

Candidate name (first and last):	Sumbul Siddiqui
How do you see transportation, housing, and climate issues connecting and how will you work to align them if elected? [600 character limit]	Transportation is the second-largest source of greenhouse gas emissions in the US and encouraging spread-out housing developments without enough bus and train transit stops to link them encourages rising greenhouse gas emissions. I have advocated for denser housing and cleaner and more accessible public transport during the two terms I've been elected and will continue to do so. This includes programs for electrification of buses, in all our municipal vehicles, and expanding affordable housing with close access to public transit.
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.)	As a renter, Home ownership, Public housing / Section 8, 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]	We must make clear the benefits of traffic calming and mixed-use roads like reduction in the probability and severity of accidents, increased safety for other drivers, including those entering/exiting roadways at intersections or driveways, and increased safety for pedestrians, bicyclists and other forms of sustainable modes of transportation. In Cambridge, we have been able to advance a number of projects keeping these goals in mind despite active opposition. The Inman Square reconstruction project is an example. The design chosen addressed the safety and operational issues of Inman Square, and met other project goals including improving transit operations and experience, maximizing the quality and experience of pedestrian plaza space, and providing necessary parking and loading functions. There was opposition but we were able to appropriate the funds needed after community input and process.
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 support the goals of the ordinance and voted in favor, and I have met with the Cambridge bike safety on several occasions, and suggested that members have conversations with the City Manager and staff to discuss the goals of the ordinance and work through any issues and to make sure that the requirements in the ordinance are achievable. Accountability will come through the Council and discussion with the City Manager and advocates.
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]	Bikeable and other high quality infrastructure projects can built fast and affordably. There is also something to be said about elements that can be changed in response to on-the-ground feedback with respect to quick build infrastructure. There will then be scenarios where projects may take 3 to 5 years and there will need to be an extensive process, and public engagement. We have to consider these in a case by case basis. Our cycling ordinance does a good job of distinguishing between the two.
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]	We can achieve this by allowing for increased frequency of MBTA buses, particularly on busier routes to allow passengers to safely board and not wait extended times for the next bus. I am also in favor of expanding bus routes. We can also improve bus priority infrastructure by expanding use of dedicated bus lanes. We can fold these bus infrastructure plans into street redesigns involving other infrastructure such as bike lanes.
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]	We could use this board to work on a long term strategy for the MBTA in Cambridge. This includes working with the board to provide means tested T passes for those who would otherwise not be able to use it and in time doing away with the fare altogether and making the T free for all. Advocacy has also kept the green line extension project going. The opening of the GLX at Union Square in Somerville will connect more residents of Cambridge to the rest of the MBTA's subway infrastructure and establish direct connections to downtown Boston and beyond.
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]	Parking requirements needlessly increase the cost of housing whether the occupant of a housing development has a vehicle or not. By eliminating parking requirements we can discourage needless car ownership and increase availability of moderately priced housing. This may also allow for incorporating open or green space to lend a sense of community to a housing development. Without a per unit parking space minimum, we may also be able to build more units without worrying about how it impacts parking space.  It is important to have dialogue and think about how to balance these priorities. For me, more units will always win out over parking. I have found that in many situations there is ample street parking available that can be used.
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 was supportive of the overlay, which will make it easier to have more housing near transit. We also can do more to amend zoning regulations to allow for higher density housing in close proximity to these T stops. The City can add requirements that new developments build a certain amount of affordable units in new buildings close to MBTA stations.
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 need to be looking at zoning in Cambridge to allow for more fourplexes, triple-deckers, townhouses versus the single condominium. I would propose more funds for workforce housing and have our tech sector particularly Kendall square pledge contributions to help build more middle-income housing. With any new commercial development, we must also require housing for moderate- and middle- income households.
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]	We can use our existing city property (parking lots), and other property that has been deeded to us. With the affordable housing overlay, we will be seeing more units come online, which will increase our deed-restricted affordable housing.
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]	Increasing funds and access to legal services, preserving existing affordable housing, implementing a condo conversion ordinance. Massachusetts law allows towns and cities to adopt, by a 2/3rd vote of their local legislative bodies, local ordinances or bylaws regulating condominium conversion that are stronger than, or which otherwise differ from, the statewide law. I've drafted language for an ordinance, which will be discussed in August.
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? Please explain. [300 character limit]	Strongly Support

<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>	Civilian flaggers are the norm in most other states. Reducing police involvement would result in more people receiving wages as police staff are in this role overtime, not as part of their regular duties.
<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 &amp; towns to opt-in to a speed or red-light camera program, would you support your municipality using this tool?</p>	Somewhat Support
<p>Please explain. [300 character limit]</p>	I support this as long as it meets the intended goals and is not used for surveillance. I believe any locations for automated enforcement must be approved through a very public process.
<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>	I support traffic calming measures such as roundabouts, speed bumps and raised pedestrian crossings and in some cases taking away parking or travel lanes. In specific places in Cambridge, we have still been able to maintain some on-street parking.
<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>	Strongly Support
<p>Please explain. [300 character limit]</p>	Yes, and I have co-sponsored policy orders advocating to expand MBTA bus access both in terms of routes and frequency.
<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 support raising the price for parking permits for everyone other than seniors and low income residents.
<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>	I have cosponsored resolutions and policy orders advocating for free MBTA service and advocating for a City of Cambridge free bus route. We may be able to use our American Rescue Plan funds for this.
<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>	Yes, I have recently inquired about using American Rescue Plan funds to implement a similar program. The wait time for a voucher is long and with more funds we could be providing more opportunities to our families.