

**Candidate Name:**

**\_\_\_\_\_ Al Carr (County Council D4) \_\_\_\_\_**

**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? **YES**

**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**

**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**

**Land Use**

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

**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**

## Amy Ginsburg - 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?

**Unfortunately, we did not ask the right questions when looking at how to expand I-270 and I-495. They asked how can we add more lanes, but we should have asked, what's the best way to move people up and down those corridors? I believe that question would not have been answered with expensive public-private partnership toll lanes. The current toll lanes as planned are exorbitant to construct and use, only move the bottlenecks further north, and fail to address the needs of commuters and other travelers.**

**Until we have exhausted all other options on I-270 and 495, options which would include opening shoulders during peak hours, reversible lanes, HOV lanes, HOV and transit lanes, and transit only lanes, we should not be considering expensive toll lanes that studies have shown will not diminish our traffic on those two roads.**

**That said, we must improve the ability of people to travel along the I-270 and I-495 corridors if we are going to attract high-quality jobs to the county and improve the quality of life for residents, visitors, and employees. Two reversible lanes that emphasized transit and HOV-3 would be my preferred alternative on I-270 to mitigate traffic and provide people with transit options that are reliable, fast, and accessible.**

**As for the American Legion Bridge, something must be done to eliminate the bottleneck at the bridge, and if toll lanes are the only option that can fix that bottleneck, I would reluctantly support such toll lanes. I do not, however, believe that toll lanes are the only option and we should aggressively study – and then build -- other options.**

### 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, absolutely. We should maximize MARC train service, and make it a priority for capital funding.**

### 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, but we must also create multi-modal transit options that are affordable (for the county to construct, operate, and maintain and to residents to use) so that people can reach jobs, homes, recreation, retail, restaurants, etc. quickly and reliably.**

#### **Land Use**

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

**Yes.**

#### **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 must create a network of bike lanes that are safe so that people can traverse the county and get out of the habit of driving. We must prioritize pedestrian safety improvements so that Vision Zero is not a slogan but instead an overriding lens through which we examine every road. Walkability, bikeability, and reliable transit must be priorities so that we can encourage walkable, bikeable neighborhoods with easy access to transit. Creating those kinds of communities is the best thing we can do to both mitigate climate change, improve our quality of life, and attract jobs, retail and restaurants, and residents.**

**I would be in favor of reallocating existing road space, especially road diets, which not only enable people to use bike lanes, sidewalks, and transit but also slow down cars so that everyone is safer. That said, it is important to get buy-in from local businesses, restaurants, retailers, employers, and residents. We must make sure that everyone gets to have a voice, even if it's not a voice we agree with.**

**We must create multi-modal transit options that are so attractive that people enthusiastically choose them rather than treat drivers as the enemy when they are, in fact, merely the result of seventy years of car-centered design.**

**Questions for 2022 ACT Scorecard**  
**Kate Stewart, District 4**

**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 oppose the toll lanes on the beltway and I-270 and do not believe that private entities should control our roads. At this point cannot say I oppose all plans for moving forward with a project for the American Legion Bridge. I would welcome working with ACT on these issues and to discuss them further.

**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 additional resources to MARC and believe it is a high priority to increase the number of trains and service.

**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?

New roads or added lanes are rarely needed. (That is separate from those very limited areas where some road widening may be important - safety improvements at an intersection, for example – or to accommodate the installation of busways and protected bikeways.) I do not support major new highways such as the Beltway/270 widening. The Takoma Park City Council adopted a resolution opposing this project. I also do not support M-83 the mid-county highway extension. We need to move away from car-centric investments and look at other transportation options

**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 support the principles of Thrive 2050 and believe we need to build more housing in the County, as well as protect people from displacement.

Given the current review by the County Council, I do not believe at the moment there is a current version of Thrive 2050. There have been different versions and I believe there is one in being discussed by the PHED committee that omitted chapters from a prior Planning

Department version. I understand that you are asking for a yes/no answer but I am not comfortable providing that unless there is a common understanding of what constitutes the current version.

In terms of my commitment to housing and housing affordability, I have been working on this issue since I became Mayor Takoma Park. When I was first elected, I hosted a community conversation on housing that brought together city staff, members of the community, and local and national housing experts. Based on what we learned from that conversation, I spearheaded the adoption of a Housing and Economic Development Plan and followed up with programs to address housing affordability -- including the establishment of a housing reserve fund to dedicate City resources to the issue.

In addition, I serve on the Board of the Metropolitan Washington Council on Governments (COG) as the Vice Chair and helped with the adoption aggressive targets for the creation of new housing, especially affordable housing throughout the region. Montgomery County must make this a priority and I will push hard to bring more housing to the County.

There is no one solution to our affordable housing crisis. Rather, as a County we need to use a variety of tools to ensure that we create affordable and sustainable housing for all who live in the County. These tools include:

- Increased density and infill development around public transit and schools
- Inclusionary zoning practices
- Subsidies for affordable housing in transit and amenity rich areas
- Partnerships with nonprofits to develop affordable and middle housing
- Use of federal housing programs to increase affordable housing
- Down-payment assistance to help those, particularly communities that have historically been disadvantaged and discriminated against, looking to transition from renting to home ownership
- Protections for tenants because ensuring residents have a safe and reliable home should not depend on whether they chose or can afford to buy a home

In addition, not all housing is equal. What is often required under the term “affordable housing” is often not affordable by many people. I want to make sure that we are building housing for people at a range of income levels and not overlooking especially those who are already house burdened.

#### **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 the reallocation to sidewalks, bike lanes, and bus-only lanes, but we also need to ensure the roadways are safe for pedestrians and bicyclists. In general, I support reducing

parking, however we need to make sure we are doing this equitably and people have public transportation options available. For example, in Takoma Park we have many taxi drivers who live in the City and have had issues with lack of parking at some of our multi-family buildings. As we move forward with these types of policies we need to make sure it is done in an equitable way and in conjunction with putting in place programs to create better connectivity and address last mile issues with our public transit system as it now exists.

## John Zittrauer

### 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? Yes. I don't see toll lanes as the answer to any transportation issue, especially at a time when we aren't even sure what the demand for roads will be as we are just now getting back to in-office work for some 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? Of the options laid out in the Planning Department's Corridor Forward briefing, the enhanced MARC rail service is definitely the one I think we could accomplish that would yield the most positive result in terms of helping residents get around, and I would definitely support having an increase in the number of trains as a high priority.

#### 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, with caveats; the M83 expansion is something the residents in the northern part of the county have been requesting for generations, and we have told them the better solution is reliable BRT service. If this is true, and I believe it is, then we need to move forward with that plan. To do nothing is not the solution. Additionally, pedestrians and bicyclists need safe ways to get around without crossing large, busy highways. Improvements that will help us with this goal deserve to be considered.

#### Land Use

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

#### 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; protected bike lanes are needed to reduce fatal collisions, bus-only lanes are needed to ensure efficient and reliable service, and we have too many streets without sidewalks that pose a threat to anyone on foot or in a wheelchair. If we have a reliable and affordable

public transit system, the impact on traffic will be negligible as fewer cars will be on the road.