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Q1. Bicycling and bike infrastructure enhance quality of life and address issues such as affordability, equity, access, health, and the safety of our streets. What can the City of Gaithersburg and you as an elected official do to actively encourage more people to bicycle for transportation and recreation?

Build out infrastructure to allow bicyclists to ride safely and increase access. Increase education on mixed-modal transportation. Incorporate considerations for bicyclists into our land use decisions. Lead by example.

Q2. People bike and walk when doing so is safe, comfortable, and connects to the places they need to go. Gaithersburg's bike infrastructure is incomplete and disjointed. In your opinion, where are the most urgent gaps in our bike network and what steps do we need to take to close these gaps? Gaithersburg published a [Bicycle and Pedestrian Plan](#) in August 1999. Will you promote creation of a new, up-to-date Gaithersburg Bicycle and Pedestrian Master Plan?

Gaithersburg, in many places is unsafe for bicyclists, and this has resulted in tragic and wholly preventable accidents on our streets and streets. We are making steps forward, but not fast enough. Since joining the council in 2015, I have been focused on bicycle safety, including building out safer bicycle infrastructure. I was the author of legislation that made it legal to bike on sidewalks in the city, as a short-term measure while we work to build out safer routes. I have also been the leading advocate for engineering changes to make it safer to walk and bike in the city. We have also built out major improvements like the NIST path, and the planned Quince Orchard Boulevard mixed use path, and are actively working on a connection from Olde Towne to Shady Grove Metro Station. However, more needs to be done, especially where different jurisdictions are involved. Unfortunately, some of the most urgent gaps in the city are not under the city's control, like the 355 corridor, Muddy Branch Road, and Quince Orchard Road. We are trying to build relationships with the County and State, but that relationship is not where we would like it to be. We are also trying to convince the County to release \$15 million in transportation funds they have collected for us, to use, in part, for bicycle infrastructure, but that conversation has also been met with consternation. As for updating Gaithersburg's Bicycle and Pedestrian Master Plan, the city made the decision to incorporate mixed-modal considerations into its land use elements, which is important. I would be in favor of a separate Bicycle and Pedestrian Plan if it would result in real progress in advancing such priorities in the City above and beyond the considerations already in play in the master plan.

Q3. Cities across the country are installing protected bike lanes, with physical separation between bicycle and motor-vehicle traffic, to encourage more people to ride and increase comfort for cyclists of all ages and abilities. Studies have shown that protected bike lanes increase roadway safety for everyone – people bicycling, walking, and driving. Do you support the installation of protected bike lanes on Gaithersburg's streets? Do you support installing protected bicycle facilities even if they require replacing a motor vehicle travel lane and delay motorized vehicles by a few seconds? Please explain your thinking.

It depends. Most streets in Gaithersburg that are under the control of Gaithersburg are single lane roads in neighborhoods that would not necessarily support the build out of protected bike lanes.

We discussed this, for example, in building out bike infrastructure on Quince Orchard Boulevard, and instead opted for a larger mixed-use path. Where I do think bike lanes would be useful are mostly State and County Roads. For example, I pushed for a protected bike lane on 355 along with the proposed buildout of dedicated bus lanes. The County has not made that a priority in its design of the 355 BRT, which is quite unfortunate. I would be in favor of protected bike lanes in these areas. I would also support building intersection improvements that would prioritize bicyclists, delaying motorized vehicles.

Q4. Voters care about street safety, bicycling, transit, and walking issues. Why should these voters vote for you?

I have been a consistent advocate for these priorities in the City. I let my record speak for itself. There is much to be done, and I will continue prioritizing bicycle, pedestrian and transit priorities.

Q5. The City of Gaithersburg, unlike the State of Maryland, Montgomery County, and the City of Rockville, has not adopted a Vision Zero Plan. (Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all.) Will you lead or support and fund efforts to put in place a Gaithersburg Vision Zero plan?

Yes. I advocated for years for the adoption of Vision Zero in the City of Gaithersburg, but never had majority support. The city has adopted Vision Zero considerations into its complete streets planning, but it is not enough.

Q6. What neighborhood do you live in? Where are your favorite places to spend time in Gaithersburg?

I like in the Parklands. I love all parts of Gaithersburg and you will frequently find me in various areas of the City.

Q7: Gaithersburg residents have identified routes including Goshen Road, Centerway Road, Woodfield Road/MD 124, Montgomery Village Ave, and parts of Snouffer School Road as “very hazardous to cyclists due to having no shoulder/bike lane with heavy and fast traffic. All these roads are major connectors between common areas to cycle.” How would you tackle safety on these roads and other Gaithersburg roads like them?

Most of these roads are not in the City of Gaithersburg, except parts of Montgomery Village Avenue, and Goshen Road. They are mostly considerations under the Montgomery Village Sector Plan. I have asked staff in the past to look at connections from these areas outside the city into the City to ensure that their consideration for bicycles and pedestrians are compatible with our own planning. For example, the MV Master Plan along Goshen Road has bike lanes that do not align with current infrastructure where Goshen Road enters the city. It is important to align such designs to make cross-jurisdiction transit compatible. This is especially important in that area as we consider the future of Lake Forest.

Q8. What is your target for the proportion of Gaithersburg’s Capital Improvement Program transportation budget that should be allocated to pedestrian and bicycle improvements? How might the city better tap state and federal funding for projects?

I don't have a target, as much of our planning for increased bike infrastructure is aligned to planned infrastructure maintenance, such as with Quince Orchard Boulevard, where a mixed use bike path will be included as part of the routine maintenance on the street. This is a good strategy, as it includes such considerations in priorities that are already there. We do try to pursue Federal and State funding, as well as other grants such as from MWCOG, and use that funding to our advantage when we can, but it can't be counted on. If the County would release our \$15 million in transit funding it would go a long way in building out bike infrastructure.

Q9. How should Bus Rapid Transit on MD 355 mesh with bicycle and pedestrian improvements? How will you work with the Maryland State Highway Administration to promote bicycle and pedestrian improvements on Gaithersburg's other state roads, MD 28, MD 117, MD 119, and MD 124?

This is the most frustrating aspect of the issue confronting us. The County is getting better, and I have seen quite a few pedestrian safety improvements in and around the city due to the County's emphasis on such considerations. The State has been less helpful. We need to keep at it, but working with other jurisdictions on such things can be frustrating.

Q10. Do you support bi-directional, full-day MARC Brunswick Line service? Do you support or oppose creation of the Midcounty Highway Extended (M-83)?

Yes please. And oppose.