

## 2022 Election Candidate Questionnaire for Montgomery County Council

### Completed by:

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Dear Candidate,

We ask that you complete our questionnaire so we understand your views on the pressing transportation issues facing Montgomery County. Your answers will be given to our membership for strictly education purposes only. Answers will also be posted on our website, shared on social media, listservs, and with our members in Montgomery County.

The questions are yes or no as well as questions that require you to elaborate for your response. We ask that you return the questionnaire by COB 4/2/22. Please email the questionnaire responses to me at [advocacy@waba.org](mailto:advocacy@waba.org). If you have any questions please email us. Thank you for taking time out of your busy schedule to complete the questionnaire.

WABA **does not endorse** candidates for any political office.

Sincerely,

Jeremiah Lowery

Advocacy Director, WABA

### Bike Network

The Washington Area Bicyclist Association is proposing that the County fund the construction of bikeable/walkable networks in four Equity Focus Areas of the County, in Wheaton, White Oak, Langley Park and Downtown Silver Spring. Do you support this \$110 million proposal which will also help achieve the County's Climate and Vision Zero goals over six years?

Yes  No

What else do you think the County Council can do in the next term to make walking and biking safer and to help increase the biking and walking and transit mode shares?

**Transportation is a critical component of an inclusive, integrated, economic development plan. Access to safe, reliable transportation is the connective tissue that keeps a community viable and growing. Increasing transportation options is a high priority for my constituents. There is a need for increased connectivity through buses, and bikes especially for commuters who don't own cars. Providing protected bike lanes will increase reliability and safety for bike riders and provide a cheaper and accessible mode of transportation to metro stations, parks and community facilities. Having said this, planning for safe, reliable, accessible bike lanes must be part of a smart, integrated, inclusive, economic development plan and not a short-term, last minute fix that adds unsafe bike lanes to existing traffic flow.**

### **Police out of Traffic Enforcement**

Do you support removing police from all or some traffic enforcement?

Yes XX No \_\_\_\_\_

How will you balance the need for traffic enforcement and equity while in office?

**The truth is that White officers stopping Black motorists for routine traffic violations can have deadly results for Black men. In fact, research has clearly demonstrated that pretextual traffic stops unfairly target minority motorists. Halting pretext traffic stops is one way to curb opportunities for police brutality. In Montgomery County, Black residents are 19% of the population but were 32% of 2018 county police traffic stops. Although the County Council is studying the feasibility of installing automated traffic cameras to replace in-person stops, that solution must also be scrutinized through a racial equity lens. I believe if Maryland wants to continue to move in the direction of criminal justice and social equity, part of a sweeping criminal justice package should be to severely limit pretextual traffic stops and investigatory stops (aka stop and frisk). The establishment of the Police Accountability Board is a step in the right direction; however, it has been disappointing so far due to the lack of non-law enforcement citizen stakeholders assigned to the Board.**

### **Trails - repaving**

Do you support fully funding the budget request of the Parks Department to include monies for repaving the Sligo, Rock Creek and Capital Crescent Trails?

Yes XX No \_\_\_\_\_

## Tunnel

**I do not have enough information about this issue to answer yes or no. However, on the council I will evaluate this proposal in the same way I have in the past - by bringing all the stakeholders to the table and evaluating the opportunity cost from the perspective of my constituents in District 5 East County.**

Do you support funding the \$55m project for this important regional trail connection through downtown Bethesda?

Yes \_\_\_\_\_ No \_\_\_\_\_

Do you support funding that will complete construction of the project within the current FY 23-28 CIP period or sooner/later?

Yes \_\_\_\_\_ No \_\_\_\_\_

## 270 widening

Do you support or oppose the proposal to widen parts of I-495 and I-270 to add four express toll lanes?

Yes \_\_\_\_\_ No **\_X\_**

Why or why not? And how would you show that support or opposition. Do you support other new highways or road expansions?

**Although my East County district is not located in areas directly affected, I will say that there are no studies that I have seen that show more lanes will equal less congestion. Either way, the issue with transportation in the East County District 5 is one of access to safe public transportation so residents don't have to walk or bus long distances to get to work and home and sometimes school. Our community is growing. In addition to dedicated bus lanes, there is a need for increased connectivity dedicated bike lanes especially for commuters who don't own cars. Providing protected bike lanes will increase reliability and safety for bike riders and provide a cheaper and accessible mode of transportation to metro stations, parks, and community facilities. However, implementation of dedicated bus and bike lanes must be planned out over time and integrated into an overall development plan**

## Vision Zero

Vision Zero - is it working and if not, what needs to be done by the County to achieve the goal of zero deaths due to traffic crashes? What would you do to work with the State Highway Administration to achieve true Vision Zero?

**Although Montgomery County is one of the first county governments in the United States to initiate a Vision Zero Plan the data does not reflect dramatic improvement. According to the National Highway Traffic Safety Administration (NHTSA), in 2019 Maryland had the 15<sup>th</sup> highest pedestrian fatality rate in the US. We know that in Montgomery County there is a high percentage of residents who commute to and from work on public transportation, which means they are walking on the public thoroughfares. Furthermore, according to the Montgomery County Office of Legislative Oversight, 78% of Ride On customers in 2018 were categorized as Black, Indigenous, or People of Color; and 47% of customers reported an annual household income of less than \$30,000. I support Maryland State House Bill 254. This bill will help achieve the goal of improving pedestrian safety and lowering pedestrian death rates by conducting an in-depth analysis of incident data accompanied by recommendations for corrective action.**

#### **Transportation Equity Pledge**

[Will you sign our transportation equity pledge?](#) **YES!**

Link to sign: <https://waba.org/blog/2022/01/transportation-equity-pledge-for-2022-candidates/>