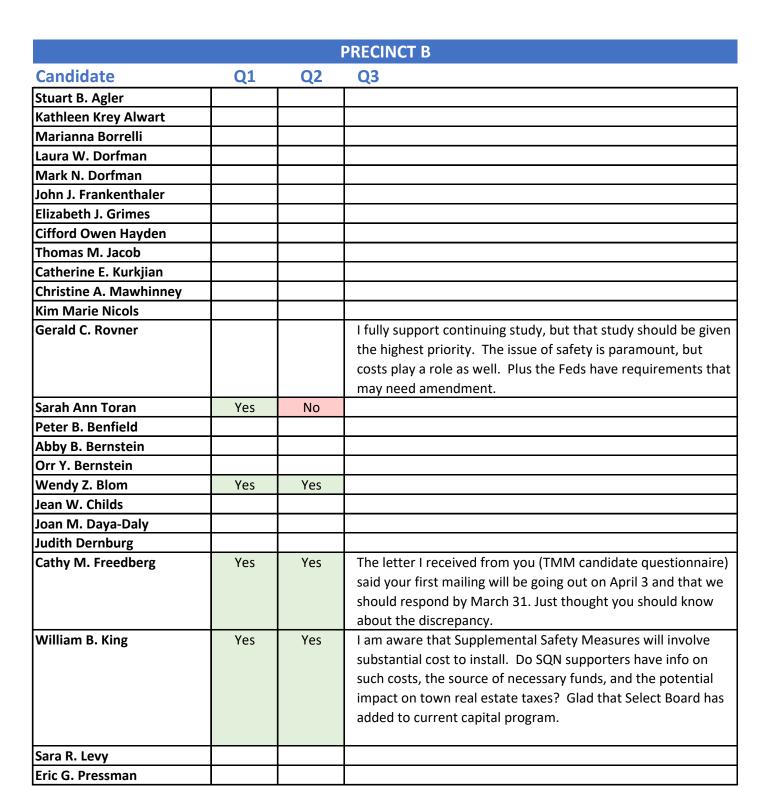
TOWN MEETING MEMBER CANDIDATE



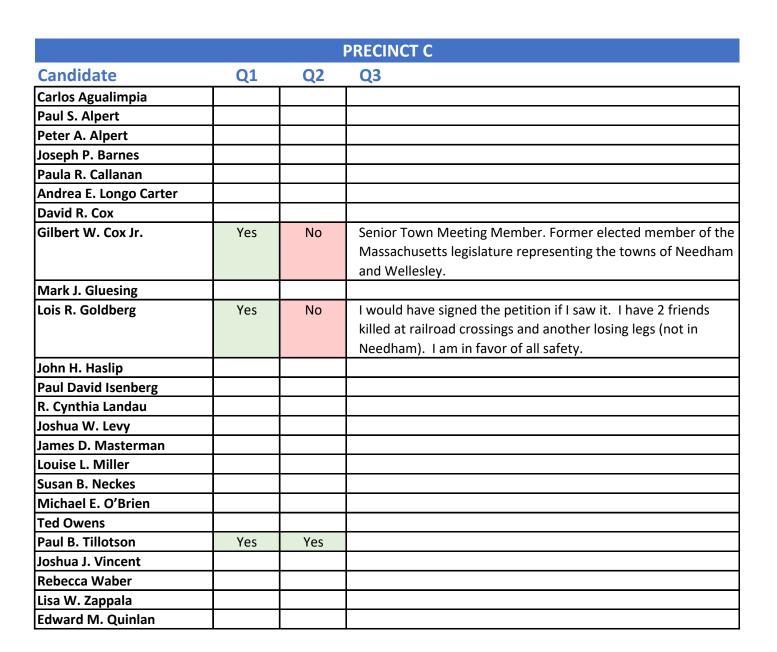
		F	PRECINCT A
Candidate	Q1	Q2	Q3
Erik J. Bailey	No	Yes	Your question is misleading and outrageously worded. Per https://www.merriam-webster.com/dictionary/substandard "of a quality lower than that prescribed by law". Obviously our crossings are not substandard or they would be illegal. You hinder your cause by putting out inflammatory questions like that; of course I would have responded "Yes" had the question been worded neutrally, but I cannot support the question as worded. Furthermore, your URL requires a lowercase "tmm" while your letter references uppercase "TMM".
Lance R. Brown	No	No	I neither actively support nor actively oppose this measure.
Emily Rose Cooper			
Richard S. Creem			
John F. Diodato	Yes	Yes	
John D. Genova			
Walter D. Herrick			
Mary E. Keane-Hazzard			
Heather Krechmer		Yes ***	
Michael S. Miller			
Rachel B. Miller			
Norman F. O'Brien Jr.			
Elizabeth M. Sargent			
James F. Sargent			
Jennifer C. Scheck-Kahn			
Sharon P. Serinsky		Yes ***	
Karen Shapiro			
Irwin Silverstein			
Nicholas P. Sterling	Yes	No	I would want to study the issue more first.
Robert S. Dangel	Yes	No	
Brian M. Mackintosh			

