



Baltimore County Residential Truck Traffic Work Group

Interim Report: March 31, 2021

Work Group Members

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- Matt Carpenter, *Office of Budget and Finance*
- Pete Kriscumas, *Office of Community Engagement*
- Captain Jan Brown, *Police Department*
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- John Merson, *District 1 Community Representative*
- Ron Metzger, *District 7 Community Representative*
- Louis Campion, *Maryland Motor Truck Association*
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INTRODUCTION

This document presents the interim report of the Baltimore County Residential Truck Traffic Work Group (RTTWG). The work group is approximately halfway through the timeline of its slated work, which will conclude with a final report by August 31, 2021. This report will outline the work group's goals and summarize the group's discussions, findings and work to date. The final report will list a full set of recommendations.

BACKGROUND: SENATE BILL 41

The RTTWG was established by the Maryland General Assembly's passage of Senate Bill 41 during the 2020 legislative session. The legislation enables Baltimore County to implement a vehicle height-monitoring system program to address the high volumes of commercial truck traffic on local roadways primarily in the southeastern and southwestern regions of the County.

Prior to the implementation of a program, Baltimore County must establish a work group including commercial transportation industry representatives to assist the County in:

- Evaluating existing truck routes
- Identifying areas for vehicle height-monitoring enforcement
- Evaluating existing signage and identifying locations where signage could be improved

The work group will also examine and make recommendations to the County Council on:

- Developing a map of restricted roads in the County and providing the map to operators using the best available technology
- Developing and implementing a process for a vehicle owner to easily contest an erroneously issued citation without the necessity of a court hearing
- Developing a process for the owner of a vehicle to identify and transfer liability to the operator of a vehicle responsible for incurring a citation
- Exempting certain types of vehicles from enforcement by a vehicle height-monitoring system

The work group will issue its recommendations in a final report to the County Council no later than August 31, 2021. These recommendations will inform legislation that goes before the County Council which can be enacted no sooner than October 1, 2021.

Implementation of a vehicle height-monitoring system program cannot occur without approval of that legislation from the County Council. This legislation must include a provision limiting the overall number of vehicle height-monitoring systems to be utilized by the program.

BALTIMORE COUNTY: EXISTING FRAMEWORK AND ENFORCEMENT ISSUES

Currently, Baltimore County has a number of roadway segments where large commercial vehicles are prohibited from traveling. Vehicles are in violation of the law if they travel from one end of the restricted section to the other without making a pickup or delivery along the roadway. The establishment of these restricted sections is driven by constituent input. The Baltimore County Department of Public Works (DPW) addresses community concerns through traffic studies, and analyzes those findings to determine if a new restricted route is appropriate (as permitted by local, state and federal statute).

Enforcement of these restrictions can be challenging for a number of reasons. In certain areas of the County, such as Arbutus and Dundalk, the volume of truck traffic along restricted routes is overwhelming. The Baltimore County Police Department (BCoPD) commits significant personnel to this effort, but is faced with additional logistical challenges – a truck must be caught traveling the full length of the restricted section to be committing a violation and there is often difficulty in verifying local deliveries.

How Vehicle Height-Monitoring Systems Can Help

Vehicle height-monitoring systems, such as those utilized by Baltimore City (discussed thoroughly later in this report) provide a solution to this problem. These systems lower the administrative burden for local jurisdictions and provide a lasting mechanism that curbs illegal behavior and encourages compliance – not unlike existing red light and speed camera programs. Vehicles with legitimate localized business – those making pick-ups or deliveries – are able to have a citation nullified by providing the local jurisdiction record of a near-by stop.

DELIVERABLES

The goals outlined in Senate Bill 41 were broken out into the work group's deliverables, divided into those that would be the focus of the first and second halves of the group's work. The timeline denoted the items of focus from the group's launch in September 2020 through the filing of this report in March 2021 as "March deliverables", while items of focus from April 2021 through the filing of the final report in August 2021 were denoted as "August deliverables." Those deliverables are as follows:

March Deliverables

Route Review and Map Creation:

- Comprehensively review the existing truck routes and restrictions
- Identify the main areas of concerns regarding residential truck traffic
- Create routes identifying the preferred roadways that trucks should utilize instead of the residential routes that are currently in use
- Create a route map that can be used by vehicle operators in real time

Signage:

- Develop a plan to evaluate existing signage and make necessary adjustments

Exempted Vehicles:

- Recommend certain types of vehicles that should be exempt from enforcement by a vehicle height-monitoring system

August Deliverables

Cameras:

- Make recommendations on the number of vehicle height-monitoring cameras the County should utilize
- Make recommendations on the locations of camera placement

Citation Process:

- Develop a citation process for vehicle height monitoring
- Develop a dispute resolution process so operators can easily contest an erroneously issued citation
- Develop a process to transfer liability to operators of leased or rented vehicles
- Consider developing a “pre-clearance” application for all vehicles from a specific company to be exempt from citations

An assessment of the status of the deliverables can be found at the conclusion of this report.

BALTIMORE CITY COMMERCIAL VEHICLE HEIGHT MONITORING SYSTEM PROGRAM

Baltimore City has historically faced similar issues with truck traffic in residential areas. Baltimore City’s Department of Transportation and trucking industry representatives coordinated to review the City’s truck route system and update the map of authorized truck routes. Following this review, legislation was passed by the Maryland General Assembly during its 2012 legislative session that enabled Baltimore City to implement a program to install vehicle height-monitoring systems. These monitors issue citations to vehicles of a specified height traveling on unauthorized roadways. The resulting program, known as the Commercial Vehicle Height Monitoring System program, was the subject of research by work group staff in preparations for the group’s discussion on the establishment of a similar program in the County.

Baltimore City Map Creation and Camera Placement

Baltimore City had previously used a patchwork system that restricted commercial vehicle traffic from using certain roadways unless they were being used to make local deliveries. This concept was completely overhauled by removing the previous map of restrictions and replacing it with a comprehensive set of routes to guide commercial vehicles traveling in the city.

Baltimore City’s Department of Transportation (DOT) worked with industry representatives to identify where the commercial vehicles frequently needed to be – primarily the major points of pick up and drop off. Routes that connected these locations to major highways, expressways and large roads were identified as “through routes” where trucks are allowed to travel at any point. DOT then created “local routes” that connected the through routes to residential areas. The local routes are restricted to commercial vehicles unless they are making a localized delivery. A handful of locations were also selected as “restricted routes” where freight vehicles are prohibited from traveling between the hours of 7 p.m. and 7 a.m. These three route classifications – through routes, local routes and restricted routes – make up Baltimore City’s completed truck route map, which are publicly available in Geographic Information Systems (GIS) and PDF formats).

Following the completion of the map, DOT worked to set the locations for the new vehicle height-monitoring systems. Following the model used for speed camera and red light camera programs, a limited number of cameras are moved from time to time around the different set enforcement locations. While DOT set the initial enforcement corridors, locations have been added since the program’s establishment based on necessary adjustments and constituent feedback.

Lessons for the RTTWG

The RTTWG made the decision not to mimic most of the elements found in Baltimore City’s truck route map. Ultimately, the Commercial Vehicle Height Monitoring System program provided Baltimore County with an initial concept, but the RTTWG has been working and will continue to work to build out the concept in a manner that reflects the County’s unique geography, constituencies and circumstances. This is further discussed in the “Mapping” section.

COMMUNITY INPUT SURVEY

Following the RTTWG’s initial meeting on September 29, 2020, Baltimore County opened and publicized a community input survey to collect constituent feedback on the issue of residential truck traffic. A summary of the data collected through October 21, 2020, was presented at the work group’s second meeting on October 27, 2020. 98 responses had been received at that point. The questions asked of residents were broken into the following sections:

- Respondent location identification – zip code, neighborhood and address (*questions 1-3*)
- Area of concern within the respondent’s neighborhood (*questions 4-5*)
- Details of the residential truck traffic concern – number of trucks on a daily basis, times and days of high truck traffic volume (*questions 6-8*)
- Signage (*question 9*)
- Opportunities for any further comment (*question 10*)

The answers provided by the 98 respondents can be found in Addendum 2. The addresses provided in question 3 have been redacted to protect the privacy of respondents.

Broken down by location, there were 50 respondents who reside in the southeastern portion of the County concentrated in Council District 7, 26 respondents who reside in the southwestern portion of the County concentrated in Council District 1, and 22 respondents who reside in other areas of the County. While the RTTWG does not currently have plans to expand the scope of its work to include areas outside of southeastern and southwestern Baltimore County, concerns from other communities may be worth noting in any future efforts Baltimore County takes to alleviate truck traffic in residential areas.

The open ended nature of some of the survey questions left room for interpretation among the responses received, but certain patterns have emerged in the streets and locations that were frequently mentioned as areas of concern by respondents.

District 1 Results

Within District 1, nine of the 26 respondents referenced issues along Benson Avenue – far more mentions than any other individual roadway received. As discussed in multiple sections found later in this report, the issues along Benson Avenue represent the single biggest concern regarding residential truck traffic in southwestern Baltimore County.

District 7 Results

In District 7, most of the commonly mentioned roads and areas of concern were located in the central Dundalk region, reflecting the input that Baltimore County has received for several years from residents troubled by the volume of traffic associated with the Port of Baltimore and, more recently, Tradepoint Atlantic. The most mentioned roadways were as follows:

- Sollers Point Road: 12 mentions
- Dundalk Avenue: 7 mentions
- Holabird Avenue: 7 mentions
- Delvale Avenue: 7 mentions
- Merritt Boulevard: 4 mentions
- Searles Road: 4 mentions
- North Point Road: 3 mentions
- Peninsula Expressway: 3 mentions
- Wise Avenue: 3 mentions

Streets in the Eastwood neighborhood totaled seven mentions, and those within Turner Station totaled five mentions. Three respondents also referenced issues with signage at Tradepoint Atlantic – more details on this topic can be found in later sections of this report.

WORK GROUP FEEDBACK

The work group received input from DPW, BCoPD, the Office of Community Engagement and community representatives highlighting the main areas of constituent concern. This included a constituent hot-spot map that displayed roadways restricted to through traffic for commercial vehicles and highlighted which of these roadways are the source of the most constituent complaints to DPW and the Police Department (*Addenda 3A and 3B*). Findings from this group’s work were concurrent with the results of the Community Input Survey.

