

Candidate name (first and last):	Patricia Nolan
How do you see transportation, housing, and climate issues connecting and how will you work to align them if elected? [600 character limit]	All are interwoven and must not be addressed in silos. Action on one reinforces - either positively or negatively - the others. We must recognize making significant strides is only possible with a regional focus. Cambridge alone can't build enough housing to meet demand, nor improve transit significantly enough to solve our congestion crisis nor beat the climate crisis. IN my work on Council I have pushed us to make those connections, and address each area. I work closely with colleagues in other cities and town as well as at the state level to address these problems together.
1a. Which of the following modes of transportation do you use regularly in Cambridge? (Check the top 3.)	Bike (bike-share or personal bicycle), Walking, All Electric car
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, As a landlord, Home ownership, Single-family home, Urban, Suburban
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]	There is always opposition, concerns and questions. Insisting on adequate and effective communication about proposed changes and ensuring input does not end opposition, but if done well can reduce it. We advanced it by ensuring the changes with timing are written into the zoning ordinance - something the prior council started, and I worked to advance once elected. Advocates led by Cambridge Bike Safety have shown in their recent efforts that collaboration is possible when all parties are respected and included. Recently they have been working closely with business owners and residents who worry that new bike facilities will hurt them- taking away parking and allowing cyclists to zoom through the city. By collaborating the groups are developing a plan that meets the need for a safe network of protected bike lands AND gives small Their work should be seen as a guide for how we should advance projects while working with communities that are opposed - by bringing people together and working on a solution that everyone is satisfied with (maybe not thrilled, but satisfied), it is possible to avoid the conflicts that we have seen numerous times.
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 fully support it and advocated to make something specific with accountability happen. A hallmark of all my work is to try whenever possible to build in accountability and measurements of success. As noted, this change was first proposed by a prior council - and once elected I supported the changes and worked to get the ordinance passed. I have pushed the city to work on meeting the goals this term. I believe that we need to have an inclusive process, and yet the timeline is clear and the city must continue working to meet the requirements in the ordinance. Our power to hold the city accountable is limited - and yet already I have proven I am willing to vote against the budget and an extension of the city manager's contract when warranted. The council must ensure ordinances are implemented fully.
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]	Quick build, if done properly, can help to meet the immediate need for safety. For example, the quick build in Harvard Square on Mass Ave has substantially improved the safety of that area for bikers - is it perfect? No. But it has moved us in the right direction and I believe that it was the right move instead of waiting for a longer-term capital project that may not be implemented for years. Should it have taken a tragic death of a cyclist for the city to improve the safety of that area? Absolutely not. We must be proactive and build safe facilities, not reactive to the injuries and deaths of cyclists and pedestrians. And there is the advantage of quick build, which is it can be a way to gather data on usage and ensure that the changes are appropriate and will be used. That way the city and planners can make adjustments before the capital improvements are made which would be too expensive to change.
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]	The bus priority lanes that have been implemented on Mt. Auburn and Mass Ave have been a huge success. The community supported through citizen budgeting a plan for bus acceleration - and I advocated for that to be funded. I plan on working further with city staff to identify and implement additional opportunities for bus-only lanes. Another way to support bus service is to make it free - an idea I championed when I was on School Committee for students and one that the council has consistently pushed for. We recently discussed implementing free transit at a committee meeting using federal funds Cambridge will be receiving. Of course, free transit is an equity issue, and it makes the service faster when people do not have to pay at the front of the bus upon entering. At the state level, we can do a lot more to push for more infrastructure improvements.
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]	The entire system of government at every level has to evolve to more transparency and opportunities for input. The MBTA board for far too long has not been as driven to serve the needs of users as it should be. Governors have tried, the legislature has enacted some reforms - but not enough. I support the proposal to change the governance structure - a change that is overdue. The board meetings can be an opportunity for input and advocacy by the wider community. And for local elected officials such as myself to show up and make clear our desire and demand for better service, and better management of the MBTA. I would testify and advocate.
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 and always have been someone who looks at the data. Each year, car registrations in Cambridge are decreasing and requests for permits are decreasing as well. Furthermore, our bike infrastructure is improving and we are doing a better job of focusing development near transit. Parking is difficult in some parts of the city, but it is important to look at the data when we craft our parking policies - any parking spaces we build today will be with us for decades to come, which is contrary to our goals. The need for open space is critical to our public health which needs to be included in communication about projects. The rapid changes in cars - from electric vehicles to self-driving and the dramatic improvements in electric bikes and scooters also provides opportunities to rethink how people move through the city. Once people understand that the changes are necessary the opposition can be lessened.
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]	Much of our city does benefit from being near transportation and an MBTA station - I am working to see if we can add a commuter rail stop at Alewife, since as we build more housing there the need for more transit connections grows. With the city's largest concentration of low income housing already in the area, providing greater access to transit is critical if we are to end the dependency on cars. The inequality means that our investment in affordable housing, which has more than doubled over the last few years, is even more needed. This year the city is providing \$50 million in housing services for low income residents - and the number of unit continues to expand. We need to also make sure that housing is suited for the climate crisis related changes that are coming to the city, especially the Alewife area.
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]	Envision is supposed to be the guiding vision and plan for the city as a whole. Yet the council had not set up ways to implement the plan and prioritize actions and monitor success - so I convened council committee meetings to review Envision. On housing the city is losing the middle - increasingly only very wealthy can buy and only people who qualify for subsidized housing can rent. I have proposed setting aside a portion of rental units for middle income households - to give our teachers, custodians, child care workers etc. a chance to live in the city they serve. And I have consistently pushed us to have more of our affordable housing funds be used on home ownership opportunities - not rentals. We need to allow folks to build equity.
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]	More of the dollars we spend on affordable housing should be towards a form of home ownership. We need to fund and develop limited equity co-ops and to explore community land trusts (which may well be unsuited for Cambridge now since our land valuations are so high, land trust might not give us the advantage possible in other places). We can set a standard for using AH funds for ownership - something I have proposed and will continue to work on if re-elected.

