

1. How would you vote on funding Brooks Estate road proposal?

This question brings back fond memories, because as a child I used to play in the Brooks Estates- enjoying the open space, fishing in the pond, and exploring the trails.

I am proud of City's rich heritage. Once our historical structures are gone- they are gone for good, and will not be present or available for future generations to admire and enjoy. So historic preservation is very important.

Neither we, nor our future generations will have the opportunity to enjoy the Shepard Brooks Manor at all without access to it. So it makes sense to invest in this infrastructure. The big issue is how to pay for this investment. I see three options- private funding, bonding the debt at the local level, or earmarking a portion of our state roadway funding.

Generally speaking, I am supportive of MBELT and its efforts. MBELT has done a great job pursuing private revenue sources with great success. They have shown forward thinking, proactive planning and present us with a long-term vision for the site. MBELT has put forth a great effort, but need our help to bring this vision to reality.

It appears based on their master plan, that with the proper resources MBELT is poised to generate enough funds over a twenty-year period to support the full amount of the requested bond and produce a profit. This coupled with the fact that the City has an outstanding bond rating that allows us to borrow at a low interest rate, proves that this option is worthy of consideration and thoughtful deliberation.

I certainly would not rule out bonding the debt, but I think the use of Chapter 90 funds is both appropriate and suitable to address some of the infrastructure concerns at the site with minimal impact on City coffers.

2. Are you in favor of an Everett Casino? What would you do to prevent this legislation from passing?

The issue of the legality of casino gaming in Massachusetts has been decided. The Legislature has passed a law that allows little, to no recourse to combat casino gaming as a neighboring, non-host community. The fact of the matter is casino gaming is legal, and casino gaming is coming.

Regardless of the location, whether it is Everett or East Boston, we will still feel a dramatic strain on our infrastructure, traffic patterns, environment and public safety. We need to get ahead of the issue, identify potential concerns, and work together to negotiate a mitigation package that will protect Medford and its residents from any negative impact associated with casino development in our region.

3. If the Everett Casino is approved, what do you suggest we do to prevent traffic and gridlock?

We need to approach the issue regionally and partner with other affected communities to leverage our power to negotiate a plan that makes sense not only for Medford, but also for the region. By identifying the stakeholders, defining common concerns, and proposing potential solutions we can

get a head start on things. This is a regional issue, not just a Medford issue, so a coordinated regional approach is something we should explore. At the end of the day, this is a complex issue that no one person, or one community can solve.

4. Prioritize the following- new police station, school swimming pool, additional police officers, new fire engines, DPW building.

Public Safety is the most vital of services that government provides. Investment in this area should be a priority. Knowing that we have a need for a new police station, knowing that our firehouses are in need of upgrades, and knowing that our public safety personnel deserve the best equipment and proper staffing levels-leads me to believe that there is a dire need for a plan to globally address all of these needs over a specific and defined period of time. Instead of having choose one or other, I feel we would be better served with a plan, so that we know what is going to happen and when it will occur.

5. Should money in the water tax fund be refunded or applied to new projects? Which ones?

We need to balance infrastructure repairs with rate relief. The hard part is how to divide and distribute the surplus. Its very important to invest in the maintenance of our water system to prevent catastrophic events and upgrade our aging systems, but I also understand the financial squeeze that most of us face. We must take a balanced approach to dealing with the issue and do both.

6. Which projects do you feel should be immediately bonded by the City?

Education, infrastructure, public safety, service delivery and economic revitalization are my primary concern. These are areas we need to invest in because they build the foundation for a strong quality of life, not only now, but also for our future generations.

With every project there comes a cost, and with every bond we have to be cognizant of the structure, term, and interest rate and also whether or not the project ,upon completion, has revenue generating potential. Without knowing these variables it is not financially responsible to commit to bonding any debt, for any project.

I will say this, we need a new police station and our firehouses are not far behind. We know that there is a need for capital improvement, not only in regarding public safety, but also at other City owned facilities. Where we have knowledge that these needs exist it may be a good idea to examine the idea of a Capital Improvement Trust Fund, allowing the set-aside of monies to be used solely for the purpose of the upkeep and maintenance of our existing facilities. This will be a pro-active way to protect and invest in our facilities- like City Hall, police stations, fire stations and our School Buildings, or the Library, Chevalier Auditorium, Royal House, and Brooks Estates.

7. What is your position and priorities for the Green Line Ext initiative?

The Green Line Extension is the product of a lawsuit regarding the environmental and public health impact of the Big Dig. So, its really not a question of IF, but rather WHEN.

We have seen groundbreaking on Phase 1 of the project, but funding for a further extension past Tufts University is just not there. The extension does provide opportunity. It gives us a chance to develop transit-based smart growth, to improve public transit to an underserved population, and will have a positive impact on our public health and the environment. The extension also provides us with challenges in areas like, traffic, parking, gentrification, and public safety.

