

ABOUT THE CANDIDATES

Do you personally walk to destinations in your community? If yes, how often do you do so?

Tito Jackson

Yes

I have 42 years of experience walking in and around Boston! I thoroughly explored my neighborhood by foot as a child and young adult. It was a diverse middle class vibrant community, Boston at it's best. As a City Councillor it's been a privilege to walk every community in the city, hearing constituents concerns, ideas, and connecting with the people of Boston.

Martin J. Walsh

Not specified

I usually walk to church, and often walk down to the Lower Mills business district to grab a coffee on weekend mornings or a bite to eat at the many good restaurants there. I also walk often in the beautiful Cedar Grove Cemetery near my house, where my father and other family and many old friends from the neighborhood are buried. It's a great place for walking.

Do you personally travel by/ use public transit to get around? If yes, which trains and buses do you routinely use?

Tito Jackson

Yes

I've been taking the MBTA and busses in Boston since the age of 5, and during my first two years as City Councilor when I didn't own a car. I take public transit not only for environmental and traffic benefits, but much like walking, it allows me to authentically engage with the residents of Boston. I often take the Silver Line if I'm heading from my Campaign Headquarters to downtown

Martin J. Walsh

Not specified

Since becoming mayor, my time on public transportation has been limited, but I do occasionally take the T, and once in awhile I take the train to New York.

Tito Jackson

Martin J. Walsh

Boston, and use the Red, Orange, Green or Blue Lines if I'm moving around downtown.

Do you personally bike in your community or commute by bike to other communities? If no, would you be willing to give it a try periodically, e.g. once or twice per month?

Tito Jackson

Martin J. Walsh

Yes

Not specified

I love to bike! And as someone who lives in Roxbury, I am particularly interested in bringing bike infrastructure to underserved and often disconnected parts of our city. I recently participated in National Bike to Work Day, Jamaica Plain's Bike Spring Roll, and I biked for a bit in the Boston Pride Parade. You may have noticed my excellent Fedora helmet. I was also able to attend a Boston Bike Party, it was a blast and I hope to go again in the future. I am a huge supporter of Boston Bike Life and the way they civically engage young people - they have ridden with me in several parades.

My schedule these days doesn't allow much time for bicycling, but I do enjoy riding and have ridden in the Pan Mass Challenge.

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POLICY PROPOSALS

How will you work to establish funding for the infrastructure changes needed to slow traffic on your community's streets, and

improve crosswalks and intersections to make them safer for people who are walking and using mobility assistive devices?

Tito Jackson

One of my first actions as Mayor will be a comprehensive audit of the City's operating and capital budgets. This will be done with transparency and accountability to the residents of Boston. A comprehensive audit will allow us to understand where city funds are being poorly allocated and move forward with better distribution of resources, adopting a budget that better reflects the City's needs and priorities. This will be done in a way that emphasizes both community engagement and transportation equity. We will advocate for a combination of Community Preservation Act (CPA) and Parking Funds to invest in pedestrian and bicycle infrastructure and will prioritize full implementation of Vision Zero citywide. Neighborhoods should not have to compete against each other for safety. The current allotment of per person spending is insufficient for authentic implementation, and we need additional staff members to lead Vision Zero initiatives. We know what works for traffic calming in other Vision Zero cities locally and worldwide. We know that Montreal is an old city like Boston with roads that are hundreds of years old, but they have managed to install safe bike and pedestrian infrastructure citywide. We know that Vancouver is a city we can emulate with their walkable and cycleable greenways. We will

Martin J. Walsh

I am committed to creating safer roadways for all users, and the work of my administration in this regard has been shaped by our Go Boston 2030 plan and the Vision Zero effort. In January 2017, we lowered the default speed limit on Boston streets from 30 mph to 25 mph as a step to improve roadway safety for all. Through our Neighborhood Slow Streets program, we have designated resources for neighborhood-specific traffic calming interventions. Between the two pilot areas and five additional communities selected in 2017, we are working in-depth with seven areas across the city to put in place quick-install, low-cost fixes, such as signage, pavement markings, speed humps, and daylighting. We anticipate accepting new applications for additional areas in early 2018. Another major outcome of Vision Zero is that from now on, all major roadway construction projects in Boston must include a focus on improving safety for all users of the road, which could include improved sidewalks, crosswalks, or bicycle lanes depending on the roadway in question. In the FY18-FY22 capital plan, for the first time, we have planned to spend down the excess balance of the Parking Meter Fund over several years, creating opportunities for

