**To:** Testimony  
**Subject:** Fwd: Keep the Jones Falls Valley Safe for Everyone

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Please see below for my testimony!

Nora Kelleher

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

**From:** Cohen, Zeke (City Council) <[Zeke.Cohen@baltimorecity.gov](mailto:Zeke.Cohen@baltimorecity.gov)>  
**Date:** Mon, Aug 18, 2025 at 2:29 PM  
**Subject:** Re: Keep the Jones Falls Valley Safe for Everyone  
**To:** [kellehernora@gmail.com](mailto:kellehernora@gmail.com) <[kellehernora@gmail.com](mailto:kellehernora@gmail.com)>

Good afternoon,

Thank you for your email. To ensure your comments are included in the official bill file and received by the committee, please submit your testimony to [testimony@baltimorecity.gov](mailto:testimony@baltimorecity.gov).

Thank you,

Hailey Kancherla

Office of the Baltimore City Council President Zeke Cohen  
Baltimore City Council  
[100 Holliday Street, Room 400](#)  
[Baltimore, MD 21202](#)  
[Office: \(410\) 396-4804](#)

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**From:** [kellehernora@everyactionadvocacy.com](mailto:kellehernora@everyactionadvocacy.com) <[kellehernora@everyactionadvocacy.com](mailto:kellehernora@everyactionadvocacy.com)> on behalf of Nora Kelleher  
<[kellehernora@everyactionadvocacy.com](mailto:kellehernora@everyactionadvocacy.com)>  
**Sent:** Monday, August 18, 2025 1:23 PM  
**To:** Cohen, Zeke (City Council) <[Zeke.Cohen@baltimorecity.gov](mailto:Zeke.Cohen@baltimorecity.gov)>  
**Subject:** Keep the Jones Falls Valley Safe for Everyone

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Dear Council President Zeke Cohen,

I am writing about the Sisson St dump relocation. Not only all the stuff below, but also I hear that the current dump property will be basically GIVEN to a developer seems like moving in the wrong direction and against your own vision for the city. Moving the dump to make the city worse for stuff people share (the linear park) and better for private interest is like ugh. Guys you gotta be the change thank you for listening to my ted talk.

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. Nora Kelleher

[14 E 21st St Baltimore, MD 21218-5959](mailto:Nora.Kelleher@baltimorecity.gov)

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

(703) 403-4260

## Leva, Anthony F (City Council)

---

**From:** Sanzi <sanzi.kermes@gmail.com>  
**Sent:** Monday, August 18, 2025 4:37 PM  
**To:** Testimony  
**Subject:** Jones Falls and relocation of Sisson St DPW site

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Sincerely,  
Ms Michelle Kermes  
420 Fawcett St Baltimore, MD 21211-3208  
sanzi.kermes@gmail.com  
(410) 243-0588  
Please excuse any typos  
Sent from my iPhone

Sanzi  
www.sanzistudio.com  
410-243-0588

## Leva, Anthony F (City Council)

---

**From:** Artie Sadahiro <asadahiro@mica.edu>  
**Sent:** Monday, August 18, 2025 4:24 PM  
**To:** Testimony  
**Subject:** Keep the Jones Falls Valley Safe for Everyone

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

Sincerely,

Mr. Artie Sadahiro

1602 Park Ave # 3R Baltimore, MD 21217-4305

[asadahiro@mica.edu](mailto:asadahiro@mica.edu)

## Leva, Anthony F (City Council)

---

**From:** Clarissa Chen <clarisuh@gmail.com>  
**Sent:** Monday, August 18, 2025 3:58 PM  
**To:** Testimony  
**Subject:** Fwd: Keep the Jones Falls Valley Safe for Everyone

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Sincerely,  
Ms. Clarissa Chen  
15 W Mount Vernon Pl Baltimore, MD 21201-5108  
[clarisuh@gmail.com](mailto:clarisuh@gmail.com)  
(812) 369-5598

--  
Clarissa Chen

## Leva, Anthony F (City Council)

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**From:** Kevin Wynne <ktwynne@gmail.com>  
**Sent:** Monday, August 18, 2025 3:56 PM  
**To:** Cohen, Zeke (City Council); Testimony  
**Subject:** Re: Keep the Jones Falls Valley Safe for Everyone

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Sent from Gmail Mobile

On Mon, Aug 18, 2025 at 2:07 PM Cohen, Zeke (City Council) <[Zeke.Cohen@baltimorecity.gov](mailto:Zeke.Cohen@baltimorecity.gov)> wrote:

Good afternoon,

Thank you for your email. To ensure your comments are included in the official bill file and received by the committee, please submit your testimony to [testimony@baltimorecity.gov](mailto:testimony@baltimorecity.gov).

