

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? *

Eugenia Schraa Huh

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

VoteEugenia.com

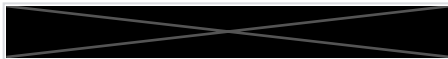
Please provide the name of your primary point of contact. (This information will be kept confidential and not published.) *

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 moved to NYC (in 6th grade), I went to and from school by public bus. It made my life easy and flexible. It would have been even better had I been able to bike straight over (~15 mins vs. ~30), but that wasn't a safe option then. I just looked it up, and looks like it would be today. Progress!

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 kids are 6 and 8. They take the school bus, or, if I need to be at school, too, I will bike them. We have a car, so on rare occasions my husband Ming drives them.

For pickup, they take the bus to afterschool at the YMCA, and I pick them up almost every day in our family Aventon e-bike (they ride in the back).

They're still too young to do a lot of school activities alone, but the other day there was a playdate at the school's playground. My kids insisted that they could bike there. (This is over a mile, ~15 bike/car ride.) It took a long time, but we did it. When there were bike lanes, we used them. When there weren't, we went on the sidewalk. I was really proud of them! It was all their idea. I resisted it, and it was a lot of stressful vigilance, but it was great.

One issue it points to is that, once you've taught your kids to bike (usually around age 5), they may actually want to BIKE. I could have kept them off the streets, but only with a huge fight. Unless we literally make biking illegal, there is no keeping at least some young people from wanting to do it for real. Yet another reason we should make sure it's safe.

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):

Bike lanes improve safety for all users, including walkers and drivers. They also make streets more pleasant and less polluted, which in turn has been proven to benefit retail (despite what many feel in their gut, with few studies to back them up)*. In part b/c my husband owns some local restaurants, those things really matter to us. And they help all of us (not just kids) be independent and healthier.

B'way leads to Main Library + CRLS. Right now, it's a scary ride (I just biked it), except for the small eastern segment that's finished. And Cambridge Street only feels safe near King Open/CSUS.

* www.bloomberg.com/news/articles/2021-12-08/for-store-owners-bike-lanes-boost-the-bottom-line

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):

Making this a concrete plan for the next 5 years is a great idea. We could work with various school partners – probably starting at just a few schools – to create a map showing all the paths that our schools need. The Peabody bike bus had the idea to go from local subsidized housing to the nearest school. That's probably the best starting point, from which we can expand to middle schools and the high school.

(The map idea worked in Paris - see <https://www.ecf.com/en/news/ambitious-plan-will-make-paris-a-100-cycling-city-by-2026/>)

Another way to grow support is to focus on the physical/emotional benefits of having children start and end their day with physical, outdoor activity.

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):

Paris has a program like that's beloved. One of motivators was that car/truck pollution is harmful to students who need to focus. Noise pollution, too; decreasing traffic noise is calming and beneficial for learning.*

A top concern is choosing the right schools for a pilot. Tight streets like those by Cambridgeport or Amigos might work well.

We should show the benefits of change before pushing it more broadly/creating backlash. We should also work with Friends of + Council groups, so the idea comes from within, too.

* urban-mobility-observatory.transport.ec.europa.eu/resources/case-studies/school-streets-safe-and-sustainable-school-trips_en

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 love Peabody's bus bike; I rode in it 3 times! But I worry about how many volunteers it requires (a lot!). I spoke with organizers Katherine Beaty, Mark Boswell, Ruthann Rudel; they didn't have easy ideas for big expansions (though it has grown!).

Perhaps, let's use bike buses to advocate for/inaugurate/publicize safe bike paths to schools. Starting with student groups in high/middle schools + Friends of/School Councils, we can get grassroots support for bike paths. Ex:

- Rindge Towers to Peabody (elementary) + then DVUS (middle) + then CRLS (high school).
- Wash. Elms/Newtowne Ct to C-port + then CSUS (middle) + then CRLS.

Bike buses would be great proof points for such paths .

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):

1st, all kids should be able to ride a bike. You're behind most others if you can't.

2nd, as I said above, as soon as you can ride a bike, you often want to actually go places. Like our 6yo Maxine, who rode all by herself from Central (where we live) to Boston City Hall (h/t FamilyBikeRide - the best for families who want healthy, outdoor activities with young kids).

We've been able to keep Maxine safe/surrounded on her street bike rides so far - she's only 6. But what about when she turns 7, 8, 9, 10?? I don't know how long I can keep her physically protected by my own body, biking frenetically to keep ahead of her. I'd rather she (and her older brother) be safe asap by themselves.

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. *

The schools are a great potential source of bike users and activists and probably the best showcase of what safe streets are all about.

I'd love to find events & partnerships within schools to push for safer streets + bike infrastructure.

- School Councils meet monthly — let's arrange presentations on the nearest safe biking paths/school streets.
- Friends of groups raise money — we could partner on bike-a-thons to benefit the school — along our desired safe street/school street.
- Teens want meaningful activities — let's help them advocate for bike safety.
- So many young families would rather avoid cars (agh! car seats!) — let's work with preschool/middle schools on cargo bike test drives.*

School Committee can also push for gathering (and publicizing!) bike/car/walk/bus data. The results will likely surprise a lot of car-centric people who claim families of young kids "need" cars. They don't. And I myself am always amazed at how many families bike to/from preschool, afterschool and school-school. The Huhs are not alone in this!

* <https://www.familybikeride.org/testdrive>

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