

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? *

Sumbul Siddiqui

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

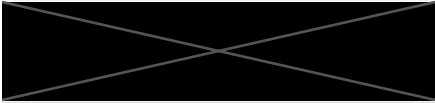
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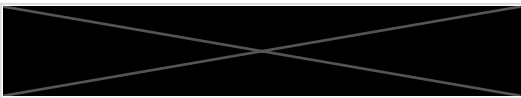
What is the URL of your official campaign website? (If applicable)

votesumbul.com

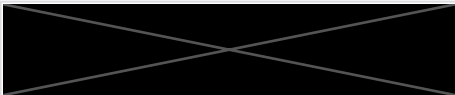
Please provide the name of your primary point of contact. (This information will be kept confidential and not published.) *



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 use all modes of transportation—walking, biking, transit, and driving—depending on the day and the trip. That experience helps shape a balanced and realistic policy outlook. I understand the need for safer streets for pedestrians and cyclists, reliable and affordable transit, and the realities many residents face when driving is their only option. My goal is to prioritize safety, equity, and sustainability across the entire transportation network so that everyone, regardless of how they get around, can move through Cambridge safely and efficiently.

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

Street safety – Redesigning dangerous intersections and expanding traffic-calming infrastructure to protect people walking, and biking with a focus on dangerous intersection.

Reliable public transit – Advocating for bus priority lanes, better connections, and more frequent service, especially for communities that rely on transit the most.

Accessible, climate-friendly choices – Expanding bike infrastructure, EV charging, and car-free mobility options so that sustainable transportation is safe, convenient, and realistic for more residents.



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

The bike lanes being installed under the Cycling Safety Ordinance (CSO) are making Cambridge measurably safer and more accessible for people who bike, while also contributing to the city's broader goals around sustainability, and mobility.

What's working well is that the city is finally building out a connected, protected bike network across major corridors—not just isolated stretches. The infrastructure itself provides a level of safety that encourages a wider range of people to bike, not just experienced riders. More residents, including families, seniors, and those who use mobility devices, are feeling empowered to travel by bike. That shift not only reduces emissions and traffic but also supports the city's public health and Vision Zero goals.

From a policy perspective, the CSO is an example of how setting enforceable standards can help cities move from planning to implementation. It holds the city accountable for progress while still allowing public input and iterative design improvements. We've seen projects evolve in response to feedback—like incorporating more pick-up/drop-off zones and better curb access.



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

The rollout of bike lane infrastructure has improved significantly, becoming more predictable and involving stronger community engagement. However, we need to better communicate the tradeoffs involved and take a more proactive approach to mitigation rather than reacting after issues arise. Intersection safety remains a key concern. Last August, the City Council received a memo from the City Manager's Office promising decisive action following two tragic deaths. Commitments included safety audits at fatal crash sites, plans to fix intersections, ranking the five most dangerous City-controlled intersections, full audits with short- and long-term improvements, collaboration with MassDOT and DCR, and transparent posting of all results on the Vision Zero website. An update on this work has not been provided. Improving intersections requires removing parking near corners to improve visibility, curb extensions to slow turns, dedicated signals to separate cyclists and pedestrians from turning vehicles, physical barriers like curbs or planters, clear markings and colored pavement, bike boxes for safe cyclist waiting areas, and better lighting and signage. Additionally, delays in repairing flex posts undermine safety and show the need for a more reliable maintenance system.

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):

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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):

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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):

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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?**

Strongly oppose 1 2 3 4 5 Strongly support

☐ ☐ ☐ ☐ ☒

You may elaborate on your response (optional):

I would support this and I would also think about how possible it is with budget priorities among the city council. Perhaps, prioritizing and leveraging state grants for active transportation to offset local costs would be important.

*

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):

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):

I pushed for this work to happen and I would gladly continue to support Cambridge Bike Give Back.

*

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):

I was glad to push for this to happen and would continue to do so.

*

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):

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):

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 would be interested to learn about usage and how we measure success. I love having this resource for the community because it gives residents and visitors more opportunities to walk, bike, and enjoy the Charles River, improving public health, climate goals, and community life.

Mitigation measures are important because some members of the Riverside community do feel impacted. I think it is important we balance livability for nearby residents while giving the whole city more access to safe, vibrant riverfront space.

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

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?**

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

You may elaborate on your response (optional):

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 supported

*

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):

I support developing an Open Streets program in Cambridge, starting with low-volume streets to minimize traffic disruption and build community support. Bow Street is a location we could pilot.

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):

My priorities would include accelerating the MBTA Bus Network Redesign to increase frequency and improve route efficiency, and expanding dedicated bus lanes on key corridors to reduce delays. The city has been a good partner to the MBTA as they've done on improving the red line.

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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):

We could expand mode-shift incentives. For example, large employers and commercial properties could be required to offer universal transit passes that cover the MBTA and regional bus services, rather than optional subsidies. PTDM plans could also mandate secure indoor bike parking, and access to showers and lockers for cyclists.

*

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):

I would strongly support a mode-shift incentive program that offers residents tangible benefits—like discounted Bluebikes memberships, MBTA pass subsidies, or other mobility supports—for choosing to reduce their reliance on car ownership.

While infrastructure is critical, we also need policies that help make sustainable choices more affordable and accessible. Incentives can help level the playing field—especially for lower-income residents—by making active and public transportation more attractive and financially viable.

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.)

Cambridge must lead in creating safe, equitable streets that encourage sustainable transportation. Beyond expanding protected bike lanes and improving pedestrian infrastructure, the City should continue to invest in programs that incentivize biking, walking, and transit use—such as the subsidies for e-bikes, cargo bike vouchers for local businesses, and education campaigns promoting safe travel habits. We also need to prioritize timely maintenance and repairs of safety features to ensure they remain effective. The City must continue transparent, inclusive engagement so everyone understands why we are doing what we are doing.

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