

Candidate name (first and last):	Dennis Carlone
How do you see transportation, housing, and climate issues connecting and how will you work to align them if elected? [600 character limit]	They are directly linked and as an urban designer/architect, they are at the forefront of all my design projects, and actions in the Cambridge City Council. Each is critical in determining a high quality of life and the most desirable cities score high on all three. I have proposed more humanistic zoning, including focusing on housing, and the creation of open spaces - which Cambridge has less than half the average city. Housing creates less peak travel by 1/3 and increases retail sales by 3 times compared with commercial development. Residents walk or bike to work, school and shopping.
1a. Which of the following modes of transportation do you use regularly in Cambridge? (Check the top 3.)	Car, Subway, Walking
1b. What types of housing have you lived in or owned throughout your life? (Check all that apply.)	Duplex/Triple-decker, Over-six-unit apartment building, As a renter, Home ownership, Urban
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]	Although public safety always comes first, as an urban designer and architect, I always advocate for all affected parties. There are options depending on the number of travel lanes. If it is a two-lane neighborhood road with parking on one or two sides it could very easily become a one-way road with bicycle lanes and the remaining parking. If it is a multi-lane road such as Mass Ave in Cambridge one seriously has to look at the elimination of one car travel lane as done in adjoining Arlington. If the roadway needs the removal of some parking, other options need to be explored. If it is on a retail street where parking is a critical part of the business' viability, one could replace the parking with metered side street parking for the depth of the retail zoning district (approximately 100 feet). This would provide four parking spaces on each side of the street. The most important thing is to fully explain all the issues, options, most appropriate design, and show examples of solutions that enhance an area at the same time. In many difficult location it is typically more than a transportation problem - it becomes an urban design enhancement project.
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]	Yes, I do. This is a basic principle of true urban design.
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 understand the need for quick build in large part to provide a safe network for bicyclists of all age. This approach is also a good way to test a given route, its buffer, the impact on adjoining pedestrians and other modes of transportation over a four to five-year period. However in cities like Cambridge, which has ample public funds capacity, one needs too seriously consider a longer-term solution which enhances the public domain in addition to providing greater safety for all concerned . This is an urban design solution including relocating curbs, having raised planted buffers, improving pedestrian crossing conditions, consideration of reducing active vehicle lanes, or introducing bus lanes. I keep insisting that even with the short-term quick-build solutions, we need to be looking at a more holistic solution that enhances the quality of life and safety in a robust well-designed streetscape.
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]	Wherever possible, bus service should be enhanced with bus only lanes and coordinated traffic signals, which could also serve ambulance and other emergency vehicles use. In a grid street pattern one has the option of having a mass transit focused street parallel to a standard traffic use street. In a city like Cambridge with its early New England street system, this approach becomes more difficult. Mass Avenue between Harvard and Porter has four travel lanes two in each direction. It would be relatively easy to insert a bus/emergency vehicle travel lane and maintain the two middle lanes (one in each direction) for vehicle traffic. Obviously, this will be more difficult with introducing safer buffered bicycle lanes and keeping street parking. Since 50% of all vehicles in Cambridge do not begin or end in our city, this is equal parts a regional issue and a city issue. If bus lanes are introduced and their use is expanded both in number of buses and people using them, the automobile use could dramatically reduce.
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]	As described above, local traffic is dramatically affected by through traffic - Cambridge has as much as 50% through traffic. Given that the MBTA is a regional entity, it is the perfect authority to begin to fully analyze and work with individual cities to reduce through traffic and promote greater mass transit use. It seems to me that having a new dedicated Governance Board for the MBTA would assist in this opportunity to more seriously look at analyzing and better controlling the amount of automobile use in Greater Boston. I totally advocate for such a governance board.
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]	Before the growing dominance of cars in cities after World War Two, most apartment buildings had entry courtyards or back yards that were for tenant use. Obviously in addition to environmental benefits, this added to the residents' and neighbors' quality of life. Modern building funding sources generally require extensive parking because they believe parking adds great value to the property and enhances its marketability. Over the last few years Cambridge has learned that tenants of new housing near subway stops utilize only 40% of the building's parking spaces. There is no question that a desirable mass transit system including buses, shuttles, and subways augment a livable city in a manner where parking lots or underground parking do not have to exist as heavily as they have in the last 20 years. We have reduced required parking in Cambridge. I have helped reduce the amount of required parking in smaller towns like Winchester's downtown.
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]	I have worked on over 2000 units of housing, 500 of which were affordable. I know the best location for affordable housing is near an MBTA station or on a bus route road. In Cambridge between Harvard and Porter square, near where I live, half of all buildings are 1-story tall. These are ideal sites for affordable housing. I have advocated for the city to sponsor a non-profit to purchase similarly located properties so that in time they could be rebuilt as affordable housing above ground floor retail. The nonprofit subsidized by city funds could lease the land back to affordable housing developers for new housing and first floor retail at a reduced rate of land value. This would further ensure the viability of both the affordable housing and selected retail that serves local community needs.
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]	Affordable housing advocates and federal/state funding primarily focus on low-income housing. To expand moderate and middle-income housing one needs greater sources of funding. I have proposed a Real Estate Transfer Fee, which will generate as much as \$35 million more a year for affordable housing. Some of these funds should be directed toward middle and moderate-income affordable housing. The other key factor is land acquisition. I have repeatedly recommended that all city land be reviewed for redevelopment as affordable housing or open space depending on what is most needed in that particular neighborhood. I have also proposed that a non-profit authority, such as the Cambridge Redevelopment Authority, be responsible for purchasing land utilizing their available funds and city funds to purchase appropriate sites. That nonprofit could downright the cost of the purchase and lease the land to nonprofits developers for the construction of affordable housing at all levels. However the city has not responded in a productive manner to these proposals. The council is becoming more progressive on these issues and I see a more progressive approach to housing at all levels as a priority.

