

1. Would you have voted (or did you vote) yes or no on the following:

a) the Thrive 2050 master plan (Y) – *I support the goals of Thrive 2050, particularly its focus on transit-oriented growth and long-term planning. However, as Montgomery County grows, we must ensure that development does not intentionally or unintentionally displace or harm the residents and communities who already call this county home.*

b) the More Housing N.O.W. Zoning Text Amendment (ZTA 25-02) (N) – *Having new housing is good. However, in conversations with stakeholders and experts in the field I was told that although building more is great, this plan will not glean the affordable housing we say we are trying to achieve.*

c) the University Boulevard Corridor plan (Y)

2. a) Do you support the [Transit and Housing Opportunity Act](#) (SB389) to facilitate transit-oriented development near train stations, including the Red and Purple Line stations in Montgomery County? (Y)

b) Do you support amending the bill to include WMATA-owned land next to stations on the same basis as state-owned land? (Y)

3. Do you support reallocating road space from car lanes to sidewalks, bicycle lanes, and/or bus lanes to increase safety for all road users in these locations?

a) Old Georgetown Road (as currently implemented) (Y)

b) University Boulevard near Blair High School (per newly adopted master plan) (Y)

c) Frederick Road (MD 355) between Middlebrook Road and MD 124 (Y)

d) County roads where walking and cycling are similarly difficult & dangerous (Y)

4. Do you support building all the Purple Line sidewalks recommended by the Purple Line Bicycle and Pedestrian Area (BiPPA) program before the line's scheduled opening in December 2027, streamlining the planning process as needed to make this happen? (This includes [previously rejected sidewalks](#) near the Takoma-Langley station.) (Y)

5. Do you support these highway expansions?

a) Midcounty Highway Extended (N)

b) Widening American Legion Bridge & adjoining section of Beltway with toll lanes (Y)

c) Widening I-270 with toll lanes (Y)

d) Widening Beltway between I-270 and Prince George's County with toll lanes (Y)

e) Observation Drive Extended (N)

f) Montrose Parkway East (Y)

6. Should the county give higher priority to frequency of current bus service or to planning and preparation for future BRT infrastructure construction?

We must do both, increasing the frequency of current bus service helps deal with the immediate need while we continue to plan and prepare for the expansion of BRT.

Additional statement:

To decrease congestion and make our county more habitable for all its residents, we must increase transit options to reduce car traffic and ensure those alternatives are reliable. For many residents, the inconsistent public transit, the lack of sidewalks and walkable options and the infrequent service depending on where they live will make it difficult for them to operate without a car. This cannot be our county's future. With over 1 mil residents, we must prioritize making our county's transit system one of the best in the nation.

Additionally, I have always approached highway expansion with caution. Studies show that the best way to reduce congestion is through strong and reliable public transit, not simply adding more highway lanes. Adding more lanes often encourages more driving, which can bring congestion back over time. At the same time, I also realize that targeted roadways like Montrose Parkway East may help connect communities and meet safety needs.

I also recognize that many of us still rely on our cars, so our roads should also remain safe and functional while we expand better transit options.