

- QUESTION** **a) If authorized by the state legislature, will you vote to reduce the default speed limit in residential areas to 20 mph?**
- b) Do you favor amending the county Road Code to set a maximum 10-foot lane width (11 feet for curb lanes) on all roads in suburban areas as now required in urban areas?**

Candidate		Party	Verbatim response
County Executive			
Robin	Ficker	R	a) No. This sounds like an attempt by the county to get more speed camera revenue. b) Would like to see studies as to whether or not this would increase frequency of accidents.
Roger	Berliner	D	a) Yes. I was the lead sponsor of the Council resolution that required the County Executive branch to create the Vision Zero Action Plan. The crash data in our Action Plan and from around the country makes it clear that the number one thing we must do to reduce deaths and severe injuries on our roadways is to reduce vehicle speeds. I will point out that just reducing the speed limit is not enough. Drivers will drive faster than the speed limit if they feel comfortable doing so and we do not have the massive amount of resources it would take to enforce the speed limit on all roads at all times. We must change how we design and engineer roads, many which have been set up with only vehicle mobility in mind and not pedestrian and bicyclist safety. b) Yes – because it has been proven that more narrow lanes lead to reduce driver speeds. As the lead sponsor of the bill that narrowed lanes in the Road Code for urban areas, I believe we could make the same changes for more suburban areas in order to improve pedestrian and bicyclist safety while still allowing sufficient turning radii for buses, trucks, or large emergency vehicles.
Marc	Elrich	D	a) Yes. b) Yes, except on arterials.
Rose	Krasnow	D	a) I strongly support Vision Zero, and I do not understand why we are all in such a hurry. Speed kills, and slower speeds greatly enhance pedestrian and bicycle safety. However, I believe 20 mph is too low for suburban residential neighborhoods where traffic volumes are relatively light. In our more urban areas, I support reducing the speed limit to 25 mph. I also support providing better sidewalks and bikeways, improving connectivity to transit stops, and educating pedestrians and bikers about their own responsibilities, such as the need to be visible and the dangers of using earphones which could make it difficult to be aware of traffic threats. b) In general, ten-foot lanes cause people to drive slower, which increases safety. Narrower lanes can also reduce the amount of impervious surface or result in having sufficient right of way to build wider sidewalks or bike lanes. Given the size of our county, however, I would prefer to leave some flexibility for lane width outside of our urban areas.
George L.	Leventhal	D	a) Yes. We need to support all efforts to promote alternatives to automobiles b) Yes.

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Council At-Large			
Robert	Dyer	R	a) No. I would support lower speed limits on roads like Bethesda Avenue and Elm Street around developments like Bethesda Row. b) No, 10' is not wide enough for large trucks.
Marilyn	Balcombe	D	a) I support the goals of Vision Zero. I would have to look at the studies prior to making that determination. b) Yes, reducing the maximum lane width to 10-feet will slow traffic down which is needed in suburban areas. I would have to have a much greater understanding of which roads would be included in the legislation. For instance, I'm assuming State roads would be exempt. I would want to know if there were specific County arterials that should also be excluded.
Hoan	Dang	D	a) A vote at the State level to set a default of 20mph still will allow localities to amend the speed according to local conditions. It appears this type of reset will allow counties to review all residential areas to see if the current speed limit is appropriate. b) As long as this applies to new development and not to require redesign of existing roads, I could support this. I also would make sure that our Rural Roads remain under current guidelines.
Lorna Phillips	Forde	D	a) Yes, I will vote for this. b) I am in favor of amending the county Road Code and set 10-foot lanes (11 feet for curb lanes) on all roads in suburban areas. The extra space will help to maintain the flow of traffic during unfortunate circumstances (disabled vehicles, accidents) and provide emergency vehicles space to navigate around traffic en route during emergent situations.
Jill Ortman	Fouse	D	a) Yes. Speeding on residential streets is a major safety risk to pedestrians, especially children. b) Yes. My understanding is that 10-foot lanes are ample for safe and efficient travel.
Evan	Glass	D	a) As an active pedestrian and frequent user of public transportation, I would support this measure. b) Research informs us that wider lanes produce more driving accidents and fatalities. I would support amending the county Road Code and the adoption of narrower lanes.

