

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? *

Patricia Nolan

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

NolanHeadShot - ...

 Add file

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

pattynolan.org

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

[REDACTED]

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

[REDACTED]

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

[REDACTED]

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 bike. that experience gives me a sense of how the CSO is working and what the city could do to ensure safe transit for all users.

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

1. expanding the CSO along the lines of a PO I sponsored to include more streets - north south in mid and East, and east-west in north and east Cambridge. 2. replace all the existing shuttles with a citywide coordinated free shuttle to make it easy for people to not need or use cars. 3. Making the Net Zero Transportation Plan a living plan that guides action.

*

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

more people are using them, and there is approaching a network of safe lanes.

*

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

on the west side of town, not enough people are using the lanes which is creating a backlash against spending so much money .

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):

I voted for the current plan and will continue to support it.

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):

As the lead sponsor of the PO asking for north south connections, along with additional east west connections, I fully support this buildout. I have been working to advance an addition to the CSO for the next phase - by 2030 and have pushed the staff to undertake it. AND wrote the PO to make it happen.

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):

the way schools are organized in Cambridge makes it challenging to have a coordinated safe route - since we don't have neighborhood schools. However, each school can have a safe route, it may not apply to every student.

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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):

I support replacing with a more permanent upgrade - however, I am not sure if the material should be specified per this question since there may be other options for physical separation that are as good. Also, I am not sure if the staff would state that these projects can be done over the next two years given the other projects going on in the city.

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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

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?**

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

You may elaborate on your response (optional):

Answer here depends - if the public process is to define how the street will have 2 way traffic and 2 way bike lanes, then strong support 5. But revisiting the decision made which the staff is working on is counter to good governance - we shouldn't revisit decisions yearly. The decision to restore two way traffic while keeping two way bike lanes resulted from a robust public process. I recognize some in the city don't see it that way. The fact is the installation proved to be very problematic for the neighborhood (not only Raymond St.) and it was continued public process that led to the vote, which I supported, to restore two way car travel while keeping two way separated bike lanes,

*

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):

I have long been in favor of expanding this street - although it may make more sense to have Sherman Street be the one with separated bike lanes since that would connect to Danehy and to Rindge Avenue.



[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

You may elaborate on your response (optional):

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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):



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):

depends on how this would work, happy to have

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?**

	1	2	3	4	5	
Strongly oppose	☐	☐	☐	☐	☒	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?**

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

You may elaborate on your response (optional):

Much of the current funding for CBGB is ARPA federal money. before committing to this funding, I would want to understand the context of overall funding for mobility and whether there are other mobility related projects that deserve funding. I would want an RFP process to be used to provide options for residents - instead of only having one non profit eligible

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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](#)?**

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

You may elaborate on your response (optional):

I had promoted for years giving funding bikes for residents - and that is a large part of the reason ARPA funding was allocated for this program.



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):



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):

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):

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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?**

Strongly oppose 1 2 3 4 5 Strongly support

☐ ☐ ☐ ☐ ☒

You may elaborate on your response (optional):

I sponsored POs on this, voted for POs on this, spoke and wrote to DCR about this...

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?

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

You may elaborate on your response (optional):

I strongly support parking permit reform - and I have sponsored and voted for many POs to do that. Including higher fee - with low income exemption from a higher fee. We cannot charge more than the program costs. And, according to legal response to a PO I sponsored to charge more for larger vehicles, we may not do that.



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):

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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?**

Strongly oppose 1 2 3 4 5 Strongly support

☐ ☐ ☐ ☐ ☒

You may elaborate on your response (optional):

I was lead sponsor on the PO and home rule petition to do this. The home rule was not passed last session and is being re-worked for this session.

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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):

I was lead sponsor on the PO and home rule petition to do this. The home rule which I testified on during the state house hearing this month (July 2025) is in process. I have been the council lead on working to get this implemented in Cambridge.

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?**

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

You may elaborate on your response (optional):

I was lead sponsor on the PO to do this in Harvard Square, which should be the first. I got the city to commit to a traffic study to pedestrianize part of Harvard square.



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 have consistently pushed for a free citywide shuttle that is frequent and reliable and for free MBTA buses which would increase ridership



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 support reforming, so the daytime employee parking can be used after hours and on weekends by residents - as we reallocate parking spots on our public ways.



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?**

Strongly oppose 1 2 3 4 5 Strongly support

☐ ☐ ☐ ☐ ☒

You may elaborate on your response (optional):

I support - we already do this for employees.

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 am surprised you didn't ask about the Westley Avenue/Linear Park connection. you should since it is an important signal for whether people are willing to vote for an improvement with the community in mind, or will they allow a few people to take away a community good. that is a key connection for cyclists. If people are allowed to keep the public way as their private way, it subverts all our work. My vision is for a city with a connected network of bike lanes which are filled with people all times of year. And a city with easy free electric shuttles for those who cannot bike or walk

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