



Citizens for Lexington Conservation

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Kate Fricker, editor

February, 2014

Eileen Entin, president

CANDIDATES' FORUM ISSUE

Be sure to hold the date for CLC's annual meeting, which will be held on April 30th, at 7:00 pm in the large lecture room in Cary Library. Our featured speaker, naturalist-photographer Samuel Jaffe, will present his photographs and discuss his work with native Massachusetts caterpillars, including the fascinating defensive adaptations of caterpillars, and stories of how he finds, rears, and photographs these native creatures. As part of his presentation, Sam plans to bring in various specimens for the group to view.



Ostrich Fern

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Citizens for Lexington Conservation devotes this annual issue of its newsletter to statements from candidates for town offices in order to help you, the voter, cast your ballot effectively in the coming election. All candidates were sent a letter soliciting a half page response on the following topic (not all responded):

How would you use your role in town government to continue efforts to make Lexington a more walking and bike-friendly community? Note: background information pertinent to this question that was made available to the candidates can be viewed at <http://www.clclex.org/2014-candidate-question>

CLC does not endorse any candidate. Rather, we urge you to read the candidates' statements, make your own decisions, and VOTE for your candidates on Monday, March 3.

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p. 3: Alex Dohan
p. 14: Len Rothman

2014 CLC dues are payable now. The status of your dues payment can be found on the address label of snail-mailed newsletters, or near the top of the e-mail announcing this issue.

If you wish to update your membership or join CLC, you can use the form below and send a check made out to **CLC, Inc**, or you can use the credit card/PayPal link on our website, <http://www.clclex.org>

NAME

ADDRESS

E-Mail _____

New Member

Renewal

Go Green. Check here if you would like to have your newsletter in color with live links, using a download link from an email, instead of the black-and-white paper edition.

Suggested membership levels:

- \$20 (Twig)**
- \$50 (Branch)**
- \$100 (Tree)**
- \$ (Other)**

**Mail to: CLC Inc., P.O. Box 292
Lexington, MA 02420-0003**

Membership fees support our volunteer organization. CLC is a registered 501(c)3 organization, and all contributions are tax deductible.



Barred Owl

CANDIDATES FOR TOWN-WIDE OFFICE

Candidates for Selectmen

Saatvik Ahluwalia

www.electahluwalia.org

781-325-5218

I believe that Lexington should do, and is doing, what it can to create a town which is more pedestrian and biker friendly. As a town, we have done a good job in creating an environment that suits pedestrians and bikers. We have added sidewalks, created bike lanes, used CPA funding to begin the Greenways Corridors Committee's ACROSS project, amongst other initiatives. I believe that if we continue to work on these sorts of projects, then we will have a town that can safely support bikers and pedestrians. One issue I would like to tackle though is accessibility to use the great infrastructure we have put in place. I propose that we introduce a program such as Hubway,

(<https://www.thehubway.com>) to bring ready access to bicycles for residents in Lexington. Hubway brings a model of bike sharing which revolves around renting bikes from a "hub" and then dropping the bike off at another "hub". I believe we could set up hubs in Lexington Center, Lexington High School, the Community Center, and near Walgreens. This would encourage people to take advantage of the infrastructure we are putting in place. All in all, I believe that from the governmental side we should do what we can to encourage residents to be healthy and protect the environment. Each person we get onto a bike is one more person who is being active.

Michelle Ciccolo

mciccololex@gmail.com

781-862-0808

Throughout my career, I have devoted considerable time and effort working to improve pedestrian and bicycle mobility. I have pursued this professionally in my role as Director of Community Development in Hudson, Massachusetts, as President of the Metropolitan Area Planning Council, and as a Planning Board member and volunteer in Lexington.

In the planning field, streets that are designed to accommodate and encourage safety for all users - including pedestrians and bicyclists - are known as "Complete Streets." I am passionate about promoting Complete Streets because they are an essential step in fighting the obesity epidemic, the impacts of climate change and unhealthy air quality. Complete Streets reduce congestion and they enable non-drivers to live independently. I'm very proud to have overseen the development and construction of the first phase of the Assabet River Rail-Trail and to have advanced Complete Streets in redevelopment projects throughout the Town of Hudson.

Implementing infrastructure changes that promote safe walking and biking can be an expensive and often contentious process. Residents must advocate strongly for changes and our leaders need to patiently promote the concept and be willing to make tough decisions to advance this goal. Staff must be supported in their

efforts to improve communications around this issue, and a balanced fair approach needs to be considered in all projects.

I've recently helped to author legislation known as "*Active Streets*," which is a section in the current Transportation bond bill that creates a municipal incentive program to advance Complete Streets. I'm also working with my colleagues at the Mass. Municipal Association, the Metropolitan Area Planning Council, and the Mass. Department of Public Health, among other partners, to develop program concepts that cities and towns can use to implement Complete Streets.

I am very excited that a "Community Innovation Challenge" grant application that I authored was successfully funded this January by the Executive Office of Administration and Finance. This grant will help three towns (Hudson, Marlborough, and Framingham) develop a Complete Streets prioritization tool that may be utilized as a best practice for municipalities across the Commonwealth.

