

Resumé for David Drasin

Summary of qualifications:

Professor of Mathematics, Purdue University 1966-2012,
Emeritus: 2012- present

AB: Temple University, 1962
PhD: Cornell, 1966

Languages: have lectures in French and Spanish (mathematics), and have had conversational fluency in Swedish. Some knowledge of Russian and German; I have needed to read materials in those languages for my professional work.

Recognitions:

- (*) Award 1994 university wide for Helping Students Learn
- (*) Invited address, International Congress of Mathematicians, 1994
- (*) Invited hour address, American Mathematical Society, 1986
- (*) Visiting professor at Royal Institute of Technology (Stockholm), Helsinki University (Finland), Imperial College (London), Universidad Autónoma (Madrid)

Relevant experience: Completed Central Maryland Transportation Alliance course Transportation 101 in December 2017. I have used the full portfolio of public transportation offered in Howard County:
RTA, MTA, as well as having experience with transit in Baltimore/

Washington as a consumer.

In my academic work, I lectured and traveled to many countries, and have experience with how different environments handle transportation, pedestrian and cycling issues. Sweden, Germany and Finland seem the most advanced, but I have experienced extended periods depending on public transportation and cycling in London, Beijing and Madrid.

We have lived here for 26 months. In the past I was an avid cyclist, but at this stage of life my primary exercise is walking/light jogging (in years past I completed 6 marathons). I have been through much of Columbia's system of paths, and watching people enjoy our parts is a pleasure we experience directly from our kitchen window.

That said, I see two important issues of concern for pedestrians here:

- (*) many of the paths seem more designed for recreation than destination—many commercial and transportation destinations are not tied into the system;

- (*) many roads do not have pedestrian footpaths, and (for example on Route 175) the zebra-crossings still leave pedestrians with little protection or comfort. This is a big issue in neighboring Montgomery county.

As is typical in metropolitan Maryland, traffic and congestion are serious quality-of-life and safety issues. What seems especially unfortunate is that other than on weekday rush hour, it is at best awkward/difficult to access either major nearby metropolis on public transport and not much visible initiative to ameliorate the situation. This contrasts with plans I read about for Montgomery County and Virginia, for example.