Thank you,

Hailey Kancherla

Office of the Baltimore City Council President Zeke Cohen  
Baltimore City Council  
[100 Holliday Street, Room 400](#)  
[Baltimore, MD 21202](#)  
[Office: \(410\) 396-4804](#)

---

**From:** [ktwynne@everyactionadvocacy.com](mailto:ktwynne@everyactionadvocacy.com) <[ktwynne@everyactionadvocacy.com](mailto:ktwynne@everyactionadvocacy.com)> on behalf of Kevin Wynne <[ktwynne@everyactionadvocacy.com](mailto:ktwynne@everyactionadvocacy.com)>  
**Sent:** Monday, August 18, 2025 12:37 PM  
**To:** Cohen, Zeke (City Council) <[Zeke.Cohen@baltimorecity.gov](mailto:Zeke.Cohen@baltimorecity.gov)>  
**Subject:** Keep the Jones Falls Valley Safe for Everyone

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

Sincerely,  
Dr. Kevin Wynne  
[5212 Tabard Ct Baltimore, MD 21212-4144](mailto:5212TabardCtBaltimoreMD21212-4144@ktwynne@gmail.com)  
[ktwynne@gmail.com](mailto:ktwynne@gmail.com)

## Leva, Anthony F (City Council)

---

**From:** Jennifer Ashlock <bearvshark@hotmail.com>  
**Sent:** Monday, August 18, 2025 3:24 PM  
**To:** Testimony  
**Subject:** I bike the Jones Falls Trail nearly every day

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Dear Council President Zeke Cohen,

I'm writing with deep concern 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.

This isn't an abstract issue for me—I bike this trail almost every day to and from work, traveling between Hampden and Camden Station. What should be a healthy, sustainable commute often leaves me worried for my safety. The trail feels too narrow in some stretches, cars speed past dangerously close, and I constantly have to calculate risks just to make it home in one piece.

That's why the promises the City has already made to improve this corridor matter so much. These include:

1. Widening the Jones Falls Trail between Maryland Avenue and the Round Falls switchbacks, since that section is below basic trail standards.
2. Restoring the closure to through-traffic north of the Potts and Callahan site, as was promised to the Greater Remington Improvement Association during the pandemic but never delivered.
3. Converting a small section of Falls Road and Clipper Mill Road to one-way, so there could finally be space for a safe walking and biking sidepath on the most dangerous stretch of the corridor.

All three of these improvements were pledged to the community but remain unfulfilled. Adding more truck and car traffic to the corridor without first making it safe will only put people like me—and countless others who bike or walk here—at greater risk.

I also want to stress that these changes would not block vehicle access to homes or businesses. They would simply make it harder for drivers to use this corridor as a high-speed cut-through, which is exactly the behavior that endangers people every day.

I urge you to commit to completing these safety improvements regardless of whether the transfer facility is relocated. Without them, relocation is not just short-sighted—it is dangerous.

Thank you for considering the perspective of those of us who rely on this trail daily for work and safety.

Sincerely,

Jennifer Ashlock  
3505 Roland Ave  
Baltimore, MD 21211-2429

## Leva, Anthony F (City Council)

---

**From:** Esmail Hamidi <esmailhamidi@gmail.com>  
**Sent:** Monday, August 18, 2025 3:20 PM  
**To:** Testimony  
**Subject:** My Thoughts on the Sisson Street Transfer Station Relocation

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Dear Baltimore City Council members,

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.

On a personal note, I don't think locating a waste disposal center within a flood plain is a good idea in general. It has the potential to increase illegal dumping close to the Jones Falls, and would present a stinky blight on an otherwise beautiful pocket of nature in the city. I enjoy biking the Jones Falls trail tremendously, and my neighborhood of Ednor Gardens utilizes periodic dumpster days to deal with bulk trash. Couldn't Remington implement a similar policy instead of this?