If elected as a Selectman, I will seek to prioritize funding of Complete Streets projects. I will work to bring various groups, committees, and constituencies together to collaborate to advance projects. I will also use my influence to promote acceptance of Complete Streets principles through public education, awareness building, and creative new initiatives.

Norman P. Cohen
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As the CLC web site indicates, a number of initiatives have been recently undertaken to make our Town a more walking and bike-friendly community. The Board of Selectmen has had a big hand in supporting these initiatives. Each year, we have recommended that funds be appropriated for the maintenance of existing sidewalks and the installation of new sidewalks. Among other things, these improvements support the Safe Routes to School Program. The Board of Selectmen have supported the inclusion of marked bicycle lanes on a number of

streets. As the one Selectman currently on the Community Preservation Committee, I have supported the use of CPA funds for the Greenways Corridor project and the work of the ACROSS Lexington Task Force. For the 2014 Annual Town Meeting, CPA funds have been requested for the design of the Parker Meadow Accessible Trail which I support. In October, 2013, the Selectmen voted to send a letter to a number of State Legislators indicating our support for "An Act Relative to Active Streets and Healthy Communities". The House of Representatives just voted to include this in the Transportation Bond Bill. I will continue to support additional advocacy for this bill which can result in increasing the number of walking, cycling, and public transportation trips in Lexington.

Candidates for School Committee

Bonnie Brodner
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I am running for re-election to both Town Meeting and the School Committee.

In my role as a Town Meeting Member, I will continue to support investment in sidewalk construction, repair, and maintenance to ensure that there is a comprehensive network of safe sidewalks connecting neighborhoods, shopping areas, and schools. The proposed Concord Avenue sidewalk running west from Waltham Street to Spring Street is an example of an important link in the system, well worth the expense. Sidewalk plowing has improved considerably. Sidewalks have been passable within hours of storms this winter.

In my role as a School Committee member, I support safe access for all modes of transportation on school property as well as convenient bicycle racks. I am grateful for, and confident in, the design guidance provided by Pat Goddard and the Facilities Maintenance Department and the Transportation Safety Advisory Committee (TSAC). The School Committee has been able to lower fees for riding the bus so that cost, for most families, is no longer a barrier to bus ridership. While this may not directly increase walk-

ing or bike-riding to school, having fewer cars at schools certainly creates a safer environment for those who would like to walk or bike ride and reduces our carbon footprint, which is important for all of us.

Judy Crocker

rjcrocker@msn.com

Home # 781-863-9622

For many years, through chairing Safe Routes to School, the Sidewalk Committee, and the School Transportation and Safety Study Committee, I have been committed to making Lexington both a greener community and one that embraces walkers and bikers. As a School Committee member, this would remain a top priority for me.

There are many ways I would promote walking and biking: First, I believe that the School Committee can partner with the School administration to make the Safe Routes to School program stronger. Not only would I continue to work with volunteers to expand the scope of the Safe Routes program at the secondary level, I would advocate to formally integrate the program into the schools. Second, I believe that pedestrian and bicycle safety should be included in the health and wellness curriculum in the elementary and middle schools, and bike maintenance offered in the high school. Next, I would continue to work to promote student activities in Lexington's annual Bike Walk 'n Bus Week. Additionally, I would apply the Complete Streets philosophy when considering school building and campus design. Finally, I would advocate for full implementation of the School Department's proposed School Traffic and Mitigation Policy. This policy creates safer designs addressing the needs and conflicts of pedestrians, bicyclists, and vehicles.

Candidate for Housing Authority

Melinda Walker

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781-863-2024

As readers of this newsletter know, the Board of Commissioners for the Lexington Housing Au-

thority are responsible for setting policy and supervising the Executive Director of the housing authority. The authority serves a population of people who qualify for low-income housing in Lexington. One of our concerns is the safety of the residents living in the public housing villages and homes in Lexington. Some of these residents may not have automobiles and rely on public transportation or family and friends for transportation. Some may have limited mobility and require access to handicapped-accessible transportation.

Lexingtonians like to pride themselves about the numerous intersections and roadways where motorists are required (by law) to yield to pedestrians. However, I worry these walkways sometimes create a false sense of security for pedestrians. Some of these locations are inadequately lit; many do not provide adequate sight lines for drivers. These locations can be even more hazardous for pedestrians who use walkers or other devices for mobility.

I am sure the citizens of Lexington will continue in their efforts to promote the reduction of the use of fossil fuel burning vehicles. I hope those efforts are combined with a sensitivity about the safety of people attempting to cross the streets and avenues in town. I would also encourage town planners review the current inventory of pedestrian crossings in Lexington. Are they properly illuminated? Do drivers have a clear line of sight? Is the signage clearly visible to oncoming drivers?

At least one of the recent pedestrian fatalities in Lexington happened in a crosswalk with a "Yield to Pedestrians" sign in the center of the road. I hope safety can be a priority in the planning for increased pedestrian access in town.

Candidate for Planning Board

Timothy Y. Dunn

tdunn@alum.mit.edu

Lexington is fortunate to have so many great committees dedicated to making our community

more walker and bike-friendly. There is still so much more we can do to that end beyond supporting the painting of some bike lanes and building of new sidewalks.

