

Tiso, Eric (DOP)

From: Audette, Caitlin (DOP)
Sent: Monday, February 2, 2026 3:54 PM
To: Tiso, Eric (DOP)
Subject: FW: Close the Calvert Street spur

One letter of support for Calvert Street.

Caitlin Audette (she/her)

Design Team Lead / Downtown Planner
City of Baltimore | Department of Planning
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From: Anna M. <annamabrey@gmail.com>
Sent: Monday, February 2, 2026 12:57 PM
To: Audette, Caitlin (DOP) <Caitlin.Audette@baltimorecity.gov>
Subject: Close the Calvert Street spur

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Anna Mabrey
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August 26, 2025

To The Members of the Planning Commission;

I would like to support removing the Calvert spur so that land can be reclaimed for pedestrian use and green space. We have too much asphalt and too much land use devoted to and prioritizing cars. Cars contribute to pollution and unhealthy air in addition to the high incidence of hitting pedestrians. Asphalt instead of permeable greenspace is bad for our environment by facilitating stormwater runoff in to the harbor. The Calvert spur does nothing good for the city and has many downsides-removing it would be a win-win for people and the planet.

One of the stated goals of Downtown Rise is infrastructure development –“Recognizing the critical role of the public built environment in urban revitalization, this strategic focus aims to foster a vibrant and sustainable downtown landscape conducive to economic growth, community well-being, and environmental resilience.” Downtown Partnership and the Waterfront Partnership are great at coordinating events like the Christmas and Wine Villages etc, but to have a vibrant downtown we have to make it safe, attractive and comfortable for people to be walking around, shopping, eating, and enjoying

downtown and the Inner Harbor. When cars are the priority it discourages foot traffic which decrease economic development and allows crime and graffiti to flourish. We have residents and tourists alike who are encouraged by street and infrastructure design to drive in to an event, like a conference or Fleet Week or concert, and then drive back out. This lack of “eyes on the street” facilitates bored loitering people to damage public infrastructure or worse. We need to encourage more people to get out of their cars and be actively engaged in economic development and social activities.

We must invest more in pedestrian infrastructure like lighting and green space, in protected transportation corridors for walking, bikes, and scooters, in safe, reliable public transit and we must deprioritize cars. Please close the Calvert Street spur between Light and Pratt Streets so we can give more space back to Baltimoreans and visitors to interact and enjoy downtown together, foster a more vibrant street culture, outside of cars.

Sincerely,

Anna Mabrey