

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/1503520440/Candidate_Questionnaire_Cambridge_-_People-centered_streets.pdf?1503520440

Candidate name (first and last) *

Adriane Musgrave

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

City Council - Cambridge

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

Adriane Musgrave

Name and EIN of the committee (if applicable)

Committee to Elect Adriane Musgrave

Campaign email address *

adriane@voteadriane.com

Campaign address

Campaign phone number

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Campaign website

www.voteadriane.com

Campaign Twitter

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@voteadriane or <https://www.facebook.com/adriane.musgrave>

About You

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

Yes

No

Comments

Everyday! Being able to walk to the grocery store, go out to dinner, or to a friend's is one of the best aspects of living in the city.

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

Red line. 77 and 83, though I'll use others depending on where I'm in the city.

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 have been a long-time bike commuter to downtown Boston - for well over 10 years in the Cambridge/Somerville/Boston area. (I'm also an avid road cyclist.) I grew up commuting on bike with my family, and I still commute by bike today. I find that it's the most convenient and fastest way to get around the city, especially for areas that are not well served by public transport - like getting from North Cambridge, where I live, to Inman Square or the rest of East Cambridge.

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?

The most important way to get funding is by having a united council in support of an initiative as well as buy-in from our city staff. Fortunately, we have the latter here in Cambridge. If I'm elected I will support improvements to make our streets safer.

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

Public transit is a state issue. Unfortunately we do not have significant leverage to improve our public transit from the city council. I would like to see groups like yours join with others to amplify our need and petition our state legislators. Everyone in the Boston area would like to see the MBTA service quality improve, and I hope that you make this part of your focus. I would enthusiastically support your efforts.

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?

In Cambridge we have recently implemented a high number of protected bike lanes throughout the city. I think we should continue with this effort as well as boost communication to the neighborhoods.

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 worry that our least-resourced neighborhoods are not benefiting as much from the placement of safe streets initiative and the protected bike lanes. It's critical that we ensure that our poorest neighborhoods - the Port, Wellington-Harrington, East Cambridge, and areas of North Cambridge - see their build infrastructure improved. I've been spending a lot of time in these neighborhoods speaking with residents and community leaders. Many have told me - and I have seen the evidence - that they often miss out on resources. My #1 priority as a city councilor is making sure that the needs of our least-resourced neighbors are represented in City Hall, and that includes road infrastructure. I would love to talk to you more about this sub-topic.

5. How will you increase funding for biking infrastructure?

See answer to Q1 above.

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

We have recently made very good progress to improve our roads to make them safer (raised cross-walks and protected bike lanes). The biggest challenge ahead is to redesign a few challenging intersections that create chaos and confusion for everyone - bikes, pedestrians, and cars, too. I live in Porter Square and remain unsatisfied with the bike lane change. It is a minor improvement, but it is still a dangerous intersection. Inman Square is also dangerous. Harvard Square - particularly coming into the square from the east - is not a safe environment. These are complicated intersections and we need to keep pushing forward to make them better for everyone.

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

We have excellent city staff who care a lot about our city - and many of them are cyclists themselves. This question gets into a technical area that I will rely on the advice of experts. As a management consultant, I would often do work on technical subjects (semiconductors being one of them, for example) and rely on the advice and experience of professionals. I strongly support the goal of making our streets safer for everyone, and I will champion the ideas that get us there in the best way.

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

As a Cambridge City Councilor we do not have state-level jurisdiction. I think you should be asking if I would support using electronic cameras that would be required for this legislation to be implemented in Cambridge. Currently Cambridge has very strict laws that protect personal privacy, and I'm not inclined to remove them. Further, I think you should also consider that many of these automated systems are outsourced to a private company for monitoring, which means that a private corporation is serving as a policing body. The FL Supreme Court declared it unconstitutional and I think the same would happen in MA. So, while I am a strong advocate for safer streets, I don't know that this is the best option - especially when redesigning our roads can bring substantial improvement and behavior change.

