

TOM MOORE

Montgomery County Council – District 3

- 1) Do you support funding and advancing the Purple Line to groundbreaking as described in the Locally Preferred Alternative and the Environmental Impact Statement without qualification?**

Yes.

- 2) Would you support more transit, pedestrian, and bicycle-friendly road design in our school zones and urban centers even if it slows drivers down?**

Yes. Rockville has been a leader in this. We need to focus on overall mobility, not cars.

- 3) Do you support changing existing traffic lanes to dedicated bus lanes for BRT?**

Yes. Person-throughput, and not vehicle-throughput, is the key metric here; a lane converted to bus use is more efficient.

- 4) Will you support stopping all spending on the M83 highway?**

Yes, but would first want to gather all the information and public input I can with the advantages of being a sitting Councilmember.

- 5) How would you increase the housing supply in our urban centers?**

Zoning is one of the most important and powerful tools at the County Council's disposal. Investment in our transportation infrastructure is another. I firmly believe in the benefits of Smart Growth. As I have in Rockville Town Center, I will push to concentrate Montgomery County's housing growth along our existing transit corridors and along the new corridors we build with the BRT system, the Purple Line, and the CCT.

RYAN SPIEGEL

Montgomery County Council – District 3

1) 1. Do you support funding and advancing the Purple Line to groundbreaking as described in the Locally Preferred Alternative and the Environmental Impact Statement without qualification?

YES.

2) 2. Would you support more transit, pedestrian, and bicycle-friendly road design in our school zones and urban centers even if it slows drivers down?

YES. Advocated expanded BikeShare, transit/walker/biker-friendly development, sharrows, accelerated bike masterplan implementation, construction of pathway connections. Only elected to attend Gaithersburg Bike Rodeo.

3) 3. Do you support changing existing traffic lanes to dedicated bus lanes for BRT?

Yes, in targeted locations where it makes sense. Data show the net effect will be less vehicles per lane.

4) 4. Will you support stopping all spending on the M83 highway?

I oppose spending on any of the major "build" options. Data show minimal reduction in drive time relative to cost.

5) 5. How would you increase the housing supply in our urban centers?

I have a proven track record of supporting smart growth centered around transit, by creating incentives that focus development in those areas, and by supporting projects that contain sufficient housing density, including MPDU and WFDU affordable units. Allowing building height increases and encouraging a mix of housing types compatible with density also increases supply at urban centers. I also support protections for areas that are not appropriate for growth, helping to steer development back toward urban centers. Critically, by improving transit options in urban centers, we create a natural draw for builders to pursue more projects in those areas.