

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. 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?

Ensuring the safety of those who are biking, walking, or rolling has to be a high priority for the next County Council and it will in many ways take a fundamental shift in the ways we plan in transportation corridors. We continue to see devastating tragedies on our roads where bikers and pedestrians are hit and killed by drivers – and we need public policy interventions that can stop these preventable tragedies and save lives. We need to fully implement vision zero. In addition to completing a bike network in the four equity focus areas referenced, we need safe bike infrastructure throughout the county; and we need protected bike lanes wherever we can provide them to better protect bikers from cars. We need protected crosswalks, finished sidewalks, and safe streets, HAWK signaling, and other means to ensure pedestrians can

cross roads safely. We also need reduced speeds, traffic calming, road diets, protective barriers (natural or otherwise) near school bus stops and other measures.

Police out of Traffic Enforcement

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

Yes _____ No _____ Some X

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

As an equity matter and also a harm reduction strategy, we should seek to reduce law enforcement involvement with some types of traffic enforcement and we can do that and continue to ensure safety on our roadways. We know that pretextual traffic stops do occur in Montgomery County and those stops disproportionately fall on Black and Brown drivers. So we can reduce police presence in traffic enforcement and can utilize the implementation of technology for low level traffic enforcement (tail lights, equipment violations etc). I do think we still need police to address drunk driving, speeding, reckless uses of a vehicle and other things that automation won't adequately address. Reducing police presence in traffic enforcement will also protect the safety of officers as well – as traffic stops pose safety risks for officers working from the side of busy roadways.

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 ___X___ No _____

Tunnel

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

Yes ___X___ No _____

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

Yes ___X___ 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?

I have lived in the I-270 corridor for more than a decade and I have spent all of that time as a commuter. Over the years I've been a MARC/Metro commuter as well as a daily driver on 270/495/the American Legion Bridge Bridge and I've been a community leader on expanding multimodal transit Upcounty; so my thoughts on this topic are based on that experience.

I do not support the plan put forth by the Governor on 495/270 – I think that it's apparent he's been more interested in the politics than in getting the policy right and I'm very concerned about the potential for Maryland taxpayers to end up on the hook for Hogan's plan should it not generate the toll revenue he projects. That said, I do believe we need infrastructure improvements on 270 that reduces gridlock and increase capacity for drivers and transit riders. I've long been a supporter of reversible lanes if practical and have said that the addition of new lanes should provide for integration with transit. It's also essential that we address the northern bottleneck between Montgomery County and Frederick on 270 and the southern bottlenecks at 370, the 270 spur, and the American Legion Bridge. As chair of the Upcounty Citizens Advisory Board I had interactions w/ the 270/495 P3 team and urged them to decouple and reprioritize the 270 portions of this project given that the 495 portion also presented imminent domain concerns that are different than we have in our corridor.

I think we can find a solution on 270 that addresses the concerns that many share in a way that has reduced environmental impact, increases capacity for those that drive, and provides viable transit alternatives to driving.

Regarding other road expansion issues, I think it's important to keep in mind that the Upcounty communities that make up District 2 don't have the transportation infrastructure necessary for our communities as we lack transit and we have road capacity challenges. So yes, there are projects I support like the completion of Observation Drive which would connect Clarksburg and Germantown in a way that would take some strain off of 355 and would also make way for additional RideOn capacity and eventually the Corridor Cities Transitway. Likewise, I think we need to re-envision how we could connect Snowden Farm Parkway to Midcounty Highway in a way that would provide more multimodal transportation options for communities Upcounty (dedicated bus, bike, protected pedestrian infrastructure, and additional road capacity).

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?

As referenced above, Vision Zero has be a north star in our efforts to ensure safety for those who, walk, bike, and roll on our streets. We need to fully implement vision zero. We need to complete our bike network and ensure we have finished sidewalks, complete streets, and safe options for all modes of transportation. With a new Governor and new leadership at SHA we need to redouble our efforts – and work alongside our state delegation – to ensure that our vision zero priorities can be achieved on state roads and highways as well.

Transportation Equity Pledge

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

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