

Candidate Questionnaire: People-centered Streets

Basic Information

If you would like to review a PDF of the entire questionnaire, you may find it here:

https://d3n8a8pro7vhmx.cloudfront.net/livablestreetsalliance/pages/1689/attachments/original/1503520440/Candidate_Questionnaire_Cambridge_-_People-centered_streets.pdf?1503520440

Candidate name (first and last) *

Quinton Zondervan

Office that the candidate is seeking (include district number if applicable) *

Cambridge City Council

Name of person completing the questionnaire (first and last) *

Quinton Zondervan

Name and EIN of the committee (if applicable)

Committee to Elect Quinton Zondervan, 82-1040823

Campaign email address *

quinton@votequinton.com

Campaign address

632 Massachusetts Ave. #214 Cambridge, MA 02139

Campaign phone number

617-901-2006

Campaign website

votequinton.com

Campaign Twitter

@votequinton

Campaign Facebook

quintonzondervan

About You

1. Do you personally walk to destinations in your community? If yes, how often do you do so?

Yes

No

Comments

As often as I can!

2. Do you personally travel by/ use public transit to get around? If yes, which trains and buses do you routinely use?

Yes

No

Comments

Red-line, Green-line

3. Do you personally bike in your community or commute by bike to other communities? If no, would you be willing to give it a try periodically, e.g. once or twice per month?

Yes

No

Comments

I'm temporarily disabled but I've been bicycle commuting since I was 12 and hope to get back on my bike next year after hip replacement surgery.

Policy proposals

Please articulate concrete and feasible policy and budgetary proposals to advance the following goals. If you would like to submit supporting materials, please submit them on page 6 at the end of the questionnaire or email your proposals to info@visionzerocoalition.org.

Note that there is a glossary available at www.visionzerocoalition.org/glossary_for_2017_candidate_questionnaire

*indicates a definition available in the glossary

1. How will you work to establish funding for the infrastructure changes needed to slow traffic on your community's streets, and improve crosswalks and intersections to make them safer for people who are walking and using mobility assistive devices?

I successfully advocated for raising the residential parking permit fee from \$8 to \$25 a few years ago and I'm currently proposing to raise it by \$5 per year over the next 5 years. In Cambridge all those funds go to VMT reduction!

2. How will you improve the reach, frequency, and quality of public transit in Cambridge?

We have to pay for and provide more shuttle bus service in Cambridge. The MBTA is in serious trouble and we can't exclusively rely on them to provide for our needs.

3. How will you ensure fast-tracked implementation of a city-wide network of off-street paths and protected bike lanes* on major thoroughfares and connecting streets that are comfortable for people of all ages and abilities?

Cambridge is committed to this and we need to hold the city manager and traffic and planning department accountable to execute on this strategy.

4. How will you increase access to biking in every neighborhood equally? What do you see as the major obstacles to encouraging ridership, and how will you address them?

The biggest obstacle is people's justified fears that it's not safe to bike in Cambridge. The best way to counteract that fear is to put protected bike infrastructure everywhere possible, combined with traffic calming and increased bike share deployment.

5. How will you increase funding for biking infrastructure?

Again, raise the resident parking permit fee; it's money left on the table right now. I've done a detailed analysis of it that I will share with you.

Yes/no questions

Note that explanations for your responses are not required, but provide useful context and are strongly encouraged.

*indicates a definition available in the glossary (available here:

http://www.visionzerocoalition.org/glossary_for_2017_candidate_questionnaire)

1. Do you support the adoption of Vision Zero* and funding for its rapid implementation? Vision Zero is an approach which aims to eliminate traffic fatalities and serious injuries by 2030 and has been adopted by several communities, including Boston and Cambridge. *

Yes

No

Please explain your choice

I'm from Suriname, a former Dutch colony. I have visited the Netherlands (as well as Denmark) many times. The reason they have great bike infrastructure there is because of this level of commitment to reducing deaths/injuries from traffic. They just did it decades ago. It's high time we adopted the same strategy.

2. Do you support lowering design speeds* through traffic calming measures* on downtown and neighborhood streets as a means of enhancing the safety of people walking, using mobility assistive devices, biking, and driving? This may involve the expansion and enhancement of programs like Neighborhood Slow Streets* (Boston) and Neighborways* (Somerville). *

Yes

No

Please explain your choice

I think we should go further, replacing traffic signals and traffic signs with traffic calming and shared space. A dense city like Cambridge should not be designed around automobile traffic and it is time to start unwinding those poor choices made in the last century. Declining car ownership and autonomous vehicles will help reduce opposition to these ideas and we should take full advantage of those trends to redesign our city roads for people instead of cars.

