

2025 Cambridge Bike Safety Candidate Questionnaire

Cambridge's transportation choices shape public health, climate emissions, affordability, and mobility justice for residents of every age and ability. Because road-space is finite, each mile of sidewalk, bike lane, or bus lane represents a deliberate policy trade-off, one that either widens or narrows opportunity for children walking to school, older adults crossing the street, or workers commuting without a car. This questionnaire, developed by Cambridge Bicycle Safety (CBS), lets voters see where you stand on those trade-offs. We appreciate you taking the time to share your views with potential voters.

- **Candidates must submit this form no later than Friday, August 8, 2025 (11:59 p.m. EDT).**
- Responses received by the deadline may be published and/or shared with our membership.
- Final endorsement decisions will be made shortly after the deadline based on questionnaire responses along with candidates' backgrounds, voting records (if applicable), advocacy work, platforms, and public statements.
- CBS will not coordinate election strategy or messaging with any City Council candidate or committee, and endorsements will not be negotiated.
- For questions about this questionnaire or process, please contact us at info@cambridgebikesafety.org.

Section A – Candidate & Campaign Details

What is your full name as it appears on the ballot? *

Ayah Al-Zubi

Please upload a headshot photograph cropped to a square format that may be used for publication. Please email the photo if any issues using this to upload.
info@cambridgebikesafety.org

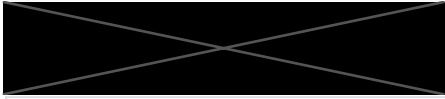
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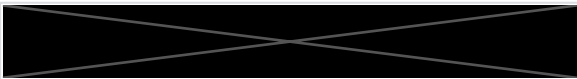
What is the URL of your official campaign website? (If applicable)

https://www.votealzubi.com/

Please provide the name of your primary point of contact. (This information will be kept confidential and not published.) *



Please provide the email address of your primary point of contact. (This information will be kept confidential and not published.) *



Please provide the phone number of your primary point of contact. (This information will be kept confidential and not published.) *



If offered, would you accept an endorsement from our organization? *

☒ Yes

☐ No

Section B – Background Questions

Use this section to share your personal travel habits, top three transportation priorities, and any other ideas that highlight your approach to transportation. **Please keep each response under 1,500 characters.**

How do you typically get around Cambridge, and how does that shape your policy outlook? *

I typically use my bike, trains and buses, or by walking! This impacts how I shape my policy because I believe that strong transportation access and safety will encourage people to use these modes.

When you create safe infrastructure, it empowers people. From the biking perspective, I want to make sure we stay on track to completing the ordinance on time. In addition to this, I want to create more safe places for bicycle parking because stolen bikes are frequent, as well as weather damages to bikes. As someone whose bike has been stolen, sadly, I know this all too well. Also, I want to make sure we continue to increase access to biking to help create conversation and change towards sustainable modes of transportation. Part of advancing this mode of transportation means continuing to invest in Cambridge Bike Giveback and vouchers. From the walking perspective, our streets need to be more accessible. Whether it's crosswalks at dangerous intersections or uneven sidewalks, we need to work on a plan to address accessibility and safety for pedestrians. For example, someone who navigates this city on a wheelchair should be able to move with dignity. From the MBTA perspective, you can count on me to be a vocal advocate at the state level and I want to push to officially make the #1 bus fast and free. How we get to where we need to go is an important part of our daily lives and contributes to a multitude of things like climate justice, community building, and economic justice.

If elected, what would be your top three transportation priorities? *

1. Making the #1 bus fast and free 2. Completing the bike lanes 3. Working to make our sidewalks more accessible and make dangerous intersections (like Mt. Auburn and Dewolfe St.) safe.

*

What do you think is working well about bike lanes that are being installed as part of the CSO?

I believe they're helping us create a culture of safety on the roads for everyone. This helps with increasing bike usage which, in turn, helps us change the way we think about transportation. Also, it saves lives. We've seen a 50% in reduction of crashes when implementing separated bike lanes. One of the principles I live by is saving one life is as if you saved all of mankind.

*

What do you think is not working well about bike lanes that are being installed as part of the CSO?

I believe that we could strategize how to respond to the changes that might impact those with cars or other needs because this process might feel (emphasis on the feel) difficult when not adequately prepared to deliver on alternatives and support for the transition. For example, the city passed a policy to reuse parking spaces from businesses. This alternative can help mitigate some of the fears that come with changes in our roads. Being able to share a set of resources is vital to ensuring that people feel heard while making progress.