This has been a project in the works for over ten years. Through design alternatives we have seen the scope of the extension become scaled down. Under the new plan here is no need for any major land seizure, or the displacement of existing business. We need to continue working with MASSDOT now to address our further concerns, so when the funding does become available we are in great position to continue the mitigation of potential issues and preserve the character and integrity of our neighborhoods.

8. What is your position on the tax rate and tax revenues?

I find the tax rate reasonable in comparison to communities of similar demographics.

The issue is whether or not the money is being used in the proper fashion to ensure the most bang for our buck. Our bond rating is high and we can borrow at low rates. S&P, a premier global bond rating agency finds Medford to be on solid footing financially. So it appears we are doing something right.

We have done a good job weathering our economic challenges and are in a great position to continue being a desirable community with the flexibility to invest in our growth. Yet, we need to work on ways to generate recurring non-tax revenues to supplement the general fund and offset the residential tax burden.

9. What are your community/economic development suggestions for Medford?

1. Civilian Parking Enforcement, potentially self-sustaining, revenue generating opportunity.
2. Expansion of Parks & Recreational Programming, potentially self-sustaining, revenue generating opportunity.
3. Creation of a Capital Improvement Trust Fund, provides for the investment, upkeep and maintenance of our existing public institutions.
4. Transit Oriented Development and Smart Growth, proven methods of successfully integrating mixed-use and multi-modal transit options, in densely populated communities.

10. What is your experience with and opinion of Medford's public schools?

I'm very proud to be from Medford, to have attended our Public Schools and to have had many great opportunities because of it.

Looking forward we need to be focused on ensuring excellence in science and math. Massachusetts has a knowledge based economy, we need to be sure our students are prepared to work in the fields

where there are jobs- like Life Sciences and Health Care. We also need to take a look at our vocational programming, to ensure that the course offerings we provide our students are reflective of the technological changes of our time. Lastly, we have a great opportunity to strengthen our commitment to adult continuing education programs. Education is no different than any other service we provide, there is always room for improvement. We must show this commitment to excellence so our future leaders are prepared for the next stages of life.

11. If elected to the post of City Councilor, what will you do to reduce the blight on our streets and in our public and municipal parking lots, in particular those surrounded by homeowners just wishing to have a decent quality of life?

We can pass all the ordinances in the world, but without enforcement of these ordinances they will do us no good. We need to focus on enforcement of our existing rules and regulations, identify weaknesses in our approach to encouraging compliance, and build strong public-private partnerships to join us in the fight.

We need to identify areas that are being blighted by non-compliance and neglect, bring stakeholders to the table, and work together to establish a plan to combat those disrupting our quality of life.

For starters, we can improve lighting, increase patrols and partner with local business and community groups to come up with solutions that we can all live with.

12. How would you reduce heavy trucking from South Medford Neighborhood?

The fact of the matter is, nearly 100% of all goods are transported by truck at one time or another. These trucks use our roadways to deliver these goods and in the course of this process are destroying our streets, polluting our neighborhoods, and impacting our quality of life.

Traffic calming measures are necessary at our busiest of intersections and streets, as well around our Schools and Elderly/Disabled Housing facilities- not just in South Medford. However, South Medford does feel an inordinate impact of heavy trucking because of its position along a defined "Truck Route".

Elimination of this route is restricted by the Federal Government. That is why this is an issue that needs to be addressed at all levels of government-the Federal Government's policy needs to be reviewed, the State's enforcement of overweight trucks and compliance needs to be improved, and we need to lead the charge at the local level to protect our neighborhoods.

At the local level- there are a few ways to protect the character of the neighborhood and improve quality of life for its residents- such as- Investment in raised crosswalks, enforcement of traffic and parking regulations to promote smooth passage along our roads, and the review of signal timing and signage.

These measures certainly will not solve the problem, but may provide residents with short term relief.

13. How would you mitigate the increase in traffic on Harvard and Yale Street and commuter parking in South Medford when the Ball Square MBTA Station is fully functional?

Hopefully, this will not happen, but chances are we will see an increase in congestion, traffic and commuter parking. Fortunately, we have ample time before this MBTA Station will be fully functional to address these issues.

There is no one answer that will solve traffic and parking issues in our City- regardless of whether or not there is an MBTA station. We are aware that a problem exists presently, absent this MBTA station, so one can only assume that things will only get worse.

With that being said, enforcement of our existing rules and regulations relative to parking and traffic must be implemented now. We should set the stage now, begin enforcement now, and by the time the MBTA Station is functional we will have an idea where the potential for the most violations exist and will have an opportunity to establish a plan of attack- proactively, not in response to resident outcry.

