

Candidate name (first and last):	Jivan Sobrinho-Wheeler
How do you see transportation, housing, and climate issues connecting and how will you work to align them if elected? [600 character limit]	Both unsafe streets and ineffective public transit, as well as housing sprawl, contribute to more car emissions. Housing, transportation, & climate justice are also connected to racial and economic equity because it's often low-income and minority households with the greatest housing costs and who depend most on transit. We need Green New Deal policies that address climate change, housing justice, and transportation equity at the same time. These include investing in public transit, expanding bus and bike lanes, ending exclusionary zoning, and increasing funding for affordable housing.
1a. Which of the following modes of transportation do you use regularly in Cambridge? (Check the top 3.)	Subway, 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, Single-family home, Public housing / Section 8, Urban, Rural
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]	Cambridge's Cycling Safety Ordinance update, which I introduced this term, has helped address this challenge by putting a timeline for the City's bike network into law. This means that there are fewer battles over individual projects, since the City Manager and administration are mandated to complete the network within the next five to seven years under the ordinance. As Chair of the City Council's Transportation Committee, I've had many conversations about street design, bike lanes, and parking with constituents during my first term on the City Council. Spending time listening to residents and business owners about their concerns related to parking loss goes a long way in making sure folks feel heard while we move forward with efforts to make our streets safer. Supporting outdoor dining during the pandemic has also opened more people's eyes to the way that parking spaces can be transformed into spaces for people.
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. During my first term on the Council, I was the lead sponsor of the expansion to the Cambridge Cycling Safety Ordinance that set the mandatory timeline for installation of the 20+ miles of protected bike lanes. After months of discussions with the City Manager and staff, the Council, residents, business owners, and others, the updated ordinance ultimately passed with 7 of 9 votes on the City Council and is now law in Cambridge. Since then, I've sought to ensure the Ordinance is implemented and the City hits its yearly required new mileage for protected bike lanes. This has included hours of discussion about parts of Mass Ave and the challenges to installing protected bike lanes there. I'm confident that the City will complete the network within the next few years, but it will require more work and advocacy.
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 infrastructure can create dramatically safer and improved streets in a short amount of a time. After a recent cyclist death in Harvard Square, the City added quick build bike lanes even as capital reconstruction was on the horizon because the community recognized the need for immediate improvements to safe lives. Capital reconstruction can provide more comprehensive redesigns but often takes significantly longer, and the context for the street matters in understanding how to proceed. I've often advocated for more urgency in city planning from the City Manager and administration and to not rule out quick build options even if a more comprehensive capital construction project is on the horizon in a few years. For the pedestrian or cyclist who is killed or injured on a street, it is little comfort to know that a comprehensive redesign is on the timeline a few years in the future.
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]	While the MBTA controls bus service, the City has control over our streets and budget and can do a lot to improve bus service with those mechanisms. Bus only lanes and signal priority can provide faster and more reliable service and have proven that already on Mt. Auburn Street. Mass Ave is also a key corridor that should have a new bus lane, especially because recent studies have shown that the #1 bus has both high ridership and high delays, which mean a bus lane would make a big difference in the lives of a lot of riders. I have sponsored policy orders and worked with city staff to try to make this a reality. Additionally, fare-free buses would help accelerate service since riders must pay as they board, which slows down travel. I've been working with Livable Streets and other elected officials to try to put together a plan for a fare-free bus route in Cambridge.
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]	I would advocate for expanded electrification efforts, abandoning the MBTA's proposal to replace already electric trolley-buses in Cambridge with battery buses instead of deploying battery buses first to replace diesel buses in environmental justice communities. I worked with advocates including Transit Matters this term to pass a policy order on this. I'd also advocate for the MBTA to work with cities such as Cambridge, which would like to fund fare-free bus service, expand service on routes including the #1 and #68, and push back against any increase in fares and toward elimination of fares altogether with that revenue made up by progressive revenue generated by taxes on the wealthy. I'd also push for municipal representation of the dedicated governance board so that the cities and towns that depend most on the MBTA have a seat at the table.
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]	As a recent study by MAPC made clear, the average parking space in a new housing development costs \$15,000 to build and nearly 30% of those spaces go unused. That is money and space that could go towards more housing or open space, both of which are desperately needed in Cambridge. I've advocated for eliminating parking minimums in zoning city-wide and instituting parking maximums, especially near public transit. I'm chairing a Transportation Committee on the city's parking policies next week where we'll be talking about both of these topics, along with changing the parking permit fee structure and re-examining curb cut policies, which promote parking over other uses in Cambridge. While there is sometimes pushback about lack of parking in new developments, it is important to highlight that all of Cambridge is within a short distance of a public transit stop and that dedicating space and money for parking takes away from other uses that improve the lives of Cambridge residents.
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 one of the sponsors of Cambridge's Affordable Housing Overlay, which makes it easier to build new affordable housing throughout the City, and especially on major transit corridors like Mass Ave. I've also been an advocate for particular affordable housing developments near transit even in the face of opposition from the City's Board of Zoning Appeals, which has suggested that the Affordable Housing Overlay should be a ceiling for affordable housing rather than a floor. One such example is the proposed 2072 Mass Ave affordable housing development, which would provide dozens of much needed affordable housing units within a few blocks of the Porter Square T station but where the City Manager appointed BZA is pushing for a reduction in units over concerns about aesthetics and parking.
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]	Cambridge needs to address the legacy of red-lining era exclusionary zoning in the City that prevents the creation of housing that most residents can afford. Parts of the City are still zoned only for single family homes or only for single family homes and duplexes. It's also led to neighborhoods where most new housing sells for more than \$1 million, sometimes much more. It also means that the types of housing that most Cambridge residents live in and have made up the city so long—triple-deckers, four- and six-plexes, apartment buildings—are illegal to create in much of the city. And even in neighborhoods that are not as restrictively zoned, set-back requirements make much of the current housing impossible to recreate today. I believe that the triple decker that I live in wouldn't be allowed today because of its front and side-setbacks.
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've pushed for the creation of a Cambridge Community Land Trust as another tool in Cambridge's toolbox for permanently affordable, deed-restricted, affordable housing creation. A Community Land Trust would be a way to harness more community resources for affordable housing, and I've had multiple residents approach me about the potential to donate buildings to a CLT. While Somerville has a Community Land Trust already and Boston has several, Cambridge does not. I've also been working to increase Cambridge's affordable housing linkage fee, which is paid by new commercial development toward the City's Affordable Housing Trust. While Cambridge's current fee is currently ~\$20/sf, cities such as San Francisco with similar housing crises have gone much higher. This would create millions of additional dollars that the city could put towards affordable housing each year.

