

Candidate Name:
Brian Anleu

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 oppose the Managed Lanes project. I believe it will not solve the traffic issues on these highways and it will have a negative impact on the environment and cultural/historical resources.

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, I believe the county and state should pursue all-day two-way MARC service on the Brunswick Line. In the long-term, the County and State should explore a Red Line extension to Germantown. I support making these and other transit improvements a high priority in the county's transportation priorities letter.

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, I support removing all of the projects listed from the county's plans and/or priorities letters. The only road project I support is the construction of the Burtonville Access Road, which has more to do with traffic safety than adding 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?

Having spent the past three years of my career working on Thrive 2050, I would enthusiastically vote to support the plan as currently written. I strongly support the plan's emphasis on compact forms of development, a mix of uses, and a transportation network that complements the two

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, I believe that the only way to encourage more people to switch travel modes is to make it safer and easier to bike, walk and take transit. To that end, I support dedicated bus lanes, protected bike lanes, and reduced parking or increased parking fees.

Fatmata Barrie - Questions for 2022 ACT Scorecard

Completed by:

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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?

Answer: Although my East County district is not located in areas directly affected, I will say that I have not seen any studies that show more lanes will equal less congestion. I subscribe to the approach that we need to get more cars off the roads, not build more capacity. The way to do that is to provide more safe, reliable, accessible public transportation options for commuters.

Either way, the issue with transportation in the East County District 5 is one of access to safe public transportation so residents don't have to walk or bus long distances to get to work and home and sometimes school. For example, I support the proposed Bus Rapid Transit (BRT) network. If the buses move along with the traffic, then why would I give up my car to get on the bus. I live off US-29 and pre-COVID, the traffic was horrendous, and it is starting to get back to that congestion again. Our community is growing. Howard county is growing. We need a dedicated lane. In addition to dedicated bus lanes, there is a need for increased connectivity by dedicated bike lanes especially for commuters who don't own cars. Providing protected bike lanes will increase reliability and safety for bike riders and provide a cheaper and accessible mode of transportation to metro stations, parks, and community facilities. However, implementation of dedicated bus and bike lanes must be planned out over time and integrated into an overall development plan.

In general, increasing transportation options is a high priority for my constituents and when I am on the council, I will *explore* the option of diverting monies from large beltway projects to propping up public transportation and other transportation options, not only to serve the underserved communities, but also to alleviate private vehicle congestion on the existing roadways. I will approach this issue in a smart, rational, and deliberate way.

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?

Answer: Expanding public transportation options is a good thing. However, it still leaves the problem of access from under or unserved areas of the county, including District 5 East County. We need an all-inclusive, integrated transportation plan for the county that creates “networks of access” that provide underserved areas access to at least one main form of public transportation that will connect them to a larger transit network.

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?

Answer: I have not extensively researched the projects listed above. But, again, any individual transportation project must be part of an inclusive, integrated economic development plan. Yes, every project has its pluses and minuses, and I would be the first to question funds being diverted from transit projects to fund large State highway projects; however, we also can't evaluate multiple public transit projects in a vacuum. It is not a zero-sum game where we take funds away from one project to move another based on who has the loudest voice or deepest pockets. Transportation is a key component of what makes our residents' lives more productive, we must look at the transportation system in total. It is about the people. What is best for the people of District 5. When I am on the council, I will bring all the stakeholders to the table to re-evaluate many of these proposals, including amplifying the voices of those who have not been heard on important decisions that will impact their lives now and into the future.