District 1 Input

John Merson, the RTTWG’s District 1 representative, confirmed that Benson Avenue is the main area of concern in southwestern Baltimore County. Major Jay Landsman of the BCoPD concurred, providing the following analysis: “The most persistent complaint road is Benson Avenue, between Sulphur Spring Road and the I-695 overpass. This 2/3rd of a mile stretch of Benson Avenue is residential and is flanked by commercial/industrial areas. There are many businesses on both ends, including the UPS distribution center, that use that stretch of Benson Avenue as a cut-through instead of traveling down to South Caton Avenue or Washington Boulevard to get back to Sulphur Spring Road.”

Addendum 3A displays the hot spots identified in southwestern Baltimore County.

District 7 Input

Ron Metzger, the RTTWG’s District 7 representative, provided input based on his communications with constituents in his role as a legislative aide to Baltimore County Councilman Todd Crandell. The areas of high traffic volume that Mr. Metzger cited are generally consistent with the concerns raised by District 7 residents who responded to the Community Input Survey:

- North Point Blvd. to Baltimore St.
- Wise Ave., East of Grays Rd.
- Holabird Ave. and Merritt Blvd. to Wise Ave.
- Dundalk Ave. at Belclare Rd.
- Holabird Ave. at Sollers Point Rd.

Mr. Metzger also highlighted the need for better signage for trucks traveling on North Point Blvd bound for Tradepoint Atlantic to keep them from accidentally turning onto Bethlehem Blvd and traveling through Edgemere. Addendum 3B displays the hot spots identified in southeastern Baltimore County.

MAPPING

Much of the focus of the RTTWG’s work to date has focused on the creation of a route map that can be provided to vehicle operators and used in real time utilizing the best available technology.

Map Creation

While discussing the creation of a truck route map, the RTTWG found several reasons not to fully mimic the approach utilized by Baltimore City in the creation of their map. The idea of a complete overhaul of the existing map of restricted roads was seen as logistically challenging given the geographic scale of the County. The RTTWG

has been tasked with focusing on the southwestern and southeastern portions of Baltimore County – the concept of overhauling restrictions in only certain portions of the County would be administratively impossible, and overhauling restrictions for the entire County would be a significant undertaking that was deemed unnecessary.

Furthermore, the work group was in general agreement that there was not a need for new restrictions as the issue is more associated with the need for better enforcement of existing restrictions. The eventual installation of vehicle height-monitoring systems – a focus of the work group’s future meetings – will make enhanced enforcement a possibility.

Instead of attempting to copy the process utilized in Baltimore City, the work group decided to follow a more direct path to meeting the goal outlined in Senate Bill 41: “developing a map of height–restricted roads in the County and providing the map to operators using the best available technology.” At its most basic level, the RTTWG needed to create a map that instructed vehicle operators where they should and should not be going to reach the most traveled points of pick-up and drop off (not including local deliveries).

This work was completed at the fifth meeting of the RTTWG, held on February 26, 2021. The route maps shown in Addenda 1A, 1B and 1C are the result of that work. The maps present preferred routes – recommended areas of travel for non-local deliveries that guide commercial vehicles away from the main residential areas of constituent concern. These maps also shows areas where current restrictions exist on both County and State roads.

The RTTWG also entertained the idea of marking up this map to show suggested areas for large commercial vehicles to avoid – places where constituent concerns exist that do not currently have any restrictions. However, the work group did not identify any areas where this demarcation seemed prudent, highlighting the need for greater enforcement on roadways that are currently restricted.

Real-Time Technology

The RTTWG plans to share the completed route map and the upcoming camera locations with the best available technology. Once the routes and locations are finalized, the data displaying this information will be uploaded to the Baltimore County Government Open Data Portal. This portal is updated regularly by DPW and provides map data in three different formats: spreadsheet, KML, and shapefile. The KML format can be shared with mapping apps such as Waze and Google maps. Through the Waze Connected Citizen program, the County can share this data to the navigation site for the use of vehicle operators in real time.

Data will also be made available through a GIS web map before the RTTWG files its final report. This will mimic Baltimore City’s GIS web app, which industry experts have praised as a helpful tool.

The work group also discussed the process for sharing data for broader statewide communication. Baltimore County can send the RTTWG’s completed route map to the Maryland Department of Information Technology’s Geographic Information Office for inclusion in Maryland’s Open Data Portal. Industry members stated that this would be helpful because State maps have the ability to show vehicle operators how to get from point A to point B without traveling on restricted routes.

SIGNAGE

Current Restrictive Signage

The RTTWG was tasked with “evaluating existing signage and identifying locations where signage could be improved.” The most significant point of discussion regarding signage addressed the current signs utilized at restricted routes. DPW currently uses signs which state “no thru truck over ¾ T” (Addendum 4). The sign also includes a start and end geographic point on the restriction. DPW updates this signage periodically, but there has been no recent audit of all signage for restricted routes.

While this ¾ ton restriction has been in place due to certain provisions within County code, some RTTWG members questioned usage of this signage because of the unclear message it sends to vehicle operators and its

inconsistency with the actual enforcement process. A commercial vehicle, as defined by state law, is a vehicle that is over 5 tons. Some smaller vehicles, such as landscaping vehicles may weigh over ¾ ton, but technically are not restricted. BCoPD's efforts are focused on the intended enforcement of large commercial vehicles, not the ¾ ton restriction named in the sign.

DPW support staff informed the RTTWG that they are aware of the consistency issues present, but the department has previously been hesitant to suggest changes. A move to signs that state "5 tons" could upset residents who are not aware of the full situation because it would appear that the County is creating a move permissive scenario. There could also be a cost associated with the replacement of any signage, although the cost could be minimized with a patch that simply replaces the reference of ¾ ton to "5 tons".

The general consensus of the work group was that the situation as it currently stands lacks clarity and requires a solution. A follow up discussion will be required to narrow down the details of this solution and there is initial support to change the signage to "5 tons", "no commercial vehicles" or some other variation that would more correctly present the restriction in place based on the state's 5 ton definition. This could possibly be partnered with a public information campaign so residents do not misinterpret the signage change.

Preferred Route Signage

Since Baltimore City's overhaul of their truck route map, the city DOT has made efforts to adjust signage to reflect the routes (through, local and restricted) as they now exist. Industry representatives have suggested that Baltimore County could help to curb behavior by installing similar signage to note the RTTWG's designated preferred routes. This would be a complicated venture, as most of the preferred routes fall along interstates and state roads, putting them outside of the County's jurisdiction. The RTTWG will leave the issue open for discussion when the broad issue of signage is revisited in the coming months.

Vehicle Height Systems Signage

Another point of discussion that will be revisited is the signage updates that will be needed at the camera enforcement locations. The language of these signs will need to note upcoming photo enforcement similar to Baltimore City's existing signage (*Addendum 5*).

Tradepoint Atlantic Signage

As previously noted, the community members within District 7 have concerns about the need for better signage leading to Tradepoint Atlantic – trucks traveling on North Point Blvd bound for the Tradepoint campus frequently make accidental turns onto Bethlehem Blvd, routing them through the residential portions of Edgemere. The RTTWG is in agreement that the situation needs to be addressed, which will require communication with the State Highway Administration (SHA). Work group staff will follow up with SHA to determine the status of the matter and will report back to the group at a future meeting.

EXEMPTED VEHICLES

As outlined in Senate Bill 41, the RTTWG is tasked with making recommendations on "exempting certain types of vehicles from enforcement by a vehicle height-monitoring system." The eventual installation of vehicle height-monitoring systems in Baltimore County will undoubtedly lead to citations being issued to vehicles that have legitimate business in residential areas. These could include package delivery trucks, trash and recycling vehicles, utility vehicles, and household movers. The decision to exempt legitimate vehicles is also sound policy to lower administrative burdens on all parties involved.

The RTTWG's initial discussion on the matter of vehicle exemptions, which took place at the work group's third meeting on December 4, 2020, was a productive discussion but was not conclusive. Much of that discussion focused on the particular issues along Benson Avenue, which regularly has a number of package delivery vehicles using the

street as a through route. While large tractor trailers are an issue at both this location and the areas of concern within southeastern Baltimore County, the problem of package delivery vehicles using residential streets as a through route appears to be a significant issue particular to the Benson Avenue location.

This a major issue of consistency in determining the details of the County's vehicle height-monitoring system program. Baltimore City has set their systems to a height of 12 feet, which is just above the height of an MTA bus. This prevents those buses, along with package delivery vehicles and other likely legitimate vehicles, from being cited. Were Baltimore County to set its systems at a height above the height of a typical package delivery vehicle, the problem at Benson Avenue would go unaddressed. If the height was set lower, cameras at other locations would be constantly flagging legitimate package delivery vehicles. This would create a significant administrative burden for the County and for vehicle operators.

Furthermore, setting the height low enough to capture package delivery vehicles also leaves open the question of how to handle exemptions. The RTTWG's discussed both the idea of exempting certain types of vehicles as well as the creation of an application for a company to have all of their vehicles exempt from enforcement. The latter concept is one proposed by industry representatives to potentially exempt all package delivery companies like UPS. A decision about package delivery vehicles in either scenario – an exemption by vehicle type or by company – leaves the conflict between administrative burden and proper enforcement at the Benson Avenue location unresolved.

This lack of resolution means that the RTTWG will need to revisit the idea of vehicle exemptions in future meetings to discuss potential compromises. One solution could involve treating the Benson Avenue location differently – either by setting the camera at a different height than those at other locations or by negating any vehicle type and/or company-wide exemption utilized at other locations. Another option briefly discussed was providing an exemption but doing occasional audits of the exempted vehicles at the Benson Avenue location to determine the ratio of legitimate local vehicles to those using the road as a through route. The RTTWG has not had a chance to fully discuss these concepts, and their inclusion in this report is meant only to note starting points for future discussions.

RTTWG STATUS: ASSESSMENT OF DELIVERABLES AND REMAINING TASKS

The RTTWG has made significant progress since its establishment, working to complete or advance several of the goals outlined in Senate Bill 41 and broken out into the deliverables. The following breakdown summarizes the work group's progress in each of the deliverable policy sections.

Route Review and Map Creation

The RTTWG has completed the work associated with this policy section. Existing routes and restrictions have been reviewed – work group members provided input alongside the data collected from the community input survey. The map of preferred routes and restricted areas has been completed (Addendum 1A). That map will be made available in GIS format before the RTTWG files its final report. The GIS data will become accessible to vehicle operators in real-time following the completion of the RTTWG's work.

Signage

This policy area encompasses several separate discussions that have been initiated but not completed:

- $\frac{3}{4}$ ton signage: Work group staff is currently conducting research to inform recommendations on this matter.

The RTTWG is in general agreement that the situation as it currently exists needs to be addressed.

