

Responses from Nancy Navarro

1A) Do you support building the light rail Inner Purple Line from Bethesda to New Carrollton, with a hiker/biker trail running alongside it between Bethesda and Silver Spring?

Yes, I support building the light rail inner Purple Line from Bethesda to New Carrollton with a hiker/biker trail running alongside.

1B) For the Purple Line segment between Bethesda and Silver Spring, do you favor proceeding immediately with the design now under study that runs primarily at grade rather than further delaying the project to study more expensive underground options?

I agree that the MTA should proceed with the at-grade alignment between Bethesda and Silver Spring. I believe that this option takes advantage of the County's purchase of the B&O right of way, prohibits further delay, and can be built in an environmentally sensitive manner, which improves the trail's access and protects nearby homes. I am concerned that additional analysis of underground options will ultimately hurt the project's overall cost effectiveness, decrease our standing vs. other rail projects across the Country, thus reducing our ability to garner federal transit administration funding.

2) All bridges over US 29 have been designed so that light rail could run in the median of the highway. There are several possible routes for a connection from White Oak to the Red Line or Purple Line. Would you support detailed study of running a light rail line that connects White Oak to the Metro system and then runs in the median of US 29 to Burtonsville, as a future project after the Purple Line and Corridor Cities Transitway?

Yes, I would support a detailed study of a light rail line that connects White Oak to the Metro system and runs in the median of US 29 to Burtonsville. The study should include an impact analysis on adjacent neighborhoods and mobility, estimate future ridership and commute times with and without a rail line, determine the environmental impacts (both positive and negative), and emphasize linkage to the existing bus and rail network.

3) What should the county do to increase transit ridership?

Transit, including metro, MARC, Ride On, and WMATA bus service has increased steadily over the past decade. As gas prices approach \$4 per gallon, the County and WMATA must increase the existing incentive programs to encourage additional ridership. In addition, the County must fund the construction of the up-county depot so that it can add capacity to the Ride On system. Metro must continue to analyze how parking and fare pricing impacts daily ridership. I believe that this analysis is critical to attracting new ridership because residents will be most attracted when transit fares and parking costs are below those of individual automobile trips.

4) County master plans have stated a policy of focusing development around mass transit stations. While much development has occurred that has poor transit access, the county's planning deserves much of the credit for the emergence of Bethesda and the revival of Silver Spring as centers of activity. What smart growth projects near Metro stations do you support even though they have had opposition?

I will continue to support the development and re-development of the Silver Spring and

Bethesda CBDs. In District 4, I believe that smart growth at the Glenmont Metro station is an important policy goal despite some residents concerns. The State's agreement to fully fund the Georgia Avenue/Randolph Road interchange is a huge accomplishment and will relieve pressure at a critical County intersection, however it should be noted that grade separated interchanges in future smart growth areas will have an impact on pedestrian and bicyclist mobility, which are both critical to successful smart growth areas. In addition, the County needs to re-visit parking ratios for development projects within walking distance to Metro stations. This will be particularly important in areas such as Glenmont where there is not a parking district.

5) Do you believe that the decision by Governors Ehrlich and O'Malley to build the Intercounty Connector was wise or unwise?

If I had been on the Council during its vote on the ICC, I would have opposed its construction. I believe that Governor Ehrlich and O'Malley's decision to build the ICC should have considered a myriad of other options available; including improvements to the existing roadway system, the expansion of rapid bus and automobile lanes, and the construction of new transitways. Now that the road has received full funding, construction has begun, and the initial lawsuits were unable to stop the process, I am committed to ensuring that the SHA complies and exceeds with the agreed upon mitigation measures to protect the adjacent watersheds, forests, and their habitat.

Please return to Action Committee for Transit, P.O. Box 7074, Silver Spring MD 20907