

Candidate Questionnaire: People-centered Streets

Basic Information

If you would like to review a PDF of the entire questionnaire, you may find it here:

https://d3n8a8pro7vhmx.cloudfront.net/livablestreetsalliance/pages/1689/attachments/original/1503520202/Candidate_Questionnaire_Boston_-_People-centered_streets.pdf?1503520202

Candidate name (first and last) *

Margaret Farmer

Office that the candidate is seeking (include district number if applicable) *

Boston City Council, District 1

Name of person completing the questionnaire (first and last) *

Margaret Farmer

Name and EIN of the committee (if applicable)

Committee to Elect Margaret Farmer

Campaign email address *

mfarmer@margaretfarmer.org

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Margaret Farmer for Boston City Council

About You

1. Do you personally walk to destinations in your community? If yes, how often do you do so?

Yes

No

Comments

I am car free, so every day

2. Do you personally travel by/ use public transit to get around? If yes, which trains and buses do you routinely use?

Yes

No

Comments

The Blue Line, orange line, red and green. Buses include the 120, 116, 117, 111, 121

3. Do you personally bike in your community or commute by bike to other communities? If no, would you be willing to give it a try periodically, e.g. once or twice per month?

Yes

No

Comments

Absolutely, I would love for Hubway to expand to Chelsea, letting me get to work!

Policy proposals

Please articulate concrete and feasible policy and budgetary proposals to advance the following goals. If you would like to submit supporting materials, please submit them on page 6 at the end of the questionnaire or email your proposals to info@visionzerocoalition.org.

Note that there is a glossary available at www.visionzerocoalition.org/glossary_for_2017_candidate_questionnaire

*indicates a definition available in the glossary

1. How will you work to establish funding for the infrastructure changes needed to slow traffic on your community's streets, and improve crosswalks and intersections to make them safer for people who are walking and using mobility assistive devices?

In East Boston I would like to raise the cost of a street cleaning ticket from \$40 to \$90, and remove towing. This would provide additional funding for infrastructure investment, while lowering the cost to residents. Also, charge a fee (less than \$10) for resident parking permits.

2. How will you improve the reach, frequency, and quality of public transit in Boston?

By creating a "Boston Inner Harbor Ferry" to connect areas of the city that do not easily connect. Imagine living in Charlestown and taking a boat to the Seaport, or living in East Boston and taking a boat to the Red Line, and then Kendall Square. Compared to rail expansion, water expansion is affordable, and could be paid for through public private partnerships. This would enable more linkages and transfers handling more riders in the long run.

3. How will you ensure fast-tracked implementation of a city-wide network of off-street paths and protected bike lanes* on major thoroughfares and connecting streets that are comfortable for people of all ages and abilities?

I am open to suggestions. I would like to see us use more abandoned rail lines to make bike paths, similar to the minuteman trail. There are a number of abandoned train tracks that could be converted to pedestrian only, moving bikes and walkers away from traffic.

4. How will you increase access to biking in every neighborhood equally? What do you see as the major obstacles to encouraging ridership, and how will you address them?

For East Boston, the issue is being able to take a bike across the harbor, which could be done with "High Occupancy" train cars, similar to the Red Line. Part of encouraging ridership is the offering of classes and safe training spaces. I would encourage non-profits and our network of adult education centers to offer bicycle safety and training classes.

5. How will you increase funding for biking infrastructure?

See above, charge for resident parking permits. You CHOOSE to drive, you choose to support people who do not.

Yes/no questions

Note that explanations for your responses are not required, but provide useful context and are strongly encouraged.

*indicates a definition available in the glossary (available here:

http://www.visionzerocoalition.org/glossary_for_2017_candidate_questionnaire)

1. Do you support the adoption of Vision Zero* and funding for its rapid implementation? Vision Zero is an approach which aims to eliminate traffic fatalities and serious injuries by 2030 and has been adopted by several communities, including Boston and Cambridge. *

Yes

No

Please explain your choice

2. Do you support lowering design speeds* through traffic calming measures* on downtown and neighborhood streets as a means of enhancing the safety of people walking, using mobility assistive devices, biking, and driving? This may involve the expansion and enhancement of programs like Neighborhood Slow Streets* (Boston) and Neighborways* (Somerville). *

Yes

No

Please explain your choice

I actually submitted an application to slow streets for my community and was turned down, I see the adoption of these measures as an investment in safety.