If elected to the Planning Board, I hope to continue the work the board has already started: establishing transportation overlay districts so we can create plans, such as one recently put in place for Hartwell Ave, that will support all our multi-modal transportation needs. I also hope to examine Complete Streets policies and consider modifications to our own street regulations to ensure that we are supporting the design of roadways that are appropriate for all modes of transportation.



Queen Anne's Lace

Lexington's Comprehensive Plan, and specifically the related transportation element, were last updated over a decade ago. I hope if I am elected to the board, we can find time to revisit and update the plan *in order to ensure that we continue to build the Lexington we want.*

CANDIDATES FOR TOWN MEETING

Precinct 1

Al Zabin
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I will continue to support appropriations to support better and prompt snowplowing of sidewalks. I support the creation of more bike lanes on Lexington streets. I walk my dog in the Great Meadow every morning and am truly grateful to Lexington for obtaining the open spaces that it has. In my years in Town Meeting and on the Planning Board I have been a part of the efforts to preserve these lands..

John C. Bartenstein
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781-863-9925

As traffic increases and energy concerns mount, improving opportunities for safe walking and biking in Lexington is a no-brainer. As a Town Meeting Member, I have been and will continue to be supportive of the kinds of measures described on the CLC web site, particularly maintenance and improvement of the Minuteman Bikeway, which is beginning to show signs of its age, and the implementation of improvements to streets, intersections and sidewalks to enhance pedestrian and bicycle safety.

Precinct 2

S. Bijan Afshartous
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In 2011 I arranged two meetings with town of Lexington Side Walk committee regarding safety issues in Watertown Street. It is a very busy street, at all times, short cut to Belmont, Waltham, Watertown, and beyond. Committee recommendation was to submit a petition for side walk. I have done the necessary research, resolving residents' concerns. My plan is to finalize the petition in 2014, and submit it with signatures to the committee.

In 2011 I initiated a petition for improved public transportation, 2000 people from several towns signed it. It was presented to two high level MBTA managers in State representative Jay Kaufman's office in May 2011. Shortly after that meeting MBTA announced significant cut backs, and bus routes elimination.

Recently, I have submitted a warrant article (resolution) to Lexington town meeting regarding public transportation. It requests town of Lexington working with neighboring towns, and other organizations such as VA Hospital in Bedford, Mass Community College in Bedford, and Hanscom Air Force Base to negotiate with MBTA, or use other means to achieve public transportation improvements.

Noted that a bus 76 stop on Watertown Street at Green Lane, for bus going to Alewife had some safety issues. People waiting for the bus are essentially standing in the street. Lexington Transportation Advisory committee looked into it. I reported it to MBTA, and it needs to be followed up and resolved.

Jonathan Suber

When considering non-automobile transportation, Lexington residents enjoy a variety of walking and bicycling options. We are blessed with foresight of our predecessors who established the network of conservation land and those who worked to make the bike path a reality. Bicyclists and walkers also bring economic benefit to Lexington.

My greatest concerns are with the crosswalks on our busy streets: Mass. Ave, Bedford St. Waltham St, and Lowell St., to name a few. Some drivers do not show awareness for pedestrians at these crossings. Serious injuries and sometimes fatalities have been the result. Pedestrian safety improvements can take the form of awareness campaigns, appropriate signage, improved visibility and traffic enforcement. I would support efforts to increase pedestrian safety at crosswalks. This would help children walking to school, adults walking to work, Lexington center shoppers, recreational walkers and tourists.

Bicycle safety is also important to me. It is a great form of exercise and transportation, and you can pedal to nearly any section of town within 30 minutes. While the vast majority of Lexington is bicycle friendly, there are still intersections where collisions between autos and bicycles occur. Again, I would support efforts to heighten awareness through campaigns or signage.

Infrastructure improvements and awareness campaigns are our tools to make Lexington more walking and bicycling friendly. I would single out "Safe Routes to School" as one initiative that has led to more paved sidewalks and presumably safer crossings. We should evaluate our performance towards meeting the goals of that program. If necessary let's investigate alternatives.

Precinct 3

Steven P. Heinrich

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781-863-0656

I have been a Town Meeting Member for 9 years, serving continuously from 2005 – 2013. I look forward to continuing to serve the Town and Precinct 3 as a town meeting member for another 3 years. During the last 9 years I have attended every session of town meeting. I am supportive of CLC's and the Lexington Conservation Commission's positions in most cases, and have voted in favor of all of the CPC projects that have been funded to address the purchases of additional conservation lands as they became available. I believe we are making some progress on making Lexington a more walking and bike-friendly community, but we still have a long way to go. I realize a lot of Lexington residents are focused on bike paths along roadways and walking paths within the conservation areas themselves.

I support bike paths and walking path initiatives, but my top priority is to address the walking issue along roadways. I support more sidewalks.

I am concerned that we still have many areas within Lexington where residents are unable to walk safely out of their homes. Let me give two

such examples. One such example is in Precinct 2 and one in Precinct 3. Let me take them in order.

