

2025 Cambridge Bike Safety School Committee Candidate Questionnaire

Cambridge's transportation choices shape public health, climate emissions, affordability, and mobility justice for students and guardians. 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 and guardians walking and biking to school. 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 22, 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 School Committee 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

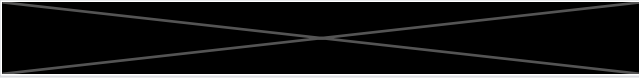
What is your full name as it appears on the ballot? *

Caitlin Dube

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

www.caitlinforcambridge.com

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

A black rectangular box with a white 'X' inside, indicating that the name of the primary point of contact has been redacted.

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

A black rectangular box with a white 'X' inside, indicating that the email address of the primary point of contact has been redacted.

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

A black rectangular box with a white 'X' inside, indicating that the phone number of the primary point of contact has been 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 experiences to school and, if applicable, how your children travel(ed) to school. **Please keep each response under 1,500 characters.**

How did you travel to and from school when you were growing up, and how did that affect your independence and which activities you participated in? *

When I was in elementary school, I walked to school with a group of kids from my neighborhood and some of my siblings. In middle school, I took a city bus and in high school, my older sister drove me to school. Walking to school in elementary school made me feel excited about the morning- knowing I would see my friends before getting to school made the mornings easier. I felt a sense of independence, and in fifth grade was trained as a "student crossing guard" at the small street nearest to my school.

If you have kids, how do they travel to school and school activities (e.g. sports)? How has the city's street environment affected your choices for your kids? *

My daughter is a rising fifth grader, and she takes the bus to school. We often walk to sports practices. I had a serious injury several years ago, so am very cautious about biking on our city streets. I love biking on bike paths. If there is a protected bike lane, I am more apt to bike with her.

Section C — Questionnaire

For each question, select your position on a scale from **Yes, No, and Partial**.

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.**

Do you support completing the [Cycling Safety Ordinance](#) projects scheduled for 2026? Among them, [Cambridge St.](#) and [Broadway](#) are major projects connecting directly to multiple schools (CRLS, Fletcher Maynard, King Open). *

☒ Yes

☐ No

☐ Partially

You may elaborate on your response (optional):

Our childrens' safety is our top priority, and students who are able to bike to school should have the safest routes available to them. Schools should reflect the value we place on our children and our community, and making them more accessible for bikers is one way we can commit to our students now, and in the future.

As of 2019, over 40% of K-8 students walk or bike to school (data from [2020 Bike Plan](#)), and the city only [provides bus service](#) to those students PreK-5 living more than a mile away from school and grades 6-8 more than 1.5 miles from school. **Do you support ensuring that every school has a safe biking connection installed by 2030?** *

- ☒ Yes
- ☐ No
- ☐ Partially

You may elaborate on your response (optional):

Biking to school is a climate justice issues, a social justice issue, and an wellness issue. For students and families who are able to bike to school, our community should provide safe biking connections so that families feel safe and confident when their children bike to school. We should also be focusing on equity issues- ensuring that all students in CPS have access to bikes if they want them, providing biking instruction, and piloting bike-shares for younger students. Safe biking connections should also include free "pay phone" stations for students to use if they need help.

Do you support piloting [School Streets](#) (which close a block adjacent to the school to car traffic * during arrival and departure to [provide a safe space for students](#)) at all City schools?

- ☒ Yes
- ☐ No
- ☐ Partially

You may elaborate on your response (optional):

I think School Streets center families and students, and are an important way to show care to our youngest community members. And, I think there are some accessibility and equity issues involved in closing schools to car traffic- school buses should be able to access the school so that all children have an adult point of contact upon arrival, especially students with accessibility needs and our youngest learners. We would need to staff entry points to our School Streets so that students who do get dropped off by caregivers are able to be received by an adult.

The City has a few [parent-organized Bike Buses](#), where [volunteers lead a group bike ride of students](#) to school. **Do you favor the City formally supporting bike buses and expanding the practice to all elementary schools?** If you have ideas for what formal support could look like, please include them. *

- ☒ Yes
- ☐ No
- ☐ Partially

You may elaborate on your response (optional):

I think students biking to school when possible is a public good, and I think we have to look at equity and access issues so that all of our learners can access bike buses. I also think CPS and the City should staff the routes or pay caregivers, much like we do with bus drivers, so that there is a central and equitable distribution of resources. Formal support would also include accessible bike options so that all students, regardless of ability, could be biked/bike to school. Piloting a "City Bikes Jr" program would decrease equity issues, like accessibility for students who stay later for afterschool or may go to afterschool programs at a different school building.

Do you support ensuring that all students have bike safety training at all levels of education (at least three times)? *

- ☒ Yes
- ☐ No
- ☐ Partially

You may elaborate on your response (optional):

Bike safety training, biking skills, and navigation are all important skills students can learn as part of physical health, mental health, SEL, and social studies work. I can imagine a project-based learning project centered around Bike Accessibility, Navigation, and Equity that allows CPS students to investigate, advocate, and present to the community about their ideas around biking to school. We could also provide caregiver bike training so that all of our community members can bike safely should they want to. We should also be providing bikes for students/caregivers to use (either through a City Bikes Jr. bike-share or other program), so that everyone who wants to bike is able to.

Please elaborate on any other ways that you, as a School Committee member, plan to enhance safety of students traveling to and from school and related activities and encourage more students to bike to school. *

We have a nearly 15 million dollar transportation budget and we need to be looking at the ways in which it is and is not serving our students. I believe that the more ways students have to start their day outside, moving their bodies, and connecting with peers, the better wellness and academic outcomes will be. I would propose a pilot of a shared-bike program (City Bikes Jr.) so that all kids have access to bikes stations located around the city and at all schools, community centers, parks, and playing fields, so that biking is maximum accessible to all families. For families who cannot bike their students to school, and for students who are unable to bike to school, we also need to provide adaptive bikes, trailers, and other options so that biking is accessible to all families.

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