

Candidate name (first and last):	Kim Janey
Office the candidate is seeking:	Mayor of Boston
In your role as mayor, how do you plan to work with the statewide delegation to advance your policy priorities, and what are your specific state policy priorities related to transportation, housing, and climate? [1200 character limit]	<p>We need to make sure that our concerns as a city are heard at the state and federal level. Specifically, we need to make sure that Boston gets its fair share of funding for all programs disbursed by the state. Specifically, I want to work with the state to provide a long-term solution for access to the Boston Long Island recovery center. This will help us in a multitude of ways, which include getting people access to the recovery options they need, which will in turn put them in a better place improve their quality of life.</p> <p>On the federal level, we have received a large amount of federal relief funding, and I look forward to working with city government to make sure that this funding is distributed equitably throughout our city so that it goes toward the people and projects who most need the help. I look forward to working with Boston's congressional delegation on future projects and federal funding support from the city.</p>
Transportation, housing, and climate issues are currently siloed in City Hall. How do you see these issues connecting and how will you work to align them if elected? [600 character limit]	All of these issues are intertwined together in a difficult web. A person needs reliable access to transportation to get access to jobs which will pay them enough to provide for housing and the rest of their household expenses. Meanwhile, climate change adds the complication of preparing these solutions to be resilient for the future. I look forward to working on projects such as affordable housing built for climate resiliency, and more energy efficient and reliable public transportation as some of the core solutions to these problems.
1a. Which of the following modes of transportation do you use regularly in Boston? (Check the top 3.)	Commuter rail, Bus, Walking
1b. What types of housing have you lived in or owned throughout your life? (Check all that apply.)	Home ownership, Housing insecure, Public housing / Section 8
1. While the MBTA controls bus service, the City of Boston controls the streets the buses operate on. How would you accelerate bus service and bus priority infrastructure? [1200 character limit]	We need to continue to make Boston a multi-modal transportation city, where people are able to reliably commute through the public transportation, bicycles, or other means of transportation. That is why I was so excited to recently announce a \$500,000 pilot program to provide free fares on the Route 28 bus. Some of the other projects I secured funding for in my budget include funding to renovate and redesign intersections and key corridors to include bus and bike lanes, and build our city street system to be more prepared for the future.
The MBTA's Fiscal and Management Control Board (FMCB) makes important decisions regarding MBTA service, projects, and programs. The FMCB is sunseting in July and the MBTA will be without a dedicated governance board. Will you advocate for a new governance board and a seat on it for the City of Boston, and how? [1200 character limit]	The city of Boston needs to have more authority over the development of our public transportation system. As more and more people continue to move to our city, we need to make sure that our transportation infrastructure is able to grow in a pattern which matches the needs and locations of population centers, particularly those who are reliant on public transportation. We need to make sure that the MBTA will continue to be accountable to the residents of Boston, and that our needs are the first area of consideration for these decisions.

