

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.

dana.bullister@gmail.com [Switch account](#)



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The name, email, and photo associated with your Google account will be recorded when you upload files and submit this form

* Indicates required question

Your response is too large. Try shortening some answers.

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

Dana Ray Bullister

Please upload a headshot photograph cropped to a square format that may be used for publication. *

Upload 1 supported file. Max 10 MB.

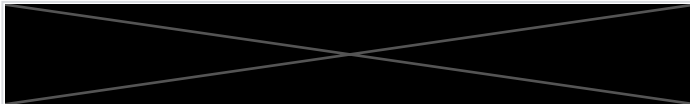


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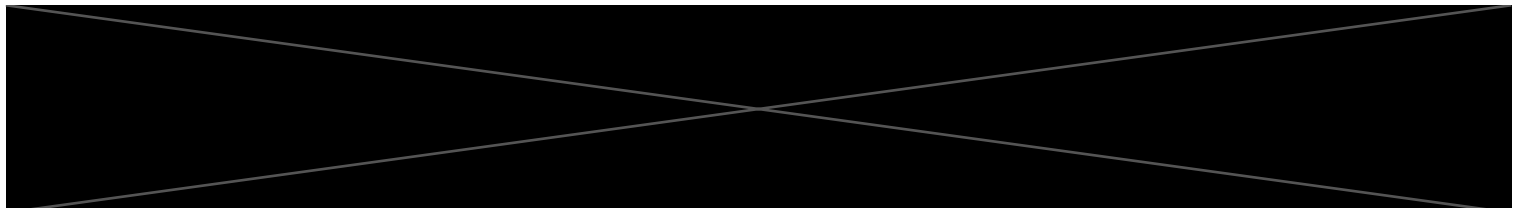
What is the URL of your official campaign website? (If applicable)

danaforcambridge.com

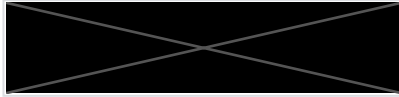
Please provide the name of your primary point of contact. (This information will be kept confidential and not published.) *



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.**

Your response is too large. Try shortening some answers.

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

I rely on public transit, walking, biking, and scootering to get around Cambridge. I do not own a car. This lived experience informs my commitment to a city that supports safe, sustainable, and accessible transportation options for all, including both those with and without cars.

Mobility is not just about getting from point A to B; it is about accessing economic opportunity, education, healthcare, and community. It is also about personal freedom and dignity. Those who cannot drive, such as older adults, people living with disabilities, and those unable to afford a personal vehicle, should be able to participate in public life, too.

I prioritize building a city that includes all community members and that empowers its residents with different options for safe, viable, and convenient transport. Residents should be able to choose how to get around based on considerations like convenience, sustainability, and personal preference and not feel trapped into one mode due to safety concerns.

Having multiple safe options is also vital for reducing traffic and effectively managing our density. An inclusive, well-designed, and sustainable city means empowering residents with infrastructure supporting safe and varied alternatives for accessing resources and opportunities.

Your response is too large. Try shortening some answers.

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

1. Completing a fully connected, citywide network of protected bike lanes, including North-South connectors.

2. Implementing smart metering in commercial centers to improve parking and reduce congestion. Current flat street parking rates distort demand and cause vehicles to need to circle endlessly, contributing to traffic, or to illegally double park or park far from one's intended destination. This harms local businesses and clogs neighborhoods. By instituting a policy wherein the first 15 minutes of parking is always free (enabling convenient quick pickups and deliveries), while using demand-based pricing beyond that to ensure roughly 85% occupancy on any given block, we can ensure consistently available parking, greatly reduced traffic, safer pickups, greater customer throughput, and better visitor experience. This model has been rigorously supported by research lead by Donald Shoup and others. Revenue from this policy can fund hyper-local improvements like sidewalk upgrades, street trees, and public amenities that make neighborhoods more livable and commercial centers more inviting, enhancing quality of life for everybody.

3. Improving transit reliability, access, and amenities, especially for residents with disabilities and those who rely on buses.

These three priorities would improve safety, reduce congestion, and expand access across our city. I also support prioritizing street design improvements that help mitigate climate and heat impacts.

Your response is too large. Try shortening some answers.



