



## **Active Transportation Questions From Bike HoCo For 2022 County Executive Candidates**

1. What is your vision of the role for automobiles, pedestrians, bicycles, public transit, and micro-mobility (scooters) going into the future? What will you do to advance that vision equitably throughout the county?

As County Executive previously, I prioritized creating a multi-modal lens for transportation projects in county government. We put the County on the path to a Complete Streets Design Manual after getting the County's first Complete Streets Policy and Bicycle Master Plan approved by the County Council. We also reshaped the mission of the Public Transportation Board to look more holistically and comprehensively through a new Multi-modal Transportation Board. I would continue that approach to transportation once again, and ensure that we were reviewing transportation demand comprehensively to facilitate a safe and effective multi-modal environment.

2. How would you work with constituents on possible perceptions of "loss" (e.g., less parking, narrower or fewer travel lanes, lower speeds, etc.) when complete streets facilities are constructed on existing roads?

As my Administration has already proven to do with projects like the Centennial Lane bicycle lane and pedestrian crossing project, we will work with the community to develop projects that work for all users of the road. I am committed to continuing to bring everybody from the community together to deliver effective context-sensitive transportation solutions.

3. What can we learn from other jurisdictions, their successes, and challenges on complete streets transportation progress? Do you believe Montgomery County, District of Columbia, Baltimore, Arlington, or any other locations you are familiar with can be examples for Howard County of what to do or what not to do? What have we done, or what do you plan to do, that can be examples for other jurisdictions?



I believe incorporating community feedback and making sure everybody feels part of the conversation, and the solution, builds the most successful projects. Community buy-in is key to the long-term success of transportation projects, and so I would look to continue to make sure that was a priority in the construction and development of future transportation solutions. Stevenage, England, is an example of a place where they failed to incorporate and build community support before constructing bicycle infrastructure. Building community buy-in is a key component that cannot be overlooked, and that is where I think we need to continue to improve as we advance BikeHoward Express. It is through this collaboration, we can build projects that not only meet the needs of residents, but spur additional use, and become a model for other jurisdictions.

4. Do you support HCPSS implementation and funding of a universal school bicycle safety program as part of the physical education and health fitness for life curriculum?

Yes, I think it would be important to work with HCPSS on a bicycle safety program, so that students can learn early on about the benefits of bicycling and how to do so safely.

5. The current administration has provided high levels of funding for bicycle (and pedestrian) infrastructure. Some in the public hold the view that we are spending too much on active transportation since these facilities will be used by fewer residents for transportation than motor vehicles. Will you, if elected, continue this work at equal, higher, or lower levels? How would you explain to a constituent the value of bicycle facilities (which include lanes, paths, bike boxes, bike signals at intersections, etc.)?

As County Executive, I committed to finishing the 50-mile bicycle network (BikeHoward Express) throughout the county that I started to work on, as well as continuing to deliver the overall Bicycle Master Plan. I appreciate the Bicycle Advocates of Howard County having been part of that discussion. That carefully crafted plan has been continued by the current Administration though at a lesser funding level than what advocates had originally requested.



I am still committed to delivering the infrastructure needed to support active transportation that not only is for recreation, but for daily trips. Incorporating more opportunities for biking, walking, and taking transit can reduce the number of trips by car and create a healthier environment for all.

6. The current administration developed, and the Council has adopted, a Complete Streets Policy and Design Manual. Will you ensure that Subdivision and Development Regulations (which are behind the planned schedule for revision) are updated to ensure new development and redevelopment continues implementation of a complete streets transportation vision? Do you anticipate resistance to the changes that are needed from the development community and, if so, how will your leadership make a difference?

To be clear, the current Administration was not the first to develop a Complete Streets Policy. The first Complete Streets Policy statement was approved by the County Council under my Administration along with the County's first Bicycle Master Plan, and that kicked off the Complete Streets Design Manual process. I am committed to continuing to ensure we are accounting for active transportation in all aspects of county government. As far as "resistance" from the development community, unlike the current County Executive, I am not beholden to developer interests, because I am participating in the County's Citizens' Election Fund—the first time the program has been available—which means I have not taken a single cent from development companies or other special interests. I have only received contributions from individuals, and only up to \$250 for the entire campaign. My opponent has taken over \$675,000 from special interests, including over \$85,000 from one developer alone.

7. In what ways do you believe that your positions and plans for active transportation distinguish you from your opponent(s)?

I have a record of consistently bringing the community together to deliver much-needed improvements. Important assets like the Bicycle/Pedestrian Bridge over Rt. 29 sat languishing, and it wasn't until my Administration brought the community to the table that we were able to create the beautiful new Bridge Columbia which has created a much more inviting environment for



all who want to walk/bike in Downtown Columbia. I would continue to do more of the same if I am elected as your next County Executive, and so I am asking for your vote. Thank you.

September 30, 2022

A handwritten signature in blue ink, appearing to read "Allan", written over a horizontal dashed line.

DATE

SIGNATURE