

Scott Goldberg 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

Yes. As a County Council At-Large candidate in 2022, I publicly supported Thrive 2050 and still believe it's a forward looking document that is a great model on how the county should grow into the next generation.

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

Yes. As a member of the Board of Directors of the Bethesda Chamber of Commerce, I testified in person at the Council in support of 25-02.

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. Creating housing and economic enterprise zones near and adjacent to rail stations is really important to solving the housing crisis and the upcoming economic slowdown.

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

Yes. WMATA reputationally is less enthusiastic about developing its land with any sort of urgency and to maximize the highest and best use. See: Forest Glen Metro parking lot. Politically, if it doesn't happen this Legislative Session, it should pass

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)

Yes. The current bike lanes were a good enough stop gap measure to prevent future deaths of cyclists but should proceed with those that are better designed to facilitate North Bethesda/Pike & Rose connectivity with downtown Bethesda, that are safer, and promote increased bike usage.

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

Yes. Living in the UBC walk shed, we can't have sidewalks directly next to a 6-lane highway with no buffer.

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

Yes

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

Yes. As we transition from a car-centric suburban/rural infrastructure to a more diverse transportation county that's urban/suburban, I'll strongly support investment to make all modes of people moving as safe as possible.

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. The Purple Line won't be successful if it isn't properly integrated with surrounding areas.

5. Do you support these highway expansions?

a) Midcounty Highway Extended

No. Since it's already been removed from the Highway Master Plan, it is dead forever.

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

No.

c) Widening I-270 with toll lanes

No.

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

This is a hard no, even if I didn't live right next to the Beltway and my neighbors would kill me.

e) Observation Drive Extended

Yes, while I don't like road projects, the Upcounty isn't going to see any substantial transit projects in the near future. They feel legitimately disenfranchised by their county government and this one project could continue to keep them engaged.

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?

This is true of everything the county does: we should be perfecting the things we're already doing and until that high level of service is reached, we shouldn't be expanding. We should prioritize frequent, reliable bus service over BRT construction.