

Candidate name (first and last):	Paul Toner
How do you see transportation, housing, and climate issues connecting and how will you work to align them if elected? [600 character limit]	Cambridge and Greater Boston must address climate change through our housing and transportation policies. I support transit-oriented development to increase density near centers of public transportation. We must also provide safe transportation infrastructure for cyclists and incentivize alternative modes of transportation to reduce carbon emissions. This is not a Cambridge problem; it's a regional problem that calls for a regional solution working through organizations such as the Massachusetts Area Planning Council.
1a. Which of the following modes of transportation do you use regularly in Cambridge? (Check the top 3.)	Car, Subway, Walking
1b. What types of housing have you lived in or owned throughout your life? (Check all that apply.) 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]	Duplex/Triple-decker, Home ownership, Single-family home, Urban I would meet with community stakeholders to identify their concerns and find a solution that improves the safety of all modes of transportation in our city. We should think creatively about solutions to road sharing and traffic safety. One idea that I think deserves more attention is using time and scheduling to our advantage. For instance, creating dedicated bus lanes during peak commuting hours while allowing parking and car travel during off-peak hours. The main concern for businesses and residents regarding bike lanes is the potential loss of parking and newly found outdoor dining space. I would work with community members who are impacted by the loss of on-street parking to find alternative parking options nearby. I think bike lanes are a priority but I also think there's been a lack of public process on the installation of some bike lanes that have adversely affected mobility-impaired residents and small businesses. Both of these things can be true at the same time. It doesn't mean tough decisions to plan for the future won't have to be made. But we need to understand how that impacts people today as well and address their real concerns and not be dismissive.
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]	My 15-year old son, Jack, and his friends ride their bikes through Cambridge and Greater Boston everyday; making sure that streets are safe for cyclists is personal to me. I agree with the goals of the Cambridge Cycling Safety Ordinance, however, I believe there needs to be flexibility on the construction timeline in order to gather input from relevant stakeholders, such as neighborhood residents and businesses. I want to see a more uniform bike lane design throughout Cambridge that's built to last and ensures that cyclists stay safe on our roads. I would hold the city accountable for implementation but allow the flexibility to create the best possible plan for all. For instance, in the North Massachusetts Avenue corridor, I believe we should move up construction timelines and build out permanent bike infrastructure rather than proceed with a temporary fix only to revisit and disrupt the neighborhood again a few years later.
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]	I'm in favor of speeding up timelines for capital investments in street redesign. Cambridge has strong municipal finances and federal funding through the American Rescue Plan that can be used to install high quality infrastructure to ensure cyclist's and pedestrian safety and encourage more people to utilize bikes as a means of transportation. I believe that quick build infrastructure can be used on ancillary roads but I prefer moving directly to capital investments on major roads like Massachusetts Avenue and Cambridge Street. This must involve working with the community to develop a plan for bike lanes, alternative parking areas, and outdoor dining that has become so important for local restaurants. I think the raised bike and pedestrian infrastructure that Somerville installed on Beacon Street is a great example of what we should be doing where we can. The narrowing of the street from four lanes at points to two to support the infrastructure seems to have worked. We should also engage cyclists, businesses and residences after quick build infrastructure has been in place for a year to understand impacts and get feedback to better inform our plans going forward.
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 believe that public transportation is a critical tool to address traffic safety and reduce carbon emissions. I would improve bus service by advocating for the creation of priority bus lanes where appropriate. On North Massachusetts Avenue I support a priority bus lane during high volume traffic hours or a shared bus and bike lane. I also support the elimination of the median on Massachusetts Avenue and adjustments to sidewalk width where appropriate in order to facilitate more bicycle and bus traffic on our roads.
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]	My understanding is that this already passed the State Legislature a few weeks ago. I support regional collaboration in order to enhance our public transit system. I would engage with council members, our state legislative delegation, city staff, and regional partners to address our transportation challenges. I would also use board meetings as an opportunity for regional advocacy for improvements to services and access for transit riders.
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]	New developments should provide some parking. Having no on-site parking will impact parking in the surrounding neighborhood because some new tenants will have cars. That said, I believe we can reduce our dependence on cars in several ways. First, we must build more housing near public transportation hubs. We should also create incentives for tenants of new apartments to forgo car ownership. These incentives could include reducing monthly rent for being car-free, offering discounted EBikes to residents, providing free or reduced MBTA cards, or housing several ZipCars and Blue Bikes on-site. If there is no parking on-site at a new development, I believe we need to discuss prohibiting residents of these developments from accessing Cambridge Parking Permits. We also have to understand how our lower income neighbors commute to work. I get a little uncomfortable at how these conversations are often led by and include mostly people who, like myself, have more employment, life/work balance options. Often low income residents work hours and/or in places that require cars to get to work. I would like to get more data about this issue to better understand the parking realities.