Tito Jackson

use best practices and existing data. It is imperative for the safety of Boston residents that we implement Vision Zero now. We will be laser-focused on meeting the goal of eliminating traffic fatalities and severe injuries.

Martin J. Walsh

increased infrastructure investment in the near future.

How will you improve the reach, frequency, and quality of public transit in your city/town?

Tito Jackson

A Jackson administration will leverage our relationship with the Commonwealth of Massachusetts to increase the efficacy and hours of the MBTA while maintaining affordability. We know that residents in Mattapan, East Boston, and Dorchester have the longest commute; this is both an environmental and transportation justice issue for those areas of the city that are comprised of large communities of color. We will pursue rapid bus transit and late night MBTA service as it is imperative that Boston residents be able to get to work and around the city as needed.

Martin J. Walsh

As Boston continues to grow and thrive, we need transportation that matches our city's needs. That is why my administration launched Go Boston 2030, a major planning initiative that will guide the our transportation agenda for the next decade and beyond. The plan is comprised of 58 transportation projects and policies that are designed to expand access to a variety of connected transportation options, improve traffic-related safety on Boston's streets, and ensure reliability of services for the city's residents, commuters, and visitors. Many of the projects are already underway, and many more present a blueprint for the City to direct its capital funding. Some of the initiatives will require close partnership with the MBTA, who were at the table during the planning process, and who I plan to continue

Tito Jackson

Martin J. Walsh

working with to make the proposed initiatives a reality.

How will you ensure fast-tracked implementation of a city-/town-wide network of off-street paths and protected bike lanes* on major thoroughfares and connecting streets that are comfortable for people of all ages and abilities?

Tito Jackson

As Mayor I will disband the Boston Planning & Development Agency (BPDA) and create a human-centered planning department; this new planning department will be publicly accountable and separate the planning and development functions, decreasing the power of developers. Vision Zero will be an integral part of the Jackson Administration's human-centered planning. We know that our design choices should match the outcome we want – a transportation system that prioritizes health and safety. Within all existing projects, we will implement Vision Zero initiatives with immediate road diets and construction of protected bike lanes. I pledge to implement at least 10 miles of high priority projects and will create short-term benchmarks leading to aggressive 2030 goals.

Martin J. Walsh

A major recommendation of the Go Boston 2030 plan is implementing better bike corridors across the city. Today, Boston residents can already experience protected bike lanes in many parts of the city, future better bike lanes are planned for additional corridors. Our goal is to pursue more priority routes with bike lanes that are separated from moving vehicles and on neighborhood streets that are retrofitted to slow traffic. These goals are a part of Boston's Complete Streets Guidelines and Neighborhood Slow Streets efforts. We will continue to identify priority areas for protected bike lanes and will work closely with communities and important partners, including the Boston Transportation Department, Public Works, and MassDOT, to implement.

How will you increase access to biking in every neighborhood equally? What do you see as the major obstacles to encouraging ridership, and how will you address them?

Tito Jackson

We know many Boston residents are open to cycling but don't attempt it because they feel there is a safety risk. We will focus on roadway design and operation, and public engagement and education. Knowing that many residential neighborhoods do not have access to Hubway, I will expand Hubway to all neighborhoods and allocate city funds for expansion when necessary. I will also further promote the subsidized Hubway membership program to ensure access to our low-income residents. Finally, a Jackson Administration will lead by example encouraging City of Boston employees to bike commute through increased access to bike parking at City Hall and a Hubway partnership. A Jackson Administration will also partner with organizations such as Bikes Not Bombs that promote safe biking to youth through such initiatives as their Earn-a-Bike program.

