

# 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](mailto:info@cambridgebikesafety.org).

## Section A – Candidate & Campaign Details

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

Louise Venden Write In

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

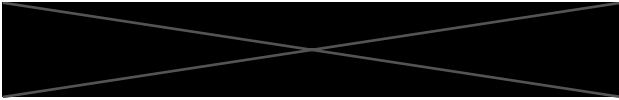
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📁 Add file

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

louisevendenwritein.org

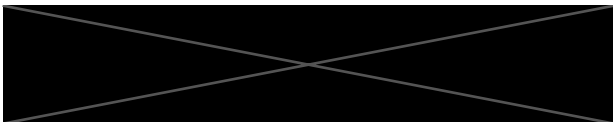
Please provide the name of your primary point of contact. (This information will be kept confidential and not published.) \*



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? \*

I walk 3-5 miles a day through different neighborhoods and take the T. I observe car traffic, bicycles and pedestrians to understand risks, conflicting uses and think of ways to lower them.

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

1. Reduce car use by enforcing speed limits using cameras like those used in many other cities, seek leases with parking facilities on lots or structures on the periphery and encouraging employers to offer T passes to workers. 2. Track where bike and pedestrian accidents have happened and reduce risk through better lighting, signage and trimming of hedges and tree limbs that obscure views. 3. Work with Boston, Somerville, and other adjacent cities to expand MBTA service and shuttles. MBTA use has not yet returned to 2019 levels, and ridership could increase with promotions highlighting upgrades that make service more reliable.

\*

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

They are generally well marked, but there are times when transition out of a lane to the street or at intersections could be improved. In heavily used lanes with lots of car, truck and bus traffic, placing lighting in the lanes may improve bike rider safety. Bike lanes present obstacles to cars which is a positive result, and lanes effectively protect bikers because car drivers routinely fail to share streets safely and legally with bikes.

\*

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

Lanes were designed and installed without adequate input of retail and residents along impacted streets. Stores need access to street delivery of goods and residents need some street parking along some corridors. Not all lanes are signed well, and there needs to be lighting and even blinking lights at areas where accidents have frequently occurred. Finishing the bike lanes will diminish the awkward or poorly designed transitions between completed and incomplete segments.

## 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):

Efforts should be made to lease nearby private parking lot space or set aside parking at public facilities. We could also create more 15 minute spots for shoppers and enforce parking limits more aggressively. Our streets must serve safe vehicle and pedestrian traffic, not car traffic. Expanding shuttle services with smaller shuttles offering more frequent stops at dense residential and key retail like grocery stores, drug stores and medical facilities would help those unable to walk or use public transit for these essential items.

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 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | Strongly support |

You may elaborate on your response (optional):

I need more information on current and estimated bike ridership, high demand areas, and pros and cons from experts and a sample of riders to inform the best decision. Budgets will be strained to meet needs over the next 5-10 years, so cost must be balanced with funding other critical needs like building housing and protecting human services like education, child care, food security and health. Expanding bike lanes already planned, measuring their impact and making the other safety improvements mentioned above should be measured along with those actions to create nearby parking for spots reduced to create more bike lanes.

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 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | Strongly support |

You may elaborate on your response (optional):

Walking or biking to school offers children a great opportunity to build their confidence as they learn their neighborhood, have conversations with other students or neighbors gaining a sense of mastery, feeling safe and being able to get places independently.



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 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | Strongly support |

You may elaborate on your response (optional):

Again, I would need more information. There are many compelling needs here that require increased funding. Difficult decisions must be made prioritizing those that have the most serious impact on the largest number of residents. Getting results from our ambitious zoning reforms will require a large investment of city dollars. Cambridge is losing income diversity as young older and family residents cannot find housing they can afford.



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?**

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|                 | 1                     | 2                     | 3                     | 4                     | 5                                |                  |
| Strongly oppose | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | Strongly support |

You may elaborate on your response (optional):

I do not know much about these measures, but the city must improve safety at these dangerous intersections, fund the 5 improvements, then measure which ones improve safety most effectively. Cambridge often passes great policies, funds them, but fails to find out how well they've done in solving the problem at hand.



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 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | Strongly support |

You may elaborate on your response (optional):

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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?**

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|-----------------|-----------------------|-----------------------|-----------------------|-----------------------|----------------------------------|------------------|
|                 | 1                     | 2                     | 3                     | 4                     | 5                                |                  |
| Strongly oppose | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | Strongly support |

You may elaborate on your response (optional):

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[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?**

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|                 | 1                     | 2                     | 3                     | 4                     | 5                                |                  |
| Strongly oppose | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | Strongly support |

You may elaborate on your response (optional):

Reducing car use is fundamental to making streets safe for bikes and pedestrians. Those traffic calming bumps on streets work well and one way streets may work well in areas burdened by cars avoiding traffic on just incoming or outgoing commutes.