14. The bikeways , jogging, pedestrian walking area policies in Medford are seemingly stuck in an odd and awkward 1950's time capsule. I really can't understand why there has been such a pervasive, long standing, persistent and negligent policy on this , especially considering the wealth of opportunity already set in place., naturally, by the river(s) running through the city!!. The success and overwhelming community improvements created with bikeway improvements by our neighbors in Arlington, Somerville, and Cambridge truly make Medford seem as though there may truly be some kind of unexplainable problems within the leadership in this city. It makes living here VERY unattractive for lots of people. Efforts MUST be made in getting the Arlington and Somerville path areas from Rte.16 over to the Tufts hat shell area, through Medford Center and over to the DCR's McCormick Park on other side of 93 is like a HUGE missing link in the connectivity of paths and ways amongst our bordering cities and towns...Please! Do ANY of you have ANY strong or impassioned feelings to a commitment on this and are you willing to make the truly necessary efforts and decisions to modernize and implement this neglected resource and opportunity??

I think there is a dire need for the City to commit to multi-modal transit options.

However, our City is not designed to meet the needs of the cycling community. Over the Summer, I witnessed cyclists on two separate occasions get into accidents with motor vehicles so investing in this idea is something worthy of consideration. It will provide cyclists with a safe and defined passage through our City, secure open space for public use, and highlight one of our City's most underutilized assets- our Riverfront. Yet, although a worthy idea, my main concern is the safety of public (motorist, pedestrians and cyclists alike) and I think that we need to get feedback from the Bicycle Commission prior to implementation. As our City grows, we need to rethink urban transit.

15. Medford currently institutes permit parking on a street-by-street basis. Do you agree with this system, or would you change it in some way (for example, to city-wide perming parking)?

I think a street-by-street permitting approach provides us with the most flexibility, but it does not

address the global parking problem.

We need flexibility because it allows us to handle unique neighborhood concerns and quality of life issues, but it is not the solution. There is a need for a review and overhaul of our current approach to parking and traffic enforcement and mitigation- enforcement being the key component.

16. Medford's bond rating was just upgraded to AA-. Which, if any projects, would you use bond funding for during the next two years (for example, Brooks Estate, Governors Avenue parking garage, police station)?

Education, infrastructure, public safety, service delivery and economic revitalization are my primary concern. These are areas we need to invest in because they build the foundation for a strong quality of life, not only now, but also for our future generations.

With every project there comes a cost, and with every bond we have to be cognizant of the structure, term, and interest rate and also whether or not the project ,upon completion, has revenue generating potential. Without knowing these variables it is not financially responsible to commit to bonding any debt, for any project. There is also an underlying component as to whether or not the investments we are making in certain projects have the potential to generate revenues substantial enough to not only cover the cost of the project, but also to create a profit.

I support bonding the debt for a Parking Garage in Medford Square because this project has the potential to generate recurring non-tax based revenues. In terms of other projects, I will say this- we need a new police station and our firehouses are not far behind. We know that there is a need for capital improvement, not only in regarding public safety, but also at other City owned facilities.

Where we have knowledge that these needs exist it may be a good idea to examine the idea of a Capital Improvement Trust Fund, allowing the set-aside of monies to be used solely for the purpose of the upkeep and maintenance of our existing facilities. This will be a pro-active way to protect and invest in our facilities- like City Hall, police stations, fire stations and our School Buildings, or the Library, Chevalier Auditorium, Royal House, and Brooks Estates.

17. How would you describe the city's relationship with Tufts University, and how would you propose to make it better?

Generally, Tufts University is a decent neighbor, but I think they can do more for Medford in a few areas. Recently, Tufts and the City have entered into an In-Lieu-Of-Taxes agreement that will supplement city coffers. This allows us to offset the costs associated with providing services to this large tax exempt non-profit. I support this initiative. However, I feel Tufts University's investment should be more than just monetary. I see an opportunity for a partnership in areas like Continuing Adult Education, sharing of facilities and Student Mentoring/Tutoring Programs.

18. Would you support the expansion of the Hubway bike sharing program in Medford?

Yes, I think there is a dire need for the City to commit to multi-modal transit options. Support of Hubway is a good start. However, our City is not designed to meet the needs of the cycling

community. Over the Summer, I witnessed cyclists on two separate occasions get into accidents with motor vehicles. My main concern is the safety of public (motorist, pedestrians and cyclists alike) and I think that although a worthy idea, we need to get feedback from the Bicycle Commission prior to implementation. As our City grows, we need to rethink urban transit.

19. Medford created a Master Plan for Medford Square in 2005, but other than the realignment of Clippership Drive, no elements of the Master Plan have been enacted. What are your top 3 priorities for Medford Square?

1. Civilian Parking Enforcement
2. Traffic Mitigation
3. Revitalization of our Riverfront for increased public use