<p>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]</p>	<p>In my first term, I've spent months working with Mayor Siddiqui on a Condo Conversion Ordinance, which would provide significant additional protections to renters in buildings that are being converted to condos. These include eviction protections, the right of first refusal, and relocation assistance of \$10,000 per tenant. The ordinance was introduced in June and, if passed, it would be the strongest new tenant protection that Cambridge has enacted in years. Additionally, I've advocated for the creation of an Office of Housing Stability—which Boston and Somerville already have—to assist tenants with disputes and housing searches, help with municipal and state policy change, and track displacement and eviction data. I was also an advocate for the City's COVID eviction moratorium, which provided crucial protections for residents across the city even when the state and federal protections had expired or were in doubt.</p>
<p>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?</p>	<p>Strongly Support</p>
<p>Please explain. [300 character limit]</p>	<p>Policing is not the most effective way to implement Vision Zero goals and often disproportionately impacts people of color. Infrastructure improvements & street design are often significantly more effective. I've also led efforts to explore moving traffic enforcement from police to other city depts.</p>
<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>	<p>Strongly Support</p>
<p>Please explain. [300 character limit]</p>	<p>I have advocated moving to civilian flaggers in Cambridge. One hold-up has been that police flaggers are required in the police union contract, which is negotiated by the City Manager and administration. I've strongly advocated that this requirement not be included in the new contract with the City.</p>
<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>	<p>Strongly Support</p>
<p>Please explain. [300 character limit]</p>	<p>Yes, automated enforcement is one way to both increase safety and reduce police interactions with residents over routine traffic stops.</p>
<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>	<p>Strongly Support</p>
<p>Please explain. [300 character limit]</p>	<p>Yes, I have been supportive of redesigns to high-crash intersections in Cambridge including in Inman & Harvard Squares, where we have seen multiple pedestrian and cycle deaths in the past few years alone. We should prioritize the safety of residents and creating spaces for people over more traffic.</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>Strongly Support</p>
<p>Please explain. [300 character limit]</p>	<p>Yes, this should include more bus lanes, signal priority, and fare-free bus routes in Cambridge.</p>
<p>6. Do you support the rapid construction of quick-build protected bike lanes on the streets listed in the Cambridge Bicycle Plan?</p>	<p>Strongly Support</p>
<p>Please explain. [300 character limit]</p>	<p>Yes, I was the lead sponsor of the updated Cambridge Cycling Safety Ordinance, which will create 20+ miles of protected bike lanes in Cambridge in the next 5 to 7 years and thus saving lives, improving travel and reducing emissions.</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>	<p>Strongly Support</p>
<p>Please explain. [300 character limit]</p>	<p>Yes, Cambridge's streets were designed hundreds of years before cars and it is time to reevaluate curb space and how much space is currently dedicated to car storage.</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>	<p>Strongly Support</p>
<p>Please explain. [300 character limit]</p>	<p>Yes, the annual cost of an MBTA pass is currently much more expensive than the cost of an annual parking permit. We should change that disparity while also making sure our permit fee structure progressive to ensure that we are charging for permits to the many residents who can afford it</p>
<p>8. Do you support free bus service on the MBTA, and a low-income fare option for other public transit options?</p>	<p>Strongly Support</p>
<p>Please explain. [300 character limit]</p>	<p>Yes, fare-free bus service is a way to both improve equity -- because a large % of riders are low-income and minority residents -- and improve efficiency -- because riders pay as they board, slowing down bus service.</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>	<p>Strongly Support</p>
<p>Please explain. [300 character limit]</p>	<p>Yes, I support eliminating all parking minimums in zoning city-wide and instituting parking maximums, especially near transit. The money and space that is put to creating new parking in our public transit abundant city could better go toward affordable housing or open space.</p>
<p>11. Do you support increasing density as a strategy for improving affordability and increasing housing stock?</p>	<p>Strongly Support</p>

Please explain. [300 character limit]	Yes, I was a sponsor of Cambridge's Affordable Housing Overlay, which improves zoning to allow for more affordable housing throughout the city. I also support eliminating the exclusionary zoning that prevents the creation of housing that most residents can afford in large parts of the city.
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 Support
Please explain. [300 character limit]	Yes, expanding housing vouchers, along with addressing voucher discrimination, are important ways that the city can address the affordable housing crisis in Cambridge.