Example 1: If you live in Precinct 2 on Pleasant Street in Lexington and you wish to walk to Wilson Farm or Massachusetts Avenue, you cannot walk safely from Route 2 to Wilson Farm along Pleasant Street or Watertown Street. The sidewalks along Pleasant Street in the vicinity of Wilson Farms to Route 2 are simply non-existent. Traffic moves along Pleasant Street at 35 miles per hour. Trucks fill the roadway in both directions. Walking along this roadway, even in the dirt or mud on the odd numbered side of the roadway, is nearly impossible.

Example 2: If you live in Precinct 3 on Walnut Street or in Potter Pond and wish to walk Walnut Street, you take your life into your own hands each time you try to walk it. This particular area poses a very tough problem for the Town, but it is one that needs to be addressed. More and more residents wish to walk into Lot 1 and into the Western Greenway to Rock Meadow. That trail crosses over Walnut Street. There simply is no safe way to walk along Walnut Street. Walnut Street has large trees along both sides of the road, so installing a sidewalk will not be easy in this area. Widening the road is not a viable option either, as the mature trees that make Walnut Street the rural street that it is would have to be cut down, and no one should want that.



Deer Track

But...residents must have a way to walk out of their homes. The South Lexington Civic Association worked with the town and Avalon Bay Communities to extend the sidewalk along Concord Avenue to the entry to Avalon Hills. The number of people who use that sidewalk for walking, jogging, and recreation is impressive. People will bike and walk if they feel safe in doing so.

My objective is to continue to support sidewalks everywhere we have roads in Lexington. We have sidewalks in Potter Pond that we maintain ourselves at the Association's expense. I would like to set a goal to have a sidewalk along at least one side of every road and street in Lexington.

Ken Kreutziger

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781-862-6484

On the topic of an interconnected trail system in the Town for walking and bicycles, I made a presentation in the 70's to the ASLA (American Society of Landscape Architects) as a professional urban planner at their annual meeting advocating that each community should have a plan for such a "network" connecting all open spaces, schools, playgrounds, and neighborhood centers. This network for pedestrians and bicycles should be planned in each town just as we currently do for other systems such as water, sewer, and vehicular transportation. In Lexington we are fortunate the Conservation Commission, Recreation Department, School Committee, Bicycle Advisory Committee, and Sidewalk Committee among others are all proponents. In the past and in the future I will support funding from the general budget, CPA or other sources. When improvements are being made to adjacent town facilities or private projects, enhancement to the pedestrian and bicycle network should be included, just like parking and landscaping. We need to continually maintain and improve the quality-of-life in Lexington; the pedestrian and bicycle network is an important component of this.

Henry Lau
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781-325-3439

If elected as Town Meeting Member, I could make Lexington more walking and bike-friendly by:

- A. Mobilizing town staff to inspect existing sidewalks and bike paths to identify areas for improvements that would make walking and biking safer and easier.
- B. Formulating budget and reserve sufficient funding to support future expansion of our sidewalks and bike path networks.
- C. Being pro-active to collaborate with neighboring towns to form a complete and cross-town walking and biking trails.
- D. Initiating promotional campaigns through schools to increase the awareness and benefits of healthy and environmental friendly transportation options among students and parents.

Patrick Mehr
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The Town can become more walking and bike friendly without increasing taxes if we: (1) assess large commercial properties at their full values (they are now under-assessed); (2) increase salaries but reduce our 85% contribution to employees' health premiums to stop subsidizing other employers (whose employees take Lexington's family plans); (3) explicitly include the impact of our housing stock on school enrollments to better predict our school population to avoid the need for expensive "band-aids" to our overcrowded school buildings; and (4) move our Town election to November to increase citizen participation, which will get more new ideas into Town government – our March election gets a paltry 10-15% voter turnout.

Precinct 4

Kate Colburn
kathryncolburn@gmail.com

As a Town Meeting Member, I would support initiatives to make Lexington a more walking and bike-friendly community. I am enthusiastic about the ACROSS Lexington program, and have used parts of Route B while visiting voters in Precinct 4. I support the continued implementation of the plan so that every neighborhood will have a safe walking and biking route to the Center.

The organization of "walking buses" or "biking buses" – groups of children walking or biking together – could increase the use of ACROSS Lexington routes to and from our schools. This, combined with further reduction of the school bus fees, could cut back the number of cars that crowd our school parking lots and streets every morning and afternoon.

I also believe more can be done to support bicycle commuters. Lexingtonians who bike to work, including my husband, would be safer and might bike more frequently if our main routes out of town had bike lanes. I would support the addition of bicycle lanes, wherever feasible, as a standard part of road resurfacing projects.

For these projects to have an impact, however, citizens need to participate. I would encourage the development of incentives for walking and biking into the Center, such as frequent-walker/biker cards that children could use to earn token prizes at local businesses. Running races, biking events, scavenger hunts, art exhibitions, musical performances and geocaching games could all be organized using ACROSS Lexington routes. Moreover, any request for taxpayer funding for walking and biking infrastructure should include concrete plans for incentivizing use.