Thanks,

Esmail

--

Esmail Hamidi  
(443) 882-3840

## Leva, Anthony F (City Council)

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**From:** Carl Passen <cpassen@ymail.com>  
**Sent:** Monday, August 18, 2025 3:12 PM  
**To:** Testimony  
**Subject:** Keep the Jones Falls Valley Safe for Everyone

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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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- 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,

Mr. Carl Passen  
134 W Read St # 1 Baltimore, MD 21201-4909  
cpassen@ymail.com

## Leva, Anthony F (City Council)

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**From:** Jessie Parker <jessie.parker@gmail.com>  
**Sent:** Monday, August 18, 2025 2:54 PM  
**To:** Testimony  
**Subject:** Keep the Jones Falls Valley Safe for Everyone

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To whom it may concern:

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.

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

Sincerely,

Ms Jessie Parker

[3501 Roland Ave Baltimore, MD 21211-2429](#)

[jessie.parker@gmail.com](mailto:jessie.parker@gmail.com)

(410) 530-7600

## Leva, Anthony F (City Council)

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**From:** Mark Armbruster <markwithnohair@gmail.com>  
**Sent:** Monday, August 18, 2025 2:54 PM  
**To:** Testimony  
**Cc:** Cohen, Zeke (City Council)  
**Subject:** Keep the Jones Falls Valley Safe for Everyone

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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.

I personally cycle on the Jones Falls. I find it to be one of the more safe roads to travel on by bike. I wish it was even safer than it currently is. But this road is one of the few places that I feel safe enough to cycle in the city and I do not want to loose access to it, or for it to be come even more riskier to cycle on than it already is. Please reconsider your proposal to relocate the Sisson street transfer station to Falls Road. This would be a great loss to hundreds of cyclists, pedestrians and motorists who use it daily.

Sincerely,  
Mr. Mark Armbruster  
4416 Eastway Baltimore, MD 21218-1101  
[markwithnohair@gmail.com](mailto:markwithnohair@gmail.com)  
(443) 642-0483

## Leva, Anthony F (City Council)

---

**From:** Jim Brown <jimbrown8@msn.com>  
**Sent:** Monday, August 18, 2025 2:54 PM  
**To:** Testimony  
**Subject:** Sisson Street Transfer Station Relocation: Oppose Jones Falls Relocation site

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Dear Baltimore City Council,

The proposal to relocate the Sisson Street Transfer Facility to the Potts & Callahan site along Falls Road in the Jones Falls Valley is problematic for the health and wellbeing of residents and the economy & environment of Baltimore. I urge you to oppose the Potts and Callahan site and find a more suitable relocation site.

The City's stream valleys are a gem which fueled the growth of Baltimore. If Baltimore is to be a climate resilient city we will need to continue investing in our stream valleys as the lungs and water filters of our city, while providing for beneficial uses such as recreation, healthy activity, education, and active transportation. Development in any of our stream valleys, including the Jones Falls must elevate improvements to green infrastructure and natural climate solutions such as more permeable surfaces, increased tree canopy, and expansion of public access to cultural resources like the Streetcar Museum, neighborhoods, local businesses, the Jones Falls Trail, and The Baltimore Greenway Trails Network. The relocation of the transfer center to the valley is not compatible with the ecology of the valley and the important opportunity the valley provides to connect Baltimoreans to our water, our communities, and our public open spaces.

DPW workers deserve a modern and safe facility. Those upgrades and safety enhancements should be included in any site relocation. It is insincere to say that the necessary upgrades will only happen at the proposed Potts and Callahan site. They must be included in any more appropriate relocation sites.

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. 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.

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 oppose the relocation to this unsafe and unsuitable location on Falls Road.

Jim Brown  
Cresmont Ave  
Baltimore MD 21211

## Leva, Anthony F (City Council)

---

**From:** Randolph Davis <davis.randolph@gmail.com>  
**Sent:** Monday, August 18, 2025 2:51 PM  
**To:** Testimony  
**Subject:** Fwd: Keep the Jones Falls Valley Safe for Everyone

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

**From:** Cohen, Zeke (City Council) <[Zeke.Cohen@baltimorecity.gov](mailto:Zeke.Cohen@baltimorecity.gov)>  
**Date:** Mon, Aug 18, 2025 at 1:56 PM  
**Subject:** Re: Keep the Jones Falls Valley Safe for Everyone  
**To:** [davis.randolph@gmail.com](mailto:davis.randolph@gmail.com) <[davis.randolph@gmail.com](mailto:davis.randolph@gmail.com)>

Good afternoon,

Thank you for your email. To ensure your comments are included in the official bill file and received by the committee, please submit your testimony to [testimony@baltimorecity.gov](mailto:testimony@baltimorecity.gov).

