

Candidate name (first and last):	Roy Ribitzky
How do you see transportation, housing, and climate issues connecting and how will you work to align them if elected? [600 character limit]	In our economy people's options of work are largely dependent on where they can afford to live and how they can commute to work. When people are employed farther away from where they live they are more likely use a car or spend long hours travelling by bus – all things that negatively contribute to climate change. It's not right. I will work to align housing as a right policies with Green development, work to create more bicycle/pedestrian friendly pathways in the city, and use our standing to collaborate with our public transportation services to build 100% green infrastructure.
1a. Which of the following modes of transportation do you use regularly in Cambridge? (Check the top 3.)	Car, Walking, Moped/motorcycle
1b. What types of housing have you lived in or owned throughout your life? (Check all that apply.)	Duplex/Triple-decker, As a renter, 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]	As a restaurant worker I believe I can greatly help advance these street projects. We have seen how important outdoor seating has been for restaurants, and I think that is a way that we can make those outdoor spaces permanent for our local businesses in a way that people would support. Climate change is real – we are going to have to make some sacrifices of convenience today if we are going to want to have a future where we can still live on this planet. Once these projects are completed, Cambridge will be a more walkable city, a more bike friendly city, and more importantly a cleaner city – something I think residents will come to appreciate.
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]	3.Yes. I also think it can be done in a shorter period of time.
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]	As with all things, there is a balance of needs. We must implement better infrastructure now while we can where we can with an eye on the future. Waiting to build more protected bike lanes or electric vehicle charging stations or greener sidewalks just because we aren't sure how people will be commuting 20 years from now is not an excuse to delay development. The strength of a community is its ability to adapt. I used to be a special education teacher with concrete curriculum plans or worksheets, etc. Often times those plans were thrown into disarray due to student behaviors or learning issues. So myself and my team adapted. I will take that same approach to Quick-Building as well as long term capital investments. I know government moves slow, but the climate does not. We must meet the challenge of addressing climate change swiftly.
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 full honesty I do not have a strong grasp of MBTA vs. City jurisdiction regarding bus services. While I think we should have more bus-only lanes, Cambridge is small and full of narrow streets which would make that impossible; in addition, what's to say the City proposes a new bus stop in a neighborhood with increasing population and the MBTA just delays that development?  I do believe the MBTA should run later service. If bars are open until 2am, we need to ensure there are safe modes of travel for intoxicated guests but we should also make sure our essential restaurant workers who can't leave until 3am or 4am after close that can't afford their own car or rideshares can get home. Public transportation is a public right, I believe, and that means giving the taxpayers the option to use it even late in the night.
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]	It is long overdue for effective oversight of the MBTA. The billions spent on that body for us to have inconsistent routes, stop times, more energy efficient vehicles is not right at all. I would use the board meetings to advocate for a financial audit of MBTA spending, explore ways to increase late night bus operations, and rethink routes to better accommodate where people live and commute with an emphasis on areas with less access to personal modes of transportation. I would also want to advocate for ways to get more young people, especially our students in CPS, to use public transportation more and have a space to voice their needs to the MBTA.
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]	We need to rethink the zoning requirements of mandating parking spaces for every few units. That could include allowing development of a green space (garden, tree, etc) instead of a parking space. It could even mean rethinking home design entirely and looking at ways where homes are built with a parking space on the first floor and the 2 or 3 living units are above it. I am not an engineer nor an expert on zoning laws, but if we believe that Climate Change is the biggest threat to our existence then we must think outside the box when it comes to housing development. If every land development is looked at through the frame of climate change, I know we can come up with solutions that benefit renters, landlords, homeowners, and the environment.
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 will propose Rent Control, a Ban on Evictions, and bus/subway stop reviews to see where we can have effective routes that allow all residents the transportation they need.
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]	It will be difficult, but we have to strike a balance between increasing the affordable units to people while not overloading our neighborhoods to where they become such densely populated areas where everyone is on top of each other. I would want to make sure housing development for low-income households take into account green spaces and ensure more tree canopy spaces are built to help cool the city down and give low-income residents beautiful open areas to enjoy living in that most wealthy residents get to enjoy in their backyards. I also do not think we necessarily need to build more homes – rent control initiatives can help keep low and middle income households in our communities.
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 believe housing is a right. Putting a moratorium on luxury condo development in our City can help us focus solely on affordable housing, which is what we should be doing anyways.
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]	First, we should eliminate the subminimum wage for tipped based workers. It is a racist and sexist business practice originating from slavery and Jim Crow. Then we should work toward increasing the City minimum wage into a livable wage (according to MIT, the living wage for a single person is \$22 an hour in order to pay rent, bills, and have something of a life outside of work). The math supports higher wages across the board. More money in people's pockets means more ability to pay rent. More importantly it allows for renters to save money long term and be homeowners themselves. Second, we should look at ways to enact rent control measures that protect renters from predatory rents but also support landlords and homeowners from losing value in their investments. Third, I believe evictions are immoral and inhumane and must be banned.
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]	Police do not need to be physically present for every street construction project; that job can be given to City residents. Issues of racial profiling in traffic stops are also a concern. Traffic violations, when they happen, should not occur under a cloud of fear of punishment.
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]	Exactly what was said in the Coalition's statement on Gov. Baker's Road Safety Legislation.
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?	Neither Support nor Oppose
Please explain. [300 character limit]	I will need to study more the protections put in place regarding data management and storage of people's cars, faces, etc the traveling the roads. Getting a ticket from a machine in the mail from a traffic light I don't remember passing is a little more freighting than having a human do it.
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?	Somewhat 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]	It's better for the environment, cheaper than buying a car, and helps our local businesses when more people are walking around the City looking for things to do.
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]	We need to make our streets safer for bicycle riders!
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]	As a restaurant worker that has been depending on food/spirits delivery in Cambridge, I can say lack of adequate spaces to receive deliveries is a nuisance for both the restaurant and the delivery drivers.
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]	I believe the parking permit should be based on income and wealth. Want to park your Tesla outside? That will cost more.
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]	We already pay for it with our taxes and the service is still subpar.
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]	
11. Do you support increasing density as a strategy for improving affordability and increasing housing stock?	Neither Support nor Oppose
Please explain. [300 character limit]	This is my first time hearing about this strategy, so I do not have an answer on that.
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 Oppose
Please explain. [300 character limit]	Why are we letting businesses off the hook for paying their employees fair wages?