3. One key strategy that has been proven to effectively reduce speeding, improve safety, and remove racial bias in traffic enforcement in other states and countries is automated enforcement (i.e. speed cameras and red light cameras). Do you support state legislation that authorizes the use of automated enforcement in Massachusetts, per the July 2017 recommendation of the National Transportation Safety Board*? *

Yes

No

Please explain your choice

I think relying on traffic lights is dangerous because they create conflict. Automated enforcement is highly unpopular and will lead to backlash and minimal benefits. Traffic calming infrastructure is far more effective. We also should allow for citizen reporting of traffic violations instead of automatic enforcement. This way the police can still decide whether or not to ticket the violation but they don't have to be everywhere in person. Citizens are already walking and biking around with cameras so we should take advantage of that instead of spending money on expensive cameras that create a revenue dependency on ticketing.

4. Do you support redesigning space on the street in order to improve safety for people biking by creating protected bike lanes? *

Yes

No

Please explain your choice

We have a lot of poorly utilized road space that basically is used for automobile storage right now. Re-purposing that space into protected bike lanes is a no-brainer. We need to do what we did on Brattle St throughout the city.

5. Do you support the increased use of curb extensions* to improve safety and visibility at intersections, even if it requires the removal of one to two parking spaces? *

Yes

No

Please explain your choice

On street parking is the worst use of road space, it is unsafe and dangerous and we should reduce it as rapidly as we can. Car ownership is declining, resident parking permits issued are declining per my analysis, and so there is a lot of opportunity to incrementally reduce on street parking and repurpose it for traffic calming and safety.

6. Do you support full implementation of the City's Bike Plan in all current and future road reconstruction projects, including but not limited to the five year street and sidewalk plan? *

Yes

No

Please explain your choice

7. Do you support the creation of the joint biking-pedestrian Grand Junction Path and Somerville Community Path through mandates, resolutions or zoning ordinances targeted at adjacent property owners? *

Yes

No

Please explain your choice

8. Will you address age-friendly walking in your community -- an issue raised by many seniors as critical to their ability to "age in community"? If yes, how? *

Yes

No

Please explain your choice

In addition to traffic calming we need to adjust our zoning to ensure basic services are available to people within walking distance like groceries, etc.

9. Do you support the restriction of on-street parking during rush hour on major thoroughfares in order to provide lanes for the exclusive use of buses? *

Yes

No

Please explain your choice

We should also consider congestion pricing as another way to reduce car traffic which frees up road space for bikes, pedestrians and buses.

10. Do you support exploring new ways of raising revenue to provide the City of Cambridge with more tools to improve conditions for people walking, using mobility assistive devices, and biking (e.g. congestion pricing)? If yes, please give examples that interest you. *

Yes

No

Please explain your choice

Lots of possibilities to explore including higher resident permit parking fees. Other ideas could include charging an excise tax surcharge on automobiles, traffic mitigation fees from large developments, and congestion pricing.

11. Do you support raising the annual fee for residential parking permits? *

Yes

No

Please explain your choice

I've already described how I personally and successfully advocated for this and I've been carefully tracking it.

12. Do you support the rollout of dynamic parking meter pricing* (i.e. increasing meter rates during periods of increased demand) in business districts to free up on-street parking and reduce cars "cruising" for open spaces? *

Yes

No

Please explain your choice

We can try all kinds of techniques for maximizing revenues from parking. One simple thing to do is to raise parking meter fees which are ridiculously low and parking tickets which at \$25 cost less than a day of parking in most commercial garages.