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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?**

Strongly oppose      1      2      3      4      5      Strongly support

☐      ☐      ☐      ☒      ☐

You may elaborate on your response (optional):

Redirecting traffic patterns would require a higher level of enforcement than Cambridge seems capable of exercising. I see State Police occasionally pulling over speeders on Memorial Drive or Monsignor O'Brien highway, but I have very rarely seen Cambridge police officers stop speeders roaring up Binney, Broadway, or Concord Ave. Until Cambridge effectively reduces car speed by ticketing the thousands of daily offenders, passing laws to restrict car and truck use to certain streets or roads would not be effective. I know use of cameras is controversial, but personal privacy does not trump safety for thousands of bicyclists, pedestrians and safe drivers using our streets daily.



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):

Cambridge fails to clear snow and ice, even from major thoroughfares and intersections, creating hazards for pedestrians, bike riders and cars. Snow piles at intersections are sometimes so high, people need to step or drive into the street to cross. I'm from the midwest where municipal and county trucks plow streets, landscapers don't hook up a plow attachment and try to move snow down wide, well traveled streets.

## Part B — Access and storage of bikes



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 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | Strongly support |

You may elaborate on your response (optional):

It's a good idea, but should prioritize locations by likely highest demand. Cost factors will play a role in determining how many stations can be rolled out a year, so choosing most impactful use of these stations is essential.

\*

[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):

I need to know the current use and cost of this program. Is this a high priority goal?

\*

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):

At the current level with a measure of use and make sure they are not used by the scores of delivery services zooming down streets and on paved walkways ways throughout the city.

\*

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?**

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|-----------------|-----------------------|-----------------------|-----------------------|----------------------------------|-----------------------|------------------|
|                 | 1                     | 2                     | 3                     | 4                                | 5                     |                  |
| Strongly oppose | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | Strongly support |

You may elaborate on your response (optional):

Need more information, and I would prioritize improving safety through measures listed above before expanding ebike charging stations.



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 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | Strongly support |

You may elaborate on your response (optional):

Again, Cambridge faces serious budget challenges maintaining funding for existing public programs as major nonprofits, educational, research and business enterprises shrink or lay off workers. The City needs to carefully manage priorities as real tax revenue from commercial property drops, unemployed people need housing and food assistance and thousands of middle income people can barely find a place to live.

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?**

|                 |                       |                       |                       |                       |                                  |                  |
|-----------------|-----------------------|-----------------------|-----------------------|-----------------------|----------------------------------|------------------|
|                 | 1                     | 2                     | 3                     | 4                     | 5                                |                  |
| Strongly oppose | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | Strongly support |

You may elaborate on your response (optional):

DCR has ignored the need to improve safety on Memorial Drive. Design changes should be made, but more importantly, current speed limits should be enforced using cameras. Cars routinely zoom down Mem Drive at speeds nearer 50 miles an hour despite the 35 mph limit. Before spending what will be tens of millions of dollars redesigning Memorial Drive, let's make them enforce the current limit, add speed bumps and station police officers every day for a few months, then randomly to get the message across.



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?**

|                 | 1                     | 2                     | 3                     | 4                     | 5                                |                  |
|-----------------|-----------------------|-----------------------|-----------------------|-----------------------|----------------------------------|------------------|
| Strongly oppose | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | Strongly support |

You may elaborate on your response (optional):

This closure brings people together, allows street musicians and neighborhood groups to do outreach and makes car and truck drivers know that these streets serve walkers, bikers, wheel chair or assisted device travelers and strollers, too. Cars and trucks have other ways to reach their destinations.

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 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | Strongly support |

You may elaborate on your response (optional):

.....



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 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | Strongly support |

You may elaborate on your response (optional):

And add 15 or 20 minute meters in many spots. Small business shoppers typically take less than 20 minutes to consummate a purchase.

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):

Very strongly support. The revenue generated could fund street safety measures.

\*

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):

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## 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 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | Strongly support |

You may elaborate on your response (optional):

I don't have enough information to cite specific streets where open streets should be employed, but it is a program that should be tried. There must be experts who have helped other communities use Open Streets programs, and we will need to engage one.

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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 | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | Strongly support |

You may elaborate on your response (optional):

The State must increase funding to continue the neglected repairs, and maintenance that have already improved service. Communities served by the MBTA should organize and demand State support. Offering funding to increase the number of EZ ride shuttles using smaller vans to connect residents of densely populated residential areas to essential grocery, drug store and medical Services and offering children and parents transportation to and from school extracurricular activities are first steps.



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 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | Strongly support |

You may elaborate on your response (optional):

Sorry, haven't read them. The program has been up and running for a number of years. What's the impact of these programs? Looks like some very good tools for accommodating commuting employees are proposed, but with businesses downsizing demand for expansion may not materialize for a few years.



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):

Also, provide more green public spaces for zipcars or similar car sharing options.

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.)

10 Rogers Street  
Apt 820

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