

ROGER BERLINER

Montgomery County Council – District 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?

I do, consistent with the statement I filed with the state regarding additional mitigation measures that would not affect either the timing or the route of the line. For example, I do believe we can go beyond the current federal standards for noise and approximate the county standard; I believe we can do more to address vibration issues; I believe we can do more to address tree canopy with advanced technology; and I believe we can make sure that the construction process itself takes community concerns into account. All of these concerns can be addressed without slowing down this critically important transit project.

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. I believe it is essential that we retrofit our roads and design new roads in a manner that recognizes all users. I worked hard to get as many complete –streets elements into the revised road code in 2008 and am now making a second attempt with the Urban Road Code Bill I introduced this year. That bill will take our current road code, and refine it in such a way that more appropriately defines turning radii and road widths in order to create the kind of urban streets and places that our community desires and that are conducive to walking and biking, creating a safer environment for all.

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

Yes, absolutely. For rapid transit to be effective, it must utilize dedicated lanes wherever possible. Our right of way is limited and expanding our current roads is both costly and disruptive. We must shift our thinking and planning and start utilizing our roadways in the most efficient manner possible. This was of course a fairly significant source of opposition during the passage of the Countywide Transit Corridors Plan, but with proper educational and outreach efforts, I believe the plan will be successful.

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

I have always believed that the costs associated with M83 were prohibitive. Given how hard it has been to get the gas tax passed and a dedicated stream of funding established in Annapolis, we must spend our transportation dollars wisely. Again, this means getting the most bang for the buck – literally. I have long-supported a transit first approach for our county and funding the Purple Line, the CCT, and a rapid transit network are my top priorities. I have recently joined TAME (officially) and believe a transit alternative to M83 is the most appropriate path forward for our county. In response to my pointed questions as Chair of the Transportation Committee, the Administration has agreed to explore transit alternatives before pursuing M83 further.

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

The County's deficit of affordable housing is a serious problem that must be addressed. Planning for transit oriented mixed-use development in our urban areas is an important step for our county to take and it has. The White Flint Plan is a perfect example of this and will include a number of affordable units upon buildout.

Although we have one of the strongest MPDU policies in the nation, it is still, unfortunately, not enough. In 2012, I sponsored and passed legislation that requires our county to consider co-location of affordable housing with all new capital projects. I am pleased to say that the Fire Station being planned for White Flint will now include up to 150 affordable units that might not otherwise have been planned. Affordable housing is also being planned for the Silver Spring Library site as a result of our focus on using county assets to support this critical need in our county.

In that same vein, I am currently working on a bill that will require our county to consider public private partnerships for all of our county-owned parking garages in our business districts. We must make the highest and best use of these properties - and in my opinion that would include affordable housing. We need to let go of our suburban style parking structures and utilize scarce government assets in planning for the needs of future generations.

DUCHY TRACHTENBERG

Montgomery County Council – District 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) 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

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

YES

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

YES

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

We must continue to develop a zoning code that favors denser housing development in urban areas and we should further assist development plans in those areas that increase the supply of housing, particularly those that increase the supply of affordable housing.

JAMES KIRKLAND

Montgomery County Council – District 1

1. I generally support the Purple Line as now proposed. If it had been up to me, it would have been BRT on the rail right-of-way some years ago. In the late 1980's, I was delivering blueprints in down-town Bethesda. One day I asked the guys in the trailer at the Apex site if they were going to leave room for a trolley station. I was dismayed to learn they were only going to leave room for a tunnel.
2. I generally support improved pedestrian and bicycle access, but not where it reduces car lanes to only one in each direction. In any group of, say, four or more cars, one driver is unfamiliar with the area or looking for an address, etc. The whole road can't simply grind to a halt while these people attempt to get it together.
3. I feel that a reduction from three lanes to two is feasible in order to allow for a BRT lane, but as stated in Question 2, two lanes into one lane is very problematic. Let's not forget about cars who would have to make right turns across the bus lane.
4. I am running as a Libertarian- style Republican in Council District 1. The proposed M-83 Highway is not in this district. I have not seen the map options for this project.
5. I would like to see more affordable-housing options offered in existing detached-home neighborhoods. One of the centerpieces of my campaign is that MoCo is, on the whole, actually NOT interested in affordable housing. Over the years a vast and overbearing housing code has been assembled with the unacknowledged defacto goal of removing blue-collar and lower-income residents from upscale neighborhoods at the behest of intolerant elitists.