- Preferred Route signage: The merits of installing signage at the RTTWG's designated preferred routes require further discussion.
- Vehicle Height Systems signage: This topic will also require a follow up discussion. The work group will benefit from the existing example provided by Baltimore City (Addendum 5).
- Tradeport Atlantic Signage: The RTTWG is in general agreement that this issue requires attention. Communication with SHA will determine if the issue can be resolved on an administrative level.

Exempted Vehicles

Discussion on this policy area led to a detailed examination at the unique circumstances at the Benson Avenue location, and led to some initial concepts on how to handle exemptions and camera operations broadly and at this location. A follow up discussion is required to assess how to handle the Benson Avenue location and finalize the vehicle exemption conversation. Work group staff is in communication with the Baltimore City DOT for further information on their exemption program.

Cameras

The RTTWG plans to dedicate much of the upcoming meeting on March 30 (the work group's sixth meeting) to the creation of recommendations on camera locations. As that meeting coincides with the release of this report, the full scope of that work will not be noted until the RTTWG's final report. However, initial discussions have documented a few key locations that almost certainly be included on the list of recommended sites. These include Benson Avenue in District 1, and Wise Avenue and Sollers Point Road in District 7.

Citation Process

The RTTWG has not yet had discussion on this policy topic. Work group staff is working with group members to help facilitate an informed discussion at an upcoming meeting.

Addenda

Addendum 1A – Baltimore County Truck Route Map (Full County)

Addendum 1B – Baltimore County Truck Route Map (Council District 1)

Addendum 1C – Baltimore County Truck Route Map (Council District 7)

Addendum 2 – RTTWG Community Input Survey Results

Addendum 3A – Council District 1 Truck Restriction and Complaint Map

Addendum 3B – Council District 7 Truck Restriction and Complaint Map

Addendum 4 – Baltimore County ¾ Ton Signage

Addendum 5 – Baltimore City Camera Location Signage

Q1 Provide the ZIP code you live in.

Answered: 107 Skipped: 0

Residential Truck Traffic Community Input Survey

#	RESPONSES	DATE
1	21222	3/7/2021 1:09 PM
2	21222	3/6/2021 9:22 PM
3	21228	3/2/2021 7:19 PM
4	21222	1/14/2021 10:41 PM
5	21222	12/3/2020 12:28 PM
6	21162	11/23/2020 4:12 PM
7	21222	11/11/2020 7:06 PM
8	21207-6318	10/27/2020 6:17 AM
9	21229	10/26/2020 5:12 AM
10	21227	10/18/2020 9:28 AM
11	21222	10/17/2020 12:17 PM
12	21222	10/17/2020 10:43 AM
13	21228	10/17/2020 9:22 AM
14	21207	10/16/2020 11:42 AM
15	21219	10/15/2020 1:10 PM
16	21093	10/13/2020 11:27 AM
17	21236	10/13/2020 10:33 AM
18	21222	10/12/2020 2:27 PM
19	21222	10/12/2020 12:50 PM
20	21030	10/12/2020 9:55 AM
21	21222	10/12/2020 3:36 AM
22	21222	10/11/2020 9:57 PM
23	21224	10/11/2020 7:12 PM
24	21234	10/11/2020 5:15 PM
25	21207	10/10/2020 11:29 PM
26	21222	10/10/2020 5:37 PM
27	21222	10/10/2020 4:48 PM
28	21222Historic	10/10/2020 1:06 AM
29	21222	10/9/2020 11:02 PM
30	21056	10/9/2020 7:04 PM
31	21093	10/9/2020 6:55 PM
32	21222	10/9/2020 6:37 PM
33	21222	10/9/2020 6:01 PM
34	21228	10/9/2020 5:36 PM
35	21227	10/9/2020 5:07 PM
36	21222	10/9/2020 3:43 PM
37	21222	10/9/2020 3:23 PM

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38	21244	10/9/2020 1:53 PM
39	21222	10/9/2020 1:47 PM
40	21222	10/9/2020 1:27 PM
41	21222	10/9/2020 1:17 PM
42	21222	10/9/2020 12:58 PM
43	21222	10/9/2020 12:48 PM
44	21220	10/9/2020 12:36 PM
45	21222	10/9/2020 12:23 PM
46	21222	10/9/2020 12:13 PM
47	21222	10/9/2020 12:06 PM
48	21222	10/9/2020 11:52 AM
49	21222	10/9/2020 11:40 AM
50	21222	10/9/2020 11:23 AM
51	21222	10/9/2020 11:20 AM
52	21222	10/9/2020 11:04 AM
53	21222	10/9/2020 11:00 AM
54	21222	10/9/2020 10:51 AM
55	21222	10/9/2020 10:32 AM
56	21224	10/9/2020 10:22 AM
57	21222	10/9/2020 10:17 AM
58	21224	10/9/2020 9:39 AM
59	21224	10/9/2020 9:34 AM
60	21117	10/9/2020 7:59 AM
61	21228	10/9/2020 7:40 AM
62	21043	10/9/2020 4:59 AM
63	21224	10/9/2020 12:42 AM
64	21236	10/9/2020 12:00 AM
65	21222	10/8/2020 11:13 PM
66	21224	10/8/2020 9:01 PM
67	21236	10/8/2020 9:00 PM
68	21222	10/8/2020 8:39 PM
69	21013	10/8/2020 8:21 PM
70	21286	10/8/2020 7:49 PM
71	21286	10/8/2020 7:46 PM
72	21229	10/8/2020 7:43 PM
73	21222	10/8/2020 7:28 PM
74	21227	10/8/2020 7:16 PM
75	21219	10/8/2020 7:13 PM

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76	21207	10/8/2020 7:04 PM
77	21221	10/8/2020 7:03 PM
78	21222	10/8/2020 6:56 PM
79	21228	10/8/2020 4:08 AM
80	21224	10/7/2020 10:42 AM
81	21222	10/7/2020 1:35 AM
82	21227	10/5/2020 10:39 PM
83	21227	10/5/2020 6:36 PM
84	21227	10/5/2020 2:10 PM
85	21227	10/5/2020 12:47 PM
86	21228	10/5/2020 11:26 AM
87	21228	10/5/2020 10:38 AM
88	21222	10/4/2020 10:50 AM
89	21204	10/3/2020 10:04 AM
90	21222	10/2/2020 9:45 PM
91	21222	10/2/2020 7:25 PM
92	21220	10/2/2020 7:17 PM
93	21222	10/2/2020 6:54 PM
94	21093	10/2/2020 5:11 PM
95	21093	10/2/2020 4:41 PM
96	21227	10/2/2020 4:32 PM
97	21236	10/2/2020 4:15 PM
98	21234	10/2/2020 4:13 PM
99	21117	10/2/2020 4:08 PM
100	21227	10/2/2020 3:57 PM
101	21227	10/2/2020 2:47 PM
102	21227	10/2/2020 2:34 PM
103	21227	10/2/2020 1:58 PM
104	21227	10/2/2020 1:58 PM
105	21227	10/2/2020 12:36 PM
106	21228	10/2/2020 12:11 PM
107	21093	10/1/2020 4:59 PM

Q2 Provide the name of your neighborhood.

Answered: 107 Skipped: 0

Residential Truck Traffic Community Input Survey

#	RESPONSES	DATE
1	Old Inverness	3/7/2021 1:09 PM
2	Bear creek	3/6/2021 9:22 PM
3	Catonsville	3/2/2021 7:19 PM
4	Oakleigh Beach	1/14/2021 10:41 PM
5	Turners Station	12/3/2020 12:28 PM
6	Bird River	11/23/2020 4:12 PM
7	Rosewald beach	11/11/2020 7:06 PM
8	Lochearn	10/27/2020 6:17 AM
9	Violetville	10/26/2020 5:12 AM
10	Wynnewood	10/18/2020 9:28 AM
11	Turner Station	10/17/2020 12:17 PM
12	Stanbrook	10/17/2020 10:43 AM
13	Westerlee	10/17/2020 9:22 AM
14	Catonsville Manor Community	10/16/2020 11:42 AM
15	Edgemere	10/15/2020 1:10 PM
16	Fountain Hill	10/13/2020 11:27 AM
17	Perry Hall	10/13/2020 10:33 AM
18	Westfield	10/12/2020 2:27 PM
19	Dundalk	10/12/2020 12:50 PM
20	Warren Commons	10/12/2020 9:55 AM
21	Dundalk ave	10/12/2020 3:36 AM
22	Eastfield	10/11/2020 9:57 PM
23	Colgate	10/11/2020 7:12 PM
24	Parkville	10/11/2020 5:15 PM
25	Lochearn	10/10/2020 11:29 PM
26	W I	10/10/2020 5:37 PM
27	Dundalk	10/10/2020 4:48 PM
28	Historic Turner and Station	10/10/2020 1:06 AM
29	TURNER STATION	10/9/2020 11:02 PM
30	Ravenhurst	10/9/2020 7:04 PM
31	Haverford	10/9/2020 6:55 PM
32	Norwood Holabird	10/9/2020 6:37 PM
33	DUNDALK FARMS	10/9/2020 6:01 PM
34	Delrey Ave	10/9/2020 5:36 PM
35	Arbutus Halethorpe	10/9/2020 5:07 PM
36	Norwood	10/9/2020 3:43 PM
37	Dundalk Farms	10/9/2020 3:23 PM

Residential Truck Traffic Community Input Survey

38	Windsor mill, Quaker hill	10/9/2020 1:53 PM
39	Dundalk Farms	10/9/2020 1:47 PM
40	Turner Station	10/9/2020 1:27 PM
41	Sollers pt & holabird	10/9/2020 1:17 PM
42	Turner Station	10/9/2020 12:58 PM
43	Dundalk Farms	10/9/2020 12:48 PM
44	Greenbriar	10/9/2020 12:36 PM
45	Dundalk Farms	10/9/2020 12:23 PM
46	Gray Haven	10/9/2020 12:13 PM
47	St. Helena, Dundalk	10/9/2020 12:06 PM
48	Graceland Park	10/9/2020 11:52 AM
49	Dundalk	10/9/2020 11:40 AM
50	Saint Helena	10/9/2020 11:23 AM
51	Graceland	10/9/2020 11:20 AM
52	Merritt Homes	10/9/2020 11:04 AM
53	Eastfield	10/9/2020 11:00 AM
54	Eastfield	10/9/2020 10:51 AM
55	Willow Spring	10/9/2020 10:32 AM
56	Eastwood	10/9/2020 10:22 AM
57	Charlesmont	10/9/2020 10:17 AM
58	Eastwood	10/9/2020 9:39 AM
59	Eastwood	10/9/2020 9:34 AM
60	Worthington	10/9/2020 7:59 AM
61	Catonsville	10/9/2020 7:40 AM
62	Oella	10/9/2020 4:59 AM
63	Colgate	10/9/2020 12:42 AM
64	Fullerton	10/9/2020 12:00 AM
65	Eastfield	10/8/2020 11:13 PM
66	Colgate	10/8/2020 9:01 PM
67	Linover	10/8/2020 9:00 PM
68	Dundalk	10/8/2020 8:39 PM
69	Carroll Manor	10/8/2020 8:21 PM
70	Towson	10/8/2020 7:49 PM
71	Overbrook/Knollwood	10/8/2020 7:46 PM
72	Violetville	10/8/2020 7:43 PM
73	Dundalk	10/8/2020 7:28 PM
74	Arbutus	10/8/2020 7:16 PM
75	Beachwood estates	10/8/2020 7:13 PM

