

Sidney Katz Scorecard Questionnaire Answers 2022

1. Yes
2. Yes
3. No (I would consider on a case by case basis)
4. Yes
5. No (I would consider on a case by case basis)

Rob Wu

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?

I don't think that toll lanes are the right strategy for traffic relief on I-270, I-495 and the Legion Bridge. The P3 model proposed, as far as I can tell from what little public information about the structure of the deal that is available, is not a traffic relief model, but is more a funding model. To the extent that we need infrastructure improvements, I think a better model would be to directly fund, primarily at the State and Federal levels, and use high-occupancy lanes (including for use of public transit), rather than the variable toll lane model adopted in Virginia.

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?

I support all-day two-way MARC, as well as increased investment in METRO, RIDE ON, Bike Lanes, and other transportation options for our County's residents. With respect to all-day two-way MARC service as the highest-priority, that would depend on anticipated costs of the project versus METRO. As part of the recently adopted Corridor Forward Plan, the County projects that expansion of the METRO Redline would actually cost less than expanding MARC service, with METRO providing more capacity. If that is the case, METRO may be a better long-term funding priority. I do support expanding the number of trains per week on MARC.

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?

I do not support M83 or 355 Bypass in Clarksburg. Construction of these are bad policy, and I support their removal from county plans. I would need to better understand the other projects to opine on whether I would support them, but in general I think a better investment would be to expand high capacity transit versus ever expanding roads, where there is already adequate capacity.

Land Use

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

No. As currently written, the Office of Legislative Oversight has found numerous process errors and a faulty outreach program during the roll out of THRIVE 2050. Without proper input from the people THRIVE 2050 is supposed to provide benefit for, my conscience will not allow me to vote Thrive 2050 as currently written.

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?

Yes, if the plan permits such prioritization. For example, in discussing design of 355 BRT, we were asked to consider dedicating existing traffic lanes to dedicated BRT where the current right of way would not support current traffic flow and a dedicated lane. This was north of Olde Towne to Montgomery Village Avenue. I supported changing one of the lanes to a dedicated bus lane, even if it reduced car based through-put.