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

The CSO bike lanes are saving lives. Protected infrastructure physically separates people on bikes from fast-moving traffic, reducing risk to physical safety. This infrastructure also makes cycling accessible to more residents, including older adults, parents with kids, and new or less confident riders. That is a huge win for traffic mitigation, health, and sustainability.

This infrastructure also brings us closer to a functional bike network. Previously, Cambridge's bike lanes were fragmented and inconsistent. The CSO is stitching them into a more connected system that helps people travel to key destinations like schools, transit stops, libraries, and commercial districts without contributing to motor vehicle traffic by needing a car.

The quick-build approach has also been a strength. While not perfect, it has allowed the city to move more swiftly than traditional capital projects and to iterate based on feedback. It shows that street design change doesn't have to take decades and that we can deliver bold infrastructure in real time to meet real needs.

When we invest in safe bike infrastructure, we're investing in public safety, public health, quality of life, and climate sustainability.

Your response is too large. Try shortening some answers.



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

While I strongly support the CSO's goals, its rollout has had pain points that need to be addressed if we want to build trust and confidence in its direction. One is consistency in the level of community engagement that is leveraged before making intervening decisions. One example is the controversial changes to Garden Street, including a reversal of part of the bike lane installation in 2024, that stemmed in part from competing narratives about what constitutes sufficient and inclusive public process.

The quality and appearance of some quick-build materials have also raised concerns. Some barriers feel temporary or patchy, and critical areas like intersections are still vulnerable. We need to ensure high-visibility crosswalks, turn hardening, and permanent-feeling protections, especially in high-conflict zones.

It is also vital that implementation center accessibility. Bike lane design should accommodate people riding adaptive bikes, parents with children, and those who rely on e-bikes or cargo bikes, not just the most athletic riders. And every change must consider the needs of people walking, rolling, and using mobility devices. For the CSO to succeed long-term, we must improve its execution and demonstrate that it can work for everyone.

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

Your response is too large. Try shortening some answers.

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):

Yes, I support completing the Cycling Safety Ordinance on schedule. These protected bike lanes are critical for reducing injuries, expanding mobility options, and enabling more people to travel safely without a car. While trade-offs are real, the benefits for public health, equity, and climate resilience are substantial. We must prioritize safety, especially for children, older adults, and less confident riders, and ensure the network is truly accessible citywide.

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?** *

Strongly oppose 1 2 3 4 5 Strongly support

☐ ☐ ☐ ☐ ☒

Your response is too large. Try shortening some answers.

You may elaborate on your response (optional):

Yes, I strongly support this. A fully connected, citywide bike network is essential for safety, equity, and climate goals. North-south connectors in particular are critical to making the system usable for everyday travel. Gaps in the network create dangerous conditions and deter new riders. We need a clear, accountable plan to close these gaps and ensure the network is accessible, inclusive, and practical for all users.

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):

Yes, children deserve safe, independent ways to get to school. Connecting every school to the bike network reduces traffic, supports working families, and promotes healthy habits. It also improves equity by expanding access for students who rely on biking or walking. This should be a priority for both safety and sustainability.

Your response is too large. Try shortening some answers.

*

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):

Yes, upgrading quick-build lanes with pre-cast concrete curbs and planters would improve both safety and aesthetics. Additionally, a more permanent, intentional design signals that bike infrastructure is here to stay and worth investing in.

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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

Your response is too large. Try shortening some answers.

You may elaborate on your response (optional):

Yes, targeting high-crash intersections is one of the most effective ways to prevent injuries and save lives. Prioritizing areas near schools, libraries, and community hubs ensures we're protecting the most vulnerable users first. A goal of five improvements per year is both ambitious and achievable and would meaningfully advance our city's Vision Zero goals.

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?**

1 2 3 4 5

Strongly oppose ☐ ☐ ☐ ☐ ☒ Strongly support

You may elaborate on your response (optional):

Yes, public process must be transparent, inclusive, and centered on safety and equity. The Garden Street redesign vote revealed the risks of sidelining expert input and dismissing community voices. We need public processes that meaningfully engage diverse stakeholders and that are guided by clear data, including more representative community surveying to better reflect the sentiments of those impacted (a "flipped lobbying" approach). Clarity and fair community input, not political pressure or pre-determined outcomes, should guide conversations. Robust process builds trust and better outcomes.

