

Candidate name (first and last):	Marc McGovern
How do you see transportation, housing, and climate issues connecting and how will you work to align them if elected? [600 character limit]	I have been a strong proponent of transit oriented development. I think one of the best things we can do for the environment is to increase density near where people work and public transportation. These issues are interconnected.
1a. Which of the following modes of transportation do you use regularly in Cambridge? (Check the top 3.)	Car, Walking, Rideshare
1b. What types of housing have you lived in or owned throughout your life? (Check all that apply.)	4-to-6-unit 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]	<p>In the 2019-2020 term, while Mayor of Cambridge, I worked with Cambridge Bike Safety, the City of Cambridge and others to write the most progressive and ambitious bike safety infrastructure plans in Cambridge's history. This ordinance requires the City to build out 25 miles of dedicated, bike lane infrastructure in the next seven years. This term I worked with the same group, and with my colleague, Councillor Jivan Sobrino-Wheeler, to amend the plan to make it even stronger.</p> <p>In addition to this ground breaking ordinance, I also supported the installation of dedicated bike lanes on Cambridge St. and Mass. Ave. I will note that this was not easy. Many of my supporters don't support bike lanes. I do. So I put politics aside and did what I thought was right. I lost supporters over this stance, but I did it anyway because I believe in safe streets.</p> <p>How would I advance these projects when there is active opposition? The same way I always have. I will talk with the community. I will do my best to mitigate unintended consequences. But I will stand by my values regardless of the political pressure and do what I think is right.</p>
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 was the lead sponsor on this ordinance. I helped write it. I support it.
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]	Preferably reconstruction of streets with permanent infrastructure is the way to go. When that can't happen, or if that will take time, then quick build infrastructure should be used. Quick build also gives people time to get used to the redesign prior to more permanent infrastructure. I look at all the worry over the bike lanes on Cambridge Street near the high school. Now, people are used to it. It's no big deal.
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]	I have and will continue to support bus lanes, as well as bus preference traffic signals. We also have to supplement public transportation passes, especially for lower income residents to make using the bus/train more economically feasible.
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]	Like other issues I advocate for at the State level, I would speak publicly at meetings, I would organize residents, I would write op-eds and I would personally lobby. Cambridge is the fourth largest city in Massachusetts. We are the economic driver of the region. We need to leverage ourselves better at the State level. I have also had success, particularly with Magazine Beach on Memorial Drive, of facilitating partnerships between the State and Cambridge. I would continue to bring people together to work on important issues and build partnerships.
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]	This has been an issue in Cambridge many times. I am one of the leading voices for the development of more affordable housing. I led the fight to pass the Affordable Housing Overlay (another ordinance I helped author). We were under pressure to keep parking requirements, and to increase open space requirements. I held my ground and we did neither. I am a strong proponent of increasing height of buildings, which allows for more open space on the lot. I have been working with groups to eliminate parking minimums city wide. There is often community opposition to all of this. Some don't like tall buildings. Some don't want to eliminate parking. I compromise where I can so long as the ultimate goal is not undermined.
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]	Over my 6 years on the Council, I have led the fight to more than triple the amount of money commercial developers must contribute to the Affordable Housing Trust (Incentive Zoning), bringing in millions for new, affordable housing. I led the way to increase our Inclusionary Zoning from 11.5% to 20%, the highest percentage in the state. I was the lead on the AHO, which already has close to 400 units of affordable housing in the pipeline. I have been outspoken for specific projects, such as 2072 Mass Ave. a 100% affordable housing building of 48 units, passive house construction and just two blocks from Porter Sq. T. These are issues I have fought for my entire time on the Council. I will continue to support these projects, particularly those near public transition.
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]	We not only have an affordable housing crisis, we have a housing crisis in general. Cambridge's job market has changed. It is no longer people like my grandmother who worked an assembly line at Polaroid and other factories. We are the innovation/bio tech capital of the country. People working in those fields are earning considerably more than my grandmother did. We need to build more housing of all types. Many of our new workers won't qualify for "affordable housing" so they will continue to rent the market rate units that are already here. With a few market rate units to meet the demand, rents will continue to skyrocket. As we have built more market rate housing and our vacancy rate has increased, rents have stabilized and started to come down. Building housing works.
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]	This is not going to be easy. One of the great things about the AHO is that it requires that the units remain affordable in perpetuity. I would like to grow and expand this ordinance. It is working. We should amend the ordinance to allow for greater heights along main corridors, as to promote more development under the AHO, which will increase deed-restricted affordable units.
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]	In addition to building more housing, including building more housing on property (such as parking lots) that the city already owns, I would like the city to purchase more property (as we just did from BB&N) so that we can have more control over what is developed. There is a "gap" in where Section 8 vouchers max out and where market rate begins. I would like to see the city create a program to help fill that gap to make it easier for people who have vouchers to rent on the open market. We need to put more funds into homeownership opportunities. We need to increase tenant protections, impose just cause eviction protections, we need to eliminate exclusionary zoning that has been built on racism and classism.
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?	Somewhat Support
Please explain. [300 character limit]	I would have to look into this more. I honestly don't know enough at this point to say "Strongly Support" but could see myself getting there.

<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>	Strongly Support
<p>Please explain. [300 character limit]</p>	I think most of these jobs can safely be handled by civilians. I don't think police are necessary.
<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>	Strongly Support
<p>Please explain. [300 character limit]</p>	I worked on Cambridge's surveillance ordinance, so I am always cautious about doing anything that might impact people's privacy, but these types of cameras can be used in a way that protects privacy while keeping our roads safe.
<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>	Strongly Support
<p>Please explain. [300 character limit]</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>Please explain. [300 character limit]</p>	I think I covered this. I support bus only lanes, subsidizing public transportation passes.
<p>6. Do you support the rapid construction of quick-build protected bike lanes on the streets listed in the Cambridge Bicycle Plan?</p>	Strongly Support
<p>Please explain. [300 character limit]</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>	Strongly Support
<p>Please explain. [300 character limit]</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>	Strongly Support
<p>Please explain. [300 character limit]</p>	I would want to be sure that we have exemptions for low income residents and seniors, but most of our population can pay more.
<p>8. Do you support free bus service on the MBTA, and a low-income fare option for other public transit options?</p>	Strongly Support
<p>Please explain. [300 character limit]</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>	Strongly Support
<p>Please explain. [300 character limit]</p>	
<p>11. Do you support increasing density as a strategy for improving affordability and increasing housing stock?</p>	Strongly Support
<p>Please explain. [300 character limit]</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>	Strongly Support
<p>Please explain. [300 character limit]</p>	