Section C – Questionnaire

For each question, select your position on a scale from 1-5, where **1 means you strongly oppose this item** and **5 means you strongly support it**.

You may also provide up to 700 characters to briefly explain your position or describe how you would implement or address each topic. **Explanations are optional, and you are welcome to share additional context or priorities that can help voters better understand your perspective.**

Part A – Improving the safety of walking and biking on our streets

The [Cycling Safety Ordinance \(CSO\)](#) sets a schedule to install separated bike lanes throughout the entirety of [Cambridge St.](#), [Broadway](#), [Main St.](#), and [Mass Ave.](#) by November of 2026. Completing the Cycling Safety Ordinance will require *some* on-street parking removal. **Do you support completing the Cycling Safety Ordinance by November of 2026?** *

☒ Yes

☐ No

You may elaborate on your response (optional):

The [Cambridge Bicycle Plan](#) is a citywide vision for a connected bike network that includes both separated bike lanes on major streets and bicycle priority streets designed to have lower speeds and traffic volumes. In addition, the Council has requested an updated bike plan that includes building north-south connectors to close key network gaps. **Would you support an ordinance requiring the City to complete any remaining lanes in the existing Bicycle Plan, and to complete at least three separated north-south connectors by 2030?** *

	1	2	3	4	5	
Strongly oppose	☐	☐	☐	☐	☒	Strongly support

You may elaborate on your response (optional):

Safe routes to school help children have the freedom and independence to move around the community and reduce car trips for parents. **Would you support an ordinance that requires each school to be connected with a safe route to the bike network?** *

	1	2	3	4	5	
Strongly oppose	☐	☐	☐	☐	☒	Strongly support

You may elaborate on your response (optional):

This is incredibly important to me because being able to support our youth in navigating transportation will help build a culture where biking is encouraged and that everyone feels safe riding to school. If we tie this in with programs like the Give Back program, we'll be helping lead the next generation in sustainability and community building! In fact, we could creatively think about how to work with the School District to implement opportunities for educational sessions on biking. Learning how to bike can be hard!

Quick-build separated bike lanes improve safety, but many use temporary materials that are less durable and visually appealing. [Pre-cast concrete curbs](#) and concrete planters would create more permanent, attractive barriers and would slow turning traffic near intersections. **Would you support an ordinance requiring the City to upgrade quick-build separated bike lanes with pre-cast concrete curbs and concrete planters over the next 2 years?** *

	1	2	3	4	5	
Strongly oppose	☐	☐	☐	☐	☒	Strongly support

You may elaborate on your response (optional):

Creating separated bike lanes is a huge step in the right direction. This would take it one step further because, at times, the flex posts are not respected as a means to protect bikers, etc. In this way, they're sometimes perceived as suggestions and not barriers. I have seen trucks disregard them and this only adds to fears around biking safely.

Pre-cast concrete curbs and planters offer more permanent, physical separation. Also, posts that are not respected put a burden on our city staff to fix and update the lanes, whereas this would help with ensuring a concrete (no pun-intended) way of ensuring maintained separate bike lanes. We should be following cities like Portland on this!

Cambridge has many intersections with high crash rates. There are many tools that could be employed to improve safety at these intersections, including [daylighting](#), [turn hardening](#), [raised crossings](#), [curb extensions](#), [corner refuge islands](#), and [leading cyclist and pedestrian intervals](#).

Would you support an ordinance requiring the City to improve at least 5 dangerous intersections per year, with priority given to areas near schools, libraries, and other community centers?

	1	2	3	4	5	
Strongly oppose	☐	☐	☐	☐	☒	Strongly support

You may elaborate on your response (optional):

As mentioned earlier, I want to be on the ground learning about the experiences of people who live near or travel through dangerous intersections to be able to improve safety on all levels. People traveling via bike or walking don't feel safe and, at times, drivers can feel confused. Making clear infrastructural changes, signs, and traffic changes to advance this is crucial. Strengthening the pathways to our schools, libraries, and other community centers will improve the livelihood of our residents; we need to address this urgently.



The original Garden Street design emerged from a comprehensive public process. This year, the City Council voted 5-4 to change the design, counter to safety advice from staff and a significant neighborhood petition opposing this change. **Would you insist on a robust public process that centers transportation experts and input from a broad range of neighbors, that does not have a pre-defined outcome?**

Strongly oppose 1 2 3 4 5 Strongly support

☐ ☐ ☐ ☐ ☒

You may elaborate on your response (optional):

A community process that also involves resources and alternatives will help with these public processes!



