

*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?*

I would like to see our roads be safe and accessible for everyone—whether they're driving, walking, biking, or using public transit. But pedestrian and cyclist safety is paramount to me. Ward 6 has some of the busiest streets in Newburyport, some with significant stretches without sidewalks or suitable bike lanes on either side of the street. Chief among these are Hale Street, Storey Ave, Ferry Ave, Pine Hill, and Moseley. These are streets that routinely see traffic in excess of 35 miles per hour, with relatively little enforcement. I would like to see us install speed monitoring signs on each of these streets (in both directions). I'd include Turkey Hill, Spofford, and Noble on that list too.

I have a significant concern with the three roads intersection. I believe it is among the most unsafe intersections in the City. Those that frequently attempt to access Storey / High from Moseley or Ferry can attest to how hope really is a strategy at that location. There's too much chaos and not enough control. I know MVPC did a study of that area that found a traffic circle to be the best alternative. I know there are challenges because it includes a state road, but that shouldn't stop us from moving forward - the state is sitting on excess millionaires tax revenue, some of which is earmarked for transportation.

I am also concerned about the potential impacts of the proposed Plaza Landing project on Low Street, the intersection of Low and Storey (and Woodman), and the intersection of the north plaza exit at Storey Ave. I am concerned about how pedestrians and cyclists travel safely within that redeveloped and thickly settled area. I hope that ZBA members weigh these concerns heavily in their future decisions about the comprehensive permit, and that the developer agrees to take on the cost of the impacts that are attributable to the additional residents their development will bring to the area.

With respect to initiatives, I support the bike share program and hope it can continue into the future. With respect to policies, I support the complete streets policy and believe we should be implementing those policies more extensively and with fidelity. Our policies, plans, and designs must focus not just on vehicles, but on pedestrians, cyclists, and public transit users as well. Everyone, regardless of preferred mode of transportation, should have safe and equitable access to our streets.

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

One of our strongest assets with respect to cycling and pedestrian access and safety is the Clipper City Rail Trail and its connection to other nearby community shared use paths. This resource is well maintained, even passable during inclement weather. We are grateful for bike lanes on some stretches of High Street, although they disappear suddenly at places where they seem most needed. We are also fortunate to have shoulders suitable for cycling on some stretches of Low Street and High Street, although here too they often end abruptly. I love that our police provide an escort for the South End bike bus; it would be great to see some of our officers be able to provide bike escorts! I am also a big fan of our upcoming bike share program (and very grateful to NLS for all of their efforts, as well as those on the disability commission who made sure accessible options will be available to users).

I would like to see us incorporate protected bike lanes in more places in the City, particularly in the Port Plaza/Low Street/Storey Ave area. I would like to see us using more traffic-calming measures—like narrower travel lanes, raised crosswalks, or curb extensions—to slow vehicle speeds in areas with high bike and pedestrian activity. I would like to see safe bike routes to key destinations—schools, parks, downtown areas, and transit stops—so that cycling becomes a practical and safe transportation choice for more residents. I would like to see more public engagement, working with local organizations, cyclists, families, and neighborhood groups to ensure designs reflect real needs and encourage broader community use.

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?*

I'd like to see the City adopt a more proactive approach to snow and ice management that includes sidewalks, crosswalks, and bike lanes—not just roads for vehicles. That could mean expanding snow-clearing routes to include key pedestrian and cycling corridors, setting clear expectations and timelines for property owners to clear sidewalks, and exploring partnerships or pilot programs for shared maintenance in high-traffic areas near schools, transit stops, and downtown. We have a number of residents in Ward 6 for whom snow removal is a real challenge. I would like to see us expand the use of our Snow Angels program, recruiting more youth volunteers, perhaps offering community service hours for participation, and making sure seniors know that this option exists for them. We might also just find ways to remind neighbors to look out for senior neighbors or those with disabilities.

*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?*

Absolutely. The City can prioritize key school routes for Complete Streets improvements—adding crosswalks, signage, protected bike lanes, and traffic-calming measures like raised intersections or curb extensions where needed. Hale Street, Storey Ave, Moseley Ave, Ferry Road, Turkey Hill Road - these are all potentially primary routes for kids to walk and bike to school. We need to ensure roadway improvement dollars address not just vehicles, but pedestrians and cyclists, including students and parents who want to walk or bike to school.

Partnering with the schools themselves is also important. We can support the Safe Routes to School programs that encourage walking and biking through education, route maps, and walk and bike buses and leverage the state grant funding available to support roadway and infrastructure improvement. We also need to encourage strong collaboration between city departments like DPS, police, and the schools to ensure that enforcement, infrastructure, and education all work together. When kids can safely walk or bike to school, we strengthen neighborhood connections, reduce traffic congestion and automobile exhaust, and help families feel more confident that their children can move independently and safely through our community.