

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

Candidate name (first and last) \*

Lydia Edwards

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) \*

Lydia Edwards

Name and EIN of the committee (if applicable)

The Edwards Committee

### Campaign email address \*

lydiaforboston1@gmail.com

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### Campaign address

P.O Box 250, East Boston, MA 02128

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### Campaign phone number

(617) 329-5172

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### Campaign website

lydiaedwards.org

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### Campaign Twitter

@LydiaMEdwards

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### Campaign Facebook

facebook.com/LydiaforBoston

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## About You

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

Yes

No

### Comments

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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

I am a runner and frequently—every week—travel along sidewalks of streets near my East Boston residence as well as through East Boston's beautiful parks. I also walk to restaurants and social functions in my neighborhoods.

Yes, I frequently use the Blue Line to commute to work.

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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

I do not usually travel by bike. I would be willing to try biking.

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## 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](mailto:info@visionzerocoalition.org).

Note that there is a glossary available at [www.visionzerocoalition.org/glossary\\_for\\_2017\\_candidate\\_questionnaire](http://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?**

First, I will continue existing city support for Slow Street measures and transportation improvements. Understanding that these issues intersect with transportation, public health and the environment I will work to leverage these departments programmatic activities, grant applications, community benefits funds from new development and additional private capital. I will review proposals by advocates and support raising new revenues through a variety of mechanisms, some of which are detailed later in the questionnaire.

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

I believe municipal stakeholders can support advocacy and promote the equitable planning of our transit system, and I will do whatever I can in both of these areas. I also believe that, to the extent our universities, hospitals and other institutions can continue or increase discounted passes to students and workers, municipal stakeholders can play a role. Funding our transit system is going to require predominantly state and federal action, although I would support policies that enable local or regional ballot initiatives to fund transportation, or certain measures to price vehicle transportation or carbon emissions as a whole that create new revenues to invest in public transit.

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## 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 will work with the Boston Cyclists Union, neighborhood groups, the BTD as well as state and federal agencies to support planning and funding for bike infrastructure. I will also look at best practices from Portland, Oregon, San Francisco, New York City and other communities identified by advocates or government stakeholders.

## 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?

I believe the primary barriers to safe bike transit access have to do with street and path design, and incorporating bike-friendly measures during every street improvement or redesign project. Some neighborhoods are later to the game and may deserve extra attention to ensure basic bike infrastructure is in place. Creativity is needed for areas of the city with narrower roads or parking needs that can't be alleviated in the short-term, and I look forward to working with advocates on that. I generally believe that the city is on a good trajectory for improvement and we should continue to add bike lanes, sharrows, bike boxes, curb cuts, etc. on the streets and secure funding for additional parks and pathways. I also support the installation of protected bike lanes by separating the lane from traffic with greenspace or parking between moving cars and cyclists.

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## 5. How will you increase funding for biking infrastructure?

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### 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](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

No one should die because of failures in the design or funding of our transit system. I strongly support Vision Zero's goals

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 absolutely think Neighborhood Slow Streets measures are important steps to improve quality of life and safety for Boston streets.

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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

Although I am as a rule cautious about additional surveillance of our communities, I would consider supporting automated systems that can improve fair administration of traffic rules and increase compliance.

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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

I support measure that enhance safety of bicyclists by creating protected lanes, sited opposite parking or greenspace from motor vehicle traffic.

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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

I support modifications that enable safer turns for cyclists and reduced anxiety and liabilities for drivers.

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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

. Yes, I support comprehensive bike corridor planning as described above.

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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 a board member of the Boston Center for Independent Living, I am committed to ensuring Boston is accessible for all ages, all abilities and all people. Distance between home and transit, funding to make accessible home modifications, street design that provides ample sidewalk space, safe crosswalks and clear signals are all critical.

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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

Yes--Boston's abundant defunct walk signals are confusing. The system should be streamlined to enhance pedestrian safety and optimized to ensure that traffic can flow while pedestrians of all mobility levels have sufficient time to cross the street.

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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

YES--I believe that using existing or lanes to establish dedicated bus service will reduce congestion, get people to and from work faster and improve productivity.

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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

YES--The need for efficient management of our transit system(s) is self-apparent and I would support dedicating a staff position to serve as a manager and in a coordinating role.

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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

EXAMPLES OF REVENUE – congestion pricing, VMT pilots, millionaire’s tax, and carbon pricing if it is structured equitably for lower-income residents

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

Yes

No

## Please explain your choice

No— I am concerned with placing additional financial burdens that do not have a clear link to improvements to transportation system or transit equity. However, I would be willing review the estimated cost burden and potential revenue from vehicle permits to revisit this decision.

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

I would be supportive of dynamic meter pricing so long as critical facilities and important public buildings retain sufficient, affordable parking. In many cases, these facilities (schools, health centers, etc.) will have their own parking lots already.

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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

Absolutely--this is a high priority for District 1.

### 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](mailto:info@visionzerocoalition.org)

Will send in separate e-mail. Thank you for this opportunity.

This form was created inside of LivableStreets Alliance.

Google Forms

# LYDIA EDWARDS

FOR BOSTON CITY COUNCIL DISTRICT 1

East Boston • Charlestown • North End

INTEGRITY. INDEPENDENCE. IMPACT.



*"I can think of no better person to represent the real concerns of the citizens of East Boston, the North End and Charlestown."*

-STATE SENATOR JOE BONCORE

*"We need an honest, faithful, and loyal advocate with a proven record of getting the job done. That's Lydia Edwards."*

-SUFFOLK COUNTY SHERIFF STEVE TOMPKINS

*"...you've got to be creative...innovative and willing to work hard...for [Lydia], it's not just a job, it's a life mission."*

-JACQUELYNNE BOWMAN, EXECUTIVE DIRECTOR,  
GREATER BOSTON LEGAL SERVICES

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## VOTE TUESDAY, SEPT. 26

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Get Involved & Learn More  
[LydiaEdwards.org](http://LydiaEdwards.org) | [lydiaforboston1@gmail.com](mailto:lydiaforboston1@gmail.com)  
(617) 329-5172



*"I have a proven record of standing up to special interests and getting things done—from passing legislation that protects women workers to helping found East Boston's Community Soup Kitchen.*

*Now more than ever, we need an independent voice with a fresh perspective representing us in City Hall to fight for what matters: great education for our kids, high-quality housing options, and responsible community-driven development."*

— LYDIA EDWARDS, CANDIDATE FOR CITY COUNCIL

## LYDIA'S PRIORITIES

- **Champion public education** across the district and tackle chronic underfunding
- **Expand housing opportunity** and create pathways to home ownership
- **Reduce traffic congestion** with improved transit options
- **Build our community** by advocating for all who live here

**VOTE TUESDAY, SEPT. 26**

**LYDIA EDWARDS FOR CITY COUNCIL  
DISTRICT 1**

**INTEGRITY. INDEPENDENCE. IMPACT.**

**f Lydiaforboston @LydiaMEwards**

PAID FOR BY THE EDWARDS COMMITTEE