Thank you,

Hailey Kancherla

Office of the Baltimore City Council President Zeke Cohen  
Baltimore City Council  
100 Holliday Street, Room 400  
Baltimore, MD 21202  
Office: (410) 396-4804

---

**From:** [davis.randolph@everyactionadvocacy.com](mailto:davis.randolph@everyactionadvocacy.com) <[davis.randolph@everyactionadvocacy.com](mailto:davis.randolph@everyactionadvocacy.com)> on behalf of Randy Davis <[davis.randolph@everyactionadvocacy.com](mailto:davis.randolph@everyactionadvocacy.com)>  
**Sent:** Monday, August 18, 2025 12:01 PM  
**To:** Cohen, Zeke (City Council) <[Zeke.Cohen@baltimorecity.gov](mailto:Zeke.Cohen@baltimorecity.gov)>  
**Subject:** Keep the Jones Falls Valley Safe for Everyone

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

Sincerely,  
Mr. Randy Davis  
2105 Hargrove St Baltimore, MD 21218-5802  
[davis.randolph@gmail.com](mailto:davis.randolph@gmail.com)  
(443) 799-0936

## Leva, Anthony F (City Council)

---

**From:** Dean Huysamen <deanhuysamen@gmail.com>  
**Sent:** Monday, August 18, 2025 2:44 PM  
**To:** Testimony  
**Subject:** Keep the Jones Falls Valley safe for everyone

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

Sincerely,  
Mr. Dean Huysamen  
[2634 Guilford Ave Baltimore, MD 21218-4611](https://www.baltimorecity.gov/locations/default/standard/2634-guilford-ave)  
[deanhuysamen@gmail.com](mailto:deanhuysamen@gmail.com)

## Leva, Anthony F (City Council)

---

**From:** Lee Krempel <lmkrempel@gmail.com>  
**Sent:** Monday, August 18, 2025 2:42 PM  
**To:** Testimony  
**Subject:** Sisson Street Transfer Facility to the Potts & Callahan site along Falls Road

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

Sincerely,

Mr. Lee Krempel

902 E 36th St Baltimore, MD 21218-2101

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

## Leva, Anthony F (City Council)

---

**From:** Nick Schiwy <schiwyn@gmail.com>  
**Sent:** Monday, August 18, 2025 2:42 PM  
**To:** Testimony  
**Subject:** Keep the Jones Falls Valley Safe for Everyone

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Hello-

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.

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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,

Mr. Nick Schiwy

2931 Hudson St Baltimore, MD 21224-4839

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

(410) 310-6269

## Leva, Anthony F (City Council)

---

**From:** Christopher A. Gawrych <cagavrick@gmail.com>  
**Sent:** Monday, August 18, 2025 2:40 PM  
**To:** Testimony  
**Subject:** relocate the Sisson Street Transfer Facility to

**CAUTION:** This email originated from outside of Baltimore City IT Network Systems.  
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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,

Mr. Christopher Gawrych

[217 S Collington Ave Baltimore, MD 21231-2628](#)

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

(516) 330-6031

Christopher A. Gawrych

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

## Leva, Anthony F (City Council)

---

**From:** Courtney Pasko <cmarielandis@gmail.com>  
**Sent:** Monday, August 18, 2025 2:39 PM  
**To:** Testimony  
**Subject:** Fwd: Keep the Jones Falls Valley Safe & Accessible for Everyone

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Good afternoon,

I am forwarding my comments on the proposed Sisson Street Transfer Facility Relocation to this address as requested. Thank you!

Best,  
Courtney Pasko

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.

