Candidate name (first and last):	Dana Bullister
How do you see transportation, housing, and climate issues connecting and how will you work to align them if elected? [600 character limit]	Every discussion intersects with the ongoing effects of systemic racism and lack of equitability. As a city councilor, I will ensure that black and brown voices are front and center in the conversations on these critical issues. I will ensure the inclusion of these critical viewpoints because solving these issues requires the elevation of community voices. Communities should have the support of the city to advocate for themselves, so I support programs which give communities the resources they need to conduct investigate into inequity and efficiently / directly propose solutions to the city.
1a. Which of the following modes of transportation do you use regularly in Cambridge? (Check the top 3.)	Subway, Bus, Walking
1b. What types of housing have you lived in or owned throughout your life? (Check all that apply.)	Duplex/Triple-decker, 4-to-6-unit building, Over-six-unit apartment building, As a renter, Single-family home
1. Often street projects designed to improve traffic safety and public transit involve removing on-street parking or reducing the number of vehicle travel lanes to make space for people walking, biking, and transit infrastructure. How would you advance these projects when there is active opposition to narrowing the roadway and removing parking? [1200 character limit]	The way to advance these projects is by gradually implementing them throughout Cambridge. We must start implementing traffic calming devices and isolated bike lanes in the places where they will make the most difference. An effective system is the foundation for the vibrance, accessibility, and economic equity within our city and a critical component of environmental responsibility. So by improving the safety and quality of popular pedestrian and cycling routes, active opposition will subside because the quality of alternative transportation routes
2. The Cambridge Cycling Safety Ordinance (a) requires that when streets designated for protected bike lanes in the Cambridge Bicycle Plan are reconstructed they must include those lanes in the project; and (b) sets a mandatory timeline for the installation of approximately 25 miles of protected bike lanes within the next five to seven years. Do you support the goals of the Cycling Safety Ordinance, and would you hold the city accountable to compliance with all its requirements and timelines? [1200 character limit]	I do support the goal of the Cycling Safety Ordinance. Separated bike lanes on Massachusetts Ave and Broadway, among other places, will improve the safety of our resident's commutes. However, holding the city accountable to its timeline is an issue of good municipal governance. Currently, we have a city manager that needs to be held responsible for the requests of the city council. A better system of government would produce a city manager that would faithfully execute the ordinances of the council. I would hold the city accountable by voting for a new city manager and pursuing charter reforms such as binding policy orders by the city council.
3. Quick-build bike, pedestrian, and transit infrastructure is a fast way to make improvements, while capital investments in street redesign can reshape the street to better accommodate a multi modal future. How do you consider the tradeoffs between capital reconstruction that will meaningfully fix the streets and create high quality infrastructure, and balance this with the short term benefits of quick build infrastructure? [1200 character limit]	I believe that meaningful change comes from quality design and urban planning. I prefer to fund capital reconstruction that will create high-quality infrastructure instead of implementing quick build infrastructure. Infrastructure that is rushed and not well planned could perpetuate unseen disruptions in our traffic system. Quickly installing public goods has its value. For example, I think it is good to promptly install bike lanes in neglected areas of our transportation network. However, this practice should only be used as temporary measures to quickly improve ride safety and quality while more permanent solutions are researched and planned.
4. While the MBTA controls bus service, the City of Cambridge controls the streets the buses operate on. How would you accelerate bus service and bus priority infrastructure? [1200 character limit]	Expand the dedicated bus lane network in Cambridge so that public transit would take priority on most roads during peak traffic hours.
5. The MA state legislature is considering creating a new dedicated governance board for the MBTA, emulating the Fiscal and Management Control Board (FMCB). Given this, how would you utilize the board meetings to advocate on important issues that might be outside the City's control? [1200 character limit]	
6. In a new housing development where space is limited, and parking adds substantially to the cost, how would you prioritize space/think about tradeoffs (between more units, parking, open space, etc.)? What would you do in the face of community opposition to developments that seek a different balance of these priorities? [1200 character limit]	The city needs smarter parking minimums. I'm not so worried about the cost of building parking spaces In new developments. I'm concerned about the lost residential or green space opportunities. I want to reevaluate parking minimums in areas particularly close to the T stops and MBTA bus stops. A recent study conducted by the Dukakis Center for Urban Research & Policy found that expanded opportunity to the T increases car transit. Public transit centers increase the cost of rent so much that people who are more likely to own a car, higher-paid individuals, move into those properties. This is only the case because on-property parking minimums continue to encourage car ownership and use in areas where cars may not be necessary. I would try to pass an ordinance that removes parking minimums in these areas and encourages more residential spaces or more accessible green spaces.
