

DOUG DUNCAN

1) Do you support funding and advancing the Purple Line to groundbreaking as described in the Locally Preferred Alternative and the Environmental Impact Statement without qualification?

Yes. I am supportive of the Purple Line, as it will be a boon to our region, connecting the east and west parts of the county. Its completion will result, as you so well describe on your website with which I agree completely, in shorter commutes, less pollution, stronger communities, more jobs, increased property values and better trails. The recent report that the costs to restore the Capital Crescent Trail have doubled, is troubling, but that is a non-negotiable point for me. We must maintain a world-class trail, which people use to commute as well as for leisure.

2) Would you support more transit, pedestrian and bicyclefriendly road design in our school zones and urban centers even if it slows drivers down?

Yes. I am focused on how we can improve mobility and decrease congestion in Montgomery County for our residents and commuters, while also maintaining sustainable, smart growth, which includes in part maintaining safe streets and protecting our environment, both of which are an integral part in order to offer an excellent quality of life. Such a quality of life is a major reason why people live and want to live in Montgomery County.

With that established, I am fully supportive of more transit, pedestrian and bike friendly design in our schools and urban zones. We must make sure our kids are safe going to and from school, and that we create walk-able, public transit friendly downtowns and town centers – like in Wheaton and Clarksburg, as I call for in my Leadership in Action Agenda. I focused on this before when we revitalized, among many other areas, downtown Silver Spring. One specific instance was when we put in a pedestrian stoplight so that Discovery employees and people coming from the Metro could safely cross Georgia Avenue and enter into the heart of downtown Silver Spring.

In My Leadership in Action agenda, I call for a Cycle Montgomery Plan, which sets a yearly amount of dedicated bike lanes and infrastructure in the County to further integrate biking into our transportation culture.

3) Would you support a 2nd road crossing of the Potomac?

I do not support a 2nd crossing of the Potomac in Montgomery County. As I stated above, my objectives with

transportation are to improve mobility and reduce congestion while among other things protecting our environment, and attempting to create a second crossing in Montgomery County would mean cutting through our Ag Reserve, and that is an absolute non-starter to me.

I have supported a 2nd crossing at Point of Rocks in Frederick County.

4) Do you support changing existing traffic lanes to dedicated bus lanes for BRT?

I am supportive of BRT. We must focus first on Rockville Pike and the CCT up to Clarksburg, to show the public how successful it can be. With that in mind, I do not believe we should take existing lanes on Rockville Pike and convert them to dedicated BRT lanes – we have room to add, and I believe we should.

5) Will you support stopping all spending on the M83 highway?

M-83 was originally put into the master plan in the 1960s, as we all know transportation alternatives over the last 50+ years have changed dramatically.

Just as market demands for mix-used urban town centers have become the new way of doing things, and reflect my revitalization efforts in Downtown Silver Spring, so to has building public transit to ensure sustainable communities. Since the costs of building M-83 appear to be prohibitive, I pledge as the next County Executive to bring a fresh look to the M-83 project by focusing on transit alternatives and existing roadway improvements. I do not believe that MCDOT has seriously studied alternatives to building the road.

6) How would you increase the housing supply in our urban centers?

By focusing on mixed-use smart growth in our urban centers, you can increase the housing supply. When previously County Executive, a major focus of mine was town center development and redevelopment and the mixed-use smart growth policy was what we used as evidenced by Silver Spring, Germantown and Rockville to name a few. It was something that worked extremely well, and when elected, I want the next major focus to be on downtown Wheaton and Clarksburg.

IKE LEGGETT

- 1) Do you support funding and advancing the Purple Line to groundbreaking as described in the Locally Preferred Alternative and the Environmental Impact Statement without qualification?

Yes. I helped secured over a \$1billion for major county transportation projects - I will continue pushing for funding for transportation priorities.

- 2) Would you support more transit, pedestrian and bicycle-friendly road design in our school zones and urban centers even if it slows drivers down?

Yes. The emphasis in transit areas is to slow traffic and optimize the walkable nature of mixed-use developments

- 3) Would you support a 2nd road crossing of the Potomac?

No

- 4) Do you support changing existing traffic lanes to dedicated bus lanes for BRT?

Yes.

- 5) Will you support stopping all spending on the M83 highway?

Yes. I did not fund M83 and do not support building this road.

- 6) How would you increase the housing supply in our urban centers?

My plan is to continue to increase the resources the county invests in affordable housing and leveraging that amount with the private and non-profit sectors. For example I have dedicated over \$300 million to affordable housing which has leveraged well over a billion dollars from that private sector that has produced over 12000 affordable housing units over the last few year--this is more than any other amount in a similar period in our county's history.

JIM SHALLECK

- 1) Do you support funding and advancing the Purple Line to groundbreaking as described in the Locally Preferred Alternative and the Environmental Impact Statement without qualification?

Not at this time, I want to see final cost figures first and contribution figures from other jurisdictions.

- 2) Would you support more transit, pedestrian and bicycle-friendly road design in our school zones and urban centers even if it slows drivers down?

Yes, this is also an important safety factor.

- 3) Would you support a 2nd road crossing of the Potomac?

First, I want to see a cost analysis and contribution figures from other jurisdictions.

- 4) Do you support changing existing traffic lanes to dedicated bus lanes for BRT?

Yes, on multi-lane thoroughfares during rush hour periods.

- 5) Will you support stopping all spending on the M83 highway?

I would impose a temporary freeze until further cost and construction analysis is completed and citizen input is carefully evaluated.

- 6) How would you increase the housing supply in our urban centers?

Working with developers and giving them incentives, such as tax incentives, road construction and infrastructure enhancements, to build more affordable housing in their projects.

PHIL ANDREWS

- 1) Do you support funding and advancing the Purple Line to groundbreaking as described in the Locally Preferred Alternative and the Environmental Impact Statement without modification?

Yes. I have always strongly supported the LPA.

- 2) Would you support more transit, pedestrian and bicycle-friendly road design in our school zones and urban centers even if it slows drivers down?

Yes. I wrote the County law requiring bicyclist and pedestrian safety and access improvements when capital projects are built.

- 3) Would you support a 2nd road crossing of the Potomac?

No.

- 4) Do you support changing existing traffic lanes to dedicated bus lanes for BRT?

Yes..

- 5) Will you support stopping all spending on the M83 Highway?

Yes. I have always opposed M83 and support removing it from the master plan.

- 6) How would you increase the housing supply in our urban centers?

I have supported high-density housing near Metro stations to make maximum use of having ready access to transit. That is smart growth, and helps target development where it is best supported and has the least environmental impact.