<p>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]</p>	<p>There are two potential approaches to making 25% of Cambridge's new housing production deed-restricted affordable by 2030. Prior to raising the affordable housing requirement to 20%, the city's consulting firm indicated that private housing development in Cambridge could afford as much as 25% affordable housing requirement. Unfortunately, the city typically undersells what its consultants say when it comes to financing including linkage fees as well in this discussion. Even if the city were not to pursue the 25% as described above, we can look at the Special Permit process for multi-unit housing developments where the city could include a special permit criteria that gives the city the ability to buy an additional 5% of a development to make into low, moderate, or middle-income housing. We will potentially have all the funds we need if my transfer fee proposal is eventually approved at the state level. It is a matter of only time and a realization that affordable housing at all levels is at a crisis point and must be more fully dealt with at the federal and state levels as well.</p>
<p>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]</p>	<p>In addition to state and city grants to help pay rent and other costs (which has recently been subsidized by the federal American rescue grant of \$65 million to Cambridge), the city and state offer free legal help and mediation to residents in need. Additionally, I proposed the Right of First Refusal with subsidies from the city for unit purchases, similar to the successful Washington DC program which began in the 1980s, for the City Council to consider. The city also has the ability to explore tax increment funding to help offset the need for housing. But perhaps equally important to all of the above is for Cambridge as well as other cities to recognize the importance that expanding commercial development has on raising existing residential rents. The city administration's number one stated policy is for greater commercial development, which indirectly and directly increases rents on new and existing housing. The focus should be new residential development throughout the city in essence helping support and maintaining existing rent structure.</p>
<p>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?</p>	<p>Somewhat Support</p>
<p>Please explain. [300 character limit]</p>	<p>I understand your goals of equity, but also see people going through stop signs and red lights. I have favored using appropriately located cameras with automatic ticket capacity to be used in Cambridge. It was not approved.</p>
<p>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?</p>	<p>Strongly Support</p>
<p>Please explain. [300 character limit]</p>	<p>Having worked in construction and as an architect, civilian flaggers need quality training.</p>
<p>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?</p>	<p>Strongly Support</p>
<p>Please explain. [300 character limit]</p>	<p>Totally agree and gladly will try again in Cambridge with your support and advice.</p>
<p>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?</p>	<p>Strongly Support</p>
<p>Please explain. [300 character limit]</p>	<p>Yes, but it needs to be holistically designed. (See other question responses)</p>
<p>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?</p>	<p>Strongly Support</p>
<p>Please explain. [300 character limit]</p>	<p>Once again, this has to be holistically designed - as an urban design improvement incorporating other needs in a balanced way.</p>
<p>6. Do you support the rapid construction of quick-build protected bike lanes on the streets listed in the Cambridge Bicycle Plan?</p>	<p>Strongly Support</p>
<p>Please explain. [300 character limit]</p>	<p>Once again, this was addressed in other questions above.</p>
<p>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?</p>	<p>Strongly Support</p>
<p>Please explain. [300 character limit]</p>	<p>Very much needed, but I would add curb space on abutting side streets for the first 100-feet.</p>
<p>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?</p>	<p>Strongly Support</p>
<p>Please explain. [300 character limit]</p>	<p>Long overdue, but was turned down by council last year. I have proposed a more progressive permit fee equal to the car's excise tax or a given percentage of that amount.</p>
<p>8. Do you support free bus service on the MBTA, and a low-income fare option for other public transit options?</p>	<p>Strongly Support</p>
<p>Please explain. [300 character limit]</p>	<p>Public service should help those most in need.</p>
<p>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?</p>	<p>Somewhat Support</p>
<p>Please explain. [300 character limit]</p>	<p>It depends on the location in the city.</p>

<p>11. Do you support increasing density as a strategy for improving affordability and increasing housing stock?</p>	<p>Somewhat Support</p>
<p>Please explain. [300 character limit]</p>	<p>New, larger construction should enhance and not overwhelm existing context.</p>
<p>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?</p>	<p>Strongly Support</p>
<p>Please explain. [300 character limit]</p>	<p>Anything to help the cause.</p>