There is a gap in the network between the existing Garden Street bike lanes and Fresh Pond. **Would you support building a separated bike lane on Garden Street north of Huron to connect existing Garden Street bike lanes to Fresh Pond and Danehy Park?**

Strongly oppose 1 2 3 4 5 Strongly support

☐ ☐ ☐ ☐ ☒

You may elaborate on your response (optional):



[Low Traffic Neighborhoods](#) (LTNs) use significant road design interventions such as [traffic diverters](#), one-way streets, and traffic calming to prevent cut-through car traffic while preserving access for residents, emergency services, and deliveries. LTNs typically create large reductions in traffic and injuries, making streets much more walkable and bike-friendly. **Would you support implementing LTN interventions on low-volume, low-speed streets specified in the Cambridge Bicycle Network Plan?**

Strongly oppose 1 2 3 4 5 Strongly support

☐ ☐ ☐ ☐ ☒

You may elaborate on your response (optional):



Neighborhood streets are often used as cut-through routes by high-speed traffic, creating unsafe conditions for people walking and biking and reducing the quality of life for residents. A citywide traffic circulation plan could redirect cars and trucks to main roads, discouraging dangerous shortcuts and prioritizing local streets for people over through-traffic. **Would you support the development of a citywide traffic circulation plan that directs cars and trucks away from neighborhood streets to discourage high-speed cut-through traffic, even if it would adjust the directionality and connectivity of roadways?**

Strongly oppose 1 2 3 4 5 Strongly support

☐ ☐ ☐ ☐ ☒

You may elaborate on your response (optional):

I would want to make sure that the directionality and connectivity doesn't result in confusion or difficulty with our implementation of bike lanes on main streets. So, I want to be mindful of where crosswalks, bike lanes, and turns are created or changed to be able to map out what would be the safest way to decrease high-speed cut-through traffic for everyone.

*

Snow and ice can block sidewalks, curb ramps, bus stops, and protected bike lanes for days, making it difficult for people who walk, roll, bike, or rely on transit to travel safely. Clearing these areas quickly is essential for maintaining year-round accessibility. **Would you support a policy requiring the City to clear these areas within 24 hours of snowfall, even if it means reallocating staff, hiring private contractors, or deprioritizing on-street parking clearance?**

	1	2	3	4	5	
Strongly oppose	☐	☐	☐	☐	☒	Strongly support

You may elaborate on your response (optional):

Part B – Access and storage of bikes



Bluebikes, Cambridge's municipally-owned bike share system, has seen rapid growth; in 2024, total ridership [increased by 28%](#) compared to 2023, reaching 4.7 million trips. Adding additional Bluebikes stations near city or city-funded facilities would further improve access to the system.

Would you support a policy that requires the installation of Bluebikes stations near all public schools, libraries, municipal buildings, Cambridge Health Authority facilities, Cambridge Housing Authority residential developments, and community centers over the next 4 years?

Strongly oppose 1 2 3 4 5 Strongly support

☐ ☐ ☐ ☐ ☒

You may elaborate on your response (optional):

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[Cambridge Bike Give Back](#) expands access to mobility options for residents in need by refurbishing donated bicycles and distributing them at no cost through community events. Part of this work is being supported by the city this year. **Would you support continuing public funding for the Cambridge Bike Give Back program?**

Strongly oppose 1 2 3 4 5 Strongly support

☐ ☐ ☐ ☐ ☒

You may elaborate on your response (optional):

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Electric bikes make biking more accessible and comfortable for people of all ages and abilities, particularly in hilly areas or on longer trips. They also enable residents to forgo a car or a second car by making it easier to carry children and larger cargo. **Would you support continuing the public funding of our city's [e-bike and e-cargo bike lottery programs](#)?**

Strongly oppose 1 2 3 4 5 Strongly support

☐ ☐ ☐ ☐ ☒

You may elaborate on your response (optional):

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The Bluebikes system introduced e-bikes in December 2023 and they quickly proved popular, [accounting for 30% of all rides during the winter of 2024](#). Powered charging stations and increased availability of e-bikes would enhance access to mobility options within the system. **Would you support a policy that pilots at least five Bluebikes stations that can recharge e-bike batteries within Cambridge, requires that future system contracts include a larger proportion and equitable distribution of e-bikes, and ensures that fees remain low for residents with low incomes?**