<p>3. The City of Boston's comprehensive transportation plan, Go Boston 2030, includes the implementation of 26 priority Better Bike Corridors and other bike projects. How will you ensure all short-term projects are implemented within three years, and long-term projects are implemented by or before 2030? [1200 character limit]</p>	<p>I will make it a priority to ensure that our city develops sustainable public and multi-modal transportation systems now. I have fought for \$1 billion in mobility improvements to implement Vision Zero through the Capital Plan, a nine percent increase of the previous year. Many of the transportation projects my budget invests in include adding bike lanes to city intersections, including \$7.9 million to maximize usage in existing high volume bike lanes by construction bike lane extensions and connections with citywide bike corridors, and implement new bike corridors. I will continue to make sure that Boston's multi-modal transportation system is an example for other cities to envy.</p>
<p>4. Often street projects designed to improve safety involve removing on-street parking or reducing the number of vehicle travel lanes to make space for people walking and biking. How would you advance safety projects when there is active opposition to narrowing the roadway and removing parking? [1200 character limit]</p>	<p>We need to be cognizant and receptive to people who are concerned about narrowing the roadway and less access to parking. However, our city needs a robust and multi-modal transportation system, which includes reliable bus services, bicycle lanes, and more walkable sidewalks. We can also demonstrate through reliable and easy access alternatives to traditional cars that people can use alternative means for reliable transportation. Spotlighting the development of a robust public transportation system will be a goal for my full term as mayor.</p>
<p>5. Boston's inclusionary development policy (IDP) program requires that new developments of 10 units or more include at least 13% of the new units be affordable and income-restricted. There is conversation about increasing the IDP percentage; however, experience and research around the country has shown that setting an IDP percentage too high can actually reduce the total number of new affordable units built. Would you support a new 12 unit building where 50% of the units are affordable over a 60 unit building where 20% of the units are affordable? Why? [1200 character limit]</p>	<p>My administration is working with housing advocates to improve the Inclusionary Development Policy, address displacement and capture the silver lining of development. We are looking into lowering the 10-unit threshold to increase the stock of affordable housing and opportunities for family-sized housing. While we can't have a one-size-fits-all approach in looking at what the right percentage for IDP is, we must ensure the IDP requirement is one of our many tools to address displacement, inequity, and affordability. I will commit to ensuring the affordability levels of IDP units better reflect the area median incomes of our neighborhoods. I also see IDP as a tool to increase homeownership for working families and to close the racial wealth gap</p>
<p>6. Housing a Changing City: Boston 2030 determined that Boston needed 69,000 new homes by 2030. The last public update (Q4 2019) indicated that the city is likely behind schedule. The current lengthy permitting process in Boston is a well-known barrier to meeting this challenge. How would you reduce timelines and unnecessary costs to create more homes for people in neighborhoods across the city? [1200 character limit]</p>	<p>We need more affordable housing as soon as possible. To catch up to our goal, we need to look into a combination of innovative and reliable policies which will allow us to expand our housing building opportunities. This would include more community land trust projects which would build with the sustainable development of their neighborhoods at the forefront of their minds, and looking into ways that we can streamline the process for good developments to be built quickly to ensure that the supply of housing units can keep up with the demand. However, we cannot allow the communities which have spent generations in Boston to be bulldozed by rapidly approved projects which would displace the families of Boston. We need to find a middle ground, where sustainable development of affordable housing is encouraged, but we do not ignore the needs of the residents of Boston already living in the city.</p>