Martin J. Walsh

In addition to expanding our citywide bike network, our Go Boston 2030 plan also has a goal to expand Boston's bikeshare network by increasing the number of bikes and stations to reach more Bostonians. Launched in 2011, our regional bikeshare system now has more than 1,600 bikes and 180 stations across Boston, Brookline, Cambridge, and Somerville. By the end of 2022, we aim to add 137 new stations in Boston, for a total of 268 stations in the city. One major obstacle to encouraging ridership is the perceived safety of biking on Boston's streets. I plan to address this by continuing to expand a network of better safer bike corridors and implementing neighborhood-specific traffic calming interventions.

How will you increase funding for biking infrastructure?**Tito Jackson**

A budget is a value statement. It shouldn't take the death of a cyclist to increase funds for public safety. As a City Councillor, I advocated strongly and publicly that funding for Vision Zero be increased and that Vision Zero plans be implemented. As Mayor I will ensure that a combination of Community

Martin J. Walsh

Expanding and improving biking infrastructure is already built into our Capital Plan. The FY18–22 Capital Plan includes a number of projects such as the Fenway-Roxbury Connector, South Bay Harbor Trail, and Connect Historic Boston, all complemented by continuing the \$900,000

Tito Jackson

Preservation (CPA) and Parking Funds are invested in pedestrian and bicycle infrastructure and that Vision Zero is fully implemented.

Martin J. Walsh

annual investment in the Strategic Bicycle Network. We are using funds from the Federal grants (such as Connect Historic Boston), the regional TIP (such as the Melnea Cass project), from developers (such as the Harrison Ave work), and from sponsorship opportunities (such as Hubway) to build cycle tracks, bike paths, parking protected bike lanes, and a better bike share program.

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YES/NO QUESTIONS

Do you support the adoption of Vision Zero and funding for its rapid implementation? Vision Zero is an approach which aims to eliminate traffic fatalities and serious injuries by 2030 and has been adopted by several communities, including Boston and Cambridge.

Tito Jackson

Yes

We know that pedestrian fatalities and injuries from crashes are on the rise. We also know that 47 communities applied to participate in Vision Zero and the Slow Streets Initiative even though only 5 zones were selected. The increase in crashes is proof that spending less than \$5 per person on Vision Zero isn't working. For the safety

Martin J. Walsh

Not specified

Released in December 2015, the City of Boston's Vision Zero Action Plan is a major initiative of my administration to provide safer streets for all users of the city's roadways. We are working toward preventing serious crashes and eliminating traffic-related fatalities on our streets. I stand behind the Action Plan wholeheartedly. Many of the initiatives have already been implemented, and I am committed to working with all of

Tito Jackson

of the people of Boston we cannot delay the implementation of Vision Zero.

Martin J. Walsh

the relevant departments and stakeholders to ensure continued implementation.

Do you support lowering design speeds through traffic calming measures on downtown and neighborhood streets as a means of enhancing the safety of people walking, using mobility assistive devices, biking, and driving? This may involve the expansion and enhancement of programs like Neighborhood Slow Streets (Boston) and Neighborways (Somerville).

Tito Jackson

Yes

I absolutely support the use of proven traffic calming measures, residential streets where pedestrians are given priority, and continuous routes between schools, parks, and public squares.

Martin J. Walsh

Not specified

As I mentioned earlier, creating safer roadways for all users is a top priority of mine. That is why we lowered the default speed limit in Boston from 30 mph to 25 mph, and why we initiated the Neighborhood Slow Streets initiative last year and anticipate adding additional areas to the program in 2018.

One key strategy that has been proven to effectively reduce speeding, improve safety, and remove racial bias in traffic enforcement in other states and countries is automated enforcement (i.e. speed cameras and red light cameras). Do you support state legislation that authorizes the use of automated enforcement in Massachusetts, per the July 2017 recommendation of the National Transportation Safety Board?

