

ANNE KAISER
DISTRICT 14

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 a 2nd road crossing of the Potomac River?

Yes, depending on exactly where it is located and whether it is transit and bicycle friendly.

3) 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, we need mixed use development and mixed modes of transportation.

4) Do you support including the 3rd track needed to allow all-day MARC service?

Yes.

ERIC LUEDTKE
DISTRICT 14

- 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 construction as soon as possible.

- 2) Would you support a 2nd road crossing of the Potomac River?

No, I do not believe it is necessary and it would unalterably damage the green space lining the Potomac River. I do, however, support efforts to extend rail across the existing crossing at the American Legion Bridge.

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

Urban planners have increasingly emphasized planning for multiple modes of transportation in urban centers, and that is a model the county and state should adopt, particularly in the larger downcounty urban centers.

- 4) Do you support including the 3rd track needed to allow all-day MARC service?

Yes.

VALERIA NIA-SHELL
DISTRICT 14

- 1) I am in support of the purple line as long as it makes a positive impact and improves the transportation options for residents who live and work in those areas. Those who live in areas outside of the proposed line, like the US 29 corridor, we await improvements in that area as this is often a neglected area.
- 2)I would be interested in exploring a 2nd crossing over the Potomac. However, it should be a transitway, public transportation grid, not just another option for vehicular traffic.
- 3) I would definitely support more transit, pedestrian & bicycle friendly road design; it would encourage more people to walk and perhaps be more healthy. It would encourage more interaction between between neighbors/ citizens.
- 4) A third track for MARC and all day as well as weekend service would be very helpful in helping citizens meet their transportation needs.

CRAIG ZUCKER

DISTRICT 14

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 a 2nd road crossing of the Potomac River?

We need to ensure our other transportation priorities are being funded.

3) 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

4) Do you support including the 3rd track needed to allow all-day MARC service?

Yes

SHARON BEGOSH
DISTRICT 14

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 funding and advancement of the Purple Line as I feel it is a needed alternative to grid lock and traffic congestion which has plagued our community for decades. I would need to further study the Locally Preferred Alternative and Environmental Impact Statement to be able to state whether I support it without any qualifications.

2) Would you support a 2nd road crossing of the Potomac River?

Yes. It is obvious to anyone who travels over the Potomac River that a second crossing should be seriously considered. One of my main goals if elected is to bring businesses and individuals back to live and work in Maryland, which will decrease the volume of folks who live here but must go to Virginia to find work.

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

No. Areas for citizens to bike and walk are important, but there is no need to have them in high commute areas. Traffic for hard- working commuters has long been an issue that disturbs Montgomery County residents as well as drives people out of our state. Making environments friendlier to businesses and their employees would be my main concern.

4) Do you support including the 3rd track needed to allow all-day MARC service?

Yes. If the data supports the predicted use of all day MARC service, I would support it with my legislative vote

P FENATI
DISTRICT 14

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?

Not without qualification. This line will be of no benefit to those commuters in Montgomery County who commute to Virginia or DC. It would take none of those commuters off of 270 or 495. I was told it would help people in Howard or PGC who wanted to commute to Bethesda. But how many of those people are there? Would it be worth 2 Billion dollars of which \$1.5 B would be coming from MD taxpayers?

Personally for four years I lived in Damascus and worked in Lanham. I can see the possibility of my having used the purple line in those years, assuming it was convenient and affordable. However, when I worked in DC it cost the same to drive in as to take the subway ... I usually took the subway so I could read, but it was not more affordable. The rest of my career, I worked in DC, Bethesda, Rockville or Virginia not near any subway station. I could not take the subway and had to drive. The purple line would have been of no value for me or my husband who also worked in DC and Virginia. In fact, I do not know anyone who would benefit from the purple line.

How much traffic has the Cross County Highway taken from the major roads? It is nice to use because it is devoid of traffic. I do not believe we should build roads and lines without knowing exactly what the impact and benefits will be.

2) Would you support a 2nd road crossing of the Potomac River?

Perhaps a rail crossing of the Potomac would be better to allow MD residents to commute to jobs in Virginia. That cost could be shared by MD, VA and the Federal Govt.

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

NO, slowed down traffic causes more emissions in the environment. Most commuters travel long distances to work and would not be able to bike to work. Perhaps in school zones providing children would be allowed to bike to school.

4) Do you support including the 3rd track needed to allow all-day MARC service?

YES, assuming studies show it would be used and would alleviate traffic.

M OSTROFF

D 14

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 development of the Purple Line in a financially and environmentally responsible manner. I believe the Purple Line offers substantial transportation benefits to residents of Montgomery County, not available through other forms of transit. That said, there are a number of issues that have caused substantially delay and debate amongst the various stakeholders and, therefore, I cannot assert “unqualified” support of the Alternative and Statement. But I can say it is long past time to move this project forward by removing those political obstacles to development.

2) Would you support a 2nd road crossing of the Potomac River?

I definitely support a second Potomac River crossing. Not only would a second crossing relieve our overstressed roadways but furthermore is a matter of public safety. In the event of an emergency in the DC metro-area, the failure to have alternative transportation routes can create substantial obstacles to safe evacuation, effective rescue efforts, and necessary movement of people and goods.

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

To the extent that further development of pedestrian and bicycle designs are intended to increase accessibility to urban areas and to promote business development, I support the idea. I think it is important to promote safe and healthy means of navigating are suburban/urban markets. However, if the idea is simply to promote recreational behavior, I do not see that as a necessary, nor in many respects safe. The designation and development of dedicated recreational areas would be preferable as it precludes accidents.

4) Do you support including the 3rd track needed to allow all-day MARC service?

I do not currently hold a position on this matter. I do not use the MARC and, therefore, am not aware of the issues regarding the all-day accessibility of the service. I am, as always, open to the discussion.