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Answers to ACT Questions
March 27, 2008

Action Committee for Transit
Questionnaire for Candidates for County Council, District 4

1) A) 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?

I only support the bike trail, not the Purple line.

B) 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?

If they do build the train, it should be above-ground to save money.

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?

I would support a study of a Metro system in the median of Route 29.

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

The county should make the parking lots bigger at the Metro stations, particularly the Glenmont Station.

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 honestly am not aware of any "Smart Growth" projects around Metro stations which I support at this time.

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

Governors Ehrlich and O'Malley should have supported the ICC because the road is on the 1966 Master Plan; unfortunately, the ICC should have been completed by 1980 so that it would have been more useful.