

## Bike Newton Candidate Questionnaire

Housing, transportation and climate are inextricably linked together to create healthier, people-centered cities, yet these issues are often addressed separately. This Candidate Questionnaire was adapted from the Vision Zero Coalition for Mayoral and City Council candidates in Boston, Somerville and Cambridge. Bike Newton would like to understand your approach to these interconnected issues. Survey responses will be posted onto the Bike Newton website, and a link will be shared with our email distribution list of over 1750 people.

**Name:** Deb Crossley

### Question 1)

Improved bicycle infrastructure will increase bicycle use and increase safety. A proposal for a Bicycle Network Plan was developed in 2012, but Newton has yet to adopt or implement most of its recommendations. If you believe Newton should have an official Bicycle Plan, please list the concrete steps you will take to create one, or summarize why you do not think a plan is necessary.

**I do think we need to implement a comprehensive bike network that allows cyclists to safely navigate the city. I think we also must integrate this carefully with a citywide pedestrian and accessibility plan. This is what Council requested during budget this year, the mayor consented – and now has allocated funding to get it done. We must closely monitor the particulars.**

### Question 2)

Newton's Open Space and Recreation Plan, Climate Action Plan, Comprehensive Plan, I, Complete Streets Policy, Newton 2040: A Transportation Strategy, the Transportation Advisory Group, Safe Routes to Schools and Bike Newton all recommend providing mobility options that reduce dependency on motor vehicles. Do you agree with this recommendation? If so, please identify steps you would take to help make it happen, including criteria.

**Yes. At this point in the campaign I cannot do this question justice. So I will point out that I have contributed to many of these plans – I wrote the 'Natural Resources and Environment' section of the Comprehensive plan, worked closely with the Energy Commission and contributed to the Climate Action Plan, as former chair of the Public Facilities committee advanced the complete streets policy (which I realize needs to be made more 'complete' in implementation) and supported the excellent Open Space & Recreation plan as a new element of our Comp plan. I believe that by funding the completion of a strategic plan to advance bike/ped and accessibility networks across the city we will be able to advance the work much more aggressively.**

### Question 3)

Improving bicycle and pedestrian safety may involve streamlining roadways for automobiles so that bicyclists will be able to safely negotiate roads and intersections. Would you support compromises for bicycle infrastructure, even if that results in lower speeds for cars, reduced

parking in certain locations and reduced auto lanes in some places? Please explain your rationale for this response.

**Yes in some places – we worked to balance pedestrian and bike safety with traffic flow in the redesigning both Newtonville and West Newton villages. I think we need to carefully evaluate each condition so as to balance the effectiveness and safety of all travel modes.**

#### **Question 4)**

Would you support multi-modal access to popular destinations within Newton, such as village centers, schools, shopping, transit and municipal buildings? If so, please suggest ways Newton could fund the implementation of contiguous infrastructure to access our city via walking, cycling, scooters, cars, and the like.

**Of course – but we must also respect and work within the many needs and obligations the city must fulfill. We are behind because our predecessors did not adequately fund employee pension and post employment benefits and we are behind because our predecessors did not properly care for city infrastructure. Council has been working to course correct for this over the past 12 years – but there’s a long way to go. The condition of our roads and sidewalks require resources to make them serviceable and safe – this work provides an opportunity to “build back better” , to improve accessibility – as well as design. We must seek continual improvement.**

#### **Question 5)**

In 2020 the Newton City Council unanimously passed a Vision Zero resolution which states that our city goal is to have no roadway deaths or injuries. Would you support this as a newly elected councilor, or continue to support if re-elected?

**Yes.**

#### **Question 6)**

Children in Newton walk, bike, take the bus, or use another form of non-auto transport such as scooters in order to get to school. Do you think the current balance is correct? If not, what do you think should be changed?

**I trust the Safe Routes to School folks to take the lead on this. It is a terrific program and much needed advocacy that is a win win win – walking or biking to school is good for our children, good for reducing traffic and good for the environment.**

#### **Question 7)**

Automated enforcement (using cameras) has reduced speeding and improved safety in states where it has been implemented, but there are privacy and constitutional concerns, as well as fears of inequitable ticketing and punishment. If the Commonwealth of MA passes automated enforcement legislation that allows cities and towns to opt-in to a speed or red light camera program, would you support doing this in Newton?

**Yes – I do not think that privacy rights are violated by enforcing speed limits.**