Though less significant than safeguarding city resident safety, I'm also dismayed at the suppressive effect the city's proposal would have on the Baltimore Streetcar Museum, which only a few days ago announced a new initiative with some approved city funding to expand their site. The Streetcar museum has the potential to become a great, revenue-generating destination that could only complement a linear park destination, and I suspect much of that growth would be completely curtailed by the proposed changes to Falls Rd, the proposed traffic, and the immediate proximity to the waste station. While I'm aware that the transfer station is not a dump, is also isn't a site that I would anticipate museum visitors and other tourists want to park, picnic, and recreate next to. It would be a shame to waste that opportunity.

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

Sincerely,  
Ms. Courtney Pasko  
636 E 35th St Baltimore, MD 21218-2927  
[cmarielandis@gmail.com](mailto:cmarielandis@gmail.com)  
(717) 606-8335

## Leva, Anthony F (City Council)

---

**From:** Corey Jennings <corey.jennings@gmail.com>  
**Sent:** Monday, August 18, 2025 2:35 PM  
**To:** Testimony  
**Subject:** Keep the Jones Falls Valley Safe for Everyone

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Dear Council President Zeke Cohen,

As the former president of the Remington neighborhood association, and a family cyclist, 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 to my community in public meetings for improvements along Falls Road 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,  
mr Corey Jennings  
[505 W 28th St Baltimore, MD 21211-3028](#)  
[corey.jennings@gmail.com](mailto:corey.jennings@gmail.com)  
(443) 854-8215

## Leva, Anthony F (City Council)

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**From:** Robin Jacobs <robinjacobs@gmail.com>  
**Sent:** Monday, August 18, 2025 2:32 PM  
**To:** Testimony  
**Subject:** Fwd: Keep the Jones Falls Valley Safe for Everyone

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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. I oppose this relocation.

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. Robin Jacobs

418 Fawcett St Baltimore, MD 21211-3208

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

(410) 837-8467

## Leva, Anthony F (City Council)

---

**From:** Keith Uram <keith@baltimorebicycleworks.com>  
**Sent:** Monday, August 18, 2025 2:30 PM  
**To:** Testimony; contact email  
**Subject:** Falls Road Closure/Refuse Transfer Station

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To Whom it May Concern,

We at the Baltimore Bicycle Works are concerned about plans for the new dump site and potential closure of Falls Road southbound. When Falls Road was closed during the pandemic, we saw an immediate decrease in customers. People driving from Hampden and farther north went elsewhere rather than route down and around through the city to get to our shop.

We're also concerned to have dump trucks and the debris from dump trucks around people biking and running. Since Baltimore lacks in bike infrastructure, Falls Road serves as an important north-south connector for cycling. (The current version of the Jones Falls trail through that area is primarily a sidewalk, used much more by walkers and joggers than people biking.) Adding dump trucks and the bits of metal and glass they would inevitably drop would be a safety issue for everyone involved.

Finally, passing through that section of Falls Road regularly, we see how often it floods. Even relatively minor storms can bring large amounts of runoff flowing through that site, across the road, and into the Jones Falls. As Baltimore works to reduce trash in our waterways, this would be a big step backwards.

Would you be able to help us understand where this is in the decision making process and who else we should be talking to about our concerns?

Yours,

Keith B. Uram, Worker/Owner  
Brent Boggs, Worker/Owner  
Bernardo Vigil, Worker/Owner  
Linus Owens, Worker/Owner  
Jonna Lacock-Nisly, Worker/Owner  
Tom Tiberio, Worker/Owner  
Alia Herndon, Worker/Owner

Baltimore Bicycle Works  
Falls Road - 410-605-0705  
Belvedere Square - 443-438-6745  
[baltimorebicycleworks.com](http://baltimorebicycleworks.com)



## Leva, Anthony F (City Council)

---

**From:** Gary Therkildsen <gtherk@gmail.com>  
**Sent:** Monday, August 18, 2025 2:31 PM  
**To:** Testimony  
**Subject:** Re: city's proposal to relocate the Sisson Street Transfer Facility to the Potts & Callahan site along Falls Road

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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,  
Mr. Gary Therkildsen  
2439 E North Ave Baltimore, MD 21213-1517  
[gtherk@gmail.com](mailto:gtherk@gmail.com)  
(301) 802-2220

## Leva, Anthony F (City Council)

---

**From:** Gina Grinstead <ginagee@gmail.com>  
**Sent:** Monday, August 18, 2025 2:26 PM  
**To:** Testimony  
**Subject:** Keep the Joes Falls valley safe for everyone