3. One key strategy that has been proven to effectively reduce speeding, improve safety, and remove racial bias in traffic enforcement in other states and countries is automated enforcement (i.e. speed cameras and red light cameras). Do you support state legislation that authorizes the use of automated enforcement in Massachusetts, per the July 2017 recommendation of the National Transportation Safety Board*? *

Yes

No

Please explain your choice

Only if it is city wide! Automated enforcement in one area, and not in others ensures uneven enforcement.

4. Do you support redesigning space on the street in order to improve safety for people biking by creating protected bike lanes? *

Yes

No

Please explain your choice

Where possible, and reasonable. Some streets are simply too narrow.

5. Do you support the increased use of curb extensions* to improve safety and visibility at intersections, even if it requires the removal of one to two parking spaces? *

Yes

No

Please explain your choice

Where possible and reasonable, in some streets and intersections, it is not a good choice.

6. Do you support implementation of all of the Better Bike Corridors* and other bike projects in the Go Boston 2030 Plan, and commit to making sure all short-term projects are planned and implemented within three years, and long-term projects are implemented by or before 2030? *

Yes

No

Please explain your choice

I am not familiar with ALL of the Better Bike Corridors* and other bike projects in the Go Boston 2030 Plan, so I cannot give an unequivocal yes. Of the ones I have read, I support them.

7. Will you address age-friendly walking in your community -- an issue raised by many seniors as critical to their ability to "age in community"? If yes, how? *

Yes

No

Please explain your choice

As baby boomers age, higher and higher numbers of them wish to "age in place" remaining at home, this is something we should promote and encourage. In the longer term, it is a cost savings and investment to make communities safer for walking, for everyone.

8. Boston has many traffic signals that do not work well for pedestrians. Will you work to make signal timing safer, easier, and more convenient for people walking and using mobility assistive devices at all paces? *

Yes

No

Please explain your choice

We need to have a better idea of how traffic signals can be used to help us coordinate traffic and pedestrians. For instance, many lights are on an automated timer, and the walk light interrupts that timer. What if the light was activated by a sensor, and the walk signal was integrated into the timing of the sensor, skipping a light change and going directly to a walk signal?

9. Do you support the restriction of on-street parking during rush hour on major thoroughfares in order to provide lanes for the exclusive use of buses? *

Yes

No

Please explain your choice

We need to focus on moving people not cars. These would become de facto HOV lanes, and encourage bus usage.

10. Do you support the creation of a staff position within the Transportation Department solely devoted to managing transit in the City of Boston? *

Yes

No

Please explain your choice

I'm appalled there isn't one there already.

11. Do you support exploring new ways of raising revenue to provide the City of Boston with more tools to improve conditions for people walking, using mobility assistive devices, and biking (e.g. congestion pricing)? If yes, please give examples that interest you. *

Yes

No

Please explain your choice

OK, well the parking sticker, raising the ticket cost for street cleaning and taxing the hell out of Air BNB.

12. Do you support charging an annual fee for residential parking permits? *

Yes

No

Please explain your choice

13. Do you support the rollout of dynamic parking meter pricing* (i.e. increasing meter rates during periods of increased demand) in business districts to free up on-street parking and reduce cars “cruising” for open spaces? *

Yes

No

Please explain your choice

A majority of Bostonians make \$35K or less a year, we need to maintain flat rate pricing so they don't have to skip food just to pay for parking at work.

14. Will you help the community of Charlestown work with the City to develop a consensus design for Rutherford Ave and Sullivan Square that balances the community’s desire for walkability, connectivity, open space and resiliency with vehicular traffic? (See context in the glossary under 'Rutherford Ave.')

Yes

No

Please explain your choice

I have MULTIPLE suggestions and ideas for this! I would push for this process to be fast tracked as the Wynn casino is scheduled to open in 2 years, before Sullivan Square construction will even start!!!

Supporting materials

If you would like to submit supporting materials, please include them in the answer field below or email them to info@visionzerocoalition.org

This form was created inside of LivableStreets Alliance.

Google Forms