

Marc Elrich Democrat Council at Large

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

- a) the Thrive 2050 master plan - *NO*
- b) the More Housing N.O.W. Zoning Text Amendment (ZTA 25-02) - *NO*
- c) the University Boulevard Corridor plan - *NO*

All of these plans when evaluated for racial equity were found to have negative impacts on the minority communities. Concerns about displacement, the lack of actual affordable housing requirements. The county has master plans that will create over 100,000 housing units and jobs centers - none of these plans are close to where the majority of jobs are planned for in the county. None of them require displacing minorities from the communities where they live. None of them require enough affordable housing to replace what exists let alone address their own projections that $\frac{3}{4}$ of future residents will have incomes below \$80k, and, of those, $\frac{2}{3}$ will have incomes below \$50k. So, without radically changing the requirement for affordable housing, very little will happen.

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? - *YES*

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

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?

Bus lanes where possible. I don't support further worsening congestion without viable transit alternatives.

a) Old Georgetown Road (as currently implemented)

No, we proposed an alternative that's parallel and crosses the beltway and i-270 on Ped/bike bridges that already exist. It connects Pike and Rose to downtown Bethesda without putting bicyclists on a major highway that is going to lose a lane for BRT

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

Yes

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

Planning to build BRT to Clarksburg

d) County roads where walking and cycling are similarly difficult & dangerous, *Most of the worst and least expandable roads are two lanes. I'd have to look at which roads on a case-by-case scenario.*

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.)

As the budget allows. I think the DOT letter explains it pretty well. Lack of support and lack of funding are real problems. As for the rest of it, we continue to provide money to build out the sidewalks in the Plan.

5. Do you support these highway expansions?

a) Midcounty Highway Extended - NO

b) Widening American Legion Bridge & adjoining section of Beltway with toll lanes *Not as currently proposed, not by reducing existing free lanes or expanding beyond the sound barriers. There are ways to do this without doing that I do support widening the bridge*

c) Widening I-270 with toll lanes - NO

d) Widening Beltway between I-270 and Prince George's County with toll lanes - NO

e) Observation Drive Extended With BRT transit

YES, only if extended for BRT purposes

f) Montrose Parkway East - NO

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

The priority should be in future BRT infrastructure, although the money for these two options come from different budgets - CIP and Operating. Higher frequency on gridlocked roads does not work. Buses cannot maintain their schedules in many places because of congestion, and additional slow buses (and buses that can't maintain headways) aren't going to attract choice riders. It is better to conserve our capital resources to move towards building BRT. We're introducing the first special taxing district for transportation in this budget so we can begin building the BRT network, and we have enough money to do Veirs Mill Rd BRT. If the council would support having the state give the counties the authority to create special taxing districts that only tax commercial property (which is what NOVA does), we could build this system out. Refusing to give ourselves the tools to raise money without taxing residential property has made it almost impossible to raise significant funds locally and we don't get much from either the state or the Federal government.