Candidate name (first and last):	Robert Eckstut
How do you see transportation, housing, and climate issues connecting and how will you work to align them if elected? [600 character limit]	It's all connected. On my walking card, my top 2 policy platforms are free transit within Cambridge, and more affordable housing. I will push for free transit (specifically buses+), and also am looking to expand the CHA. (Cambridge Housing Alliance) This is why I'm running for City Council.
1a. Which of the following modes of transportation do you use regularly in Cambridge? (Check the top 3.)	Car, Bike (bike-share or personal bicycle), 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, 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]	A friendly disposition, grounded with supporting facts and arguments.
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, of course. I'm also a biker and have enjoyed the biking lane outside my apartment (Western Ave, an incredibly busy street that would be dangerous for bikers if not for the bike lane).

The best way to hold any organization accountable is to have power within said organization to enact the changes that need to be made. Simply pleading with governing bodies to "do the right thing" doesn't seem to be successful. This is why I'm running for 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]	Everything in life is trade offs. I believe - strongly - we've seen the issues with a focus on short term solutions. In the long run it costs more as well.
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]	In the Cambridge of my dreams, people would not drive. Walkers, bikers, and public transit galore. Call it my utopia.
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]	I am in talks with a group that is pushing to get rid of the (antiquated, imo) parking space requirement. It should feasibly free up space for affordable housing / projects / so on. I specifically love this because it's an indirect way to address how many people drive in Cambridge.

The best way to overcome community opposition is to have a large enough share/voters to push through what needs to be done. |
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]	By expanding transportation / making it free.
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]	I'm in favor of the Missing Middle approach.
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]	I'm in favor of expanding the CHA budget.
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]	
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?	Strongly Support
Please explain. [300 character limit]	Earlier one of the questions spoke about a tradeoff between short term/long term, and that's very myopic to view a budget in that respect. I'd rather view all decisions on a macro level - policing does not. We can easily fund long term infrastructure projects at this expense.
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]	I think the police have 1 job, and that's to make sure people suspected of crime are produced for court. All of the other tasks police have inherited have come at the expense of those tasks. Civilian flaggers would pretty obviously do a better job of this and probably for less $ than police.

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 Oppose
Please explain. [300 character limit]	The issue is not that I specifically disagree these tools are "better" (they, objectively, are) I am not in favor of additional technological authoritarianism. I don't favor Cambridge installing speed cameras; I favor fewer cars. (That would produce better outcomes for safety!!!)
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?	Neither Support Nor Oppose
Please explain. [300 character limit]	I once dated a transportation engineer, and although she was adamant the roads/highways/etc. all originate from people with masters in engineering, let's just say the results have left me a little skeptical
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]	Yes, this is a core block of my platform.
6. Do you support the rapid construction of quick-build protected bike lanes on the streets listed in the Cambridge Bicycle Plan?	Strongly Support
Please explain. [300 character limit]	Yes, selfishly as a biker, but also as a citizen of Cambridge it's for the best!
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]	Love studies.
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]	Feels reasonable to me. Haven't given this a lot of thought. I do think visitor pass $ should be looked into.
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]	Yes!!!
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?	Strongly Support
Please explain. [300 character limit]	I mentioned this in an earlier answer, so yes, I would do away with this.
11. Do you support increasing density as a strategy for improving affordability and increasing housing stock?	Strongly Support
Please explain. [300 character limit]	When people ask "would you rather have trees or houses?", the only way to have both is to go vertical. That increases density. As someone who loves living in a city, I see this as a social positive. I strongly support this.
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?	Strongly Oppose
Please explain. [300 character limit]	Voucher programs, much like charter schools, have an awful track record. Would have to be hardcore convinced by data that my perspective is wrong. (It isn't)