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

Yes! Please see previous comments. I'm a big supporter of these bike lanes - including the Brattle Street two-way lanes, which I have used several times now.

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

We have to consider each location differently. But one of the biggest dangers to cyclists is that drivers simply do not see us! On Somerville Ave near Porter Square in Somerville, they have built a separated bike lane, which I'm excited about because I use that route often. However, I'm concerned that they might not be setting the cars back enough so that they will be able to see me. So, yes! I understand and support the issue.

6. Do you support full implementation of the City's Bike Plan in all current and future road reconstruction projects, including but not limited to the five year street and sidewalk plan? *

Yes

No

Please explain your choice

Our city does excellent planning that takes into consideration best practices, our own city data analysis, and community stakeholder conversations. We know that almost everyone feels unsafe when there are no road designations. This is a top priority to change and the bike plan gives us the steps to do so.

7. Do you support the creation of the joint biking-pedestrian Grand Junction Path and Somerville Community Path through mandates, resolutions or zoning ordinances targeted at adjacent property owners? *

Yes

No

Please explain your choice

Yes, absolutely! Grand Junction Path would help eliminate such a dangerous yet highly-traveled route. I used to commute from Porter Square to BU when I launched the university's Global Operations & Strategy group, so I intimately know how challenging this route is in its current form. We also need to improve the sidewalks at the upper end of Memorial Drive. They are in extremely poor condition and are far too narrow.

8. 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

The city is a great place to grow old because so many amenities are within an easy walk. However, seniors frequently say that there are not enough benches on the street for them to use. So I would advocate for more benches.

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

As a dense city in a region that is increasingly becoming more dense, it is absolutely critical that more people use reliable public transportation. Allowing for priority access for buses during rush hour would increase reliability, thus also increasing the demand for using the buses!

10. Do you support exploring new ways of raising revenue to provide the City of Cambridge 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

I think it's important to understand the limiting factors for road and infrastructure improvements. When we've been making so much progress recently, I'm not sure that funding is the main constraint. I'm also not sure the funding mechanisms would be substantial enough to move the needle on the cost of an infrastructure improvement. I'm open-minded, but would need much more data and time to analyze than is currently available to a first-time candidate.

11. Do you support raising the annual fee for residential parking permits? *

Yes

No

Please explain your choice

We need to launch a review and restructuring for our parking permit process, including who is eligible and how much the permits cost. For instance, our small business owners and their staff have a terrible time parking in the city to deliver equipment, supplies, or simply to oversee their staff (and they can't all simply take public transit or commute via bike). So, we should explore the idea of a business parking permit. I think we should also allow non-car owners a better option to get a parking permit for using Zip-car. I think we could raise fees in certain cases, though we would - of course - make sure that our low-income residents are not negatively impacted.

12. 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

This is another complicated issue that needs further study, which is untenable for a first-time candidate. Few of our parking meters in Cambridge are electronic, so first we would need to invest in such a system. We also need a solution that business owners are happy about because we don't want to burden our local stores and restaurants, which have a hard enough time staying in business these days. So, again, I'm supportive of the idea. But the realities are more complicated.

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

Thank you for reaching out to me, and for your advocacy for safer streets! I would very much like to meet with the Cambridge group, and hope we can soon set up a date/time.

This form was created inside of LivableStreets Alliance.

Google Forms

At the end of the form it said that I could submit supporting materials -- hopefully a few photos will help! (Actually, almost all of the photos of me include a bike because that's how my husband and I spend our free time.) The first photo celebrates our climb to the top of Mt. Mansfield and the second is in Key West learning to collaborate on a tandem. My commuter bike is a 1990s burnt orange KHS steel road bike with drop-down handlebars. I'd really like to upgrade to (and support) local bike startup Fortified, but I've been through so much with my commuter that it's hard to give it up!