Tito Jackson

Yes

We know that implementation of automated enforcement leads to a decrease in right-angle crashes, red light running violations, and speed reduction. We also know that there is a significant issue with racial bias in policing in Boston; although only 25% of Bostonians identify as black, nearly 70 percent of the people BPD observed, interrogated, or searched last year were black. A Jackson administration will always use an equity lens to address public safety issues. Further, no policy in a Jackson administration will disproportionately adversely impact any group – especially those most marginalized by race, gender, sexual orientation, socioeconomic status, documentation status, dis/ability, and/or other factors.

Martin J. Walsh

Not specified

I am proud to have worked with the Boston delegation on lowering the speed limit to 25 miles per hour in our City, which will lead to fewer serious crashes on our roadways. I have supported camera enforcement on school buses and we have directed staff to explore speed cameras as a potential intervention. While speed cameras do remove racial bias, there is still a need to explore how those fines can disproportionately impact low income individuals.

Do you support redesigning space on the street in order to improve safety for people biking by creating protected bike lanes?

Tito Jackson

Yes

Not only do we need a network of protected bike lanes connecting neighborhoods, but common sense solutions like two stage turn boxes at large intersections and adding bicycle traffic lights that get a green light before cars. These solutions will encourage

Martin J. Walsh

Not specified

I am very proud of the protected bike lanes currently exist in Boston including the cycletracks in the new the North End and West End that are part of the Connect Historic Boston project and the parking-protected bike lanes on parts of Beacon Street

Tito Jackson

residents interested in riding but concerned about safety.

Martin J. Walsh

and Massachusetts Avenue in the Back Bay. Our Go Boston 2030 plan lists more than two dozen additional priority projects, including the new protected bike lanes as part of the Commonwealth Avenue improvements. We will continue to work with the communities and other important stakeholders and departments to build better bike infrastructure in our city.

Do you support the increased use of curb extensions to improve safety and visibility at intersections, even if it requires the removal of one to two parking spaces?

Tito Jackson

Yes

Boston is not merely a “car town” — it is a town of pedestrians, of cyclists, and public transit riders. Human life should be the priority of a city and we need to make sure we do everything in our power to reduce traffic deaths.

Martin J. Walsh

Not specified

The Boston Complete Streets Design Guidelines recognizes the benefits of curb extensions for pedestrian safety and as a means to slowing motor vehicle traffic. The Guidelines provide detailed information about where curb extensions are most appropriate, most notably in locations with high volumes of pedestrian traffic; near schools, at unsignalized pedestrian crossings; or where there are demonstrated pedestrian safety issues. I will continue to work with the Boston Transportation Department and Public Works to prioritize curb extensions in areas that will benefit from them the most.

Do you support implementation of all of the Better Bike Corridors and other bike projects in the Go Boston 2030 Plan, and commit to making sure all short-term projects are planned and implemented within three years, and long-term projects are implemented by or before 2030?

Tito Jackson

Martin J. Walsh

Yes

Not specified

I support implementation of separated bike lanes, parking protected bike lanes, and sidewalk level bike lanes in order to provide safe and comfortable means of biking for Boston residents, commuters, and tourists.

Go Boston 2030 was a major planning initiative of my administration, and I stand behind the initiatives that were part of it, including the Better Bike Corridors and other bike projects. That is why we made sure that bike infrastructure projects were included in the City’s FY18–22 Capital Plan, and why I am committed to remaining engaged with the stakeholders who were part of the planning process to ensure implementation.

Will you address age-friendly walking in your community — an issue raised by many seniors as critical to their ability to “age in community”? If yes, how?

Tito Jackson

Martin J. Walsh

Yes

Not specified

We need to design our streets to be comfortable for all users. Uneven sidewalks and poorly paved streets can be extremely hazardous to the elderly. We know small innovations like shortened distances between bus stops, benches, trees for shade, increased crossing times, and properly paved streets

Our Age-Friendly Boston Action Plan was informed by extensive engagement with Boston seniors, and we heard repeatedly about the transportation challenges that the community faces as they age in place. One of the first things we did was ensure that our Elderly Commission participated fully in the

Tito Jackson

can make a huge difference to ensure our seniors remain active in their communities. In a Jackson Administration, in addition to the human-centered planning department, we will renew the former strength of Neighborhood Councils. Every neighborhood will have a structured Council and will be a tool to hold the city accountable for its promises, the quality of public work projects like repaving, and be the voice of the community.

