

Marilyn Balcombe - Questions for 2022 ACT Scorecard

Toll Lanes

1. Will you oppose all plans for toll lanes built by "public-private partnerships" on I-270, the Beltway, or the American Legion Bridge?

No. We need relief in the Upcounty. In the past 10 years there has been an increase in population in Clarksburg and Germantown of over 60,000 residents.

MARC

2. Should all-day two-way MARC service be the county's highest-priority goal for rail transit expansion in the I-270 corridor? Do you support a request for capital improvements to increase the number of trains per week as a high priority in the transportation priorities letter?

Yes. MARC is a significant, underutilized transit system. I am on record as actively promoting MARC expansion for over 15 years.

Halting construction of new state highways and arterials

3. Do you support removing new county and state highways and arterials from county plans, including M83, Observation Drive Extended, the Norbeck/Georgia grade-separated interchange, Montrose Parkway East, and the 355 Bypass in Clarksburg?

No. The massive residential construction in Clarksburg was predicated on additional road capacity. While I fully support BRT on 355, it will not alleviate the major transportation concerns in Clarksburg. Both M83 and Observation Drive will facilitate additional transit through express and/or additional Ride-On bus service.

Land Use

4. If your only choice was whether or not to approve Thrive 2050 as currently written, would you vote yes or no?

The Master Plan process is iterative for a reason. Each phase provides an opportunity to refine and improve the final product. I support the overall concept of adding residential density near transit, however housing affordability remains a challenge.

Pedestrian Safety/balanced transportation/climate change

5. Do you support the reallocation of existing road space from cars to sidewalks, bike lanes, and bus-only lanes, even if it might cause vehicle delay and/or reduce parking?

We need a significant increase in the number of sidewalks, we also need to invest in pedestrian/ bike safety at intersections and on our roadways. I support a balance of all forms of transportation and would need to look at each project individually.

**LORNA PHILLIPS FORDE
CANDIDATE FOR MONTGOMERY COUNTY COUNCIL
DISTRICT 2**

Questions for 2022 ACT Scorecard

Toll Lanes

1. Will you oppose all plans for toll lanes built by "public-private partnerships" on I-270, the Beltway, or the American Legion Bridge? **As a District 2 Candidate, I am opposed to toll lanes on I-270. The concern of residents I've spoken with is that the benefits of toll roads tend to be short-lived and then you just end up with a tax that goes into perpetuity. The Pandemic has shown us that there is a huge paradigm shift in how the workforce engages. The virtual environment is here to stay for many. With that will come a decreased burden on our roads and enable us to prioritize local transit projects. Projects that expand existing infrastructure could yield better long-term, sustainable effects. I am in favor of pursuing other viable options, like reversible lanes, that will ease traffic congestion but will also consider public health, economic and equity concerns.**

MARC

2. Should all-day two-way MARC service be the county's highest-priority goal for rail transit expansion in the I-270 corridor? **YES** Do you support a request for capital improvements to increase the number of trains per week as a high priority in the transportation priorities letter? **YES**

Halting construction of new state highways and arterials

3. Do you support removing new county and state highways and arterials from county plans, including M83, Observation Drive Extended, the Norbeck/Georgia grade-separated interchange, Montrose Parkway East, and the 355 Bypass in Clarksburg? **Yes, prioritizing local projects, to include improvement and expansion of existing roadways, are measures that can be the start of a long term process to ultimately ease congestion while at the same time protecting homes, forestland, parks and streams.**

Land Use

4. If your only choice was whether or not to approve Thrive 2050 as currently written, would you vote yes or no? **I would have to vote "No". I am concerned about the recent Racial Equity & Social Justice review. As a Montgomery County black-owned small business owner, it is important to me that the plan that guides us for the next 30 years is equitable & inclusive. I will be a strong advocate for a THRIVE 2050 plan that promotes smart growth strategies that will help address smart transit goals, global climate change, diversity and economic equity.**

Pedestrian Safety/balanced transportation/climate change

5. Do you support the reallocation of existing road space from cars to sidewalks, bike lanes, and bus-only lanes, even if it might cause vehicle delay and/or reduce parking? **I support this effort to the extent that it does not exacerbate an already congested transit corridor and considers the very different transit dynamics that exist for rural vs. densely populated areas. I fully support taking as many cars off the road as possible and moving towards more people-centric transit options. However, I am also mindful that there are areas in District 2 (i.e. Poolesville and between towns, where roads don't even have shoulders) that are simply not ready for such a broad brush solution.**