Increasing walking and biking in our town could help alleviate parking shortages, reduce emissions, and promote good physical and mental health, all of which would have a significant impact on the quality of life in Lexington. For this

reason, I will support thoughtful walking and biking programs if elected to Town Meeting.

Tom Díaz

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(781) 863-8035

I have lived in Lexington, at various addresses, since 1984, and I have been a Town Meeting member since 1997, representing Precincts 2, 3, 9, and now, 4. I am a candidate for reelection to Town Meeting from Precinct 4.

I will continue to facilitate more biking and walking. When I served on the School Committee, I advocated for several years that we find a way to reduce or even eliminate bus fees in order to increase the number of students walking, to provide financial relief to parents, and to reduce the number of cars polluting the atmosphere at pickup and drop-off times. I am glad the subsequent committee members worked with the administration to reduce fees. Also while on the School Committee, I gathered student volunteers who helped me do a town government study of engine idling in school parking lots. The study resulted in new signage to discourage idling and encourage compliance with our town anti-idling by-law. I advocated increases in the high school student-parking fee, both to raise some revenue and to provide an incentive for walking and bus riding. I recommend that the committees and Town Meeting continue to support such efforts. They reward and encourage walking and reduce air pollution, an especially important achievement in a school environment.

I also support ideas to develop and maintain infrastructure for bicycling and to develop and maintain sidewalks and streets, so that pedestrians have safer routes, to school and elsewhere, during winter and summer.

Anoop Garg

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781-863-6416

I strongly support physical activity and the need for people to stay active. 'Motion' is my mantra.

Bicycle paths and other pedestrian initiatives

have obvious benefits of conservation and less traffic congestion while improving safety in walking and bicycling. Added benefits include better physical health of members of our community. As a candidate for Town Meeting from Precinct 4, appropriate initiatives that encourage safety in bicycling and walking while helping preserve nature as much as possible will find my support.

Paul Miniutti

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I live on Prospect Hill and have 3 children that walk to school every day. My kids walk to the High School, Clarke and Bridge. What I have done and will continue to do is work to improve safety conditions for walkers. I recently attended a Sidewalk Committee Meeting to help secure a recommendation to the Selectman for a new crosswalk on Prospect Hill Road. I have also been involved in an effort to have a sidewalk installed on Prospect Hill Road, leading to Bridge School. I also support another initiative to reduce the speed limit on Prospect Hill Road. Within town Meeting (I have been a member for 4 years), I will continue to support all amendments that aim to reduce automobile traffic and speed in favor of bikes and walkers as well as all amendments that aim to improve our bikeways and trails. I've also consistently supported CPA acquisition of land. Our town is such a lovely place. We must be diligent in our efforts to protect it.

Ruth Thomas

<mailto:rthomas@bu.edu>

As a re-elected town meeting member I would continue to support articles on the warrant pertaining to pedestrian and bicycle initiatives. I would vote for Community Preservation Act funding of programs such as continued implementation of the Across Lexington biking/walking routes and improvements to the Minuteman Bikeway and creation of a master MB plan. While I do not bike, I do walk the dog so I am very much in favor of adding more sidewalks and of plowing ALL sidewalks plus applying dog- and environment-friendly ice melt to keep them winter walkable. For everyone's safety, bicycle and pedestrian etiquette and educa-

tion are critical. Where non-town highways cut through Lexington, wider bike paths are needed and should be dedicated to that purpose and not used for automobile parking. A Complete Street Policy incorporating the "multimodal design of streets and sidewalks" is highly desirable. I support efforts and ordinances/initiatives to reduce reliance on the automobile and to tame traffic behavior.

Precinct 5

Judy Crocker

See Candidates for School Committee

Pamela Lyons

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781-861-7879

As a daily commuter to Boston by foot, bus and subway I have a keen interest in making access to bus and subway transit easier. As a member of the Lexington Center Committee for six years and the Parking Management Group my main focus has been pedestrian access, safety and supporting the Lexington MBTA bus commuters. To that end I have worked directly with the Lexington DPW so that the MBTA stops in the Center are cleared after snowstorms and the Depot Square bus stop was reconfigured to eliminate an assortment of pedestrian hazards. Small things, I admit, but they make a difference for everyone. I have been engaged with the unfolding Center Streetscape Plan with an eye toward ensuring that pedestrian safety and access undergird every element of the project. I wholeheartedly support installing sidewalks everywhere we possibly can and I would urge Town Meeting to find the funds to eliminate all school bus fees.

Ephraim (Eph) Weiss

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781-862-6096

I have been a long-time supporter and proponent of conservation and environment-friendly articles at Town Meeting. I also support efforts to make Lexington more user-friendly to pedestrians, walkers and bicycle-riders. More can and

should be incorporated into planning and zoning by-laws.

Children should be encouraged to walk to school, and walking routes should include necessary safety features. Parents require assurances for the safety of small children.

Bicycle signage should encourage bicycle riders to be more respectful of pedestrians as well as vehicular traffic. Bicycle riding on sidewalks in the central business district should not be tolerated; improved education and enforcement is necessary.

Improvements in signage at bicycle crossings (e.g., Minuteman bikeway) would enhance safety.

