

*1. If elected, what would be your top priorities for improving safety and comfort for people walking and biking in Newburyport? Are there specific locations that you would like the City to focus on in the next few years? Are there specific initiatives or policies you would support?*

As I have walked around and had discussions with neighbors in Ward 2, one of the most common local issues I have heard in the Ward center around Federal Street. It is one of the busiest streets in Newburyport and there are no stop signs between High and Water where Federal ends at the Tannery. Because of the way streets like Orange, Spring, Temple, Atwood, Beck and School come into Federal it is not a neatly aligned grid which has resulted in few marked crosswalks. Complicating matters is the amount of street parking that goes all the way up to the corner. It is very difficult to see oncoming traffic, including bicycles, when trying to turn off a side street onto Federal and I often feel like I am just flying blind when I poke the nose of my car out half way into the road before I am able to see traffic. Knowing that this street is on the schedule to be repaved in 2027, I would like to see if we could study the feasibility of implementing traffic calming measures and possibly daylighting more corners so cars do not block visibility. Federal is a major corridor for walking, driving and biking in the South End and I would like to see where we can coordinate efforts for improved safety for all at the same time we are repaving.

Taking a broader view through the City - I support safe school walking and biking routes. Making Low Street safe has been much discussed at great length and I am sure many are familiar already with the issues we face already today. This will be a priority for me on the council. I also believe Hale St is an example of a main corridor in dire need of safety measures, including sidewalks all the way from Turkey Hill Road to Low. Residents need to be able to get to and from Low Street safely walking or biking. With the Molin and Nock schools, as well as the high school and soon to be Rec Center directly off of Hale - it is a high priority for me to improve safety for walking and biking on Hale in addition to Low. The potential to connect with Little River Trail onto Hale and Low then the Rail Trail for an extensive bike loop would also be a great "missing link" for biking. This is long overdue in my opinion.

*2. What do you think the City is doing well in terms of bike and pedestrian facilities and infrastructure? What could be improved?*

I believe that the bike lanes and separation on High Street, as well as the recent crosswalk at Olive's are helpful improvements from what was there previously. I still think we can do more to make High Street safer for bikes and pedestrians - including looking at ways to stop drivers from pulling around turning vehicles and driving into bike lanes. I have seen multiple instances of a driver whipping around a stopped vehicle, using the bike lane,

thinking they were stopped to turn left only to have to slam on their brakes because the car in front of them was actually stopped for a pedestrian crossing the road.

The rail trail, and recently completed phases is also a great asset to the City for walkers and bikers. I walk the rail trail almost daily in the summer from Joppa Flats all the way down to Cashman and back. The views of the river from the trail, including the boardwalk and Marina Landing improvements, are one of the greatest public assets we have in Newburyport. I have heard multiple concerns about the speed of eBikes and scooters on the rail trail specifically, and I would like to explore what other cities and towns have done to improve safety so that pedestrians feel safe and the trail remains accessible for multiple modes of transportation.

3. *Snow and ice can block sidewalks, curb ramps, bus stops, and bike lanes for days, making it difficult for people who walk, roll, bike, or rely on transit to travel safely. Clearing these areas quickly is essential for maintaining year-round accessibility. How do you envision improving accessibility for walkers and bikers during winter weather events?*

In my job as consultant for cities and towns, I have worked with many municipalities in Massachusetts and snow removal is consistently one of the biggest issues and costs everywhere. One community I work with has identified a limited number of safe routes for pedestrians and students that get first priority for clearing and the city takes responsibility for making sure those major routes are clear - sidewalks, streets and intersections. As a community, they decided that the investment was worth it to make sure they had safe walking routes. Previously, they relied on similar methods as Newburyport - each resident was responsible for their own section with a potential fine. The problem is they didn't have the enforcement funded in the budget to give the fines actual teeth, and for a number of reasons, residents were not consistently clearing the sidewalks in time to be used by school walkers and other pedestrians. The community chose to address the problem by investing in clearing and removal on a limited number of routes instead of investing in enforcement to write tickets. I think this is a very practical approach - instead of investing in giving out fines, they invest in solving the immediate problem.

4. *Safe walking and biking routes to school help children have the freedom and independence to move around the community and reduce car trips for parents and guardians. Is there anything the City should do to promote safe options for kids walking and biking to school?*

The Newburyport Bike Bus is a fantastic example of the community coming together and promoting biking to school. Anywhere the city and schools can promote and support this or other community efforts to reduce car traffic is a good thing. The best thing we can do as a

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city to promote biking and walking to school is to provide safe walking and biking routes.

The highest priorities for me are the routes with the highest density of students and critical links like Low Street and Hale Street.