Land Use

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

Answer: I will probably vote “no” if the vote were to approve “as currently written”. THRIVE 2050 aims to increase infill development, build communities around Parks, build racial equity, and ensure our local government is working towards a unified common goal. I support any plan that aims for equity, and I pledge to work to ensure the implementation is inclusive and effective. However, I also believe that the Thrive Montgomery 2050 amendment to the General Plan is both misdirected and misunderstood. There hasn't been adequate public input, partly due to the lack of availability of open forums and more importantly the lack of understanding of what Thrive is proposing. Until the planning department establishes a more transparent process and strives to educate the resident stakeholders whose future will be

impacted, Thrive Montgomery 2050 should be put on hold. Then once it is on track with inclusive buy-in from all the stakeholders, then economic development in the area should be “accelerated” to keep up with the population growth. On the council, I will ensure that Thrive 2050 is appropriately re-assessed, communicated to all the stakeholders, modified if needed with an accelerated timeline, and provide regular oversight.

Additionally, the recent report from the council’s Office of Legislative Oversight (OLO) determines that it would not promote racial equity if implemented as is. I believe that this report should be taken seriously, and we should get back to the drawing board to ensure that any plans we implement are reflective of us as a diverse county and that equity and inclusion is woven in.

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?

Answer: As previously articulated, the county shouldn’t create a situation where we take money away from important projects to upgrade others without using a thoughtful, deliberate approach that includes all the stakeholders. We need a comprehensive plan to drive a smart transportation budget. Do I think increasing safe access for pedestrians is important? Yes, of course. However, we also want to ensure that we have the support of the residents who will be using the new pedestrian ways. We don’t want to alienate them. I’m thinking of the temporary bike lanes creating along University Ave. in Silver Spring last year. There was much push back from the local residents, not only because of the inconvenience, but also due to safety issues arising from changes in traffic flow at intersections. Even a temporary design needs to take safety into consideration. I passed by those lanes often and never saw a bicycle. Now every time the topic of bike lanes arises, the locals get their backs up. It has become a divisive topic. It could have been done better. This tells me two things: (1) plan smart about any project plans that impact the daily lives of our residents, even if the project is temporary, and (2) even if something is a good idea, project implementation can make or break a successful outcome. Let’s get things done in a smart way – for the people.

Candidate Name:

Christopher Bolton

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 oppose.

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? No, because the State will drag it along.
3. 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

4. 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, our area is growing to much. I do support prope4 community input before plans are finalized.

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 vote no, East County has not been properly included in Thrive 50

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? No, honestly people spend 12-15% of income on vehicles. In East County it would be recreational at best.

Daniel Koroma's 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. The "public-private partnerships" rarely work out well for the public part of the equation, while creating inequality in transportation. They are poor solutions.

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. Train service via MARC is a reasonable solution. The number of trains could depend on the level of demand for the 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?

Each of those should be examined on its merits. The Olney community, for example, has wanted the grade-separated exchange for years to alleviate traffic on Georgia Avenue. I would not support removing that. M83 is long past its date of expiration. I would have to look at the others.

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, understanding that Thrive 2050 as written is a framework, an aspirational document, and not a firm plan for specific actions.

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?

That would depend on the roads, the traffic flows and many other conditions. This is not a one-size-fits-all question.

Questions for 2022 ACT Scorecard - Kristin Mink for County Council District 5

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, and 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? No. The RESJ impact statement found that more community outreach was needed. That should be done, in a timely manner.

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

Candidate Name:

__William Montier__

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? **It should be a priority**. 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? **Not sure**

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**

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? **No**

Jeremiah Pope

-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, we need more mass transit options not more cars on the road. We must consider the environment.**

MARC

1. 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, I do support rail transit as a way to get more people out of cars which is better for the environment. My priority is getting the BRT a dedicated line on Rout 29 and New Hampshire Ave.**

Halting construction of new state highways and arterials

2. 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? **Undecided. I would respectfully first speak with the district council member who represents those areas before I wayed in.**

Land Use

4. If your only choice was whether or not to approve Thrive 2050 as currently written, would you vote yes or no? **At this time, I would vote no because of the lack of outreach to communities of color and the overall general public. Once communities of color and the general public are able to voice their concerns and all equity issues are addressed then I would be open to supporting it.**

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, because these types of reallocations promote a healthy lifestyle, support the environment, and make communities complete.**