Your response is too large. Try shortening some answers.

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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?**

1 2 3 4 5

Strongly oppose ☐ ☐ ☐ ☐ ☒ Strongly support

You may elaborate on your response (optional):

Yes. Filling this key gap would create a safer and more connected network, especially for families and students accessing Danehy Park and nearby schools. Gaps like this undermine the usability of the entire system, since networks are only as strong as their weakest links. Completing this segment will improve safety, encourage ridership, and enhance access to green space and recreational amenities.

*

[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?**

1 2 3 4 5

Strongly oppose ☐ ☐ ☐ ☐ ☒ Strongly support

Your response is too large. Try shortening some answers.

You may elaborate on your response (optional):

Yes. LTNs are a proven way to improve safety and quality of life on neighborhood streets. By discouraging cut-through traffic and reducing vehicle speeds, they make walking and biking more comfortable, especially for children, older adults, and people with disabilities. I support piloting LTN interventions where appropriate, with strong community input and careful monitoring of outcomes to ensure equitable and effective implementation.

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?**

1 2 3 4 5

Strongly oppose ☐ ☐ ☐ ☐ ☒ Strongly support

You may elaborate on your response (optional):

Yes. A thoughtfully designed citywide circulation plan can dramatically improve safety, reduce noise and pollution, and make our neighborhoods more livable. Prioritizing main roads for through-traffic while calming local streets is essential to protecting pedestrians and cyclists. I would support a circulation plan that includes community engagement, traffic data analysis, and a commitment to equitable implementation that preserves access for residents, emergency services, and essential deliveries.

Your response is too large. Try shortening some answers.



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):

Yes. Ensuring year-round accessibility, especially for people with disabilities, seniors, and transit riders, must be a core priority. Delayed snow and ice removal can pose serious safety hazards and cut off access to essential services. I support a 24-hour clearing policy that prioritizes sidewalks, curb ramps, bus stops, and bike lanes. If needed, reallocating staff or hiring contractors is a responsible investment in public safety and mobility. On-street parking should not take precedence over people's ability to travel safely in our city.

Part B – Access and storage of bikes

Your response is too large. Try shortening some answers.

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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?**

1 2 3 4 5

Strongly oppose ☐ ☐ ☐ ☐ ☒ Strongly support

You may elaborate on your response (optional):

Yes, I support expanding Bluebikes access across Cambridge, especially near schools, libraries, public housing, and community hubs. Bike share systems increase mobility for residents who don't own a bike or car, and expanding station coverage would ensure more equitable access. Bluebikes also reduce congestion, improve public health, and offer a sustainable, affordable alternative for short trips. Prioritizing high-need areas and transit gaps will amplify these benefits, making our transportation system more inclusive and efficient. This expansion is a smart investment in both access and climate resilience.

*

[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?**

1 2 3 4 5

Strongly oppose ☐ ☐ ☐ ☐ ☒ Strongly support

Your response is too large. Try shortening some answers.

You may elaborate on your response (optional):

Yes, I strongly support continuing public funding for the Cambridge Bike Give Back program. This initiative is a powerful example of equity-centered mobility policy ensuring that all residents, regardless of income, have access to safe, reliable transportation. By refurbishing donated bikes and distributing them through community events, the program not only reduces waste but also supports low-carbon travel and expands access to jobs, schools, and essential services. Continued city support would help scale this work, deepen its community impact, and demonstrate Cambridge's commitment to inclusive, sustainable mobility solutions.

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](#)?** *

1 2 3 4 5

Strongly oppose ☐ ☐ ☐ ☐ ☒ Strongly support

You may elaborate on your response (optional):

Yes, I strongly support continuing public funding for Cambridge's e-bike and e-cargo bike lottery programs. These programs empower residents to shift away from car dependence by making biking a more realistic and accessible option, especially for families, older adults, and those with longer commutes or heavier loads. E-bikes are a critical tool in advancing equitable, low-carbon mobility. By helping residents overcome physical or logistical barriers to cycling, the city is expanding transportation choice, improving air quality, and reducing traffic congestion. Continued funding is a smart, climate-forward investment in a healthier, more inclusive Cambridge.

Your response is too large. Try shortening some answers.

