

## 2022 Election Candidate Questionnaire for Montgomery County Council

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?

Yes. I've read through WABA's Equitable Investment plan. It makes sense to focus areas are those areas with the most need and most dangerous roads. In the short term, I think street lighting would make a huge impact, as well as taking a comprehensive look at where bus stops are located to facilitate increased use of signaled crosswalks.

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

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

Yes  No

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

Overall, we need to ensure we keep everyone safe, our police and our citizens. I would favor removing police involvement in minor traffic infractions by more reliance on technology. Not only would it reduce the overall cost of enforcement in the long run, it would also reduce the racially biased traffic stops. The Office of Legislative Oversight report on reassigning traffic enforcement made many recommendations on the increased use of technology like speed cameras, red light cameras. I would support increased funding for these measures. We can also look to cameras for minor infractions such as faulty taillights, expired tags, etc.

**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  No

**Tunnel**

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

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

I live in Germantown and work in Gaithersburg. District 2 surrounds the northern portion of I-270. We have seen tremendous growth in the Upcounty region and we need relief. In the past 20 years

the population of Clarksburg and Germantown grew by over 60,000 people, with no significant increase in transportation infrastructure. That is the equivalent of adding a city the size of Rockville to Montgomery County with no real transportation plan. In addition to the sheer number of additional people, there are geographical difference in the street grid between the upcounty communities and downcounty. A large percentage of residents are not walking distance to transit. The neighborhoods were built as car-centric, cul-de-sac communities and it will be extremely difficult to retrofit. That doesn't mean we can't reduce reliance on single-occupancy vehicles by adding more viable transit options. We need to do both.

My ultimate solution for I-270 would be more attracting more jobs and businesses to bring jobs closer to the workforce. Ideally, for every job in Germantown, there is one less car at the spur. I support increased capacity on the bridge and I-270 North of I-370. Ideally, this increased capacity would occur through state bonds. Given there is no appetite to do so, I support the HOT lanes.

I do not necessarily support new highways, but we need to look at the areas with increased traffic, and bottlenecks, and increase road capacity in those areas.

### **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?

Sadly, we currently lose nearly 40 residents a year to car-pedestrian related traffic incidents. We can and must do better to decrease deaths every year with the ultimate goal of eliminating traffic deaths. We do that by making sure that the entire work plan is implemented. That means working towards improving all identified high injury roads and intersections, upgrading or installing new signals, expanding bike paths, and widening sidewalks. We also need to work closely with the state to ensure the county has more say in state road projects, and expedite any changes needed to make our state roads safer.