

Good Evening.

SMRTO has received answers to the questions sent on October 27 to the **Seven** sitting Councilors, **Two** Council Challengers and the **Mayor**. Councilor's **Camuso, Lungo-Koehn, Maiocco, Marks, Muccini-Burke and Penta** have responded. We have not received responses from Councilor' **Dello Russo, Mayor McGlynn** and Candidates **Arena and Chamberlain**.

The responses are listed in an order based on the *date/time received* in email or US Mail.

### Mystic Avenue Development

**Do you support a resolution to initiate a Public/Private development program similar to Rivers Edge for the Mystic Avenue Corridor?**

<b>R Maiocco</b>	I have supported a survey of parts of Mystic ave , northern side near Somerville , for zoning changes that would allow expanded uses like the century bank building, to add to Medford's tax base.
<b>M. Marks</b>	YES, In the past Mystic Ave was considered as the gateway into our city. It is no secret that Mystic Ave is long over due for a much needed face lift including many infrastructure improvements such as sidewalks, crosswalks, trees lighting and addressing many traffic calming approaches improving pedestrian safety. A public/private partnership would be a great fit whereas most of Mystic Ave is under state control. A partnership with the state maybe a great way of them taking responsibility for revitalizing Mystic Ave.
<b>B. Lungo-Koehn</b>	
<b>S. Muccini-Burke</b>	I certainly support a public/private partnership to trigger investment in Mystic Avenue along with any other parts of the city. This may require unique Zoning such as Station Landing etc.
<b>P. Camuso</b>	Yes. The City of Medford would benefit from planned development leading to a coherent mix of of commercial and residential properties in the area. This could help us optimize land use, increase our tax base, control traffic, and respect the quality of life for area residents. Any and all projects should done in a professional manner that does not effect the integrity of the South Medford neighborhood
<b>R. Penta</b>	Any type of development has to be measured by the impact it will have upon our city services ( fire, police, public works, school department). As I said over the past two years, I believe the City needs to have a moratorium on all development and review just what it anticipates as critically needed development as compared to having development just for the sake of saying we have new development.

## Green Line

### Do you support the Green Line To Medford? To Tufts Only? or to Route 16?

<b>R. Maiocco</b>	Green line, the executive summary by the executive office of transportation in October, proposes that the rt. 16 station as an alternative only, the planned meeting on 11/18, should provide more info regarding all stops proposed in Medford.
<b>M. Marks</b>	Yes I support the green line into Medford because I believe strongly it is a great opportunity to increase access to public transportation. It is clear that to get the full ridership potential extending to route 16 would have the greatest benefit. With that being said we must also be mindful of potential land takings and the loss of tax revenue, neighborhood mitigation and parking concerns.
<b>B. Lungo-Koehn</b>	I am in support of the green line as far as we can get it, as long as we do not harm our neighborhoods and find ways to mitigate noise and air pollution. I also do not agree with eminent domain takings and am concerned for those who may lose property.
<b>S. Muccini-Burke</b>	The Green Line Extension is an opportunity that the City needs to devote time and attention to in order to make it the best transportation project it can be. The cost is exorbitant though, and we need to concentrate on future costs to be allocated to the city of Medford through the state assessment. Also, great focus has to be placed on the potential for land takings that have been described in the report. Green Line Station/Parcel Development
<b>P. Camuso</b>	I support the green line extension as long as it does not have an adverse affect on residents, jobs, and/or the environment
<b>R. Penta</b>	I do support the Green Line to Medford. As to Route 16, definitive plans from the state would have to be forthcoming so as to better determine what, if any, the consequences would have on any home owners land takings, environmental impact and specific costs from the Tufts stop to the Rt 16 stop

If you don't support it why not and what would your alternative be?

<b>R. Maiocco</b>	N/A
<b>M. Marks</b>	N/A
<b>B. Lungo-Koehn</b>	N/A
<b>S. Muccini-Burke</b>	N/A
<b>P. Camuso</b>	N/A
<b>R. Penta</b>	N/A

### Do you take Public Transport?

<b>R. Maiocco</b>	I have taken public transportation for over 25 yrs to my office in Boston.
<b>M. Marks</b>	For many year I used public transportation to get to my job however my work location has changed and currently I do not use public transportation
<b>B. Lungo-Koehn</b>	I do take public transportation; less now that I opened a practice in Medford, but when I worked in Boston I took the orange line everyday.
<b>S. Muccini-Burke</b>	I do support public transportation and use it when going into Boston ...
<b>P. Camuso</b>	Yes, my wife Jeanine uses public transportation daily and I do from time to time.
<b>R. Penta</b>	Yes, I do take public transportation as often as I can