Precinct 6

Morton Kahan

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781-861-0994

As a Town Meeting member for the past 25 years, I have voted consistently to support the efforts of Citizens for Lexington Conservation to maintain our quality of life in Lexington through the establishment and maintenance of conservation land, Lexpress, the Bikeway and recycling. If re-elected, I plan to continue to support these programs and to encourage additional bicycle and pedestrian paths and accommodations to make it easier and safer to bike and walk throughout Lexington. I support subsidies of school bus fees to encourage more student ridership to diminish single-occupancy vehicle traffic, Community Preservation Act funding to maintain the Bikeway, expansion of the sidewalk network and promotion of bicycle safety education programs.

David L. Kaufman

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As a Town Meeting Member I have actively supported all the Warrant articles to acquire Conservation lands including recently Cotton Farm

and Wright Farm and the CPA funded Across Lexington initiative to establish marked walking routes. As a Conservation Steward and one of the Steward Directors group I have advocated for additional tax levy funding for the Conservation Commission to maintain the Conservation areas including the trails and bike paths that cross them. One of my priorities is funding the repair of the bike path that crosses Willards Woods, and is part of the Across Lexington route. That section of bike path was scheduled to be repaired by the Recreation Department in about 2001, but when all of Willards Woods was transferred to Conservation land at about that time, and an override was defeated, the funding disappeared completely. Since then all attempts to patch the erosion have been done by volunteers and have been short lived, and inadequate.

Frank Sandy
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Since I frequently walk or bicycle to the center and other parts of Town, I enthusiastically support all Town efforts to make the Town a more walk-friendly and bike-friendly community.

I have voted in Town Meeting for almost all appropriations for sidewalk construction and maintenance. However I have opposed spending money on brick rather than concrete sidewalks in the center because they are much more expensive and hence greatly reduce the number of miles of sidewalk we can construct with a limited budget.

I have supported expenditures for the maintenance of the Minuteman Bikeway.

I have supported the funding of the first two ACROSS Lexington walking routes and have enjoyed walking on them.

I have participated in the volunteer workgroups that have constructed boardwalks in many sections of our conservation lands.

I supported reducing school bus fares in order to increase their ridership, reduce driving to schools, and reduce traffic congestion near the schools.

I support more thorough and timely plowing of Town sidewalks after snowfalls and enforcement of the prohibition of plowing snow from driveways into the sidewalks after they have been plowed.

Before retiring from Raytheon in Lexington I often biked to work and appreciated the Town's requirement that companies provide bicycle racks, as well as the Town's bike paths along my route.

Precinct 7

Jim Courtemanche
jim.courtemanche@yahoo.com

As a member of Town Meeting over the past nine years, I have supported many of the initiatives designed to make Lexington a more walking and bike friendly Town. These initiatives include CPA funding to improve the Minuteman Bike Path, improvements to streets and sidewalks, and specific bike/pedestrian improvements to Hartwell Avenue. I would support what would likely be low-cost initiatives to encourage both middle and high school students to bike to school. Finally, I welcome changes to our downtown area to make it more friendly to the legions of weekend cyclists who wish to stop and enjoy the beauty and hospitality of our Town.

Pam Hoffman
pamwhoffman@gmail.com

In my nine years as a Town Meeting Member I have voted for every Town Meeting Warrant Article that helped make Lexington a more walking and bike-friendly community. I have supported all efforts to: acquire open space; construct, maintain and repair the sidewalks throughout the town; and, create dedicated bike lanes and shared lane pavement markers. I will continue to vote for future investments in these areas as they come before Town Meeting.

One of the many things I love about Lexington is that we are a community that takes action in support of our shared values. One of those important values is taking care of and enjoying the environment. ACROSS, Lexington's trail network that links many parts of the community, and the recently published Trail Guide have made recreational walking much more accessible and enjoyable for both the novice and experienced walker. Thank you to the Lexington Conservation Stewards and everyone else who worked, and continues to work, on these important projects that contribute to our high quality of life in Lexington.

David G. Kanter

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As a Town Meeting Member, I would be prepared to support Motions presented at Town Meeting that propose what I consider to be reasonable efforts in support of that objective whether through the funding of specific projects or of the Town staff to manage or execute such projects, or through the establishing of Town policies. Also, as long as I continue as a member of the Town's Capital Expenditures Committee (an appointed position), I would take the same position on matters that come before that Committee.

Paul Rubin

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781-863-0955

As a town meeting member, I would support articles which include bike/pedestrian friendly measures such as adding pedestrian traffic lights to busy intersections, changing traffic flow (IE, traffic calming) to make busy roads safer for bike riders and walkers, encourage bike safety sessions at Discovery Day, encourage tech savvy bike riders to develop mobile apps that might show the easiest or safest way to get to the bike path or ACROSS route, enhanced public transportation to allow residents to get to walk-

ing/biking areas more easily without cars, as well as actions already started such as building additional sidewalks and providing well marked bike lanes,.

Precinct 8

Bob Avallone

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I certainly share the goal of making Lexington a more walking and bike-friendly community. Encouraging more walking, bike riding as well as the use of public transportation will have the benefit of reducing our carbon footprint. While this is a national and international issue, we should do our part by acting locally.

