

*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?*

Newburyport is already on a great path—we’ve proven that a small coastal city can value walkability and bikeability as part of its identity. Now we have the chance to be an example of how to truly embrace a connected, people-first community. Every time we touch a road or intersection, we should ask: Can we add upgrades that align with that long-term vision?

I support adopting a Complete Streets 2.0 approach—embedding pedestrian and cyclist safety into every public-works project instead of treating it as an add-on. I’d also like the City to re-evaluate traffic-calming options, invest in safer school routes, and strengthen coordination with MassDOT on crossings near Route 1 and 113.

By building smarter, block by block, we can make walking and biking the easiest—and safest—ways to move through Newburyport.

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

Newburyport has done a good job preserving walkability in our historic downtown and investing in shared-use paths like the Clipper City Rail Trail. Those are real assets. Even I am biking again now, for the first time since middle school and I am loving it.

Where we can improve is in connectivity—making sure every neighborhood can safely reach those trails—and in maintenance. Sidewalk and road conditions vary widely, and some intersections are still dangerous for bikes. We also need consistent design standards to consider non car transportation in every project.

*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?*

The City should set and enforce clear timelines for snow removal from sidewalks, curb ramps, and bus stops, and pilot a small-equipment “winter route” crew for bike lanes and downtown sidewalks.

We can also strengthen partnerships with local businesses and residents through an Adopt-a-Sidewalk or Clear-the-Curb program, combining City services with community effort. Accessibility shouldn’t end when the snow starts falling.

*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?*

I believe many of the same things that improve citywide bikeability will directly help students — like expanding protected bike lanes, improving crossings near schools, and ensuring consistent signage and lighting along common routes.

I also love the growing use of “bike buses” — where groups of kids ride together along a set route with adult volunteers. It builds safety, confidence, and community all at once. The City should support and promote more of these, working with schools, parent groups, and the police department to make them a regular option.

Ultimately, safe routes to school aren’t just about transportation — they’re about teaching the next generation that active, sustainable mobility is part of daily life in a connected community.