Residential Truck Traffic Community Input Survey

76	Catonsville Manor	10/8/2020 7:04 PM
77	Essex	10/8/2020 7:03 PM
78	old inverness	10/8/2020 6:56 PM
79	rolling heights	10/8/2020 4:08 AM
80	Eastwood	10/7/2020 10:42 AM
81	Northshire/Gray Manor	10/7/2020 1:35 AM
82	Halethorpe	10/5/2020 10:39 PM
83	Halethorpe Civic League Association	10/5/2020 6:36 PM
84	Halethorpe	10/5/2020 2:10 PM
85	North Halethorpe	10/5/2020 12:47 PM
86	Rolling Hills	10/5/2020 11:26 AM
87	Ingleside Neighborhood of Catonsville	10/5/2020 10:38 AM
88	charlesmont / dundalk	10/4/2020 10:50 AM
89	Towson Park	10/3/2020 10:04 AM
90	8000 wise ave	10/2/2020 9:45 PM
91	Dont know	10/2/2020 7:25 PM
92	Aero Acres	10/2/2020 7:17 PM
93	Dundalk	10/2/2020 6:54 PM
94	Mays Chapel North	10/2/2020 5:11 PM
95	Haverford	10/2/2020 4:41 PM
96	Halethorpe	10/2/2020 4:32 PM
97	Overlea	10/2/2020 4:15 PM
98	Satyr Hill, Cub Hill	10/2/2020 4:13 PM
99	Worthington Glen	10/2/2020 4:08 PM
100	Arbutus	10/2/2020 3:57 PM
101	Arbutus	10/2/2020 2:47 PM
102	Arbutus	10/2/2020 2:34 PM
103	5200 block of Benson Ave	10/2/2020 1:58 PM
104	5200 block of Benson Avenue	10/2/2020 1:58 PM
105	Halethorpe	10/2/2020 12:36 PM
106	Westview Park	10/2/2020 12:11 PM
107	Clairmoor/ Broadway	10/1/2020 4:59 PM

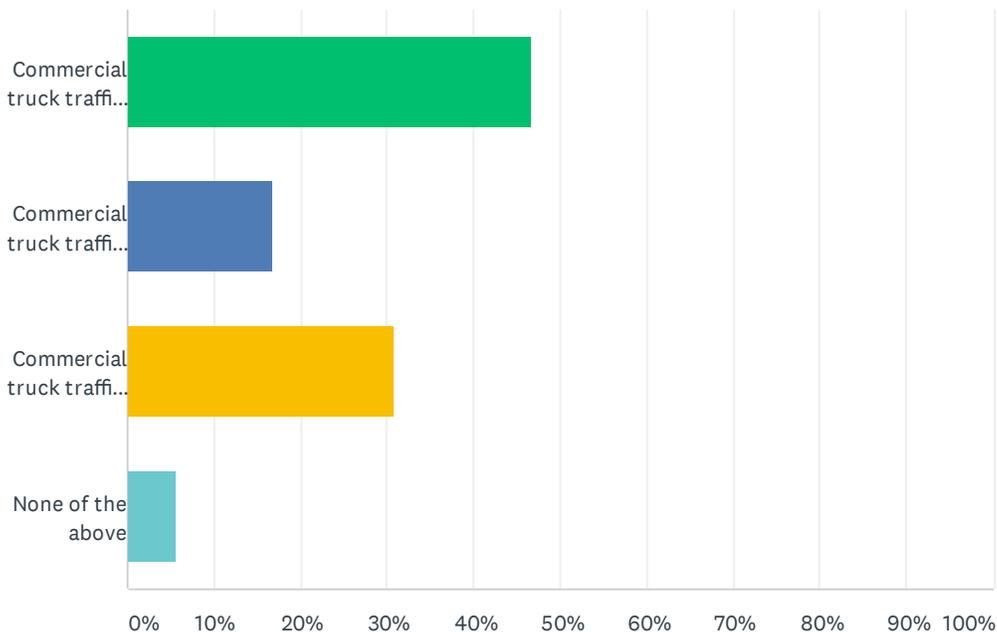
Q3 Provide your address and street name. (If you prefer, you may provide the block and street name rather than your exact address. For example, if you live at 1234 Elm Street, you may list "1200 block Elm Street.")

Answered: 102 Skipped: 5

Note: For privacy, respondents' addresses have been redacted.

Q4 Choose the option below that best describes the commercial truck traffic volume in relation to your home and the rest of your neighborhood.

Answered: 107 Skipped: 0



ANSWER CHOICES	RESPONSES	
Commercial truck traffic is an issue that affects my street/block more than the rest of my neighborhood.	46.73%	50
Commercial truck traffic is not a significant issue on my street/block, but it is an issue in many other parts of my neighborhood.	16.82%	18
Commercial truck traffic is an issue on my street/block and is also a significant issue in other parts of my neighborhood.	30.84%	33
None of the above	5.61%	6
TOTAL		107

Q5 Provide any additional details on the location of the commercial truck traffic within your neighborhood, including any other streets/blocks that you would identify as areas that face a significant amount of commercial truck traffic on a daily basis.

Answered: 94 Skipped: 13

Residential Truck Traffic Community Input Survey

#	RESPONSES	DATE
1	Wise Ave. to North Point Blvd.	3/6/2021 9:22 PM
2	Frederick Road is the main street/ business corridor for the Catonsville Revitalization Zone, but the truck traffic makes foot traffic, parking, and vehicle access to the businesses difficult, if not dangerous. The noise level of this traffic is also an issue and not conducive for folks strolling and shopping along the corridor. Now that the Oella Mill is closed, is there a reason that they are allowed on this street?	3/2/2021 7:19 PM
3	Amazon tractor trailers are coming from the Amazon Fulfillment Center down Broening Highway and onto Avon Beach Rd., to Sollers Point Rd., to Merritt Blvd, to North Point Blvd onto 695 to Sparrows point Amazon Distribution Center. This is a much longer route however the trucks are avoiding the weight sensors on Broening Highway as well as the turn around ramp at the Francis Scott Key Bridge. Which would put them closer to their destination as well as safer and quicker.	12/3/2020 12:28 PM
4	Vincent Road, Between Ebenezer Road and Bird River Road. There is a sign Posted on Vincent from Ebenezer that states no thru vehicles over 3/4 ton. There use to be one entering Vincent from Bird River but it is missing. Trucks drivers can't seem to see the one at Ebenezer or they may not care.	11/23/2020 4:12 PM
5	Truck traffic when it approaches Wise avenue at Merritt boulevard is continuing downwise avenue over the Bear Creek bridge some of them go to grays road some continue on to trade point or northbound North point boulevard they are not supposed to be on Wise avenue between Merritt boulevard and North point boulevard unless they're going to grays road or have a stop in between these are trucks with shipping containers on them they are supposed to go across peninsula highway to get to North point boulevard furthermore another concern is the weight limit and damage that's being done to the Bear Creek bridge.	11/11/2020 7:06 PM
6	Semi, with and without trailers, \$0 feet long Gas trucks, Home Depot Semis and Straight Trucks, General Freight Trucks, Cement Trucks, Dump Trucks, Food service delivery Truck: Sysco, Some speeding Excess (over 50 MPH)	10/27/2020 6:17 AM
7	Commercial traffic travels down Benson Avenue and Coolidge Avenue to avoid the traffic lights on Wilkens Avenue and Caton Avenue. This means they are traveling down residential streets to avoid the lights.	10/26/2020 5:12 AM
8	Oakland Rd. is the main road through Wynnewood. It serves as an alternate route to get from Arbutus to Relay/ Washington Blvd. Construction work on Washington Blvd at Clark Blvd has forced more traffic to come through our neighborhood along Oakland Rd. With the night time closures of Washington Blvd. it is forcing more commercial traffic to use Oakland Rd. as a detour even though it is not marked as a detour route.	10/18/2020 9:28 AM
9	Trucks are now taking a shortcut every day. One flatbed got stuck at the Fleming Senior Center this morning! Every day a tractor trailer trying to avoid toll.	10/17/2020 12:17 PM
10	Noise and damage to the roads. Giant potholes are being filled constantly because of these commercial trucks and their heavy loads.	10/17/2020 10:43 AM
11	Car transport trucks are on Delong St nearly every day. Frequently, these truckers us Delong and Cedar Circle as a means of turning around ie come onto Cedar Circle, back up and go back out on Delong. A major part of this disruption is to the brick speed bump on Delong and Chintilla St which recently was repaired. These trucks are not allowed in Westerlee.	10/17/2020 9:22 AM
12	These Trucks are on Talbot and Wilson and Franklin and Kent Ave	10/16/2020 11:42 AM
13	My concern is the lack of updated signage on North Point Blvd correctly directing traffic to Tradepoint Atlantic. We have heard from Tradepoint and County that a plan was in place to update the signage for over a year; however, progress is yet to be made.	10/15/2020 1:10 PM
14	These trucks park along these roads making it difficult to pull out safely from the local businesses	10/13/2020 11:27 AM
15	Homeowners running commercial business out of their home. Shipping and receiving through online retail.	10/13/2020 10:33 AM
16	Trucks from the port are constantly traveling on Holabird Avenue from Dundalk Avenue to Sollers Point Road and at times to Merritt Blvd. Holabird after Dundalk Avenue is	10/12/2020 2:27 PM

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predominantly a residential neighborhood. And so is Dundalk Avenue down to the key bridge exit.