Strongly oppose 1 2 3 4 5 Strongly support

☐ ☐ ☐ ☐ ☒

You may elaborate on your response (optional):

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Many Cambridge residents, especially people living in multi-family homes such as triple-deckers, lack access to secure, weather-protected bike parking. This can make biking less practical, disproportionately impacting people who don't have access to private storage like a garage or shed. **Would you support a citywide strategy to install high-quality, secure, and covered bike parking throughout Cambridge, such as at schools, transit stations, commercial areas, and residential buildings? If so, how would you prioritize these projects within the public realm such as parking spaces, sidewalks, and parks?**

	1	2	3	4	5	
Strongly oppose	☐	☐	☐	☐	☒	Strongly support

You may elaborate on your response (optional):

From the sidewalk perspective, I would work with city staff to map out wide sidewalks that can take on parking without obstructing pedestrian flow. Our public schools should not only have a safe pathways, but also parking for students and staff. I want to explore if we can bring Oonee Pods to Cambridge, especially near high traffic areas. Also, advocating for safe parking options through our train infrastructure is another great step because stations like Alewife have park and pedal options.

Part C – Improvements and access to Memorial Drive



Memorial Drive is currently unsafe for people walking, biking, and driving. In the last decade, there have been over 1,200 crashes on Memorial Drive, including at least 446 injuries, 29 serious injuries, and 4 fatalities. Improving safety will require a slower design speed, which could be achieved through traffic calming and lane reductions. **Would you support a policy that requests that the DCR significantly redesign all of Memorial Drive to achieve a design speed of 25mph in order to improve safety for all users?**

Strongly oppose 1 2 3 4 5 Strongly support

☐ ☐ ☐ ☐ ☒

You may elaborate on your response (optional):

Memorial Drive is a scary road. Cars are flying through this road and the infrastructure laid out for bikers, walkers, etc. is, at certain points of the road, unsafe. I would love to push on DCR to do better when it comes to safety and access to Memorial Drive.



From 2020 to 2022, the DCR expanded access to Riverbend Park by closing part of Memorial Drive to cars on Saturdays (in addition to the pre-existing closure on Sundays), allowing people to enjoy open space along the river. **Would you support a policy that requests that the DCR restore this expanded access while committing to mitigation measures to reduce traffic impacts on nearby neighborhoods?**

Strongly oppose 1 2 3 4 5 Strongly support

☐ ☐ ☐ ☐ ☒

You may elaborate on your response (optional):

Part D — Addressing limited parking within residential areas and commercial districts

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Cambridge currently allows each resident to request up to four residential parking permits plus a visitor permit, with no household cap or progressive fee structure for multiple vehicles. This has previously led to inequitable allocation of our limited public parking space, including long-term storage of inoperable vehicles, abuse of residential parking permits for commercial operations, and long-term use or rental of visitor permits to non-residents. **Would you support capping residential parking permits at one per adult and adopting a progressive pricing structure, adjusted for household size to ensure that this public resource is allocated more fairly?**

Strongly oppose 1 2 3 4 5 Strongly support

☐ ☐ ☐ ☐ ☒

You may elaborate on your response (optional):

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Curbside space is precious in commercial districts, and small businesses suffer when metered spaces are occupied for long periods. Dynamic meter pricing, which adjusts rates to maintain parking availability, has been successfully implemented in various cities throughout the country, such as [San Francisco](#). **Would you support implementing dynamic meter pricing with rates adjusted at fixed intervals (e.g. each six months) to ensure that approximately 15% of spaces are available within business districts?**

Strongly oppose 1 2 3 4 5 Strongly support

☐ ☐ ☐ ☐ ☒

You may elaborate on your response (optional):

This policy will help us improve access for small businesses. As we move forward with it, I would want to explore how to make sure we don't burden low-income people.