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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?**

1 2 3 4 5

Strongly oppose ☐ ☐ ☐ ☐ ☒ Strongly support

You may elaborate on your response (optional):

Yes, I strongly support this policy. The rapid uptake of e-bikes shows how much demand exists for easier, more accessible cycling, especially in cold weather or for longer trips. Piloting powered charging stations is a logical next step to ensure reliability and scalability. Prioritizing equitable distribution ensures that all neighborhoods, not just wealthier or centrally located ones, benefit from this infrastructure. And keeping fees affordable for low-income residents is essential for ensuring Bluebikes remains a true public good, not a luxury. This policy supports mode shift, equity, and emissions reduction all at once.

Your response is too large. Try shortening some answers.

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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):

Yes, I support this. Lack of secure, weather-protected bike parking is a major barrier to choosing cycling, especially for residents in multi-family housing without garages or sheds. To be serious about mode shift, we must treat bike parking like car parking: as essential infrastructure. I would prioritize installations near high-demand areas, including transit stations, schools, commercial centers, and high-density residential zones, focusing first on equity and accessibility. When repurposing curb space, I'd prioritize underused parking or loading zones and work with businesses, landlords, and schools to identify collaborative, context-sensitive solutions.

Part C — Improvements and access to Memorial Drive

Your response is too large. Try shortening some answers.

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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?**

1 2 3 4 5

Strongly oppose ☐ ☐ ☐ ☐ ☒ Strongly support

You may elaborate on your response (optional):

Yes, I strongly support this policy. Memorial Drive's current design prioritizes high-speed car travel over safety and access for people walking, biking, or simply trying to enjoy the riverfront. With over 1,200 crashes in the last decade, many resulting in serious injuries or worse, this is unacceptable. A redesign that calms traffic and reduces speed to 25mph would save lives, reduce noise and pollution, and reconnect neighborhoods to the Charles River. This iconic corridor should be a safe and welcoming public space, not a dangerous speedway. We owe it to residents and visitors alike to make it safer and more humane.

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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?**

1 2 3 4 5

Strongly oppose ☐ ☐ ☐ ☐ ☒ Strongly support

Your response is too large. Try shortening some answers.

You may elaborate on your response (optional):

Yes, I support restoring Saturday closures to Riverbend Park. This expansion provided a rare, treasured space for residents of all ages and backgrounds to walk, bike, and enjoy nature safely, especially important in a dense city where access to open space is limited. The benefits to public health, community connection, and quality of life are immense. At the same time, I recognize that thoughtful mitigation is essential to address traffic concerns in adjacent neighborhoods. With smart planning, we can achieve both: a vibrant car-free park space and responsive, equitable traffic management for surrounding streets.

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

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?**

1 2 3 4 5

Strongly oppose ☐ ☐ ☐ ☐ ☒ Strongly support

Your response is too large. Try shortening some answers.

You may elaborate on your response (optional):

Yes, I would support capping residential parking permits at one per adult and adopting a progressive pricing structure. Our current system enables misuse and overuse of limited curbside space, disproportionately impacting households without cars and degrading the quality of life in residential neighborhoods. A more equitable approach would preserve access for those who genuinely need it, discourage vehicle hoarding, and ensure our public space is better shared. Adjusting for household size is key to fairness, and revenues from fees could support sustainable transportation alternatives and neighborhood improvements that benefit all residents.

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?

1 2 3 4 5

Strongly oppose ☐ ☐ ☐ ☐ ☒ Strongly support

You may elaborate on your response (optional):

Yes, I would support implementing dynamic meter pricing in commercial districts. When parking is underpriced or mismanaged, it leads to traffic, illegal double-parking, and frustrated customers circling for a spot, which hurts local businesses, clogs neighborhoods, and increases traffic and emissions. Dynamic pricing helps ensure there's almost always a spot open on every block. This benefits local businesses by improving turnover, short-term access for pickups and deliveries, and reducing gridlock. I would also support a 15-minute free grace period for all spaces to ensure quick errands remain easy and accessible, while using revenue to reinvest in nearby public realm improvements.

Your response is too large. Try shortening some answers.