<p><b>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]</b></p>	<p>Legal help for tenants. Using our city's non tax dollars to prevent eviction. We continue to support the programs in the Human Services Department that help residents find and maintain access to housing. The Housing Department has some of the most dedicated and hard-working staff in the city, and we can build on their work to ensure all residents have access to the tools and programs they offer. Furthermore, upzonings that will encourage luxury development in Cambridge's lower-income neighborhoods would be a disaster for displacement. We must be extremely careful with zoning petitions that do not take into account the impacts that would occur from developers being able to tear down existing buildings many of which house middle income folks and build market, including luxury units in their place.</p>
<p><b>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?</b></p>	<p>Strongly Support</p>
<p><b>Please explain. [300 character limit]</b></p>	<p>Any time we can replace police with an alternative, we should consider it. Police do have a role, and I have worked too closely with victims of crime to support a complete defunding. ANd I have worked too closely with the community and victims of over=policing to support the status quo.</p>
<p><b>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?</b></p>	<p>Strongly Support</p>
<p><b>Please explain. [300 character limit]</b></p>	<p>I want efficiency in government- paying Police overtime to do a job that in many states civilians perform is inefficient. A reason is the state mandated the details be the same cost as police - giving little incentive to go outside. That law should be amended - creating good civilian jobs.</p>
<p><b>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 &amp; towns to opt-in to a speed or red-light camera program, would you support your municipality using this tool?</b></p>	<p>Strongly Support</p>
<p><b>Please explain. [300 character limit]</b></p>	<p>YES! a safe and efficient way to cut down on speeding. This term I met w/members of the state delegation, and researched privacy concerns. After study, I decided to support this fully. I wrote a policy order last year that volunteered Cambridge to be a pilot site program for red light cameras.</p>
<p><b>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?</b></p>	<p>Strongly Support</p>
<p><b>Please explain. [300 character limit]</b></p>	<p>Yes. I spent time this term working successfully to increase days Riverbend Park opens (Memorial Drive closed to cars) and trying to make room for more bike lanes. I am thrilled that we've made Riverbend open all weekend for 3/4s of the year, and will continue pushing for a two-way bike facility.</p>
<p><b>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?</b></p>	<p>Strongly Support</p>
<p><b>Please explain. [300 character limit]</b></p>	<p>YES! until and unless people feel they can safely and relatively efficiently get around, they will continue to use their cars a lot. If buses were free (which I support) and frequent, the model shift would happen.</p>
<p><b>6. Do you support the rapid construction of quick-build protected bike lanes on the streets listed in the Cambridge Bicycle Plan?</b></p>	<p>Strongly Support</p>
<p><b>Please explain. [300 character limit]</b></p>	<p>I support the plan AND am urging the city to work closely with the small businesses across the city to see if the placement of the lanes should be amended to account for the dramatic change due to covid in outdoor space use.</p>
<p><b>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?</b></p>	<p>Strongly Support</p>
<p><b>Please explain. [300 character limit]</b></p>	<p>We need a study. AND we need to act on studies - something we too often do not do.</p>
<p><b>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?</b></p>	<p>Strongly Support</p>
<p><b>Please explain. [300 character limit]</b></p>	<p>I have proposed raising the fee - significantly- at a minimum doubling the fee to \$50 while keeping the \$25 fee as an exemption for lower income residents. I have repeatedly asked the City Manager to do so and I am hopeful that in the next year we will see a raised fee with an exemption.</p>
<p><b>8. Do you support free bus service on the MBTA, and a low-income fare option for other public transit options?</b></p>	<p>Strongly Support</p>
<p><b>Please explain. [300 character limit]</b></p>	<p>I have advocated for this idea, voted for this idea and believe in this idea.</p>
<p><b>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?</b></p>	<p>Strongly Support</p>
<p><b>Please explain. [300 character limit]</b></p>	<p>Yes, and whichever parking is built needs to be EV ready. We simply must stop fossil fuel vehicle use.</p>
<p><b>11. Do you support increasing density as a strategy for improving affordability and increasing housing stock?</b></p>	<p>Strongly Support</p>

<b>Please explain. [300 character limit]</b>	This question can be interpreted many different ways. I support density, and I believe there are appropriate limits to density. And that having different density in different areas is fine.
<b>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?</b>	Strongly Support
<b>Please explain. [300 character limit]</b>	Yes, from what I understand about the program in Boston it is an effective tool to ensure housing stability for low-income residents. I support implementing a similar program in Cambridge and believe that we have the resources to do so.