17	Trucks turning right onto Delvale Ave. from Holabird Ave to take a short cut to Penninsula Hwy to get to Amazon instead of going one mile further to Merritt Blvd. Very unsafe, trucks speed and kids are walking to school that way. 3 schools, 1 elementary, 1 junior high and a high school. Make Delvale Ave a No 3/4 ton road.	10/12/2020 12:50 PM
18	Commercial trucks use this narrow road as a shortcut ad the narrowest part is directly in front of our house where 2 trucks or a bus/truck cannot pass each other	10/12/2020 9:55 AM
19	There running all night long there taking a short cut to the port the law requires no truck traffic from 11:00 p.m. till 7:00 am	10/12/2020 3:36 AM
20	There is a commercial pick up truck with a 15' trailer and is hauling a steamroller. He parks on the front street and takes up 4-5 spots daily. Also there are always vehicles double parked all night long with no hazard lights.	10/11/2020 9:57 PM
21	they ride up and down bank st from rolling mill and back again.Bank street all the way down from rolling mill rd to Colgate new school.the road is all messed up.please fix it.	10/11/2020 7:12 PM
22	The Post Office regularly speeds down my road which is a one way. Occasionally someone is stupid and goes the wrong way. That could end badly.	10/11/2020 5:15 PM
23	2112 Lugine Avenue consistently leaves cars and commercial trucks on the street all hours. Also many use as a cut through to access 695 and speed excessively.	10/10/2020 11:29 PM
24	Sandy Plains Rd, kanvanagh Rd.	10/10/2020 5:37 PM
25	Holabird Ave, sollers point road, delvale ave, Dundalk Ave,	10/10/2020 4:48 PM
26	Dundalk Avenue onto Main street to Sollers Point Road	10/10/2020 1:06 AM
27	Truck traffic in Turner Station was under control until recently. MDTA and Baltimore County Police were collaborating to stop truck cut through. Since Covid-19 trucks have been cutting through via Sollers Point Rd from Dundalk Avenue. Some take Avon Beach Rd to Broening Highway. The streets are much too narrow.	10/9/2020 11:02 PM
28	the trucks are using dundalk ave, down holabird ave to merritt blvd to avoid the dot who sit on north point or 695. AND they are running the lights at holabird and delvale, and holabird and searles. they also go down soller point rd to from holabird.	10/9/2020 6:37 PM
29	Sollers Point Rd. and Delvale Ave. Mass about of speeding on Sunberry road, Midland and robinwood	10/9/2020 6:01 PM
30	Delrey Ave. Trucks use between Edmondson and Frederick.	10/9/2020 5:36 PM
31	My walls and ceilings have cracked due to trucks coming down the street , I can't open windows because of the noise The truckers do not respect that this is a residential area Children can't play out front because the trucks fly up and down street	10/9/2020 5:07 PM
32	I thought trucks from the port were supposed to use broning hwy to loop under the key bridge to 695. Instead they use holabird to delvale to Peninsula expressway. Amazon and container trucks from the port are constantly on these roads and and a couple of years ago one turned over at the corner luckily no car was waiting at the traffic light.	10/9/2020 3:43 PM
33	Dogwood road is restricted to large commercial vehicles at Quaker hill due to the steep curve of the hill. However we often see commercial vehicles attempt the Hill and get stuck or cause accidents. This blocks the entire road, both ways, until the accident or stalled vehicle is cleared. We have complained to the county several times asking for better signage, however the issue has not been resolved.	10/9/2020 1:53 PM
34	Commercial truck traffic has greatly increased on Sollers Point Rd., Delvale Ave., and Merritt Ave. These 3 roads intersect all of the streets in Dundalk Farms and run in one continuous direction up to Holabird Ave.The noise from these trucks is non-stop throughout the day and night. These trucks are coming from Holabird Ave. and heading all the way down the Peninsula Expressway . It is the same in the other direction also with trucks coming from Peninsula Expressway , crossing Merritt Blvd. and continuing up Merritt Ave to Sollers Point Rd and then to Delvale so they can get toHolabird Ave. Safety is also an issue for people and cars using	10/9/2020 1:47 PM

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those same roads. My windows actually rattle from the truck vibrations as they go by. And the noise is unbearable.

35	MT. Olive Rd run alongside. 695 Broening Highway. Trucks miss the turn and continue to Mt. Olive Rd to under pass of Key Bridge. Not knowing it can't drive under. Turn around knocking down cable lines & electric .	10/9/2020 1:27 PM
36	Speed is also a huge concern!	10/9/2020 1:17 PM
37	Avon Beach Main Street and Soller Point Rd	10/9/2020 12:58 PM
38	Amazon and other trucks use my road so much that the street is not level from their breaking. They are so noisy my house shakes. It would be nice for the road to be repaired and the trucks to be banded from using our streets.	10/9/2020 12:48 PM
39	Very narrow road and street parking on both sides. We have reached out to Baltimore county multiple times and Cathy bevins said it was a non issue. Recently my sons car was hit due to how narrow the road is. This is not the 1st time an issue like this has happened. Seems like every other month there is an issue.	10/9/2020 12:36 PM
40	Truck traffic has increased significantly from the peninsula to Merritt Avenue to delvale Avenue to holabird Avenue. It is very loud and constant. Not safe for people to cross the street. There is a high school, college and middle school and I do not know how the students cross the street safely.	10/9/2020 12:23 PM
41	The increased truck traffic due to the new Amazon facilities in both Sparrows Point and Holabird Ave has increased noise levels and damage to streets, mostly on Wise Avenue between North Point Blvd and Dundalk Ave. Also, it has become more difficult and time consuming to enter and exit 695 W when you have to pass through the Sparrows Point area near the Tradepoint Atlantic site. A new entrance/exit at North Point Blvd would ease that congestion	10/9/2020 12:13 PM
42	Tractor Trailer Trucks come down Willow Spring Road several times a week. I believe they are using it as a short cut to and from the Dundalk Marine Terminal.	10/9/2020 12:06 PM
43	We have multiple trucks going down our street every day, all day.	10/9/2020 11:40 AM
44	Trucks going from the industrial ports along Broening Highway onto Rall's Ave. Broening Highway is covered in pot holes, I'm not sure why the road isn't graded for heavier trucks, it's a hassle to drive on because it's so bumpy.	10/9/2020 11:23 AM
45	German Hill Rd from Merritt Blvd (County) through City side ending at Dundalk Ave	10/9/2020 11:20 AM
46	Two separate problems: 1. Large tractor-trailers drive through the neighborhood to get to the nearby apartment buildings, where they park overnight. Often they are too large to navigate the turn at Searles and Westfield roads. These streets are not rated for heavy trucks and show wear quickly. 2. Commercial vehicles park on residential streets. Overweight commercial vehicles and commercial vehicles with large tow-behind trailers park on the street. Overweight vehicles cause rippling in the roadway. All commercial vehicles (many of which are for businesses based in other counties) use multiple parking spaces in our row-house neighborhood (a 14' wide row home resident will frequently park two personal SUVs plus a commercial van or truck on the street, using an entire block of parking).	10/9/2020 11:04 AM
47	These commercial trucks enter my street and turn into the Merritt Park Shopping Center. They has to be another way for them to enter.	10/9/2020 11:00 AM
48	Turn off Holabird Ave onto to Searles Rd over to Meritt Blvd to bypass Wise Ave/Holabird Ave/Merritt Blvd intersection and rumble down our residential street.	10/9/2020 10:51 AM
49	Honestly It's the drivers who's the problem (vehicle not truck) Because people don't know how to drive with trucks and that's the problem	10/9/2020 10:32 AM
50	Commercial trucks are already "supposed" to be restricted from driving down Baltimore St. They put in the back road to all those businesses for that purpose yet over the past several years it had continued more and more to not be used but to just continue to use Baltimore St as a through way. Our homes are being damaged because of this. Our foundations are moving, our plaster continuously cracks and it is now almost impossible to repair being out of work due to Covid. Complaints have been made to the businesses and the companies owning the trucks and they don't care. Police sit in the parking lot watching this violation continue to happen yet	10/9/2020 10:22 AM

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NEVER stop any of them or ticket them. The BCPD need to do their jobs and site all of these trucks and companies them maybe it will stop!

51	I can feel the vehicles when they are over 3/4. My house shakes.	10/9/2020 10:17 AM
52	Quite often 18 wheelers will come down Pembroke Ave and have difficulty maneuvering their vehicle around the corner. I don't know if any other cars have been damaged or not.	10/9/2020 9:39 AM
53	North on Pembroke Blvd. to Baltimore St., turning either left (toward Durett-Sheppard) or right to head down to the service road near Ryder Truck Co.	10/9/2020 9:34 AM
54	Not only constant truck traffic but speeders. Traffic uses this road to go 0 to 60 in 3 seconds. Many people walk on this road as there are no sidewalks. Very dangerous. Road constantly used as a short cut but not built for that.	10/9/2020 7:59 AM
55	The trucks at Trueth's block the road constantly. They hang out into the lanes of travel causing a driver to cross the double yellow to get out of Oella. Gentleman at 500 Oella always has big trucks blocking the road for deliveries. I believe he is running a commercial business from home.	10/9/2020 4:59 AM
56	Rolling Mill Rd	10/9/2020 12:42 AM
57	These trucks are parking on the side of the road and forcing cars over the centerline	10/9/2020 12:00 AM
58	We receive a lot of deliveries but I wouldn't call it excessive. Merritt Blvd has a bit of truck traffic but I'm sure that's because they have no choice. As for people that have to bring home their work vehicles I see no issue with it. It's part of their livelihood.	10/8/2020 11:13 PM
59	My concern is that the commercial trucks often belong to the residents and are driven to and from work and parked on the street on nights and weekends. All of the streets in Linover are affected.	10/8/2020 9:00 PM
60	Trucks are on Holabird Ave, and not turning on Delvale Ave, they are staying on Holabird and then all the way down Wise ave to either Grays Rd or North Point Blvd. Signs are clearly marked saying no trucks. They also come up Wise ave from North Point Rd, which again has signs for no trucks. They are not making local deliveries. I have contacted Ron Metzger in the past and he was nasty and blew me off! I have contacted a local trucking company on Grays Rd and they said the had special permission to drive up Wise Ave. I didn't think the Wise Ave. bridge was rated to carry 80,000 lbs. (I work in the trucking industry and I know that's what they weigh)	10/8/2020 8:39 PM
61	Carroll Manor Road seems to be a cut through street for trucks going between Baltimore County and Harford County, coming from Manor Road or from Sweet Air Road.	10/8/2020 8:21 PM
62	At intersection of Virginia and E. Pennsylvania, traffic from south on Virginia and from west on Penn.	10/8/2020 7:49 PM
63	Trucks will use Stevenson Lane from York Road to get over to Putty Hill Road. They should be taking Burke Avenue.	10/8/2020 7:46 PM
64	Haverhill Rd between Wilkins Ave and Benson Ave. Pine Heights Ave between Benson Ave and Wilkins Ave. Sulphur Spring Rd between Selfprd Rd and Southwestern Blvd. Taylor Ave between Benson Ave and Coolidge Rd.	10/8/2020 7:43 PM
65	I live where Merritt blvd meets at sollers point road. Tractor trailers come through all the time, they have taken out several signs over the years, they run over my neighbors grass across the street. There are signs at dunmanway/sollers pt intersection but I don't think they see or ignore them, there is a sign on Merritt Blvd no trucks over 3/4 ton... Besides this people run right through the stop sign in front of my house!!! People speed & there's almost accidents very often!!! Would be nice if they put those strips down to slow traffic, maybe some flashing lights or even speed humps!!! Tired of being afraid to get in/out of my car without almost getting hit!!! Matter of a fact last night there was an amazon tractor trailer that came down my street & scared us out of our sleep because he backed up & went up the wrong way to get onto Merritt blvd & drove over my neighbors grass/curb!!! I have video on my phone from my security dvr!!! Seems like the police nore anyone else is enforcing these laws!!!!??? I thought they were supposed to use holibird/Dundalk ave for big trucks!!!!???	10/8/2020 7:28 PM
66	Medium daily truck traffic especially large tractor trailers. Linden Ave is not big enough and definitely isn't safe for our one sidewalk on the street for pedestrians. Especially for our kids	10/8/2020 7:16 PM

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walking or waiting for school buses.