Martin J. Walsh

development of Go Boston 2030. The City is also currently partnering with WalkBoston to study age-friendly walking in three pilot areas across the city and make improvements in the walking environment for older adults. Finally, as part of the Age-Friendly Boston plan, the Elderly Commission will maintain close partnerships with the Boston Transportation Department and Public Works so that as sidewalk repairs and public realm improvements are made, they are done in a way that pays attention to pedestrian safety and pedestrian comfort, especially for those with mobility challenges.

Boston has many traffic signals that do not work well for pedestrians. Will you work to make signal timing safer, easier, and more convenient for people walking and using mobility assistive devices at all paces?

Tito Jackson

Yes

Concurrent operation pedestrian signals can put pedestrians at risk. Like our neighbors in Cambridge, for all concurrent operation signals, I will ensure leading pedestrian intervals are a minimum of 3 seconds and are longer for larger intersections. This lead time will allow pedestrians plenty of time to walk several feet into the crosswalk and establish

Martin J. Walsh

Not specified

Vision Zero and Go Boston 2030 both emphasize the importance of pedestrian-first traffic signals. As a result, the Boston Transportation Department is developing new traffic signal policies to build on existing work such as installing Leading Pedestrian Intervals, which allow people to start crossing the street and be seen before cars are

Tito Jackson

control of the space. When the turning car accelerates at the green light, several pedestrians are well within view, giving the driver adequate time to react. I will also reduce right turns on red.

Martin J. Walsh

permitted to move or turn with a green light, reducing conflicts between turning vehicles and pedestrians.

Do you support the restriction of on-street parking during rush hour on major thoroughfares in order to provide lanes for the exclusive use of buses?

Tito Jackson

Yes

Effective bus travel is good for our city as well as the climate. For example, I would look at Roslindale (specifically Washington Street from Forest Hills to Roslindale Square) as a route where we could replace the parking lane with a bus lane during morning and evening commutes to speed up transit.

Martin J. Walsh

Not specified

Through the GoBoston2030 process we heard from thousands of people, many of whom wanted better and more reliable bus service. The plan specifically calls out Bus Service reliability improvements and Rapid Bus service on a number of roadways in Boston. To follow through on this vision outlined by the community, the Boston Transportation Department began a “better bus working group” which already began exploring the best ways to bring more reliable mass transit to more people while engaging the community on the trade-offs we will have to make to do so. Our first area of focus is Washington Street between Roslindale Village and Forest Hills, which is a corridor that carries thousands of riders everyday.

Do you support the creation of a staff position within the Transportation Department solely devoted to managing transit in the City of Boston?

Tito Jackson

Martin J. Walsh

Yes

Not specified

The Transit Manager will interface with the MBTA, Environmental Department, and Vision Zero Task Force to ensure all aspects of transit are thoughtfully planned and implemented, with a focus on equity and community engagement.

To deliver better transit service in our city, it will take more than just a staff position within a department. It requires work from our Engineers to make our signals work better for buses; it requires prioritization by our enforcement officers to keep dedicated lanes free for buses; it requires alignment between our transportation planners, our land use planners and the MBTA to make sure that where we are building is where the MBTA is investing. I proud to say that we are taking specific steps in that direction, with much more frequent coordination on transit happening now between the City and the State.

Do you support exploring new ways of raising revenue to provide the City of Boston with more tools to improve conditions for people walking, using mobility assistive devices, and biking (e.g. congestion pricing)? If yes, please give examples that interest you.

Tito Jackson

Martin J. Walsh

Yes

Not specified

We know that implementing Vision Zero Initiatives can actually raise additional city revenue. New York City collected a record

Ensuring the safety of our streets and sidewalks is paramount, and we've been investing in complete roadways redesign

Tito Jackson

\$1.9 billion in fees and fines in 2015 with growth driven by motor vehicle violations under Vision Zero. The largest increase in fines came from red light, bus lane and speed cameras installed near schools. A Jackson administration will aggressively pursue grants to raise additional revenue.