Supporting materials

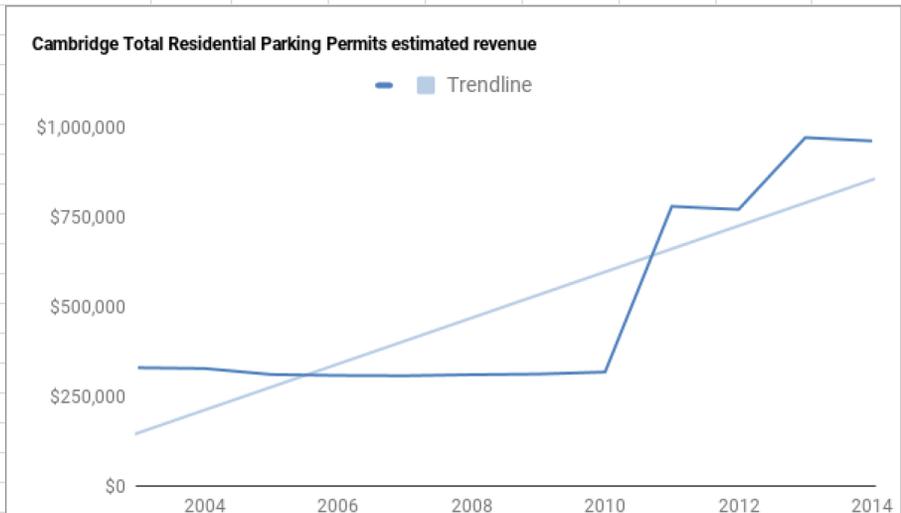
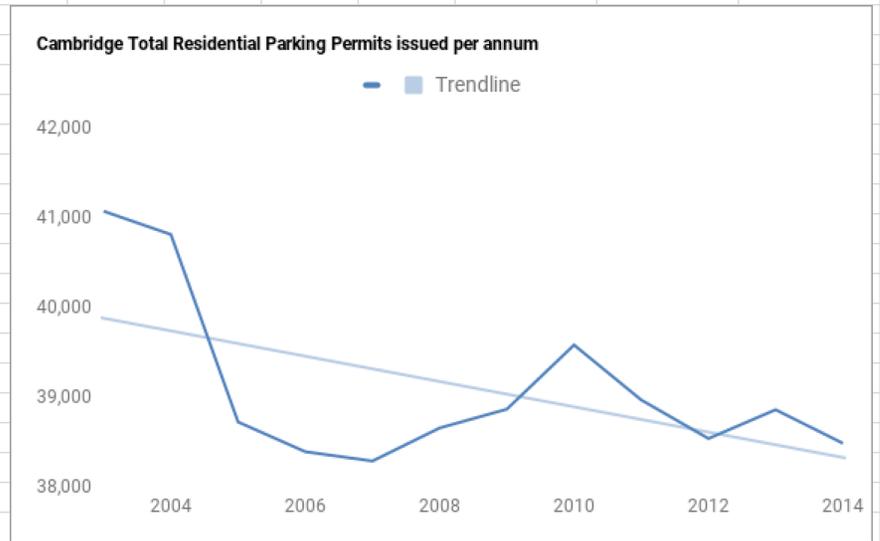
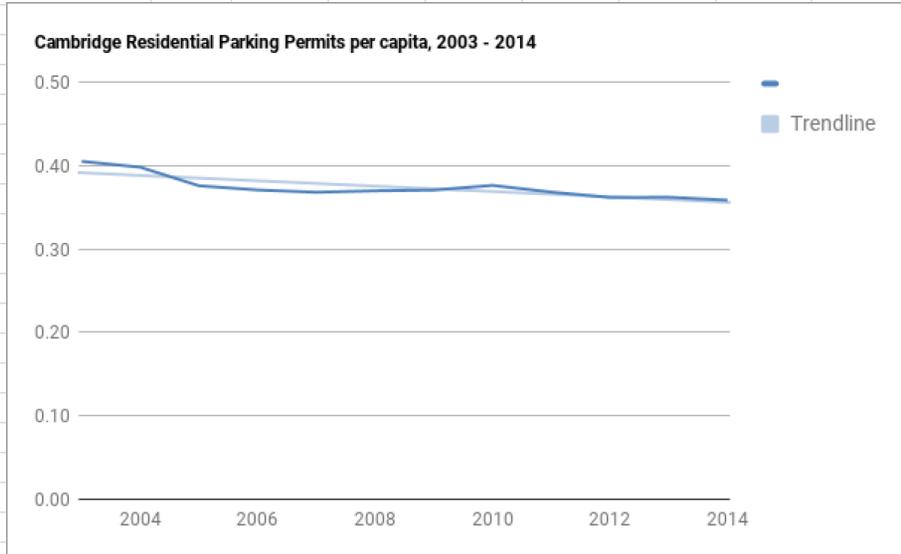
If you would like to submit supporting materials, please include them in the answer field below or email them to info@visionzerocoalition.org

<https://docs.google.com/spreadsheets/d/1x2xsugDRopvu2ZDwvASEUN9IX63aJLhprVQ61-nkNHA/edit#gid=459062142>

This form was created inside of LivableStreets Alliance.

Google Forms

Data collected by Quinton Zondervan, from Cambridge City staff													
Year	2000	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Fee		\$8	\$8	\$8	\$8	\$8	\$8	\$8	\$8	\$20	\$20	\$25	\$25
Permits issued		41,060	40,800	38,706	38,374	38,270	38,639	38,849	39,566	38,952	38,521	38,843	38,468
# Residents	101,365	102,000 [1]	102,500	103,000	103,500	104,000	104,500	104,800	105,162	105,792	106,471	107,289	107,289
Est. Revenues:		\$328,480	\$326,400	\$309,648	\$306,992	\$306,160	\$309,112	\$310,792	\$316,528	\$779,040	\$770,420	\$971,075	\$961,700
Permits per capita		0.41	0.40	0.38	0.37	0.37	0.37	0.37	0.38	0.37	0.36	0.36	0.36



[1] Quinton Zondervan:
Estimated from 2003 to 2009 inclusive.