**Do you Feel Public Transport is Important and Why?**

<b>R. Maiocco</b>	public transportation is vital to reduce road congestion , pollution and public convenience
<b>M. Marks</b>	Public transportation is important to society as a means of providing people with an opportunity to explore options they may not otherwise be able to do.
<b>B. Lungo-Koehn</b>	Public transit is so important for so many reasons, such as the environment.
<b>S. Muccini-Burke</b>	Mentioned her support in the previous question.
<b>P. Camuso</b>	Public transportation is important to assist with access, reduce carbon emissions, and relieve congestion.
<b>R. Penta</b>	Public transportation is a necessary business/employee vehicle as well as affording one the opportunity to travel without the expense of a car. Environmentally, it offers the cleanest way to travel, even though some wanted destinations are excluded

**Green Line Station/Parcel Development**

**Would you support a resolution to initiate the Medford Development office to come up with a plan for New Retail/Commercial development for the parcel adjacent to the proposed green Line Station at Ball Sq which is in the City of Medford?**

<b>R. Maiocco</b>	1st, need to make an informed decision regarding final plans with public input that would impact a congested residential area.
<b>M. Marks</b>	Yes, Our office of community development needs to do a better job in locating potential sites to build on or revitalize. Community development should also be searching for and soliciting new business to move to our community which will stimulate the local economy and provide much need jobs to Medford residents
<b>B. Lungo-Koehn</b>	I would support the OCD office in redeveloping plans for many areas of Medford. More growth only adds to the city of Medford and its tax base.
<b>S. Muccini-Burke</b>	Just as in question 1, where there is an opportunity for development that does not encroach on the neighborhood around it, the city should develop a plan for improvements/redevelopment.
<b>P. Camuso</b>	Yes, as an exploratory study would greatly benefit the City of Medford
<b>R. Penta</b>	I believe that property location is a commercially zoned area. As I said before, I would favor a moratorium on all new development. The city needs to better understand its future and the City administration needs to do a better job communicating with the council and its concerns on matters such as this.

## Traffic and Bike Traffic

**Do you support the traffic realignment of major streets such as Main, Mystic, Boston Avenue, Salem Street, High Street, Winthrop Street, Riverside, Fellsway and Middlesex street to include a commuter bike lane and would you support this initiative to be Completed BEFORE the summer of 2010?**

<b>R. Maiocco</b>	this would require significant money and man power that the city currently does not have, supported bike paths in Medford that are placed in areas that protect public safety
<b>M. Marks</b>	I like the concept of a bike lane and would support the exploring of this issue so that it would work to everyone's benefit. Regarding the 2010 completion I can't speak to that until I see what the plans would include
<b>B. Lungo-Koehn</b>	If we can find the proper funding I would absolutely support bike paths in Medford. If we had them, I would probably ride my bike to work. Bike paths, take cars off the street and would allow a safer route for bikers.
<b>S. Muccini-Burke</b>	It would be wonderful if every main street in our city had a bike lane. Unfortunately, several are very narrow even to accommodate the two way traffic and parking that is on them now. All roads would have to be surveyed to see if feasible and then funding obtained to rectify.
<b>P. Camuso</b>	I definitely support the creation of a bike lane. The year 2010 may be too aggressive a timetable but it should and could certainly become a reality in the near future
<b>R. Penta</b>	I would assume that each street location as identified would be reviewed for public safety first before any bike lanes are established. The cost and manpower deployed could be better used for city services that are presently being considered for budget cuts. In a perfect world so to speak, this would be nice but for now and the near future, I would not consider this a high priority

## Harvard Street

**Do you support a truck ban on Harvard Street? If not please give the reason for not supporting the ban?**

<b>R. Maiocco</b>	as stated, have supported ban of trucking however as Medford chief of police has stated the state dept of transportation will not allow the ban.
<b>M. Marks</b>	Yes, We must reclaim our residential neighborhoods in addition we must implement other proven traffic calming approaches such as raised cross walks, the widening of sidewalks, additional lights and signage to take back our streets
<b>B. Lungo-Koehn</b>	I do support a truck ban on Harvard Street.
<b>S. Muccini-Burke</b>	I do support a truck ban on Harvard Street
<b>P. Camuso</b>	I totally support a major truck ban on Harvard St. The alternative routes do not seem to be too much of an imposition in order to reduce traffic impact and provide greater safety for students at St. Clements and the surrounding South Medford neighborhood
<b>R. Penta</b>	Unfortunately, Harvard Street as we now know it is a state roadway and until restrictive hours of operation or exclusions are allowed, the City shall be precluded from banning trucking.