Part E — Automated enforcement for dangerous driving and parking

Dangerous driving, such as red light running and excessive speeding, poses a major threat to people walking and biking. Automated camera enforcement can help deter these violations and improve safety when focused on the most hazardous intersections. **Would you support automated camera enforcement by asking our state delegation to pass legislation or a home rule petition to allow their use at Cambridge's most dangerous intersections?**

Strongly oppose 1 2 3 4 5 Strongly support

☐ ☐ ☐ ☐ ☒

You may elaborate on your response (optional):

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Illegal parking, such as blocking bus operations, fire hydrants, crosswalks, or bike lanes, creates serious safety and accessibility issues. Automated camera enforcement can help deter these violations and keep critical spaces clear. **Would you support automated camera enforcement by asking our state delegation to pass legislation or a home rule petition to allow their use for illegal parking in Cambridge?**

Strongly oppose 1 2 3 4 5 Strongly support

☐ ☐ ☐ ☐ ☒

You may elaborate on your response (optional):

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Part F — Mode Shift

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Open Streets programs create car-free spaces by pedestrianizing entire streets or segments of streets, allowing people to walk, bike, and gather in a safer, more welcoming environment. Limited motor vehicle access may still be allowed for emergencies, accessibility needs, or deliveries during defined periods. **Would you support developing an Open Streets program in Cambridge? If so, which streets or areas would you prioritize, and how would you ensure the program's success and responsiveness to community needs?**

Strongly oppose 1 2 3 4 5 Strongly support

☐ ☐ ☐ ☐ ☒

You may elaborate on your response (optional):

I would would want to work on opening up squares like Harvard Square and Inman Square. In the past we have done shared streets in places like Garden St., Magazine St., and Harvard St. I would want to explore popular streets like these, as well as Cambridge St., Huron Ave., and Linnaean St. To ensure the program's success, I would want to gauge community needs first and receptiveness. In the past, barriers were not permanent (like cones) and we need to have more built out infrastructure to protect and encourage usage.

Reliable and accessible public transportation is essential for ensuring that all residents can travel affordably and safely. Investments in transit can improve equity by connecting more people to jobs, schools, and essential services. **Would you support additional investments to improve public transportation in Cambridge? If so, what specific improvements would you prioritize to increase reliability, accessibility, and ridership?**

1 2 3 4 5

Strongly oppose ☐ ☐ ☐ ☐ ☒ Strongly support

You may elaborate on your response (optional):

I would want to focus on making the #1 bus free, as well be an advocate at the state level with elected officials in pushing our MBTA to be more accessible, more frequent, and more safe. Also, I want to increase and improve our access to transportation for elderly in Cambridge, so their needs are met.

*

Most vehicles traveling on major roads like Massachusetts Avenue and Memorial Drive are driven by non-Cambridge residents. To reduce traffic and parking impacts, the city has long-standing [Parking and Transportation Demand Management \(PTDM\)](#) programs that limit the amount of commercial and employer parking and support sustainable transportation options.

Do you support the city's PTDM programs? If so, how would you expand or improve them to better manage traffic and promote sustainable travel?

	1	2	3	4	5	
Strongly oppose	☐	☐	☐	☐	☒	Strongly support

You may elaborate on your response (optional):

The PTDM ordinance has successfully reduced car trips from new development, but it must evolve to match our ambitious climate and mode-shift targets. We should expand its scope to include smaller projects, tighten single-occupancy vehicle limits, and reduce developer flexibility to strengthen accountability.

Equally pressing are stronger parking maximums. Removing minimums was progress, but overbuilt parking still undermines sustainability (ex: Ragon Institute's Central Sq. lab with 100+ underground spaces). We must rein this in. I'd like to build on Councillor Zondervan's earlier work to make these updates a reality.

*

Making sustainable and affordable transportation options more attractive can encourage residents to choose alternatives to car ownership, helping to reduce traffic congestion and parking demand. **Would you support a mode-shift incentive program that would provide benefits such as discounted Bluebikes memberships, transit pass subsidies, or other tangible alternatives for residents who choose to reduce their social impact by not owning a car?**

	1	2	3	4	5	
Strongly oppose	☐	☐	☐	☐	☒	Strongly support

You may elaborate on your response (optional):

Part G – Final thoughts

Is there anything else you would like to add about your vision for mobility and street safety in Cambridge? (Limit 1500 characters.)

Bike lanes save lives, literally. It's not okay for race or age to be used to silence advocacy for safety. I believe approaching with empathy and conviction is central to making our city dignified for everyone. Bike safety helps us open a conversation on road safety for everyone because it calls upon us to reflect on our transportation means. We must center the conversation so that everyone works together to make our roads safer, regardless of race, age, socioeconomic status, etc. At the core of how I view bike safety is the beauty of being able to move freely, safely and sustainably. I want to bring that to the city council with an intention to expand access to biking for marginalized community members because we can build safety and we can empower our community. Thank you for your time and I hope to meet you soon!

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