

QUESTION **Do you support authorizing the county to reduce speed limits below the 25 mph minimum now set by state law?**

District / Position	Candidate		Party	Verbatim response
15				
Senator	Brian	Feldman	D	Yes, so long as County elected officials, who are best positioned with the most relevant information on this issue, request such enabling legislation from the State.
	Hongjun	Xin	D	Yes
Delegate	Marc A.	King	R	No. The minimum of 25MPH set by state law falls well within philosophy of the six-common principles set for Vision Zero. It is important to understand the third principle Human error is inevitable... This cannot be legislated out of human behavior. Speed limits are set based on sound judgement and understanding of traffic flows, safety concerns and road conditions. Better enforcement of existing laws not slower speeds will help to reach the "Vision Zero" goals.
	Kathleen	Dumais	D	I am not familiar with this. I certainly support exploring all options to reduce/eliminate death and severe injuries on the roads and commend Portland for taking this on.
	Tony	Puca	D	Yes
	Lily	Qi	D	I support authorizing counties to make the decision to reduce speed limits at the local level.
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Senator	Susan	Lee	D	Yes.
Delegate	Jordan	Cooper	D	No
	Ariana	Kelly	D	Yes, I support giving the county that authorization.
	Marc	Korman	D	Yes, I was a co-sponsor on that legislation in 2017 and presented the bill because the sponsor, Delegate Moon, could not attend the hearing.

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Delegate	Sara	Love	D	Yes, I believe that neighborhood roads would be well-served by lower speed limits, as proposed in the bills supported by Council-member Riemer and Del. Moon. I strongly support Vision Zero more broadly, and have made it a central piece of my transportation plan as a candidate. As David Alpert wrote in the Washington Post recently, we have a state highway network that needs substantial safety improvements so we can put an end to the senseless tragedy of traffic deaths.
	Samir	Paul	D	Yes.
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Delegate	Esam	Al-Shareffi	D	No. I don't have a problem with reducing speed limits if there is evidence by traffic engineers that supports this speed reduction. I would support real "Vision Zero" reforms, such as increasing enforcement against drunk or distracted drivers, putting in place safeguards that allow pedestrians and bicyclists to move safely in urban areas, and other such targeted reforms. Reducing the speed limit in areas without a study supported by traffic engineers does not enhance safety!
	Kumar P.	Barve	D	yes, on country roads
	Julie	Palakovich Carr	D	Yes. The likelihood of a pedestrian dying as a result of being hit by a car is nearly twice as high if the car was traveling at 25 mph as compared to 20 mph.
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Senator	Dana	Beyer	D	Yes, particularly in certain neighborhoods with high injury rates, and around schools, parks, senior centers, etc.
	Michelle	Carhart	D	Yes, I support allowing lower speed limits; however, I believe that such changes need to have community support. The people who live in neighborhoods with heavy foot traffic and walkers should have the option of limiting driver speeds. Laws need to make sense, so to the extent that studies demonstrate and communities demand a lower speed limit, such changes should be implemented.

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Senator	Jeff	Waldstreicher	D	Yes. I voted for the bill when it was introduced by my friend and colleague Delegate Moon. I will fight for it in the State Senate.
Delegate	Leslie	Milano	D	Yes, we need to empower local communities to choose options that work best for residents, and so the county should reduce speeds in high-pedestrian traffic areas. We need to commit to smart growth for areas like Forest Glen and Wheaton, increasing their walkability and bike lanes. We need to dramatically reduce pedestrian deaths. Lowering the speed limit on certain roads is a step in the right direction.
	Emily	Shetty	D	YES! I support authorizing the county to reduce speed limits below the 25 mph minimum set by state law. Many of our most high-traffic arteries in D18 are state roads, and pedestrian safety on these and other roads are one of the top issues I hear about from voters in my community. If elected, I would work to improve pedestrian safety throughout our community.
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Delegate	Dave	Pasti	R	25 mph is a reasonable minimum. We do not need to go below that speed.
	Brian	Crider	D	No, what we need to do is get rid of fixed speed cameras and move to mobile cameras which actually move all over the county. This would actually get people to slow down since they will have no idea where the cameras are.
	Marlin	Jenkins	D	Yes, I support authorizing the county to reduce speed limits below 25 mph minimum now set by state. Pedestrian safety needs to be prioritized. Not only, should we institute lower speed limits we should add HAWK where necessary.
	Vaughn	Stewart	D	Yes. Urban streets should belong to everyone—including bicyclists and pedestrians—rather than merely serve as automotive speedways for cars.

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Senator		Smith	D	I support the ambitious goals of Vision Zero to eliminate fatalities and severe injuries on our roads by 2030, and I believe that allowing the county to reduce speed limits will be a critical part of this plan.
Delegate	Fatmata	Barrie	D	I do not know enough about the study on this issue to state a definitive answer.
	Lorig	Charkoudian	D	Yes. I also intend to work with SHA to improve pedestrian and bike safety on state roads.
	David	Moon	D	Yes, and I was the lead sponsor on legislation attempting to make this a reality last year.
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Delegate	Bobby	Bartlett	D	Yes; pedestrian safety should infinitely outweigh any concerns of inconvenience to drivers.
	Kirill	Reznik	D	I am open to the idea, though I would require more specific language that would limit County government from making Montgomery County completely out of step with the rest of the State. Pedestrian fatalities need to be addressed, and often time, can be with speed, but we also need to look at other options, like more walkable and bikable infrastructure, bridges and tunnels, and other options, so that we do not increase congestion because of extremely low speeds while we are decreasing pedestrian accidents.
	Clint	Sobratti	D	Yes