As Town Meeting members we have the opportunity to affect this policy mainly in voting on Warrant articles that come before us.

I believe I have voted positively on all the initiatives mentioned on your web site that have come before me in my four years serving in Town Meeting. I will be leaning favorably toward any new pro-Environmental initiatives that will come before us in future sessions. My only caveat is the limitations of the budget. There are many worthy programs that compete for our citizen's tax dollars.

Peg Bradley (legally Margaret on the ballot)

I'm the one on Bellflower

781-862-0581

I'm not a biker but my basset and I do walk on conservation land. I taught biology, am a gardener and grew up on a working fruit farm, so conservation and optimal land use has been a lifetime interest often very close at hand. As a citizen I support organizations and projects working for environmental betterment and have as a town meeting member or member of groups lobbied for particular issues for many years.

Town meeting members largely evaluate, support or reject articles in the warrant such as care of town land and, trees, recreation areas, open space, water control and such each year. Less often, changes in zoning or land purchases or citizen sponsored articles do appear on the warrant. Usually these articles are sponsored by individuals or organized groups with an interest in the content. When they appear I treat them in the same manner as any article. I investigate, evaluate and use my best judgment to determine my vote. In fact, most conservation issues fall within the Selectmen's control. In this I have no more influence than any citizen. Town meeting member status does give me access to the floor and other members who might be persuaded to see things as I do. I confess to making use of the privilege. If elected. I anticipate continuing the practice.

Bonnie Brodner

See Candidates for School Committee

Stewart Kennedy

<mailto:sgkbigguy@aol.com>

781-861-7697

As a member of the Bicycle Advisory Committee and the Conservation Steward Directors, and as the ConCom's liaison to the Greenways Corridor Committee, I have devoted much of my attention in recent years to this very goal. Some examples include:

1. Helping to create ACROSS Lexington (see <http://www.lexingtonma.gov/selectmen/committee/acrosslexington.cfm>)
2. Maintaining, improving and extending the network of bicycling and walking trails throughout town
3. Helping to plan for and develop the West Lexington Greenway
4. Planning and participating in the town activities during Bike, Walk, and Bus Week (in May)
5. Supporting the movement to implement Complete Streets policies in Lexington

One very exciting project we are developing aims to provide universal handicapped accessibility to one of our conservation areas.



A Red-tailed Hawk poses with his lunch (a Robin?) atop the Brookhaven Gazebo

Having TMMs (Town Meeting Members) with passion for such efforts helps to ensure support at that critical decision-making level. Being a TMM has certainly helped me be a more effective participant in this work.

Precinct 9

Jeanne Canale

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781-861-0287

Here is my vision for making Lexington a more walk/bike friendly community and how I will go about moving the town of Lexington to a more walk/bike friendly community.

I envision Lexington as a town that welcomes all forms of non-motorized transportation and provides the infrastructure for a healthy community including walking and biking. The ability and ease by which residents can travel across town, and to local commerce, schools, health facilities, parks, government buildings, family, friends, and colleagues is a priority. While autos or transit

are appropriate for many of these trips, most also involve walking or bicycling part of the way. Barriers to pedestrians, bicyclists, and pedestrians with disabilities that discourage mobility would be minimized. "Complete Streets" adoption will help achieve a modern, efficient, and sustainable transportation network in town. So too the development of a region-wide, network of trails and other off-road facilities will provide both transportation and recreational opportunities on a local and regional scale. I envision our town traffic and parking pattern to be altered to make our town center safer and make users daily routines by walking and bicycling easy and safe.

As a Town Meeting Member I will collaborate with my colleagues to encourage passing of warrant articles that actively move forward walk/bike initiatives. As a member of the sidewalk committee, I will continue to collaborate and interact with our partners and stakeholders to improve conditions for pedestrians and bicyclists throughout the region. As a center streetscape participant, I will continue to direct focus on accommodating walk/bike users. As a healthy community participant, I will help pursue grant funding for walk/bike monies to implement a program to improve health and quality of life in Town. As a center parking participant, I will encourage road alterations and patterns to facilitate walk/bike users including more and better bike facilities. I will work with public officials in adoption of Complete Street policies, guidelines and bylaw that incorporate complete street design into road projects to accommodate all transportation modes. I will promote community education initiatives in our

