

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? *

Peter Hsu

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

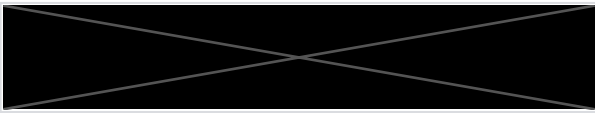
 Peter Hsu - Peter...

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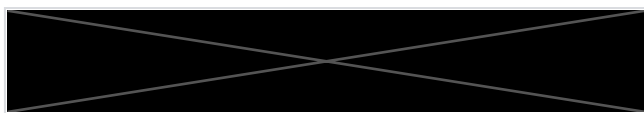
What is the URL of your official campaign website? (If applicable)

www.voteforpeterhsu.com

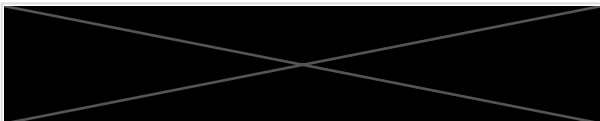
Please provide the name of your primary point of contact. (This information will be kept confidential and not published.) *



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? *

Within Cambridge, I bike 95% of the time and walk around 5% of the time. Within the greater Boston area, I bike 90% of the time and drive for the other 10%. Therefore, safe bike lanes, cyclist education, traffic law enforcement, and safety for all road users are some of my top policy priorities.

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

Bike, walk, and car.

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

They are generally sufficiently wide and well-maintained.



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

The unavoidable "sacrifice" or removal of certain on-street parking spots as well as some bike lane users not obeying traffic laws (the latter is obviously not the bike lanes' fault per se, but an observed fact and in all fairness, unintended consequence).

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):

Not that I am saying the CSO is not communicating with the residents on and nearby these streets, but I do think the CSO can potentially improve on such communications and perhaps the ways in which such communications reach those residents most affected by these bike lane installments.

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

☐ ☐ ☐ ☒ ☐

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?**

Strongly oppose 1 2 3 4 5 Strongly support

☐ ☐ ☐ ☒ ☐

You may elaborate on your response (optional):

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?** *

Strongly oppose 1 2 3 4 5 Strongly support

☐ ☐ ☐ ☒ ☐

You may elaborate on your response (optional):

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?** *

Strongly oppose 1 2 3 4 5 Strongly support

☐ ☐ ☐ ☐ ☒

You may elaborate on your response (optional):

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):

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 need more data on this particular question, specifically in terms on how much more congested is this going to make the main roads as well as any alternatives to potentially alleviate high congestion periods, if any.

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?**

Strongly oppose 1 2 3 4 5 Strongly support

☐ ☐ ☐ ☒ ☐

You may elaborate on your response (optional):

Part B — Access and storage of bikes

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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?

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):

.....

*

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?**

Strongly oppose 1 2 3 4 5 Strongly support

☐ ☐ ☐ ☒ ☐

You may elaborate on your response (optional):

I prefer covered bike parking be installed in a fashion that does not impact or result in removal of on-street parking spots.

Part C – Improvements and access to Memorial Drive

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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?**

Strongly oppose 1 2 3 4 5 Strongly support

☐ ☐ ☐ ☒ ☐

You may elaborate on your response (optional):

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):

Depends on the exact progressive pricing structure.

*

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):

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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):

I also think the same standard should be applied to us cyclists.

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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):

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):

For me, this really depends on the input of residents on or nearby a particular street. If most of them desire Open Streets program for their streets, I have no objection at all.

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 prioritize improving access and ridership of Bluebikes, particularly e-bikes. I believe we need a larger proportion and equitable distribution of e-bikes. I would also like to ensure that Bluebike fees remain low for residents with low incomes.



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):

I favor incentivizing anyone using public transit. I also think we might consider incentivizing companies and universities here in Cambridge to share their parking spaces.



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.)

I believe it would be a good idea to have some type of peer support group for cycling-related injuries on the road, if the injured cyclist does not believe calling 911 is necessary at the moment of course. Also, I believe we can do better as a group to have dedicated cyclist education on road safety and obeying traffic laws. I believe Cambridge has the potential to be a model city in showing how cyclists care and grow with our communities.

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