

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

1) How do we transform the auto-oriented suburbs of District 4 into liveable and walkable communities?

There exist many resources which help answer this question. One that I particularly like because it is fairly comprehensive is [TEN KEYS TO WALKABLE/LIVABLE COMMUNITIES](#) by Dan Burden. Based on existing communities, it calls for:

- **Compact, Lively Town Center (or many compact villages in larger towns or cities)**
- **Many Linkages to Neighborhoods (including walkways, trails and roadways).**
- **Low Speed Streets (in downtown and neighborhoods - 20-25 mph common)**
- **Neighborhood Schools and Parks**
- **Public Places Packed with Children, Teenagers, Older Adults and People with Disabilities**
- **Convenient, Safe and Easy Street Crossings**
- **Inspiring and Well-Maintained Public Streets**
- **Land Use and Transportation Mutually Beneficial**
- **Celebrated Public Space and Public Life**
- **Many People Walking**

2) Do you support building the light rail Inner Purple Line from Bethesda to New Carrollton, as recommended by County Executive Leggett and the County Council?

**Yes, it will encourage many more residents of the metropolitan area to abandon their autos for rides to work, shopping and amusement.**

3) 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 grew up in New York City, where riding public transportation almost always resulted in a faster, more enjoyable ride over use of an auto. It would be great to eventually feel the same about travel through District 4.**

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

From a study attempting to increase transit ridership ([Spatial and Temporal Utility Modeling to Increase Transit Ridership](#)):

However, experience with the survey and data did suggest one possible course of action in transit promotion applicable not just to UCSB and Santa Barbara, but **throughout**

**North America.** As we have repeatedly stressed, the availability of the automobile as a fast travel option means that transit managers face an uphill challenge promoting the bus among drivers. The statistics quoted above—that **30% of non-transit-users don't know their nearest bus stop**, 27% of drivers have never traveled by bus, and slightly more don't know where to find the bus schedule—combined with the positive attitudes from transit users, suggests that there is a considerable perceptual barrier that must be overcome to attract non-riders to transit. We argue that if these travelers can be persuaded to investigate the schedules and ride the bus *even once*, it would go a long way towards eroding their resistance. An incentive program could therefore be designed, say with a limited number of high value prizes awarded during a designated “Transit Week,” to attract drivers as first-time bus passengers, with additional rewards for those who sustain their use of the mode. Given the cost of UCSB’s parking alternatives, encouraging more use of existing transit could prove to be a relatively inexpensive, if only partial, solution.

Also, several municipalities use the Eco Pass Program:

The Eco Pass is an annual public transit pass purchased by employers for full-time employees, with an option to exclude part-time employees. With a photo ID card, employees are entitled to unlimited rides on all transit services.

5) County master plans have stated a policy of focusing development around mass transit stations. Much development has occurred that has poor transit access, yet the county's planning also deserves much of the credit for the emergence of Bethesda and the revival of Silver Spring as centers of activity.

A) What smart growth projects near Metro stations do you support even though they have had opposition?

Since opposition exists for almost any growth project, I would need to study each station-related project to assure that a maximal effort is being made to place new jobs near existing housing and new housing near existing job centers to avoid more traffic generation.

B) Do you support a requirement that development described as “transit-oriented,” such as the proposed Germantown and Gaithersburg West master plans, may only be constructed after rail transit access is built?

Absolutely! Portions of the Corridor Cities Transitway should be completed no worse than contemporaneously with and preferably before development.

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

I believe it was unwise to base a decision to promote the ICC as the solution to “[a] lack of mobility limit[ing] job opportunities, interaction between communities, and access to

government and community services, and contribute[ing] to a decrease in the quality of life ... among the developed portions of Montgomery and northwestern Prince George's County.” I believe that the vast number of arguments for the ICC could be countered with solutions far more environmentally-friendly. For example, the *ICC Purpose and Need Statement* indicates that “Other types of improvements could address some elements of the purpose and need to varying degrees, but also often serve different objectives. For example, rail transit may increase community mobility for some portion of the study area population, but would not address the need for goods movement between economic centers.” If east-west rail transit had been considered, it might have taken enough traffic off of existing (possibly enhanced) roads to handle the movement of goods between economic centers, especially since goods need not be moved during peak rush hours.

Name of Candidate George Gluck

Signature Date 