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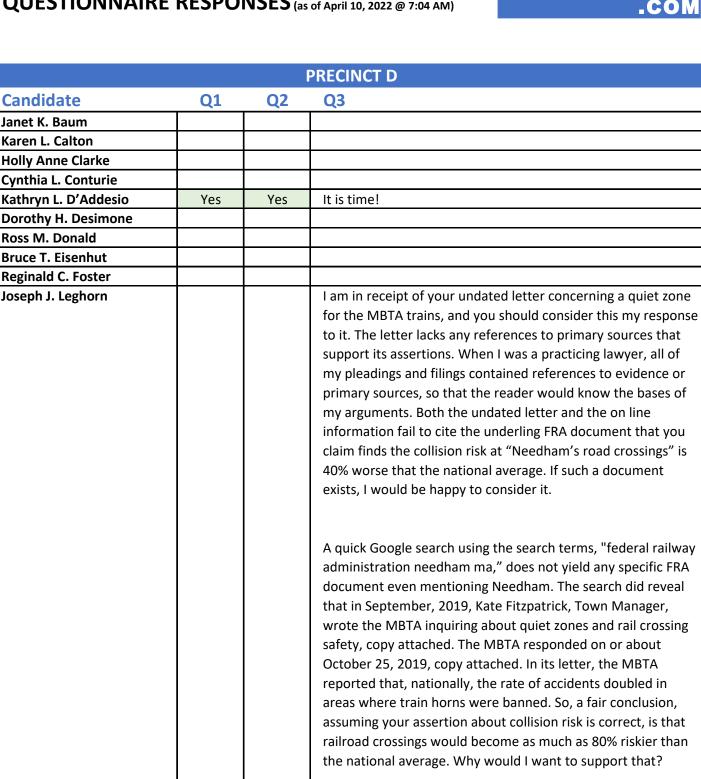
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		PREC	CINCT D (cont'd)
Candidate	Q1	Q2	Q3
Joseph J. Leghorn (cont'd)			In my opinion, Safer Quieter Needham (SQN) is engaging in a misinformation or disinformation campaign. Because SQN is not being transparent in what it claims are the "facts," each and everyone one of your signatories support is questionable. Would they still have signed after reading the letters below? I would not.
			What I can support is a Town funded study two determine two issues about a quiet zone. First, and foremost, "Would a quiet zone improve the safety of the current grade crossings?" Second, "What would be the initial projected capital cost when construction could occur, keeping mind municipal funding cycles, and what would be the annual maintenance costs?" Only after have facts and the appropriate expert opinions are gathered, could Town Meeting responsibly appropriate the necessary capital funds and annual maintenance expenditures for a quiet zone. I would happily sign a petition to request such a study and as a Town Meeting member, vote in favor of such an expenditure. Rather, I am being asked to sign a document that contains assertions that do not appear to be true. That I will not do.
			This May, I will have been a resident of Needham for 40 years. Since the trains returned to Needham in 1988, I am not aware of any serious accidents that occurred at railroad crossings. I am aware of two pedestrian deaths occurred while crossing Needham's street. Whatever the actual risk at Needham's crossings is, it has not resulted in any serious accident in 34 years, to the best of my knowledge. Hence, my final question, "Is the petition really about safety, or about some residents' dislike of the train whistles?"
Richard J. Lunetta			

