

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

a) the Thrive 2050 master plan. **Yes**

b) the More Housing N.O.W. Zoning Text Amendment (ZTA 25-02) **Yes**

c) the University Boulevard Corridor plan **Yes**

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? **Yes when bus lanes and bus speed/frequency can genuinely offset demand for road use. I support allocating space for sidewalks and bicycle lanes as long as it does not increase congestion on roads, which poses negative environmental impacts and decreases road safety as well. I do support redesigning roads to accomodate for both cars and sidewalks or bike lanes more efficiently.**

a) Old Georgetown Road (as currently implemented)

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

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

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

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.) **Yes, we must support safe pedestrian passage whenever possible, and must do this thoughtfully to maintain green spaces and tree cover that may be affected.**

5. Do you support these highway expansions? **I support extensions when there are guaranteed provisions for transit such as BRT lanes, and when critical waterways can be adequately preserved. If there is not a transit benefit potentially offsetting car use on other roads, I would be hesitant to support such expansions.**

a) Midcounty Highway Extended

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

c) Widening I-270 with toll lanes

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

e) Observation Drive Extended

f) Montrose Parkway East

6. Should the county give a higher priority to frequency of current bus service or to planning and preparation for future BRT infrastructure construction? **I support expanding frequency and hours that our buses operate to accommodate for individuals working non-traditional hours. BRT should be a priority, especially in growth areas and places like upcounty where the Metro train does not reach. there are numerous national examples of how bus rapid transit infrastructure has stimulated significant economic growth.**