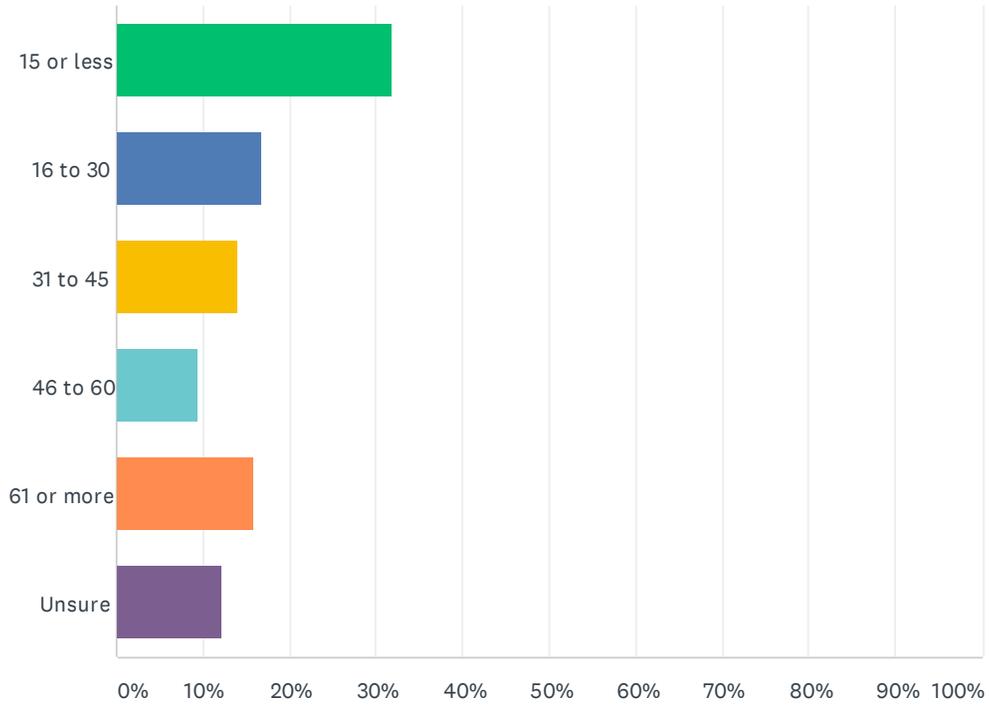
67	Amazon and other tractor trailers go down the dead end street behind my house, then have to back up to get our. Can be scary when this happens in the dark. Need signs staying no turn around, no tractor trailers or dead end street.	10/8/2020 7:13 PM
68	Trucks will drive through Stella Drive to cross from Forest Park Ave to Ingleside Road to enter or exit 70 park and ride	10/8/2020 7:04 PM
69	wise ave	10/8/2020 6:56 PM
70	alot of truck traffic going from rte 40 to howard county and rte 95, dump trucks are the the worst for noise and pollution	10/8/2020 4:08 AM
71	Extremely high volume of tractor trailer traffic on Pembroke Blvd all hours of the day. Signs are posted on Eastern Avenue and Pembroke stating no vehicles over /4 ton allowed. The sign and post are knocked down on a continuous bases. We see the heavy truck traffic on our security system but have a hard time identifying all of the company names. Not sure where they are going Durrett Shepperd or other commercial business on Baltimore Street. This is one of the main roads into the community with a large number of small children in the community crossing Pembroke to get to the playground area between 12th Precinct and Pembroke alley way.	10/7/2020 10:42 AM
72	Commercial trucks, tow trucks, and auto carriers constantly up and down the road using it as a cut through connecting Old North Point Road and North Point Blvd. They use it to avoid the light at Merritt and Old North Point Road. It is just a small street but too much truck traffic.	10/7/2020 1:35 AM
73	1900 block of Northeast Ave to Spring Ave experiencing a lot of truck traffic. The truck are heading to a business located of Monumental Ave.	10/5/2020 10:39 PM
74	Northeast Avenue, Spring Road, Halethorpe Avenue, Monumental Avenue . . . in 21227	10/5/2020 6:36 PM
75	On Benson Ave. between Sulphur Spring Rd. and the Beltway overpass.	10/5/2020 2:10 PM
76	The 5500 block of Selma Ave. connects Southwestern Blvd (US 1) to Sulphur Spring Road. although the street is primarily residential in nature and has been designated as off limits to trucks over 3/4 tons we often see cut through traffic including tractor/trailers making deliveries. One of the worst offenders is Papa Johns's 53' tractor trailer. Others include Estes as well as nameless hi-cubes, dump trucks, and liquor delivery trucks.	10/5/2020 12:47 PM
77	Pass thru truck traffic on Ingleside Avenue. Since Ingleside Avenue crosses same cross streets as Beltway, truck traffic is an issue when there are Beltway delays. The 5200 block of Calverton Street also has truck traffic issues for trucks traveling to the mini-storage and motels (those trucks are supposed to travel into neighborhood via Kent Avenue, which directly intersects Baltimore National Pike.	10/5/2020 10:38 AM
78	we have several tracker trails parking on our street and other residents have called it in many times and yet NOTHING DONE	10/4/2020 10:50 AM
79	Wise ave	10/2/2020 9:45 PM
80	We almost get hit by the trucks therr is no sidewalks for the kids to walk to the bus stop my son was almost hit 9 times last year	10/2/2020 7:25 PM
81	Sollers point road,there are numerous schools along and very near this road.students not riding busses are always walking along this road.there's tractor trailers using Belclare rd.	10/2/2020 6:54 PM
82	Several times a day tractor trailer delivery trucks and trash trucks from Lorien Nursing Home have to traverse our parking lot instead of backing up at Lorien and returning to th main rd.	10/2/2020 5:11 PM
83	Timonium Rd has become a major route to/from northern Baltimore County between 83 and Dulaney Valley Rd.	10/2/2020 4:41 PM
84	Benson Avenue at the 695 overpass.	10/2/2020 4:32 PM
85	There's a curfew on 3/4 ton vehicles from 10pm to 7am which is routinely violated. My street was repaved about 5 yrs ago and you wouldn't know it now. Way too many commercial trucks during the day, especially dump trucks and rattle trap trucks towing equipment like yard & lawn care. Main issue is Taylor Ave from Belair rd on has become a drag strip with the speed limit ignored	10/2/2020 4:15 PM

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86	The truck traffic is on Owings Mills Blvd which borders our Street. This is a residential section that has lots of Dump Trucks and Tractor Trailers going to an industrial section of Owings Mills Blvd. There are other routes they can take besides through the residential area.	10/2/2020 4:08 PM
87	We have a ton of commercial traffic vehicles that travel illegally down Benson Ave through a posted area that is all residential. That would include the 5000 and 5100 block of Benson as well as the 5000 block of Arbutus Ave. unfortunately these trucks speed through this are daily putting our families in a very unsafe position. As these large trucks come onto Benson from Sulpher Spring they cross over the yellow line at the bend with puts oncoming traffic in grave danger. I have video of this as well as pictures. Thanks so much.	10/2/2020 3:57 PM
88	We have a issue with trucks as large as tractor trailers to speeding UPS trucks. It shakes our whole house. When said trucks turn on Benson they cross the double yellow line. Living on Benson is busy yes but these speeders and trucks make it unsafe. The police don't have time to enforce signs we need cameras. If not handled by the county the residents may seek counsel of our rights to protect our property from damage.	10/2/2020 2:47 PM
89	Sometimes they will go up Arbutus Ave behind Benson	10/2/2020 2:34 PM
90	The trucks turn on Benson Ave from Slupher Spring and half of the time they have to go down the wrong side (on coming traffic) just to make the turn which there is a sign that they aren't suppose to be on Benson Ave anyway (breaking the law). My question is how about all the damage these drivers have done and continue to do who plans on helping us fix the damage to our houses this has and continues to cause. . . but them again no one cares except us that live on this road.	10/2/2020 1:58 PM
91	The entire 5200 block of Benson Avenue has suffered from commercial trucking going along Benson Avenue my entire life. I have lived on this street for my entire life (25 years) and all the County has done is placed a small barely visible sign along Sulphur Spring Road. Our requests have gone unresponsive the past two decades. Most homes in our neighborhood have since suffered significant structural damage as a result of the County, and these companies, lack of care over the people that live in this neighborhood. The County should immediately establish speed bumps and initiate a civil action and provide any recovered funds to the residents of this neighborhood to fix structural damage. The County and these companies should be ashamed of themselves and now need to fix the consequences we have suffered as a result of their lack of care for the law and our neighborhood.	10/2/2020 1:58 PM
92	Benson Ave. from 695 bridge to Sulphur Spring Rd. Roughly 1/4 of a mile.	10/2/2020 12:36 PM
93	Crosby rd and ingleside. N Rolling Rd and Ceshworth Rd. Johnnycake and	10/2/2020 12:11 PM
94	There is a significant amount of oversized truck traffic on Broadway between Falls and Greenspring despite the truck size limit. The trucks are too large for the road and routinely speed on Broadway endangering other drives, cyclists, walkers, runners. Not to mention the noise and pollution.	10/1/2020 4:59 PM

Q6 Provide your best estimate of the number of commercial trucking vehicles that drive through your neighborhood on a daily basis.