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Richard	Gottfried	D	<p>a) No. MC should look at the comments from the Portland residents who voted for this proposal. If you lower the speed limit to 20 mph this just means that drivers will drive not 5 mph above the speed limit but if the speed limit was reduced to 20 mph would now drive 10 mph above the speed limit. The cost to the taxpayers to replace a lot of speed limit signs does not guarantee that the Vision zero objectives of reducing pedestrian safety will succeed. We need to either increase more traffic calming measures or just have our police enforce the speeding limit which we do thru the speed cameras.</p> <p>b) I cannot commit to this amendment at this time. I am open to discussing this issue and listening to all sides on this issue to hear what the pro's and con's to amend or to not amend the Road Code.</p>
Seth	Grimes	D	<p>a) Yes. But it is also necessary to lower the design speed of these roads by adding traffic calming bike and pedestrian facilities, etc.</p> <p>b) Yes. This can create space for other modes including bike paths and pedestrian sidewalks, etc.</p>
Will	Jawando	D	<p>a) Yes.</p> <p>b) Yes.</p>
Danielle	Meitiv	D	<p>a) YES.</p> <p>b) YES.</p>
Hans	Riemer	D	<p>a) Yes, and I proposed legislation to our state electeds to give us this authority; let's get it passed next time!</p> <p>b) Yes, or something similar— I favor a new road code and I am working on it now.</p>
Michele	Riley	D	<p>a) Yes.</p> <p>b) I would consider it on a case by case basis after the applicable agencies review and make recommendations. Some of our roads are designated freight routes so this should be considered after careful review.</p>
Steve	Solomon	D	<p>a) Yes</p> <p>b) Yes</p>

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Council District 1			
Bill	Cook	D	a) Yes. The research indicates that it can significantly reduce road casualties. b) Yes. The research indicates that 10-foot lanes are safer.
Pete	Fosselman	D	a) Yes. Speeding continues to be a problem all around the County. As an alternative to, or combination of, speed humps, chokers and cameras, reducing the speed is a viable option. b) No. Each community should be treated by their own needs. As the former Project Manager of the neotraditional Kentlands in Gaithersburg which is an example where narrower roads work to calm speeding.
Andrew	Friedson	D	a) Yes. There is no excuse for pedestrian fatalities, and lower speed limits on residential streets are important for both safety and quality of life. b) Yes. We also need to address sidewalks in the county where they are currently missing (i.e. sections of Veirs Mill Road).
Ana Sol	Gutierrez	D	a) Yes. I support lowering speed limits in specific areas for increased safety including other Vision Zero initiatives to reduce and eventually eliminate pedestrian and traffic fatalities. Proven efforts include re-engineering roads and intersections, improving signage and education, enhanced speeding enforcement. b) Yes. I support this and other measures that ensure that roads and especially crosswalks are re-designed to enable safe and convenient pedestrian use. ----- I would promote a number of transportation management tools and initiatives that could be applied by the County’s Transportation Department to reduce congestion during peak times and to improve the overall flow of traffic. As the County has invested in high-tech monitoring systems, we have in place important infrastructure that could more aggressively seek to resolve the more challenging safety or congestion locations in real-time. While serving as Deputy Administrator at the US Department of Transportation during the Clinton Administration, I headed a multimodal initiative called the Intelligent Transportation Center that researched and promoted the application of technology to resolve transportation problems, such as traffic flow, congestion, safety, and even road maintenance and pothole repairs. Bottom Line: Building more roads is not the answer! Hence, I am a very strong supporter of transit and will continue to support sustainable funding and implementation of important transit solutions.

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Jim	McGee	D	a) In residential areas, yes b) We need to prioritize sidewalks and sidewalks should take priority over other traffic calming strategies. Otherwise, yes.
Regina "Reggie"	Oldak	D	a) Yes. I believe that implementation of this legislation would encourage drivers to slow down and provide for safer streets for pedestrians and bicyclists. b) Yes. Such legislation would calm traffic and make roads easier and safer for pedestrians to cross.
Meredith	Wellington	D	a) Yes. b) No, I support 11' lanes in suburban areas, to allow safe transit for trucks (delivery, trash, etc.).
Council District 2			
Craig L.	Rice	D	a) Some residential areas have thoroughfares that require speeds to be higher to ensure traffic flow. Other are not. So with that caveat, yes for the most part. The real work is always in the details. b) Again, so many of our roads in the upcounty are different from downcounty areas so there would need to be some sort of applicable test to determine what was appropriate.
Council District 3			
Sidney A.	Katz	D	a) Yes. b) Yes.
Ben	Shnider	D	a) Yes. b) Yes.