NEDA BOLOURIAN

Montgomery County Council – District 2

- 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.

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

Yes.

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

No. The people of Goshen and Montgomery Village have made it very clear that they would like the M83 with no amendments.

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

We are in the midst of an affordable housing shortage and some of that is due to our inability to provide a living wage to workers in our county. We should provide incentives to developers to build in urban areas through tax relief.

CRAIG RICE

Montgomery County Council – District 2

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. And since it wasn't asked, I also support the CCT as it is the number one transit priority for voters in my District.

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?

There has to be a balance of all modes of transportation so as a responsible legislator, I cannot blindly commit to a project without seeing what it entails and weighing the costs and benefits. I am for increasing pedestrian safety in school areas and my record reflects that.

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

I am supportive of BRT and in some instances on some routes, that may involve re-dedicating lanes.

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

M-83 is a master planned highway designed to help residents of the Mid-County and Upcounty access surrounding areas easier and relieve congestion, thereby reducing car emissions and greenhouse gases, which is why the US EPA concurred with evaluating the project. Until a report comes out from the Army Corps of Engineers that will go to the County Executive and Council, no decisions should be made.

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

Not knowing what you consider to be an "urban center" by definition, I would like to see housing varieties grow throughout the County to address the issues of affordable housing that seems to only be prevalent in certain areas of the County. I grew up in Silver Spring but when it was time for my wife and I to buy a home, the only place we could afford to live and raise a family was in Germantown. We need to ensure there are affordable housing options in all areas which involves new development, re-development and transit-oriented development and can do so by strategic zoning not on a piecemeal basis but guided by a County-wide vision.

RICHARD JURGENA

Montgomery County Council – District 2

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 support it with qualifications, the County's needs are changing and the priorities should be reexamined to make sure this is the best way to spend limited transportation dollars even if most comes from the State.

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?

School zones already require a slower speed and greater driver diligence, if the road design truly creates a safer environment, then I would support it. Traffic patterns can be altered by even the simplest alterations such as pavement stripping.

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

The BRT programs do little for my district and the current scope is much too broad without proof of concept. Before the County commits to BRT, especially where the bus will share traffic lanes with other vehicles, planners need to prove it will not lead to massive congestion.

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

Stopping all spending is a short term solution to a long term issue. How will those in the up county area be properly served if transportation improvements are further delayed?

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

Increasing housing supply is a market driven problem that so heavily impacts County infrastructure that focusing on supply is not the correct perspective. Increasing supply that challenges roads capacity and school enrollment is a sign that the planning process is badly broken. Somewhere there is a limit to our ability to provide a good quality of life and still accommodate the desire for more growth.

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.

NANCY NAVARRO

Montgomery County Council – District 4

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?

Absolutely. As Council President in 2012, I joined with County Executive Leggett to fight to get the transportation revenue increase passed in Annapolis, which has made funding possible for the Purple Line and many other transit improvements.

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?

Generally yes, though one size does not fit all and different areas of the County may require different approaches.

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

I fully support (and voted for) the BRT plan passed by the Council this year, which calls for dedicated lanes on almost all routes.

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 have consistently voted to substantially increase density and allow many more residential units in transit oriented areas like Chevy Chase Lake, Long Branch, Wheaton, Glenmont, White Flint, etc. In Wheaton, I led the charge to support a County redevelopment project that includes a large residential apartment building.

I also believe we must hold up the other end of the smart growth bargain - preserving existing green space and avoiding more sprawl. That's why I voted to limit development in Ten Mile Creek.

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

- 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?
- 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?
- 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?

UNRESPONSIVE:

County Council	Councilmanic District 003	Kassim	Guled
County Council	Councilmanic District 003	Katz	Sidney A.
County Council	Councilmanic District 004	O'Malley	John