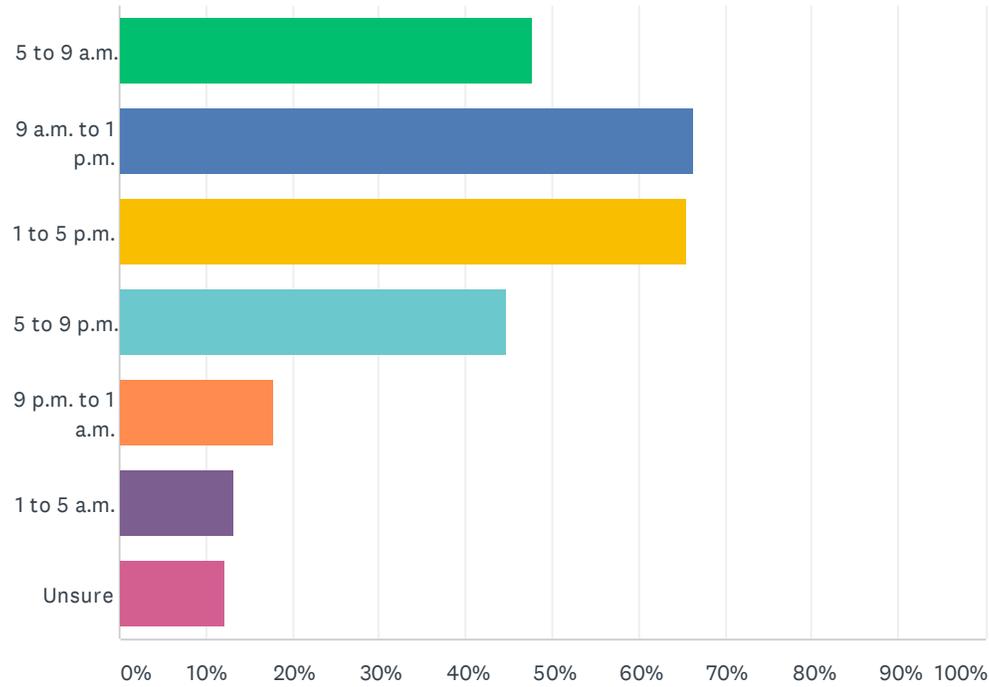
Answered: 107 Skipped: 0



ANSWER CHOICES	RESPONSES	
15 or less	31.78%	34
16 to 30	16.82%	18
31 to 45	14.02%	15
46 to 60	9.35%	10
61 or more	15.89%	17
Unsure	12.15%	13
TOTAL		107

Q7 Select the times of day your neighborhood experiences higher volumes of commercial truck traffic. Select all that apply.

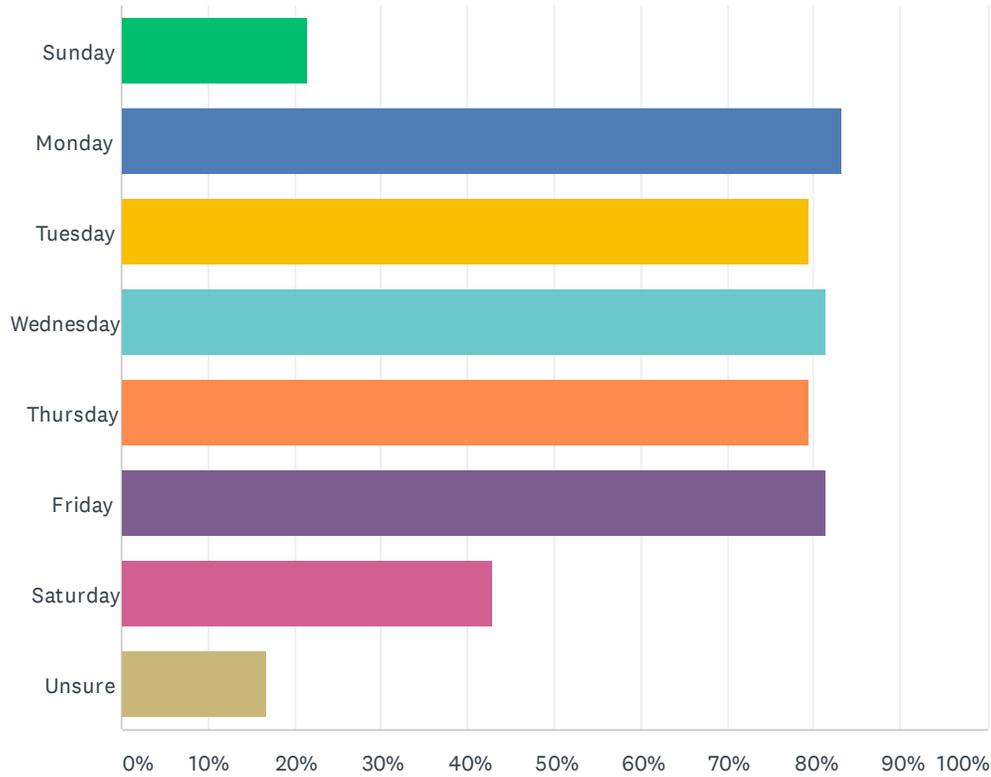
Answered: 107 Skipped: 0



ANSWER CHOICES		
5 to 9 a.m.	47.66%	51
9 a.m. to 1 p.m.	66.36%	71
1 to 5 p.m.	65.42%	70
5 to 9 p.m.	44.86%	48
9 p.m. to 1 a.m.	17.76%	19
1 to 5 a.m.	13.08%	14
Unsure	12.15%	13

Q8 Select the days of the week that your neighborhood sees a higher volume of commercial truck traffic. Select all that apply:

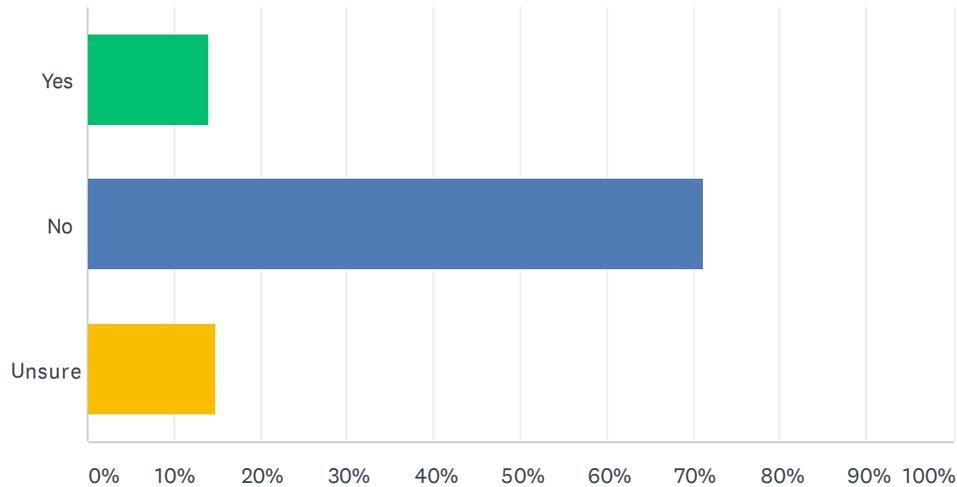
Answered: 107 Skipped: 0



ANSWER CHOICES		
Sunday	21.50%	23
Monday	83.18%	89
Tuesday	79.44%	85
Wednesday	81.31%	87
Thursday	79.44%	85
Friday	81.31%	87
Saturday	42.99%	46
Unsure	16.82%	18

Q9 Do you feel that your neighborhood has adequate signage to alert commercial vehicle operators of residential roads that are restricted to commercial truck traffic?

Answered: 107 Skipped: 0



ANSWER CHOICES	RESPONSES
Yes	14.02% 15
No	71.03% 76
Unsure	14.95% 16
TOTAL	107

Q10 Please provide any additional comments or feedback.

Answered: 69 Skipped: 38

Residential Truck Traffic Community Input Survey

#	RESPONSES	DATE
1	At one time there was a weight restriction on Bear Creek bridge. Is there still? I'm a truck driver and unless your making a delivery on Wise Ave. there is no reason to be on Wise Ave. The truckers are ignoring the signs and using Wise as a shortcut to get to Grays Rd. and North Point. Trucks are speeding, taking up both lanes because the road is too narrow for commercial vehicles. Heck it's bad enough when the busses are running down Wise. We also have the high school kids to think about. Merrit Blvd to Peninsula Hwy. North Point Blvd to Bethlehem Blvd. are routes that commercial vehicles should be using. I feel that Holabird Ave. between Dundalk Ave and Merrit Blvd. needs to be restricted to thru trucks as well.	3/6/2021 9:22 PM
2	I don't know if it is restricted to truck traffic, but in order to revitalize it needs to happen and the mill closing now provides us that opportunity?	3/2/2021 7:19 PM
3	With the development of Tradepoint Atlantic truck traffic on Wise Avenue has increased tenfold. The noise and vibration are issues in that there are new cracks in our walls and items get vibrated off the shelves occasionally. The part of Wise on the southeast side of Wise Avenue bridge have no sidewalks for pedestrians at all. There have been two pedestrian fatalities there in the past ten years. People walk in the street every day. Overuse and continued damage are happening to the Wise Avenue bridge as well. It is currently closed for repairs for the next month, essentially placing our business on a dead end road. The last time the bridge was closed for repairs that work lasted for over nine months, nearly bankrupting us. There should be no need for any vehicle weighing more that one ton, except for emergency vehicles to be crossing that bridge. Respectfully, please stop this truck traffic.	1/14/2021 10:41 PM
4	Number 6 is hard to answer some days there may be none some days there may be more. Our mail box is across the street and some days it can be scary getting the mail.	11/23/2020 4:12 PM
5	Truck enforce seems to help, when they do enforcement, traffic goes down for several weeks. In past before March 2020, one every 4 weeks. Cpl. Todd Walker has been very helpful as has Lieutenant Michael DiCara #4304. Hope this helps, Mike Hoover: Home 410.265.1371, Cell: 410.804.3591	10/27/2020 6:17 AM
6	Our community is split between the city and the county.	10/26/2020 5:12 AM
7	With the perminant closure of Clark Blvd at Washington Blvd, we are anticipating an increase of all traffic,not only commercial traffic. Oakland Rd. has numerous children who live along the road. The children play outside year-round. An increase in traffic will jeopardize the childrens ability to play outside safely.	10/18/2020 9:28 AM
8	Only signs are on Dundalk Avenue and much further back up Sollers Point Rd.	10/17/2020 12:17 PM
9	Please address this with the car dealerships along Balt Nat'l Pike	10/17/2020 9:22 AM
10	Catonsville Manor needs signs up all over the community alerting these trucks and traffic there messing our new roads up	10/16/2020 11:42 AM
11	Boston street has a camera for catching heavy trucks, I feel that Holabird could benefit by having one or more of these cameras installed. These truck drivers/ companies need to be held responsible. There should also be no parking of tractor trailers on Holabird Avenue (residential area).	10/12/2020 2:27 PM
12	A child is going to be hit and killed on this dangerous road one day from all of the truck traffic if nothing is done. This message will serve as documentation.	10/12/2020 12:50 PM
13	County surveyed last year but not at the peak truck times. Other narrow roads with elementary schools have restrictions but ours does not. There are No restrictions related to trucks on this road	10/12/2020 9:55 AM
14	all the truck traffic is from building the new school at Colgate elem.	10/11/2020 7:12 PM
15	Not sure what you could do to fix this. Most of the commercial traffic are trucks delivering stuff to people. Maybe there is a way to streamline traffic.	10/11/2020 5:15 PM
16	We had a lot of big camper in this neighborhood	10/10/2020 5:37 PM
17	Roads like Holabird Ave are residential and commercial mix. However, the size of the road does not make it easy to accommodate large tractor trailers.	10/10/2020 4:48 PM
18	We need to install weight scales. Camera take information so violation fees can be collected	10/10/2020 1:06 AM

