

Neighborhood Questionnaire on Streets and Transportation  
c/o [Jackie.macmillan2@gmail.com](mailto:Jackie.macmillan2@gmail.com)

March 28, 2016

Armand F. Girard  
6216 Mossway  
Baltimore, MD 21212-

Subject: Transportation Questions for Mayoral Candidates

Dear Mr. Girard:

Thriving cities and neighborhoods have good public transit and “Complete Streets”— streets that are safe and comfortable for all users: pedestrians, bicyclists, motorists, and transit riders of all ages and abilities.

Baltimore has adopted a Complete Streets resolution, piloted alternative traffic-calming approaches, adopted a bicycle master plan, and implemented the popular circulator buses. While progress has been made, much remains to be done.

We would appreciate your responses to the following questions that relate to the problems listed below.

**As Mayor, what will you do to address the problems listed below?** For instance: How will you address problems related to a service provided by a State agency, such as MTA’s bus service, that significantly affect Baltimore residents? How will you provide for coordination among different City agencies to address transportation problems? And how will you prioritize City resources for transportation?

**Problems:**

1. A public transportation system consisting mainly of a State-operated local bus service, which
  - is unreliable (buses late or no-show)
  - lacks real-time (next-bus) service information
  - is not welcoming, not customer-oriented
  - is currently subject to potential route changes that would eliminate or reduce service to corridors with particularly heavy ridership
  
2. Streets and traffic operations designed to move automobiles rapidly through local neighborhoods without regard to the effect on residents.

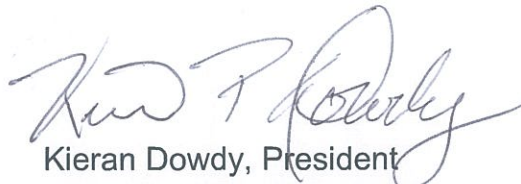
3. Aggressive and inattentive driving—speeding, failure to yield, texting while driving, etc. Year after year, Baltimore ranks nearly last for safe driving among the 200 largest US cities (AllState abd-report-2014).
4. An almost-complete lack of traffic enforcement:
  - Limited resources used for enforcement on interstate highways, when there is almost no enforcement in local neighborhoods.
  - A failed speed / signal camera contract terminated and not replaced. (An RFP was recently issued for a new contract for a service that is to be significantly reduced in scale (from >160 cameras to 30 cameras per Baltimore Sun, 1/22/2016.)
5. The failure of Baltimore DOT to fill critical positions, such as Chief of Traffic Engineering.

Please respond via email by April 5. Responses will be forwarded to the respective neighborhood associations for distribution to their members.

Sincerely,



Tom Forno, President  
Tuscany-Canterbury  
Neighborhood Association



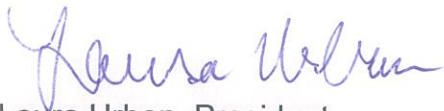
Kieran Dowdy, President  
Harwood Community Association



JoAnn Robinson, President  
Abell Improvement Association



Phil Lacombe, Co-Chairperson  
Better Waverly Community Organization



Laura Urban, President  
Oakenshawe Improvement Association



Lena Leone, President  
New Greenmount West Community Association



Monica Gaines, President  
Woodbourne-McCabe Neighborhood Association



Natalya Brusilovsky, President  
Waverly Improvement Association



Christopher Forrest, President  
York Road Partnership