

C BARKLEY  
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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 YES.

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

No, it could potentially destroy the Agricultural Preserve.

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 to move to more transit oriented community.

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

Yes.

K REZNIK  
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1) Support for Advancing the Purple Line - Yes.

2) Support for 2nd crossing on the Potomac River - Yes.

3) Support for more transit, pedestrian, and bicycle-friendly roads - Yes.

4) Support for 3rd track for MARC service -

Unsure. I support all-day MARC service, but I would need more information about what a 3rd track would entail, including location, areas and lines to be serviced, impact on the environment, etc.

*Delegate Shane Robinson*

**Questionnaire for Candidates for Maryland General Assembly**

- 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? *No.*
- 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 3<sup>rd</sup> track needed to allow all-day MARC service? *Yes.*

Please return by May 2, 2014 to  
Transit, P.O. Box 7074, Silver Spring, MD 20907.

or to Action Committee for

GLORIA CHANG

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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?

No, I believe that we should fix critical infrastructure like roads, bridges, existing mass transit problems before taking on expensive new projects such as the purple line.

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

Yes, another road would alleviate some of the traffic issues.

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, we do not need additional traffic interference in already congested areas and may cause even more accidents due to driver impatience.

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

Yes, it would alleviate time wasted waiting for delayed service for commuters.

- 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?

No, I will not support.

With the pressing need for road, highway and bridge repairs there is no need for a billion dollar project like the Purple Line. Over 85% of commuters use cars as their main source of transportation. State funding should reflect the needs of the 85% of commuters.

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

Yes, I will support.

A second crossing over the Potomac would reduce congestion on our roads especially at the current road crossing.

- 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, I will not support.

Traffic is terrible in the entire region. Adding more bicycle lanes as well as more expensive, underutilized and impractical mass transit will only further add to overall traffic congestion.

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

Yes, I will support.

Having MARC trains running all-day rather than being blocked by AMTRAK and other commercial rail carriers would make sense. Unfortunately Metro Rail cannot add a 3rd track to allow for Express train service to and from DC. Poor initial planning by the Washington Metropolitan Transit Authority.