



Catonsville Rails to Trails
P.O. Box 3282
Catonsville, MD 21228

February 19, 2026

The Honorable Kathy Klausmeier
County Executive
Baltimore County Government

The Honorable Pat Young
Councilman, District 1
Baltimore County Council

400 Washington Avenue
Towson, MD 21204

Dear County Executive Klausmeier and Councilman Young,

On behalf of Catonsville Rails to Trails, thank you for the opportunity to provide input at the District 1 Town Hall. We respectfully request that the County fully fund and direct the Ingleside Avenue Sidewalk project to be designed and constructed consistent with the 2023 Bike Master Plan.

As currently designed, the project precludes future implementation of the bikeway identified in the 2023 Bike Master Plan. If constructed as proposed, the roadway and sidewalk configuration would effectively eliminate the ability to add the planned on-road bicycle facility without significant reconstruction. The sidewalks should therefore be designed and constructed in a manner that preserves the ability to implement the planned on-road bikeway in the future. Alternatively, one sidewalk should be designed and built now as a shared-use side path to fulfill the Bike Master Plan bikeway requirement as part of this project.

Additional funding and clear direction are necessary to incorporate these elements, and we respectfully request that you provide both.

Beyond Ingleside, several near-term actions would meaningfully advance adopted County policy. The County should complete the Catonsville Community Park connections to North Rolling Road and Oakdale Avenue to close critical network gaps and replace swing gates on park trails, including the #9 Trolley Trail, with ADA-compliant removable bollards to improve accessibility while maintaining access control.

We remain concerned about the Old Frederick Road project, which proposes one-way traffic without a bicycle facility. Old Frederick Road serves as a low-stress biking connection from Edmondson Ave to Frederick Road; the exclusion of a bike facility will

remove an important bike-route from our community. We respectfully urge the County to re-exam this project's impact on our bike network and propose remediation to ensure the safety of our community.

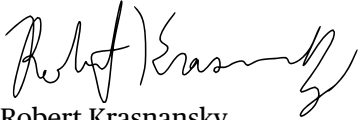
We also request support for priority Bike Master Plan projects and Catonsville Rails to Trails initiatives. Catonsville Rails to Trails was awarded a FY26 Bikeways Grant to advance Complete Streets improvements on Frederick Road at the #8 Streetcar Path; progress depends on DPWT serving as Project Manager. We respectfully ask that DPWT fulfill this role. We have also applied for County Planning grants to improve the #8 Streetcar Path and the Catonsville Short Line Trail and ask that their importance to the County's broader active transportation network be recognized.

We commend the County's recent investments, including trail improvements at Catonsville Community Park, a perimeter path at Banneker Community Center, the Bloomsbury Crossing project, the Shelbourne Road pedestrian bridge, the Carville Avenue bike lanes, and recent sidewalk upgrades near the #9 Trolley Trail. These projects meaningfully enhance safety and connectivity.

At the State level, Wilkens and Catonsville are now designated MDOT Bicycle and Pedestrian Priority Areas, and MDOT has announced a Pedestrian Safety Action Plan for US 40. We respectfully ask Baltimore County to match this commitment by advancing its Complete Streets and Bike Master Plan priorities in District 1.

Thank you for your consideration and for your continued service to our community.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Robert Krasnansky". The signature is fluid and cursive, with the first name being particularly prominent.

Robert Krasnansky

President of Catonsville Rails to Trails

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