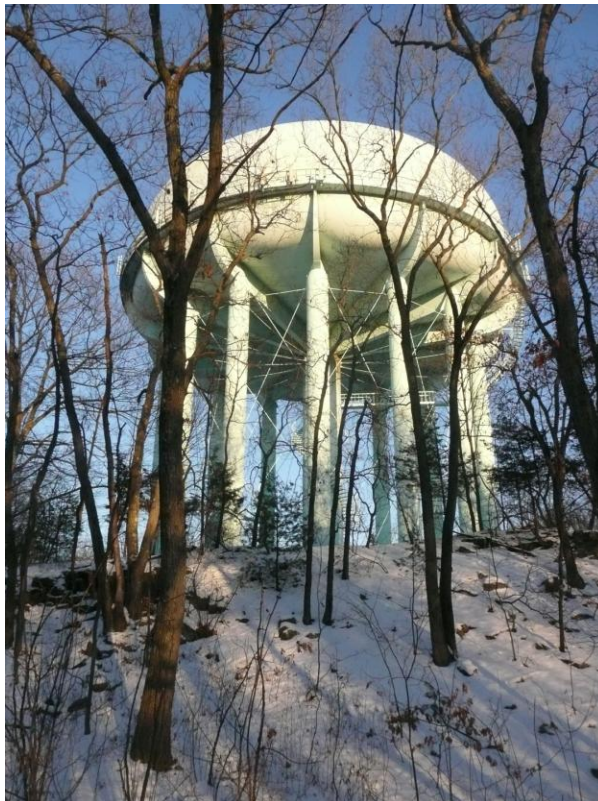


Photo quiz: Where was this photo taken?

schools, and at Minuteman High School. The Planning Board and Selectmen sent letters supporting the active streets legislation to create Active Streets Bill, Senate Bill 68 legislation similar to Green Communities Act. I will advocate the Board of Selectmen to adopt specific policies and guidelines as to how to become a certified community and become eligible to compete for funding from a pool of 10M in dedicated state funding. I will encourage development of a review process to ensure that complete streets are incorporated in new capital road projects.

Hank Manz
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Personal example is always important. Some simply talk of reduction in the number of automobile trips, but I am not just a supporter of Lexpress and other forms of mass transit. I also use them regularly. In fact, our family became a one-car family several years ago. I am also a walker and bike rider.

But that is not enough. In my years on the Board of Selectmen, I have been a consistent supporter of attempts to make Lexington easier to navigate by means other than cars. That often requires a willingness to hear all sides of any plan that is put forward, but my hope is always that relatively minor problems can be overcome so that sidewalks and safer streets for bikes will continue to increase.

Wendy Manz
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781 863-1733

If we are to sustain our quality of life in Lexington and beyond, we must work to decrease automobile trips and to encourage all of us to do more biking and walking. I have supported a number of initiatives to make Lexington more friendly and accommodating to cyclists and walkers, and will continue to do so.

As a member of the Center Committee, I have particularly supported those aspects of the ongoing Center Streetscape improvements which are geared to pedestrians and bikers. These include:

1. Better lighting and design of cross walks, with "bumped out" curbs to shorten the street crossing distance and make it safer;
2. Addition of more bike racks throughout the Center;
3. Improvement of access points between the Minuteman Bikeway and the Center, with safer pathways and clearer signage to welcome cyclists;
4. Where possible, the creation of bike lanes and bike "boxes" to give cyclists a clear place to stop and turn at intersections;
5. The creation of a "parklet" on Mass Ave during the snowless months, to provide more bike parking and to encourage pedestrians and cyclists to rest, eat, and linger in the Center.

As a member of the Community Preservation Committee and a member of Town Meeting, I have supported CPA funding for capital improvements to the Minuteman Bikeway, including need drainage work and bridge repair.

Lisah Rhodes
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Developing programs and improving our infrastructure to promote more walking and biking in Lexington an important part of the Town's overall efforts to improve accessibility and promote healthy lifestyles for our residents – resulting in an overall improvement in the quality of life in Lexington. By expanding sidewalks and bike paths, we will be able to improve accessibility to the town center and our schools, but that is only part of the accessibility challenge. Given the cold and snows of our winters, walking and biking are not always an option. I have been a strong supporter of pricing strategies for school busses that encourage parents to make use of

the busses and reduce vehicle traffic during pick-up and drop-off at our schools. Similarly, Lexpress is a valuable resource – especially to our senior citizens - and I will support efforts to increase ridership by all residents.

As a member of the Town's Recreation Committee, I am very concerned about the maintenance and improvement of our recreational facilities. Interestingly, one of our most used facilities is the track at Center Field. Clearly our residents are looking for places where they can walk for exercise. I applaud the work completed by ACROSS Lexington to provide clear linkages among the Town's trails to provide additional venues for walkers. By establishing well-defined walking and biking routes to the major sections of town (e.g., the center, our schools, Stop and Shop, the new Community Center, etc.) we will provide residents with healthy, environmentally friendly, option for accessing town resources. And by ensuring that public transport (school busses, Lexpress, MBTA) is available to all residents, we can ensure that accessibility is maintained when walking and biking are not an option.

Mark R. Vitunic
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The best way to make Lexington "a more walking and bike-friendly community" is to lead by example. I attended my first Town Meeting as a newly-elected member last fall, and I don't recall seeing a single TMM arrive by bicycle, despite the pleasant weather. Apparently nearly everyone drives, as all nearby parking spaces were taken long before the meeting started. I encourage my fellow Town Meeting members to walk or bike more, not only to Town Meeting itself, but in their daily lives. As a Town Meeting member, I would support initiatives to encourage (but not compel) both town employees and town elected officials to commute car-free more often. The town will save money both from lower fuel and vehicle maintenance costs and from having a healthier workforce. We will all benefit from a reduced carbon footprint.

**Answer to Photo Quiz:
Lot 1, between Scott Rd. and Walnut St.**