

EVAN GLASS

Montgomery County Council – District 5

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. As a member of the recently convened Purple Line Implementation Advisory Group, I will provide proper oversight of the Purple Line construction and implementation, ensuring that problems are mitigated and that the process moves forward without delay.

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. As a member of a two person household with one car, I am a strong supporter and user of multi-modal public transportation.

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

Yes. Efficient and timely travel can only be achieved through dedicated lanes.

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

Yes. We must focus our priorities on public transportation.

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

The most sustainable way for our community to grow is by supporting transit-oriented development. When we create housing based on an excellent public transportation infrastructure, the housing stock becomes more cost efficient because it reduces the need for exorbitant parking structures. We must also work with developers to encourage the creation of more affordable housing units in transit-centered communities.

CHRIS BARCLAY

Montgomery County Council – District 5

- 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?

I absolutely support funding and advancing the Purple Line. The Purple Line is critical to providing a fast and public transit alternative for suburb-to-suburb travelers and helping residents one side of the county access jobs on the other side of the county. I also support mitigating impact on the community by ensuring that additional upzoning does not happen in District 5 neighborhoods.

- 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. A recent study of the county shows that more people are using mass/public transit than ever before, particularly in District 5 and inner-beltway communities. However, many people still struggle with getting around the county efficiently without a car. One of my priorities as a councilmember would be to make Montgomery County more accessible. Residents benefit from expanded transit options. It means better access to jobs and more economic growth coming to the community. If elected to the County Council I will do all in my power, working with my colleagues to improve upon mass transit, and access to pedestrian and bicycle-friendly roads.

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

Yes, I do.

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

Yes, the county should not pursue other major road projects until BRT funding is secured. I believe the county must reprioritize funding from the proposed Midcounty Highway towards projects that more people in our community believe will actually help resolve our traffic issues.

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

The county council must seek more productive partnerships between government and the business community around building innovative and affordable housing in transportation hubs. There needs to be better communication and coordination with the county planning board around this issue. There are ample opportunities for creating vibrant communities around our transportation hubs, but first we should be open to reviewing and revising if necessary our existing zoning laws and regulations.

TOM HUCKER

Montgomery County Council – District 5

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. I've spent many years working with ACT, Purple Line Now, and other advocates to the project toward reality, as both the Co-Chair of the Purple Line Caucus in the House of Delegates and the representative of the General Assembly on the board of Purple Line Now. We should continue to hear and be responsive to neighborhood concerns as well, including efforts to protect longtime local small businesses, to seek ways to allow the project to move forward while minimizing disruption.

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?

Especially in school zones and urban centers, I support a Complete Streets approach to road design that takes into account the needs of all users of the road and maximizes safety.

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

In certain places where it makes sense, yes. I'm interested in the proposal to consider this approach on New Hampshire Avenue, as well as the idea of using the Priority Corridors Program as a pilot to gather data to assess whether improved bus service would generate increased ridership numbers and create greater support for more permanent moves toward BRT.

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

Yes.

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

I would focus the building of housing at all income levels in areas convenient to Metro to enhance the diversity of activity and population that so many find attractive while protecting the character of the county's single family neighborhoods. And specifically, we need to increase incentives to build affordable housing,

TERRILL NORTH

Montgomery County Council – District 5

1) I support building the Purple Line stations as described in the Locally Preferred Alternative. I also support greater emphasis on minimizing displacement of lower-income residents and small businesses along the route (which includes stops across the street from my church and two blocks north of my home on New Hampshire Avenue). I support the Purple Line because it will reduce carbon emissions while bringing economic development where it is sorely needed in Long Branch/Langley Park; but it is imperative that light rail not become an unintended tool for removing immigrant renters (like most of my own relatives) and the largely immigrant-owned businesses they patronize. Business impact minimization, workforce development, and anti-displacement should be a greater part of understanding environmental impact. As vice-president of Impact Silver Spring, I specifically work in Long Branch on workforce development and youth empowerment designed to strengthen a community that could have become the loudest booster for Purple Line with greater outreach and partnership earlier in the process.

2) I do support these initiatives, often because they “slow drivers down” from one perspective. Slowing drivers in a manner that improves overall traffic flow and increases safe use of alternative modes (largely by former drivers) will ultimately reduce commute times for most residents.

3) I support use of dedicated lanes on north-south routes where it makes the most sense. In District Five, my biggest transportation concern is building BRT on Routes 650 and 29 to White Oak and then down 650 to DC, which will take the most cars off the road and bring economic development to White Oak and the Takoma/Langley Crossroads. I do not support moving curbs on 29 near Blair HS where removing a traffic lane may have a detrimental impact on congestion and local businesses.

4) I do not support M-83 and support BRT as an alternative which has strong community support. M-83, obviously, is not in District Five so my default position is to support solutions supported by nearby residents and reducing vehicle miles traveled.

5) I would allow increased density in return for more affordable units to increase supply while also creating downward pressure on prices in the overall supply. Additionally, I have proposed down payment assistance and other incentives making home ownership more affordable for current renters. I also support accessory apartments for owner-occupants (i.e., greatly simplifying the process allowing someone to rent units of a building the landlord resides in).

JEFFREY THAMES

Montgomery County Council – District 5

- 1.) Yes
- 2.) As long as it makes sense I will.
- 3.) As long as the busses can have the same right of way as light rail.
- 4.) No
- 5.) Build more towers. More residential cores in Burtonsville.

Questionnaire for Candidates for County Council

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- 3) Do you support changing existing traffic lanes to dedicated bus lanes for BRT?
- 4) Will you support stopping all spending on the M83 highway?
- 5) How would you increase the housing supply in our urban centers?