

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? *

Jivan Sobrinho-Wheeler

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

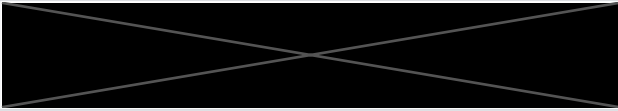
 Jivan Sobrinho-...

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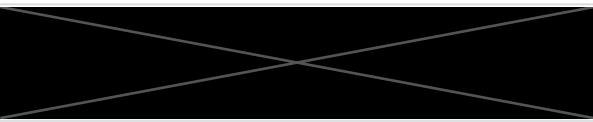
What is the URL of your official campaign website? (If applicable)

VoteJivan.org

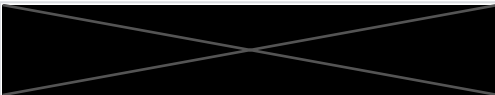
Please provide the name of your primary point of contact. (This information will be kept confidential and not published.) *



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? *

Creating safer streets and better bike infrastructure is personal for me. Before starting on the City Council, I lost part of two teeth in a bike crash in Cambridge coming home from work. I didn't have a parking space at home or work, so biking was usually how I got there, but it often felt incredibly unsafe.

I'm proud to have been the lead sponsor of the 2020 Cycling Safety Ordinance that has added protected bike lanes on Hampshire Street, Mass Ave, Garden Street and many others. I bike to City Hall and around Cambridge most days, and it has been great to see so many people using the bike infrastructure and to see the data that crashes and injuries have dropped dramatically as a result. The Cycling Safety Ordinance has also led to the creation of additional bus lanes, which have cut commute times for bus riders by hours over the course of a year, and it has led to fewer people biking on sidewalks.

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

- Completing the CSO – Cambridge Street, Broadway, Main Street and Mass Ave are scheduled to be completed by the end of 2026. Whether that happens or not may depend on the outcome of this Fall's election. We have had a narrow majority on the City Council in support of completing these important sections of the City's bike network by this date. I would like to return to the City Council to help ensure we do.

- Fast & free buses – while Cambridge does not control the MBTA, we do control our streets and sidewalks, and there are many important things we can do to improve public transit as a result. Studies show Cambridge bus lanes save bus commuters several minutes on each trip, which adds up to almost a day of a person's life back over the course of a year. We can also add bus lanes, signal priority, and bus shelters and arrival time displays. Fare-free buses speed up boarding, increase ridership, and reduce assaults on bus drivers.

- Better sidewalks – I've pushed for the City to do more municipal sidewalk snow removal—rather than leaving sidewalks up to a patchwork of property owners. I've also spent hours helping constituents with sidewalk tripping hazards, following up with DPW to get them addressed. Like the “sewer socialists” in city government during the early 20th century, I'm proud to be a “sidewalk socialist” and put a spotlight on the government's role in delivering this critical public infrastructure.

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

I have been excited to see the data the City has collected around transportation patterns so we can better understand the impacts that more protected bike lanes, bus lanes, and safer streets has had. It is great to see that cycling crashes, and the severity of those crashes, has dropped, and the number of people biking in Cambridge increase significantly.

I also appreciate the City's staff's efforts to consider the context of an individual street when designing changes to it. Cambridge is not a city on a grid with homogenous streets throughout -- we have a diversity of intersections and streets and getting the design context right for each one is important.



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

I was disappointed that the City Council overrode the public process that led to Garden Street being one-way with protected bike lanes this term and disregarded city staff's recommendations that the previous design had been safer and better for traffic. There are always things the City can do to improve public outreach and engagement -- it's part of why I spend so much time knocking doors and talking to individual residents. But I believe the Council should also try to respect the design and outreach process and not conflate disagreement with an outcome by some number of folks with there having been an insufficient process when there is evidence that there has been extensive outreach.

Section C – Questionnaire

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

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

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

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



☒ Yes

☐ No

You may elaborate on your response (optional):

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

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):

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

1 2 3 4 5

Strongly oppose ☐ ☐ ☐ ☐ ☒ Strongly support

You may elaborate on your response (optional):

Part B — Access and storage of bikes

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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):

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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?**

Strongly oppose 1 2 3 4 5 Strongly support

☐ ☐ ☐ ☐ ☒

You may elaborate on your response (optional):

I'm really excited about safe, high quality bike storage options and have led the work for it on the City Council this term (including a link to the policy order below). I am one of the many Cambridge residents who does not have good bike storage options in the older triple-decker building where I am a renter, and it presents a challenge for myself and the other residents who live there.

https://cambridgema.iqm2.com/Citizens/Detail_LegiFile.aspx?Frame=&MeetingID=4651&MediaPosition=&ID=29350&CssClass=

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):

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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):

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

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

Strongly oppose 1 2 3 4 5 Strongly support

☐ ☐ ☐ ☐ ☒

You may elaborate on your response (optional):

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

Strongly oppose 1 2 3 4 5 Strongly support

☐ ☐ ☐ ☐ ☒

You may elaborate on your response (optional):

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):



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



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):

Yes, I have been talking with residents in Cambridgeport who have been advocating for an open streets program on their street. There are other neighborhoods where residents are also excited about this. I have also been inspired by Boston's open streets program during summer weekends on corridors like Newbury street and would love to try something similar in Cambridge.

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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

You may elaborate on your response (optional):

I would love to see improvements to bus routes and bus stops, including bus lanes and signal prioritization. I have also been an advocate for fare-free bus routes -- research shows that fare-free buses reduce delays, improve equity, and reduce assaults on bus riders. I would also like to see improvements to bus stops, including more bus shelters and time displays, and I have been excited to work with an interns in my office on this research recently.



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 would like to see the cost of parking fully uncoupled from commercial and residential leases similar to cities like Burlington, VT have done -- parking should not be bundled into the cost of a lease if the renter or commercial tenant does not need it. I would also like to see employers provide increased subsidies for their employees who take public transit, walk, or bike to work. The positive externalities -- like less traffic, emissions, and wear on roads -- from residents who take transit, walk, or bike, are important and should be incentivized.



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 am glad to have led the effort on City Council for a mode-shift incentive program like this on the City Council. The Law Department reported back after research that a program like this would be legal and feasible and would just need to be designed by city staff. I hope it can be implemented soon.

https://cambridgema.iqm2.com/Citizens/Detail_LegiFile.aspx?Frame=&MeetingID=4473&MediaPosition=&ID=22430&CssClass=

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 have met too many folks who have lost a loved one as a pedestrian or cyclist in Cambridge, both in my time on the City Council and before, as well as too many residents who have been injured or had close calls in Cambridge. The City has to work towards a goal of Vision Zero where this does not happen.

Cambridge and the Boston area have some of the worst traffic in the country. As we continue to add housing to address the City's affordability crisis, we need to improve our public transit, bike, and pedestrian infrastructure with urgency if we want to make Cambridge less dependent on cars and fossil fuel infrastructure. Our affordable housing, sustainability, and transportation goals are bound together.

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