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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. Gina Grinstead

2119 Lake Montebello Ter Baltimore, MD 21218-3132

ginagee@gmail.com

(646) 734-2776

## Leva, Anthony F (City Council)

---

**From:** Thee Jasmine Monk <eric.p.florence@gmail.com>  
**Sent:** Monday, August 18, 2025 2:22 PM  
**To:** Testimony  
**Subject:** Fwd: Keep the Jones Falls Valley Safe for Everyone

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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,

Mx. Eric Florence

2162 Druid Park Dr Baltimore, MD 21211-1427

[eric.p.florence@gmail.com](mailto:eric.p.florence@gmail.com)

(443) 208-7797

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

From: **Cohen, Zeke (City Council)** <[Zeke.Cohen@baltimorecity.gov](mailto:Zeke.Cohen@baltimorecity.gov)>

Date: Mon, Aug 18, 2025 at 1:58 PM

Subject: Re: Keep the Jones Falls Valley Safe for Everyone

To: [eric.p.florence@gmail.com](mailto:eric.p.florence@gmail.com) <[eric.p.florence@gmail.com](mailto:eric.p.florence@gmail.com)>

Good afternoon,

Thank you for your email. To ensure your comments are included in the official bill file and received by the committee, please submit your testimony to [testimony@baltimorecity.gov](mailto:testimony@baltimorecity.gov).

Thank you,

Hailey Kancherla

Office of the Baltimore City Council President Zeke Cohen

Baltimore City Council

100 Holliday Street, Room 400

Baltimore, MD 21202

Office: (410) 396-4804

---

**From:** [eric.p.florence@everyactionadvocacy.com](mailto:eric.p.florence@everyactionadvocacy.com) <[eric.p.florence@everyactionadvocacy.com](mailto:eric.p.florence@everyactionadvocacy.com)> on behalf of Eric Florence <[eric.p.florence@everyactionadvocacy.com](mailto:eric.p.florence@everyactionadvocacy.com)>

**Sent:** Monday, August 18, 2025 12:03 PM

**To:** Cohen, Zeke (City Council) <[Zeke.Cohen@baltimorecity.gov](mailto:Zeke.Cohen@baltimorecity.gov)>

**Subject:** Keep the Jones Falls Valley Safe for Everyone

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[Phishing@baltimorecity.gov](mailto:Phishing@baltimorecity.gov)

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,  
Mx. Eric Florence  
2162 Druid Park Dr Baltimore, MD 21211-1427  
[eric.p.florence@gmail.com](mailto:eric.p.florence@gmail.com)  
(443) 208-7797

## Leva, Anthony F (City Council)

---

**From:** Drew Beier <dbeier@smp-architects.com>  
**Sent:** Monday, August 18, 2025 2:20 PM  
**To:** Testimony  
**Subject:** Sisson Street Transfer Facility Relocation

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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.

Widening the Jones Falls Trail to high quality trail standards between Maryland Avenue and the Round Falls switchbacks should be a top priority, 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.

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, should also be strongly considered.

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.

Additionally, the impact of relocating a solid waste transfer facility to an environmentally sensitive area like the Jones Falls Valley should be more strongly considered. The Potts and Callahan site is located immediately adjacent to an area within the 100-year floodplain and partially sits within the 500-year floodplain. Floods aside, any runoff from this site will lead directly into the Jones Falls, which will then lead to the Inner Harbor, which will then lead to the Chesapeake Bay. These are all waterways that the City of Baltimore and the State of Maryland have vowed to protect and improve. Relocating the Sisson Street facility to this location runs directly contrary to those goals.

There is no safe path to relocation of the transfer facility to the Jones Falls Valley. Anyone supporting relocation to the Valley is endorsing a plan that will contribute to increasing unsafe conditions for pedestrians and bicyclists, as well as the continued degradation of our fragile urban ecosystem.