Residential Truck Traffic Community Input Survey

19	We requested additional signs a few years back but were told that the restriction signs on Dundalk Avenue should stop trucks before they get to Turner Station. Those signs are frequently covered by vegetation and are not in our community.	10/9/2020 11:02 PM
20	Speed is a MAJOR issue no one goes the posted 40 mph often closer to 60 mph	10/9/2020 7:04 PM
21	Instead of worrying about the truck traffic PAVE our streets! They are the worse streets I have ever lived on!!!	10/9/2020 6:55 PM
22	please put more dot officers around here	10/9/2020 6:37 PM
23	Main concern is condition of the road (neighborhood on the whole needs repaving), lack of adequate sidewalk along entire stretch of the road, and the sidewalks non-ADA compliance. The safety of pedestrians is main concern.	10/9/2020 5:36 PM
24	Please put up cameras and speed bumps	10/9/2020 5:07 PM
25	I have seen them on roads that used to be marked no trucks over 3/4 ton. An amazon truck on dunmanway crazy. The truckers don't seem to understand people walk, ride bikes and walk home home from school on these roads that the speed is 30mph or less on all of these roads.	10/9/2020 3:43 PM
26	Please help with this problem.	10/9/2020 1:47 PM
27	Port Authority claims its the GPS unable to tell Broening Highway on the Map from Mt.Olive Rd. Many times truck will drive down MT. Olive Rd. There not big enough signs on Main St with load requirements.	10/9/2020 1:27 PM
28	The noise is awful.	10/9/2020 12:48 PM
29	Amazon and federal express use this road constantly in addition to other tractor trailers. Before amazon and federal express the noise and volume was not as bad. At this point, it is so loud I cannot enjoy my property during the summer because of the volume of truck traffic.	10/9/2020 12:23 PM
30	Our roads are a mess from the amount of trucks that come by, the foundation is cracked on all of our houses, and they don't think traffic laws apply to them. They are constantly running red lights, even at the holabird/delvale intersection where there 3 schools, and kids everywhere.	10/9/2020 11:40 AM
31	We used to have signage at all the entrances to the neighborhood reading "No Trucks over 3/4 Tons". People with big trucks simply removed them and parked without consequences. Also, when the police respond to a commercial vehicle complaint, they don't know enough about truck weights to determine what's in violation.	10/9/2020 11:04 AM
32	There use to be a sign on our street but when they were remodeling the shopping center they removed the sign.	10/9/2020 11:00 AM
33	Searles Rd was not designed to handle large commercial vehicles.	10/9/2020 10:51 AM
34	More signs and bigger signs are needed and the police NEED to do their jobs when they see them.	10/9/2020 10:22 AM
35	We've had a neighbor parking a 5 ton red work truck on Kimberly Rd & at times they've parked the truck directly in the back of the home. Which is a part of the community park. The speed bump doesn't work on Kimberly Rd either. There have been quite a few accidents at the speed hump. You also know when that truck over 3/4 ton hits that speed hump, because it about blows the windows out of my home.	10/9/2020 10:17 AM
36	I emailed this group sometime back prior to the virtual meeting; have not heard back.	10/9/2020 9:34 AM
37	They put a truck Depot at the end of my street and that has increased the traffic of big trucks, 18 wheeler in my neighborhood! It's horrible! All day long and night!	10/9/2020 12:42 AM
38	This is a fairly busy area because we have outlets to 695 from several different entrance ramps. There are a lot of stores and several of them grocery stores so many deliveries. They do cause congestion on Merritt Blvd during rush hour in the afternoon.	10/8/2020 11:13 PM
39	Please see my comments above. Thank you for your efforts.	10/8/2020 9:00 PM
40	I tried to address this over 2 years ago. Sad that it takes that long for anyone to do anything.	10/8/2020 8:39 PM
41	Speed bumps were installed on the street last year, making the truck traffic more problematic. When the trucks go over the bumps, especially when they don't slow down, my house	10/8/2020 8:21 PM

Residential Truck Traffic Community Input Survey

shakes.Many don't obey the speed limit either.

42	I understand that this is not entirely a residential area, but Penn is being used as a cut-through to reach York and Towsontown. Trucks at night often go through the intersection, which is an all-way stop, at high speed.	10/8/2020 7:49 PM
43	There needs to be crosswalk elevated speed bumps on Stevenson Lane also. Too much traffic for a residential street. Folks need to slow down at the crosswalks to Stoneleigh Elementary School.	10/8/2020 7:46 PM
44	It's outrageous that the City/County allows this to continue unabated.	10/8/2020 7:43 PM
45	I hope y'all look into this because safety is supposed to be a #1 priority. If you need more info please contact me at chriscatherman@icloud.com	10/8/2020 7:28 PM
46	Way too much traffic with high amount of distracted drivers and speeders on our neighborhood road!	10/8/2020 7:16 PM
47	more pollution,both air and noise speeding,more pot holes in road...,children walking to school with no side walks, bear creek bridge making loud noise 24-7 caused from trucks.	10/8/2020 6:56 PM
48	the intersection is in bad shape and this adds to the noise issues	10/8/2020 4:08 AM
49	It is a standard practice that it is illegal to drive tractor trailers through a residential neighborhood. The weight of the trucks is not comparable to the weight allowed on residential streets. It is not only a safety concern but the streets width and roadways are not designed to handle the amount of heavy trucks passing through. Who will be responsible for road repair?	10/7/2020 10:42 AM
50	No trucks over 3/4 ton signs are covered by high weeds. No parking and other signs have been torn down.	10/7/2020 1:35 AM
51	We have signage, but they could be larger. And place for adequate reading for the drivers.	10/5/2020 10:39 PM
52	none	10/5/2020 6:36 PM
53	The "no trucks over 3/4 ton" signage was recently knocked down and is laying on the ground at Southwestern Car Care. Probably by a truck.	10/5/2020 12:47 PM
54	All types of vehicular traffic has noticeably increased since the last 3 years and traffic speeds are very much significantly higher esp on South Rolling Road and police should monitor this problem now	10/5/2020 11:26 AM
55	Ingleside Avenue roughly parallels I-695 from Security Blvd.to Frederick Rd. in the Catonsville area and crosses every street that has an exit. Potentially, all thru truck traffic could be funneled off residential streets onto the Beltway. Ingleside Avenue was established as a narrow 19th century farm road, many houses were constructed near the street, there is either poor pedestrian infrastructure (400, 600-800 blocks) or no pedestrian infrastructure and no shoulders in the 500 block. Due to utility poles being located close to roadway, large trucks often cross the double yellow line in the 400 and 500 blocks. My house and the ground in my yard often shakes when heavy vehicles drive by my home including loaded trucks and MTA buses. I have been woken up several times in the past month by trucks traveling on Ingleside. I ask that there is a "local trucks" only policy and no trucks between 10pm and 6am.	10/5/2020 10:38 AM
56	Question #4 is silly. There is no option for commercial truck traffic is NOT an issue. Period. Whole survey is worded In an attempt to elicit answers to justify the study. Ridiculous.	10/3/2020 10:04 AM
57	Signs at merrit Blvd on to wise are to small.Iam a50 year resident of wise ave I have a folder and many letters on this problem.I am all for TradePoint but the truck traffic has tripled this year.I would appreciate some feed back.	10/2/2020 9:45 PM
58	We need help or someone is going to get hurt	10/2/2020 7:25 PM
59	There's also a problem with speeding vehicles on Belclare road	10/2/2020 6:54 PM
60	This is apparently permitted but is extremely disturbing to our condo building.	10/2/2020 5:11 PM
61	We have all kinds of commercial vehicles including 18-wheelers. There are sunken spots in front of our home that cause these trucks to bounce and make horrendous noise. It would be very helpful if Baltimore County would come fix these sunken areas caused by prior construction.	10/2/2020 4:41 PM

Residential Truck Traffic Community Input Survey

62	Many tractor trailers and UPS package cars use Benson Avenue as a shorter route to the industrial at the city line.	10/2/2020 4:32 PM
63	Realize that Taylor Ave is a main thoroughfare but it's also a residential neighborhood whereby the speeding traffic both trucks and cars daily fail to heed the speed limits and create high level of traffic noise as a result	10/2/2020 4:15 PM
64	This issue has been going on way too long. It needs to be dealt with.	10/2/2020 2:47 PM
65	For #9 even with the signs that are up there now the drivers and the companies they work for don't care	10/2/2020 1:58 PM
66	Please see the above. P.S. Please provide relief for your constituents that have for so long gone without any help or government care for this concern.	10/2/2020 1:58 PM
67	Alternate route (Caton Ave. to Joh Ave) would increase drive time by about a minute.	10/2/2020 12:36 PM
68	There has been an increasing number of commercial cab trucks, tow trucks and dump trucks being parked overnight in my residential area in Catonsville, MD. Thank you	10/2/2020 12:11 PM
69	I think trucks often use Broadway as a short cut between Falls and Greenspring, and to avoid the beltway and traffic. GPS directions likely direct drivers to Broadway. The other big issue of trucks is the speeding in a 30 mph zone, passing at double yellow lines, inability to drive in a single lane.	10/1/2020 4:59 PM