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		PREC	CINCT D (cont'd)
Candidate	Q1	Q2	Q3
Justin Douglas Mccullen	Yes	Yes	I support the town to move forward with establishing an FRA Quiet Zone to improve the safety and quality of life for all Needham residents and businesses. As a member of the Transportation Committee, I helped vet the BETA Engineering feasibility report in 2015 and helped frame and pose some additional clarifying questions, which were answered in September 2016. The Transportation Committee voted to recommend an establishment of a Quiet Zone to the (then) "Board of Selectmen" in 2016.
Gary B. Mcneill			
Steven E. Mock			
Emma Navales			
Carol L. B. Patey	Yes	Yes	
Robert A. Petitt			
Aaron M. Pressman			
Evan F. Rauch			
Thomas F. Soisson			
Joseph Abruzese			
Margaret Abruzese			
Alexandra Rose Blauer			
Jeremy J. Chao	Yes	Yes	Quiet zones from train horns is one of key issues I am advocating as documented in the League of Women Voters guide
Anna Giraldo-Kerr			
Janis M. Soma	Yes	Yes	
Joshua Brian Tarsky			

TOWN MEETING MEMBER CANDIDATE



		[PRECINCT E
Candidate	Q1	Q2	Q3
Constance S. Barr			
Robert R. Braman			
Philip Edward Brandish			
Cynthia J. Chaston			
Peter Robert Cohenno			
Ann M. Cosgrove			
Edward V. Cosgrove lii			
Theodore M. Crowell			
Carol A. Fachetti			
Amy Hurley			
Keith M. Laface	Yes	Yes	I am honored to be the Chair of the Government Affairs Committee at Safer Quieter Needham. Please see me at: https://saferquieterneedham.com/leadership
Bonnie L. Mclellan			
Philip R. Murray			
William J. Paulson		Yes ***	
Ford H. Peckham	Yes	No	How much? Who pays? Who says safety is substandard? What collisions? What mental health problems?
Philip V. Robey			
Ronald W. Ruth	Yes	Yes	
Victor Paul Seidel			
Paul A. Siegenthaler			
Cynthia J. Wolfe			
Adam J. Block			
Julia Dale Mahr			
Michael L. Niden			
Peter J. O'Neil	Yes	Yes	I support pursuing a solution that improves safety while lessening the negative impact of train horns. I do not agree with those who describe this as somehow trivial. That said, a Town expenditure in the \$4 million range would ultimately need to be considered in context with other Town needs. That number would be a very tough sell.
Yasodhara Paruchuru	Yes	Yes	

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Robert D. Vecchi	No	No	I would consider this when I get clear information about cost
			to the town. Also I would need to know what help state and
			federal authorities offer.

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		PREC	CINCT E (cont'd)
Candidate	Q1	Q2	Q3
Kate Ellen Weinograd	Yes	Yes	I fully support the effort to take the steps needed to bring Needham into alignment with our neighbors and become a quiet zone. Rail infrastructure technology has not been upgraded in decades and our system is less safe than it should be, while causing significant quality of life issues for countless residents and businesses. As a Town Meeting Member, I look forward to supporting projects like this that provide common sense solutions and a positive net impact for the community.
Andrea J. Wizer	No	No	My response to the first question is qualified by the fact that I don't have enough information to accurately respond. I'm aware that the federal regulations require upgraded crossings in order to reduce the volume of our train horns. I am also aware that this is very expensive. I am not supportive of changing our crossings until we have exhausted all possible avenues for appeal. As I understand it, the vast majority of railroad crossings in this country are in a much more rural areas. This means that the data provided are not comparable to Needham. While I would never equate any amount of money to an individual life, I need more information about what harms have occurred to our citizens at the railroad crossings in town. So, until we have more information I can't accurately answer the first question.
Jill Yanofsky			

