

## **Introduction**

I am running for Montgomery County Council in District 7 to ensure that our transportation system works for everyone—not just those who can afford to drive. For too long, communities in District 7 have faced underinvestment in safe streets, reliable transit, and walkable infrastructure.

As a retired Montgomery County career firefighter and current small business owner, I see every day how transportation impacts economic opportunity, workforce access, and quality of life. I believe Montgomery County must take a more urgent and equity-centered approach—prioritizing transit, building more housing near jobs and rail, and redesigning our streets to be safe for all users.

We cannot continue to delay action while residents face long commutes, unsafe road conditions, and rising housing costs. I am committed to advancing bold, practical solutions that deliver real results for working families and historically underserved communities.

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

a) Thrive 2050 Master Plan

Yes

Thrive 2050 is a necessary shift toward a more sustainable, transit-oriented future. I strongly support its focus on compact growth, reduced car dependency, and more equitable land use patterns. Implementation must accelerate in areas like District 7 that have historically been overlooked.

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

Yes

Montgomery County must act with urgency to address the housing crisis. Increasing housing supply—especially near transit—is essential to affordability, climate goals, and economic opportunity. We must pair this with strong tenant protections and anti-displacement strategies.

c) University Boulevard Corridor Plan

Yes

This plan is critical to transforming one of the County's most dangerous and underserved corridors into a safer, more accessible, and economically vibrant area. It is a long-overdue investment.

## **2. Transit and Housing Opportunity Act (SB389)**

a) Do you support the bill?

Yes

This legislation is essential to unlocking transit-oriented development and ensuring more residents can live near high-quality transit. It is a key step toward reducing car dependence and expanding opportunity.

b) Do you support including WMATA-owned land?

Yes

Public land near transit must be fully leveraged for housing and community development. Including WMATA-owned land is critical to maximizing these opportunities and advancing equitable growth.

## **3. Do you support reallocating road space from car lanes to sidewalks, bicycle lanes, and/or bus lanes?**

a) Old Georgetown Road

Yes

We must prioritize safety over vehicle speed. Road diets and protected infrastructure are proven tools to reduce crashes and save lives.

b) University Boulevard near Blair High School

Yes

This is an urgent safety issue. Students and families deserve safe crossings, protected sidewalks, and traffic calming measures.

c) Frederick Road (MD 355)

Yes

We must redesign major corridors to safely accommodate all users—pedestrians, cyclists, transit riders, and drivers—while supporting local businesses.

d) Other county roads with similar safety concerns

Yes

Montgomery County must take a Vision Zero approach and proactively redesign dangerous roads, especially in historically underserved communities like District 7.

**4. Do you support building all Purple Line sidewalks recommended by the BiPPA program before the line opens?**

Yes

We must ensure that the infrastructure surrounding the Purple Line is safe, complete, and accessible from day one. Delays in sidewalk construction undermine the effectiveness and equity of this major investment.

**5. Do you support these highway expansions?**

a) Midcounty Highway Extended

No

This project would induce more traffic, harm the environment, and divert resources from transit solutions. We must prioritize sustainable alternatives.

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

No

Expanding highways and adding toll lanes is not a long-term solution to congestion and risks worsening inequities. We should invest in transit and demand management instead.

c) Widening I-270 with toll lanes

No

Induced demand will undermine congestion relief while shifting costs onto working families. We should prioritize transit expansion and improved MARC and bus service.

d) Widening the Beltway between I-270 and Prince George's County

No

Highway expansion is inconsistent with our climate goals and diverts funding from more effective, equitable transportation solutions.

e) Observation Drive Extended

Yes (limited support)

I support improving local connectivity where it reduces cut-through traffic and improves safety, but projects must align with broader sustainability goals.

f) Montrose Parkway East

Yes (with multimodal focus)

If completed, it must include strong transit, pedestrian, and bicycle infrastructure—not just car capacity.

## **6. Should the County prioritize bus frequency or future BRT infrastructure?**

Prioritize increasing bus frequency immediately, while accelerating BRT implementation.

We must deliver better service now—especially for transit-dependent residents—while also fast-tracking the buildout of a true Bus Rapid Transit network. This is not an either/or choice; both are essential to a more reliable and equitable transportation system.

### **Closing Statement**

Montgomery County is at a crossroads. We can continue prioritizing car-centric policies that leave many residents behind, or we can build a transportation system that is safer, more equitable, and more sustainable.

I choose the latter.

District 7 along with the rest of Montgomery County deserves bold action—safer streets, better transit, and real investment in our communities. I am committed to advancing policies that reduce car dependence, expand access to opportunity, and ensure that every resident—regardless of income or zip code—can move safely and efficiently throughout our County.