**City wide Parking Office:**

**Do you Support the creation of a Traffic Division Separate from the Police Department?**

<b>R. Maicco</b>	there has been such a division within the police dept, which I have supported with police funding ,however with reorganization by the chief of police because of budget constraints ,many functions have been combined.
<b>M. Marks</b>	Yes, I have been very vocal regarding the creation of a parking enforcement department within our city. It was through my prompting the Mayor that he appointed a parking enforcement advisory committee to make recommendations regarding enforcement in our community. As an appointed member of this committee I have spent the last year working on putting together recommendations to the Mayor on creating a full blown parking enforcement department. On Sept 30th of this year we presented our recommendations which included meters in our business districts ,hiring civilian enforcement officers, creating a stand alone department outside of city hall or the police department. We also recommended that the Traffic Commission and the Off Street Parking Commission be merged to stream line city government. Our committee realized early on that because of the size and scope of this endeavor that a project manager was necessary to oversee this process to make sure all this work moved to the implementation phase
<b>B. Lungo-Koehn</b>	I highly support a parking enforcement office. We need to regulate parking in this city. Commuters from other towns come into our city and park for the day tying up spots for our businesses and residents. Whether we create a division within the police department or an independent department, I would have to hear the police input as well as further review the issue, but the bottom line is we need relief.
<b>S. Muccini-Burke</b>	I was the first to offer that the chief look into “citywide” permitting some 4-5 years ago. I believe that any change in work scope would require negotiation with the police unions. I do not believe that the staffing levels are there to accommodate the strict parking enforcement that would have to take place for any program to be successful.
<b>P. Camuso</b>	The creation of a separate traffic office is a good idea and consistent with the recent recommendation from the committee that recently released a report on this very subject
<b>R. Penta</b>	I believe the City has been totally remiss and extremely untimely is not having traffic enforcement and street striping a priority. Besides being a money maker for the City, it would be sending a strong message to scofflaw individuals and all day parking abusers that their actions are not to be tolerated.

**If you don't support the creation of a traffic division why not what would be your alternative?**

<b>R. Maiocco</b>	N/A
<b>M. Marks</b>	N/A
<b>B. Lungo-Koehn</b>	N/A
<b>S. Muccini-Burke</b>	N/A
<b>P. Camuso</b>	N/A
<b>R. Penta</b>	N/A

**Tufts University**

**Do you support a request for additional funds from Tufts University to the City of Medford, similar to the arrangement the city of Cambridge has with Harvard and MIT?**

<b>R. Maiocco</b>	I consider tufts an asset to the community and I have supported the Mayors efforts in negotiating payments in lieu of taxes to Medford that has resulted in payments of \$ 1,750, 000 and continue to support those efforts
<b>M. Marks</b>	Yes, It was my resolution back several years ago that asked Tufts to pay the city an "In Lieu Of Tax Payment" which prompted the Mayor to sign a contract with Tufts for 1,250,000 over 10 years. Tufts as a good neighborhood should step up to the plate especially in difficult times to assist the city with services they receive such as police, fire and DPW. I would hope that the mayor sees fit to sit down and start on a new agreement soon.
<b>B. Lungo-Koehn</b>	I would always support Tufts university donating more money to this city. I know they do a lot for us, but we could always use the extra help.
<b>S. Muccini-Burke</b>	Of course I support an extended agreement with Tufts once this one expires at the end of Fiscal Year 2013. We have received \$950,000 for fiscal years 2004-2009
<b>P. Camuso</b>	Tufts provides many good services to Medford. The University sponsors multiple programs for our schools, provides jobs for our citizens, and has made several in lieu of taxes payments to the city over the years. While we need to be realistic I think we should explore other ways in which the university can contribute to Medford especially in these tough economic times
<b>R. Penta</b>	Tufts University has wonderfully enhanced our City with its educational, cultural, economic and social presence. While being a tax-exempt non- profit, Tufts has negotiated with the City on several fronts to make contributions. In 2004 I believe Tufts to be a solid asset in our City. To ask for more would have to be a decision between Tufts president and our Mayor.

**Do you know the amount currently received?**

<b>R. Maiocco</b>	\$ 1,750,000
<b>M. Marks</b>	\$ 1,250,000
<b>B. Lungo-Koehn</b>	
<b>S. Muccini-Burke</b>	\$950,000 plus The following is the remaining schedule: \$ 50,000 fy 2010 \$ 50,000 fy 2011 \$100,000 fy 2012 \$100,000 fy 2013
<b>P. Camuso</b>	1,250,000.00 + Last year they Tufts University gave the City of Medford another \$500,000.00
<b>R. Penta</b>	Tufts negotiated with the City for \$1,250,000 in lieu of tax payments that would culminate in the year 2013. In 2008 Tufts offered Medford an additional \$500,000 amending the 2004 agreement to a \$1,750,000 commitment. Tufts purchases of the former Dame and Hillside schools and paying on them now as commercial properties has generated over \$1,180,000 in city tax revenue. Tufts purchasing of property in the Hillside neighborhood has provided jobs and commercial tax revenue for our City. Since 1996, nearly \$74,000 from the Tufts Neighborhood Service Fund have gone to Medford organizations.

Jim Silva [www.smrto.org](http://www.smrto.org) 10/31/2009