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

Sincerely,

Mr. Drew Beier

1115 Riverside Ave Baltimore, MD 21230-4119

[dbeier@smp-architects.com](mailto:dbeier@smp-architects.com)

(443) 928-3145

**Drew Beier, AIA**

Project Architect + Principal

O:410.685.3582 x132

C:443.928.3145

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**Schamu Machowski + Patterson**

Architecture | Interiors



## Leva, Anthony F (City Council)

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**From:** Emily Riehl <eriehl@jhu.edu>  
**Sent:** Monday, August 18, 2025 2:18 PM  
**To:** Testimony  
**Subject:** Jones falls should be for recreation, not trash

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I live in Mount Vernon and visit the Sisson street dump site a few times a year. The plan to move the waste facility to Falls Road is very bad. This is very highly used recreational area for runners, cyclists, walkers, birders, etc. You can find pedestrians there at all hours of the day, despite the fact that the river and river bank are filthy. The city should clean it up, not move in more trash!!

Emily

--

Kelly Miller Professor of Mathematics (she/her)  
Johns Hopkins University  
[emilyriehl.github.io](https://emilyriehl.github.io)

## Leva, Anthony F (City Council)

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**From:** Patricia White <mrshophoop@hotmail.com>  
**Sent:** Monday, August 18, 2025 2:17 PM  
**To:** Testimony  
**Subject:** Relocation of Sisson Dump

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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 Trish White  
2200 E Lombard St Baltimore, MD 21231-2060  
mrshophoop@hotmail.com  
(240) 593-3712

Let me add that that Jones Falls Valley area is a gem of a green space in the heart of the city and should be celebrated and protected. It should not become a thoroughfare for trash. The StreetCar museum just got funds to expand and improve. A city with vision would see that as a tourist destination and an important part of Baltimore City's history and the history of Maryland and it would be the centerpiece of this linear park area to be enjoyed by city residents and visitors alike. This area should be a fantastic recreational area for biking and runners/pedestrians and wildlife and the watershed.

Trish White  
Sent from my iPhone

## Leva, Anthony F (City Council)

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**From:** Nick Modha <nickmodha@yahoo.com>  
**Sent:** Monday, August 18, 2025 2:13 PM  
**To:** Testimony  
**Subject:** Keep the Jones Falls Valley Safe for Everyone

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Dear Council President Zeke Cohen and Baltimore City ,

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,  
Mr. Nick Modha  
1427 Steuart St Baltimore, MD 21230-5364  
nickmodha@yahoo.com  
(717) 860-1334

## Leva, Anthony F (City Council)

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**From:** Justin Duvall <justinduvall@gmail.com>  
**Sent:** Monday, August 18, 2025 2:08 PM  
**To:** Testimony  
**Subject:** Keep the Jones Falls Valley Safe for Everyone

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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,

Mr. Justin Duvall

1418 Mill Race Rd Baltimore, MD 21211-2325

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

## Leva, Anthony F (City Council)

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**From:** Virginia Peters-Rodbell <vpetersrodbell@gmail.com>  
**Sent:** Monday, August 18, 2025 2:06 PM  
**To:** Testimony  
**Subject:** Fwd: Keep the Jones Falls Valley Safe for Everyone

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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,  
HCC Safety Chair Virginia Peters-Rodbell  
[824 W 37th St Baltimore, MD 21211-2232](#)  
[vpetersrodbell@gmail.com](mailto:vpetersrodbell@gmail.com)  
(410) 598-1639

## Leva, Anthony F (City Council)

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**From:** Faith Maya Owhonda <faithowhonda@gmail.com>  
**Sent:** Monday, August 18, 2025 2:04 PM  
**To:** Testimony

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

## Leva, Anthony F (City Council)

---

**From:** Blake Barnett <blakebarnett43@gmail.com>  
**Sent:** Monday, August 18, 2025 1:58 PM  
**To:** Testimony  
**Subject:** Opposition to relocating the Sisson St Transfer Station to Falls Rd

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Dear Council President Zeke Cohen,

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. The Jones Falls should be a centerpiece of the city as a linear park with waterfront businesses, and installing the Transfer Facility to the waterfront will produce ecological and economic harm to this important corridor. It will discourage resident access to the waterfront, harm attendance to the streetcar museum, and increase the risk of waste leaching to the Falls' ecosystem.

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

Sincerely,  
Dr Blake Barnett  
1201 Berry St Baltimore, MD 21211-1994  
[blakebarnett43@gmail.com](mailto:blakebarnett43@gmail.com)  
(561) 951-9101