Martin J. Walsh

projects, like Commonwealth Avenue, that provide safer places for cyclists and pedestrians and ultimately a better quality of life for anybody who lives, works, or goes to school along that corridor. Those large capital investments do not come at a small cost and I am continually exploring ways to support transportation infrastructure without adding an undo burden to the City's budget. One such way that increasingly seems interesting to explore is how public private partnerships can be leveraged through Impact Fees.

Do you support charging an annual fee for residential parking permits?

Tito Jackson

No

Not at this time. One of the central issues we face as a city is our rapid displacement and gentrification crisis. We must be committed to a city where everyone is able to live without the issue of displacement hanging over them. Although annual fees for residential parking permits may be a laudable goal for raising revenue that can be spent for better schools, more housing, better infrastructure, and vital city services, it is important to fully assess whether we

Martin J. Walsh

Not specified

I know that it's not easy to find a parking spot in many of our neighborhoods, even with a residential permit and that's because the demand for permits far outpaces the supply of spaces. My team consulted with A Better City on their report "The Future of Parking in Boston" last year. One of the recommendations to enhance community access was to create an escalating fee-program for resident parking permits that could make it increasingly more costly for

Tito Jackson

inadvertently also create more desirable neighborhoods that more affluent people will be attracted, potentially pushing out less resourced residents. Furthermore, many of our residents live in households that don't resemble what may be considered traditional households. It is important not to inadvertently shut out access to transportation and housing for residents with fluid or more complex family and household structures. Some of our residents hold CORIs and others are part of families where some members may be undocumented, and fee-based residential permits may simply be too burdensome, so we must be careful to study all the possible implications for such a program before we commit to it.

Martin J. Walsh

somebody to register more and more vehicles. This year, our focus – for parking – has been on commercial areas and dynamic meter pricing, which is the next question below. What I do know is that the current system in residential areas is not working for lots of people, and I'm committed to looking into innovative solutions for residential parking in the next year.

Do you support the rollout of dynamic parking meter pricing (i.e. increasing meter rates during periods of increased demand) in business districts to free up on-street parking and reduce cars “cruising” for open spaces?

Tito Jackson

Yes

We will continue to monitor results of pilot program, and are hopeful it will increase use of public transportation as well as limit “cruising”.

Martin J. Walsh

Not specified

In January of this year, we launched our performance parking pilot in the Seaport and in the Back Bay. We are applying two different strategies to assess their effectiveness in making our streets safer and

Tito Jackson

Martin J. Walsh

more efficient by freeing up more curb space. In the Seaport during the pilot period, prices vary by time of day and location, depending on how full the parking spaces are on certain blocks. We are also changing the prices every two months based on how often motorists use parking spots. The data from this pilot will help inform how the City can use flexible meter rates to reduce circling for open spaces, emissions, double-parking, and the other challenges that poor management of metered parking causes.

Will you help the community of Charlestown work with the City to develop a consensus design for Rutherford Ave and Sullivan Square that balances the community's desire for walkability, connectivity, open space and resiliency with vehicular traffic?

Tito Jackson

Martin J. Walsh

Yes

Not specified

The integrity of neighborhoods and the communities within them will be the priority of a Jackson Administration. A Jackson Administration will place at its center the need to respect the voice of neighborhoods in all aspects of decision-making. We remain committed to a vision of Boston where the best ideas are arrived at together as a community after a deep and honest conversation between and among diverse,

We have been working with the Charlestown community on this and are committed to advancing the goals that the community has articulated. This includes creating better pedestrian connections to Sullivan Square and appropriate development opportunities near the station, building new open space and better bike infrastructure, and reducing congestion and cut-through traffic. We are early in the design process and will work

Tito Jackson

sometimes conflicting, viewpoints, with the vision of healthy communities being our central focus.

Martin J. Walsh

hard with the Charlestown residents to create a plan that meets their needs.