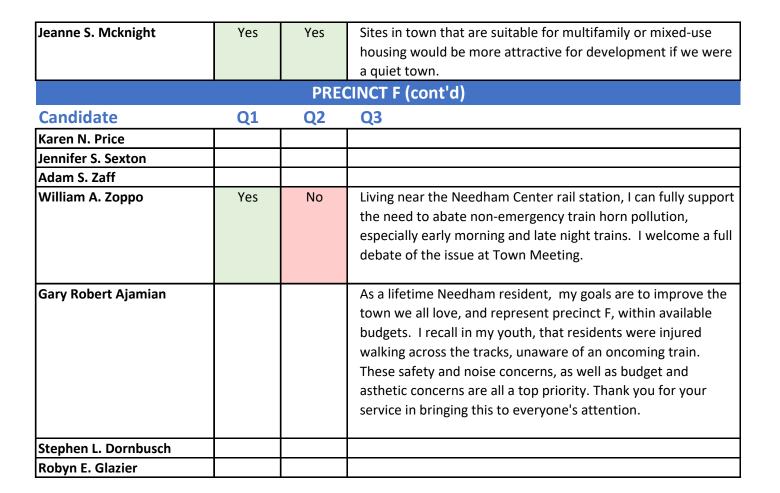
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			PRECINCT F
Candidate	Q1	Q2	Q3
Alison S. Borrelli			
Barry J. Coffman			
Lawrence J. Cohen			
John P. Connelly			
Gail E. Davis	Yes	No	I support improving the safety of Needham crossings, but not instituting a Quiet Zone. There are times at the May St. crossing, when sun shines directly into the eyes of the driver, where a sound warning is important. I am a senior, who lives within 4 blocks of the train. I can certainly hear the horn, but I am not at all bothered by it.
Richard W. Davis			I am unaware that our rail crossings have been deemed to be unsafe and I have no sense of what "current safety measures" would entail, but I am willing to learn. I would favor improved safety. if it can be achieved. I am reluctant to endorse a Quiet Zone as I think that poses a safety risk at several Needham rail crossings. I might add that I live close enough to the rail crossing that I hear the trains on a regular basis and do not find the noise "punishing". It would be my sense that in the current situation the horn improves safety. In summary, if there is a better way to improve safety and resident satisfaction I would be interested in learning about it and open to supporting such a system.
Doug H. Fox			
Jeffrey M. Friedman			
Rochelle E. Goldin			
Jeffrey D. Heller			
Leslie A. Kalish			
Elizabeth Anne Lee			
Mary Anne Macmahon			
Joseph Mccabe	Yes	Yes	
Dennis Francis Mccafferty			

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Candidate Q1 Q2 Q3 Peter W. Beacham Jr. No Unsure -I would like to understand more details of the tradeoffs. Jennifer Lewis Buell Michael J. Crawford Image: Crawford details of the tradeoffs. John D. Crimmings Yes Yes This is a complex issue, involving local, state, and primari federal obstacles. I look forward to the debate at Town Meeting and hope we can resolve both the safety concer well as eliminating the obnoxious nightly "sound blasts". Robert J. Dermody Image: Crawford details of the trains are so loud! David Dirks Image: Crawford details of the trains are so loud! Michael A. Distler Yes Yes Yes Robert John Fernandez Yes *** Abigail Jones Hays Image: Proventing	
Jennifer Lewis Buell tradeoffs. Michael J. Crawford Image: State of the state o	у У
Michael J. CrawfordImage: Second	y
John D. CrimmingsYesYesYesThis is a complex issue, involving local, state, and primari federal obstacles. I look forward to the debate at Town Meeting and hope we can resolve both the safety concer well as eliminating the obnoxious nightly "sound blasts".Robert J. DermodyDavid DirksMichael A. DistlerYesYesYesRobert John FernandezYesYesYesStephen Anthony FrailKenneth B. FreundlichThomas M. HarkinsYes ***Abigail Jones HaysJessica Zaplin KarlinYesNoMaureen T. MccaffreySusan B. McgarveyJosephine Luppino Ochalla	y
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David DirksYesMichael A. DistlerYesCatherine Reid DowdYesYesYesRobert John FernandezYesYesYesWe have to do something. The trains are so loud!Stephen Anthony FrailKenneth B. FreundlichThomas M. HarkinsAbigail Jones HaysJessica Zaplin KarlinYesNoMaureen T. MccaffreySusan B. McgarveyJosephine Luppino Ochalla	าร as
Michael A. DistlerYesCatherine Reid DowdYesYesRobert John FernandezYesYesWe have to do something. The trains are so loud!Stephen Anthony FrailKenneth B. FreundlichThomas M. HarkinsYes ***Abigail Jones HaysJessica Zaplin KarlinYesNoMaureen T. MccaffreySusan B. McgarveyJosephine Luppino Ochalla	
Catherine Reid DowdYesYesRobert John FernandezYesYesWe have to do something. The trains are so loud!Stephen Anthony FrailKenneth B. FreundlichThomas M. HarkinsYes ***Abigail Jones HaysJessica Zaplin KarlinYesNoMaureen T. MccaffreySusan B. McgarveyJosephine Luppino Ochalla	
Robert John FernandezYesYesWe have to do something. The trains are so loud!Stephen Anthony FrailKenneth B. FreundlichYes ***Thomas M. HarkinsYes ***Abigail Jones HaysJessica Zaplin KarlinYesMaureen T. MccaffreySusan B. McgarveyJosephine Luppino Ochalla	
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Kenneth B. FreundlichYes ***Thomas M. HarkinsYes ***Abigail Jones HaysJessica Zaplin KarlinJessica Zaplin KarlinYesMaureen T. MccaffreySusan B. McgarveyJosephine Luppino OchallaImage: Comparison of the second seco	
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Abigail Jones Hays Yes No Jessica Zaplin Karlin Yes No Maureen T. Mccaffrey Susan B. Mcgarvey Image: Comparison of the second secon	
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Maureen T. Mccaffrey	
Susan B. Mcgarvey Josephine Luppino Ochalla	
Josephine Luppino Ochalla	
Alisa M. Skatrud	
Robert T. Smart Jr.	
Patrick Weston Tacelli	
Christopher G. Thomas	
Susan Welby	
Richard Demeis Yes Yes Thanks for leading on this issue. Now that we, thankfully, fragment train against damage and here a weak it is more image.	
frequent train service seven days a week, it is more impo than ever.	tant
James D. Flanagan Yes Yes	
Karen Walker	