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 ensure that low-income residents have access to affordable housing near transportation by supporting more developments like the 2072 Massachusetts Ave project that would create housing within a half mile of the T.
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]	I strongly believe that we need more housing stock for residents of all income levels. I support the concept in the Missing Middle Housing plan of creating flexibility to build more multi-family housing. However, as written, it did not guarantee that the zoning flexibility would only be given if the owner created more units of housing. I would like to see the City Council work with housing advocates and the planning board to develop a zoning proposal that will help developers create more housing options for middle income residents. I also want to hear from developers and the State's Department of Housing and Community Development about what the realities are around costs, process, frivolous lawsuits, etc. that impact these developments so that the policy we develop is practical and can be implemented effectively. I think previous councilors have dug deep into this issue and I look to learning from their work as well.
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 issue requires sustained engagement with community members and councillors alike. There is friction between creating more affordable housing and allowing low-income families to invest in a home and create long-term wealth. We need to balance the ability of families to build equity while also affirming that people shouldn't be allowed to make exorbitant profits on publicly subsidized affordable housing. The best way to meet Envision Cambridge's goal of 25% deed-restricted housing is to ensure that residents are fully informed about the nature of a given deed and provided with information about the various housing options that Cambridge offers. I support continuing the work with developers and communities through public-private partnerships, the use of current inclusionary zoning requirements, and the Affordable Housing Overlay to meet the goal of 25% of deed-restricted affordable housing by 2030.

<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>There are two important changes we can make to help prevent displacement. First, we must ensure there are adequate rent subsidies during crisis situations and beyond when needed. Second, we should put a moratorium on evictions and provide tenants with access to legal assistance and mediation programs to provide additional support. Protecting tenants' rights is absolutely essential if we are to minimize displacement.</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>Please explain. [300 character limit]</p>	<p>Strongly Oppose</p> <p>I believe police have a role to play in implementing Vision Zero. When a driver's actions endanger the safety of cyclists, or when a cyclist ignores traffic safety rules, I believe it's the responsibility of law enforcement to intervene in order to ensure everyone's safety.</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>Please explain. [300 character limit]</p>	<p>Somewhat Oppose</p> <p>I'm opposed to this for a few reasons. Local police contract, state law and prevailing wage laws all undercut the case that it saves money. Furthermore, police officers are trained to deal with traffic and other emergencies immediately, and provide additional emergency response when necessary.</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>Please explain. [300 character limit]</p>	<p>Neither Support nor Oppose</p> <p>I'm open to considering cameras to improve traffic safety and reduce bias in traffic enforcement. I would like to see them piloted in parts of the city before being implemented citywide. The use of cameras has pros and cons and has been contentious elsewhere.</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>Please explain. [300 character limit]</p>	<p>Somewhat Oppose</p> <p>Traffic calming is a reasonable measure for increasing the safety of busy intersections. I'm open to discussing a variety of measures to improve the safety of intersections. I would need to know more about the specific locations being reviewed.</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>	<p>Strongly Support</p> <p>I have nothing more to add other than creating faster, more consistent bus service on well-maintained busses would increase ridership.</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>Please explain. [300 character limit]</p>	<p>Somewhat Support</p> <p>I am supportive of quick build lanes where necessary after a public process that engages community businesses and residents regarding local impact. I personally think we should be using new infrastructure funding to speed up move towards permanent well planned protected bike lanes.</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>Please explain. [300 character limit]</p>	<p>Strongly Support</p> <p>I'm in favor of conducting a city-wide parking study to evaluate the use of curb space. Such a study would be an important building block for the development of a priority bus lane and long-term bike infrastructure.</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>Please explain. [300 character limit]</p>	<p>Somewhat Support</p> <p>I support raising the annual parking permit fee as a way to encourage alternative modes of transportation and raise revenue for the city for targeted infrastructure projects. I would allow low-income residents and senior citizens on a fixed income to pay the current \$25.00 permit fee.</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>Please explain. [300 character limit]</p>	<p>Somewhat Support</p> <p>I'm supportive of free bus service and a low-income fare option for public transit. I do, however, want to know how these programs would be sustainably funded.</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>Please explain. [300 character limit]</p>	<p>Somewhat Oppose</p> <p>Without a prohibition on car ownership and/or parking permits for new residents, some people in any new development will have cars. I think it's disingenuous of developers and housing advocates to tell abutters that reducing parking requirements will not impact their current parking situation.</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]	Increasing density, particularly near public transit stations and along the Massachusetts Avenue corridor, is one of the best tools we have to improve housing affordability and reduce carbon emissions.
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 Support
Please explain. [300 character limit]	I agree with the concept but would need to know more about the source of funding for the program.