

## 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: Andreae Downs**

### Question 1)

Improved bicycle infrastructure will increase bicycle use and increase safety. A proposal for a Bicycle Network Plan was developed in 2012 **I wrote it with Lois Levin!**, 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.

**Pending! The mayor has allocated \$\$ for a bike ped plan with engineering details and priorities. TAG and y'all should help us work on priorities, data, etc. since the on-call consultant isn't as progressive as we'd like. Nonetheless, this is a huge start.**

### 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.

**I put them in to the CAP, pushed the CS policy and worked on the Transportation Strategy. I am also a member of SRTS, TAG, and BN. Yes. Now comes the harder part—implementation. Some colleagues are in the way, but much of it is inertia. The bike ped plan should help.**

### 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.

**Friendly reminder that blowback happens. TAC recommendations were to go for the low-hanging fruit (we are) and then fill in as demand increases. We are getting there. We did with snow clearing—small step on small step—and unlike the Cypress/Parker intersection, most of**

the bike lanes are still there, and uncontested. Good design and good process have to come first.

**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.

Yes. Funding is a huge barrier. Newton has billions in retirement debt, not to mention roads that were left to crumble for years. These are an opportunity, but also a hefty lift.

**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 councillor, or continue to support if re-elected?

Councilor Bowman and I spearheaded the VZ resolution to get our colleagues on the record that safety is the first consideration, not throughput. But we still have residents who push the car-first/speed scenario. So there's still work to do.

**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 think SRTS and Jenn Martin do a fabulous job. It is Sisyphean, but we are making progress faster than I thought possible. I want to continue to support SRTS and expanding the number of kids who walk, bike and take the bus.

**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?

The current bill is good, and would not result in racial profiling or privacy infringement! I have supported automated enforcement for decades. It is the only way to curb the flagrant flouting of traffic laws that are there for safety.