TOWN MEETING MEMBER CANDIDATE



			PRECINCT H
Candidate	Q1	Q2	Q3
llan Barzilay			
Heinz R. Brinkhaus			
Hilary Hanson Bruel			
John A. Bulian	Yes	No	I would like to understand why the mbta says that train horns save lives and reconcile that to your statement above.
Molly Kastory Carter			
Julia Satti Cosentino			
M. Patricia Cruickshank			
Michael A. Diener			
Lynn Sara Feigenbaum			
Thomas Edward Gillogley			
Karen Eckstein Han			
Elizabeth P. Handler			
Michael C. Kardok			
John A. Kingston			
Kimberly Knickle-Tierney			
Nancy E. Mccarthy			
Eileen M. Mullen			
Peter R. Olive			
Eileen K. Orscheln			
Richard M. Reilly			
Kevin F. Tierney			
Amy M. Wixon			
Richard A. Zimbone			
Kimrae Helbig Lee			

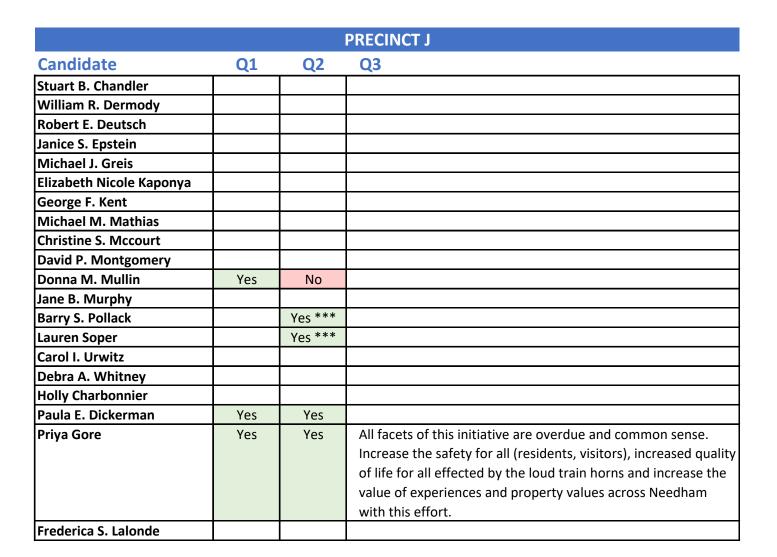
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