Part E – Automated enforcement for dangerous driving and parking

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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?**

1 2 3 4 5

Strongly oppose ☐ ☐ ☐ ☐ ☒ Strongly support

You may elaborate on your response (optional):

Yes, I would support enabling automated camera enforcement at Cambridge's most dangerous intersections. Red light running and speeding are major threats to vulnerable road users, especially pedestrians, cyclists, children, and older adults. Targeted camera enforcement can serve as a powerful deterrent and a tool for consistent, equitable enforcement without the biases or safety risks sometimes associated with in-person traffic stops. I would advocate for a carefully crafted policy with strong privacy protections, a transparent appeals process, and a focus on safety outcomes, not revenue.

Your response is too large. Try shortening some answers.

*

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):

Yes, I would support enabling automated camera enforcement for illegal parking violations. Blocking bus stops, hydrants, bike lanes, and crosswalks endangers public safety and undermines the reliability of our transportation system. Camera enforcement can deter repeat violations and help keep critical access points clear, especially for emergency vehicles, people with disabilities, and those relying on public transit. I would work to ensure the system includes strong oversight, transparency, and equitable implementation, with revenues reinvested in accessibility and mobility improvements.

Part F – Mode Shift

Your response is too large. Try shortening some answers.

*

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?**

1 2 3 4 5

Strongly oppose ☐ ☐ ☐ ☐ ☒ Strongly support

You may elaborate on your response (optional):

Yes, I would support developing an Open Streets program in Cambridge. These programs create safe, welcoming spaces for walking, biking, and gathering. I would prioritize segments of already quiet and lesser used streets near schools and parks. To succeed, the program must be responsive to community needs, include strong public engagement, ensure accessibility, and accommodate essential deliveries and emergency access. Open Streets can boost safety, equity, and neighborhood vitality.

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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

Your response is too large. Try shortening some answers.

You may elaborate on your response (optional):

Yes, I strongly support additional investments in public transportation in Cambridge. To increase reliability, accessibility, and ridership, I would prioritize improving bus service frequency and reliability, especially on key corridors like Mass Ave and Broadway. I would also prioritize enhancing accessibility at all stops and stations, including benches, shelters, lighting, and real-time signage. Expanding bus priority infrastructure such as dedicated lanes and signal priority would be another improvement alongside increasing access for residents with disabilities and ensuring equity in route planning. Reliable transit is essential for equity, climate resilience, and a thriving city.

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):

Yes, I support Cambridge's PTDM programs. They are a crucial tool to manage traffic, reduce emissions, and promote more sustainable, equitable travel options in a city where most drivers on major corridors are non-residents.

To strengthen the program, I would expand enforcement and ensure that employers are meeting their commitments. I'd also revise thresholds to include smaller developments and require stronger Transportation Demand Management plans, including transit subsidies, secure bike parking, and carpool or shuttle support. Finally, I would improve data collection

Your response is too large. Try shortening some answers.



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):

Yes, I strongly support a mode-shift incentive program. Making it easier and more affordable to opt out of car ownership is good for our climate, our roads, and our public health. Discounted Bluebikes memberships, subsidized MBTA passes, and benefits like e-bike incentives or carshare credits can all help shift habits while saving residents money.

I'd prioritize equitable access, ensuring programs are available to lower-income residents, seniors, and those living in areas with fewer transit options. Mode-shift incentives are a smart, cost-effective investment that help us meet our mobility, sustainability, and equity goals all at once.

Part G – Final thoughts

Your response is too large. Try shortening some answers.

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

Cambridge should be a national model for safe, accessible, and sustainable transportation. That means fully embracing a multimodal future: one where people of all ages and abilities can safely get around without needing a car if desired and where street design reflects our values of equity, climate resilience, and community connection.

Mobility justice is central to this vision. Our policies should prioritize the needs of those who have been historically underserved or excluded: people with disabilities, older adults, youth, lower-income residents, and those who cannot drive. That includes universal sidewalk accessibility, safe crossings, real-time transit improvements, and proactive outreach, especially in multiple languages and formats.

We must also ensure that small businesses thrive in a car-light city and that local voices help shape our transportation decisions. I support smarter parking policy, better bike infrastructure, and climate-resilient street upgrades that enhance safety and beauty at the same time.

Transportation is foundational to how we live and, if done right, it can make Cambridge more just, connected, and joyful for all.

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