7. According to Envision Cambridge, 72.7% of new housing in 2015 was built within 0.5 miles from an MBTA subway station, with a goal of increasing to 75% by 2030. The plan separately cites declining housing affordability, increasing population, and increasing inequality in Cambridge. How will you ensure that lower-income residents have access to affordable housing near transportation? [1200 character limit]	Housing cuts to the heart of inclusion. Geographic segregation by social status and the resulting inequality of opportunity cannot be solved passively using the market. We need a deliberate strategy that prioritizes communities and expands the conversation by considering options such as increased and diversified inclusionary zoning, new forms of social housing such as limited-equity co-ops and land trusts, homeownership programs, and building publicly financed social housing on underutilized city-owned lots. Furthermore, I would try to pass a home rule petition that allows Cambridge to go farther than the 10% affordable housing requirement which that state statute chapter 40B MA demands. Cambridge should strive past the 15% of affordable housing we already have and aim for 20%. By increasing the amount of affordable housing and creating a plan for equitable and quality bike lanes and pedestrian routes, we should be able to increase the equitable access to public transportation
8. In addition to increasing the housing supply for low-income households, Envision Cambridge identifies increasing the housing supply for moderate- and middle-income households as a key priority. What approaches would you take to meet these goals? [1200 character limit]	
9. Improvements to affordable housing in Cambridge requires not only increasing production and allocation, but also increasing the amount of housing that will maintain its deed-restricted affordability status. How would you try to reach Envision Cambridge's goal of making 25% of Cambridge's new housing production deed-restricted affordable by 2030? [1200 character limit]	
10. What actions or policies that fall under existing municipal powers (i.e., do not require a home rule petition) do you support to help prevent displacement? [1200 character limit]	I would like to end inclusionary zoning, for a Cambridge community land trusts, implement a tenant's right to counsel in housing court
1. The Massachusetts Vision Zero Coalition supports the removal of direct policing from Vision Zero goals, citing issues of equity and a lack of effectiveness in improving safety. You can read about these issues in the Boston Vision Zero Progress Report and the Coalition Statement on Gov. Baker Administration's Road Safety Legislation. Do you support removing police enforcement from Vision Zero?	Neither Support nor Oppose
Please explain. [300 character limit]	
2. Police details are often required for construction projects and open streets events -- it would save money and create jobs if community members were allowed to do this work. Civilian flaggers were first authorized in 2008 to help fill these roles in Massachusetts; nevertheless, these projects and events are still primarily staffed by police on overtime, and detail requests often go unfilled entirely. Do you support reducing police involvement in streets-related projects and events?	Strongly Support
Please explain. [300 character limit]	

Question	Response
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). The MA Vision Zero Coalition is specifically supportive of the following bills due to their strong protections around equity and data privacy, H.2426, H.2532, S.1545. If the State House passes this automated enforcement legislation and allows cities & towns to opt-in to a speed or red-light camera program, would you support your municipality using this tool?	Somewhat Support
Please explain. [300 character limit]	
4. Many injuries from traffic crashes happen on busier arterial roads. Do you support traffic calming for high-crash intersections and roadways of arterials to prevent crashes and save lives, even when it means taking away parking or travel lanes?	Strongly Support
Please explain. [300 character limit]	
5. Mode shift occurs when people get out of their cars and choose other ways of getting around. Do you support improving bus service through Cambridge as a way to increase mode shift?	Strongly Support
Please explain. [300 character limit]	
6. Do you support the rapid construction of quick-build protected bike lanes on the streets listed in the Cambridge Bicycle Plan?	Somewhat Support
Please explain. [300 character limit]	
7. How curb space is managed can impact many different city functions, including bus service, commercial delivery, and residential parking. When used effectively, curb space can speed up bus service with dedicated lanes, create safe biking infrastructure, and/or allow businesses to receive deliveries quickly and safely. Do you support conducting a city-wide parking study to evaluate how effectively curb space is being used?	Strongly Support
Please explain. [300 character limit]	
9. The current price for residential parking permits in Cambridge is $25 per year, which is approximately $2.08 a month. For comparison, in Somerville, the annual parking permit fee is $40/year. Do you support raising the annual fee for residential parking permits?	Somewhat Support
Please explain. [300 character limit]	
8. Do you support free bus service on the MBTA, and a low-income fare option for other public transit options?	Strongly Support
Please explain. [300 character limit]	
10. Adding parking to housing developments is expensive and increases the cost of housing. While mandatory parking minimums have been eliminated for low-income housing, many standards are still in place throughout the city for new developments. In order to create more moderately priced housing, do you support eliminating all requirements for a minimum number of parking spaces for new development?	Somewhat Support
Please explain. [300 character limit]	
11. Do you support increasing density as a strategy for improving affordability and increasing housing stock?	Strongly Support
Please explain. [300 character limit]	
12. The City of Boston and Boston Housing Authority have recently launched a city project-based housing voucher program. Do you support implementing a similar program for the City of Cambridge? Would you support expanding it to include additional funding and/or a mobile voucher program?	Somewhat Support
Please explain. [300 character limit]	