<p>7. 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>During my time as mayor, I implemented \$50 million in rental relief to support residents impacted by COVID-19, and I have since announced another \$50 million emergency relief plan which will provide \$5 million into investments for affordable housing. My budget also includes a number of investments into affordable housing, including \$2.4 million committed to Boston Home Center's first-time Homebuyer Program, \$5 million for housing vouchers, and nearly \$30 million into renovating housing developments and public housing.</p> <p>Beyond this, we have an opportunity right now to develop more housing in a way that prioritizes our residents. That means mixed-use development; that means home ownership opportunities; and sustainable, LEED-certified builds. We must also make sure that our contractors and developers are inclusive and diverse, employing Boston residents, people of color and women. With these plans, and by listening to the community for their thoughts and plans, we can create an affordable Boston where families will not have to worry about keeping a roof over their head.</p>
<p>8. 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 to balance these priorities? [1200 character limit]</p>	<p>These tradeoffs need to be evaluated on a case by case basis. For developments which are located with easy access to necessities like a grocery store, public transportation, and medical offices, it may be fine to have less parking in those units. Conversely, developments which require further travel for those services may need more parking. We cannot apply a blanket approach to this which creates standards where you have parking requirements which don't make sense. We must also listen to communities to determine what is the best kind of sustainable development for the community, and these leaders can often be an insightful group which better understand the challenges of a community.</p>
<p>1. The Massachusetts Vision Zero Coalition supports the removal of direct policing from Vision Zero goals, citing issues of safety and 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>Somewhat Support</p>
<p>Please explain. [300 character limit]</p>	<p>Engineering, engagement, and education are central to our strategy to deliver safer streets; enforcement also plays an important role. Elements of that enforcement, however, can be handled through proven techniques such as photo enforcement for speeding.</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>Somewhat Support</p>
<p>Please explain. [300 character limit]</p>	<p>An element of Police reform is reducing Police involvement in those efforts that may not require their involvement. Initially, this has focused on identifying new ways to respond to mental health calls as well as requests for towing.</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). If the State House passes automated enforcement legislation that 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>Curbing speeding and slowing speeds will reduce crashes and save lives. Speed camera programs in particular can assist these efforts.</p>
<p>4. The Boston Transportation Department's Neighborhood Slow Streets program has been very popular when implemented on smaller neighborhood-level streets, but 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>Somewhat Support</p>
<p>Please explain. [300 character limit]</p>	<p>We need to reduce the amount of traffic accidents involving pedestrians, and one way to accomplish this is through better public transportation and alternative methods of transportation.</p>
<p>5. The Go Boston 2030 plan was released in 2017. Do you support updating the plan and working to advance the plan's goals?</p>	<p>Strongly Support</p>
<p>Please explain. [300 character limit]</p>	<p>We need to be constantly innovating with multi-modal transportation, and I support exploring new ideas to make our city more transit friendly.</p>
<p>6. Mode shift occurs when people get out of their cars and choose other ways of getting around. Do you support the City's Go Boston 2030 goal of reducing car trips by 50% by 2030?</p>	<p>Strongly Support</p>
<p>Please explain. [300 character limit]</p>	<p>We need to be constantly innovating with multi-modal transportation, and I support exploring new ideas to make our city more transit friendly.</p>

<p>7. Do you support reassessing the plans and viability of major capital projects, such as the Northern Avenue Bridge or the Rutherford Avenue redesign?</p>	<p>Somewhat Support</p>
<p>Please explain. [300 character limit]</p>	<p>All projects deserve public engagement and scrutiny. That is particular true of the City's largest investments. As those plans advance, continued public feedback will enhance the design for generations to come.</p>
<p>8. 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 quickly and safely receive deliveries. 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>We need to take inventory of how our streets can be best designed. While my administration is already working on redesigning many traffic corridors, I support examining best practices for curb space across the city.</p>
<p>9. Do you support charging an annual fee for residential parking permits?</p>	<p>Neither Support nor Oppose</p>
<p>Please explain. [300 character limit]</p>	
<p>10. 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>As Mayor, I was so excited to recently announce a \$500,000 pilot program to provide free fares on the Route 28 bus.</p>
<p>11. Boston has many traffic signals that do not work well for pedestrians. Do you support making signal timing safer and more convenient for people crossing at all speeds, including those walking and using mobility assistive devices?</p>	<p>Strongly Support</p>
<p>Please explain. [300 character limit]</p>	<p>I support making our streets safer for pedestrians and cyclists, and using a multifaceted approach to achieve this goal.</p>
<p>12. Do you support ensuring large-scale developments (including Sullivan Square, the Allston I-90 Interchange, and Suffolk Downs) incorporate the community's desire for walkability, connectivity, open space, and resilience?</p>	<p>Strongly Support</p>
<p>Please explain. [300 character limit]</p>	<p>We need to make sure that all large developments in Boston are responsive to the needs and wants of the communities they exist in.</p>
<p>13. Do you support prioritizing and advancing the housing production goals outlined in the 2018 update to Housing a Changing City: Boston 2030?</p>	<p>Strongly Support</p>
<p>Please explain. [300 character limit]</p>	<p>We need to make affordable housing a priority for the people of Boston.</p>

<p>14. Lawsuits filed against two much needed, 100% affordable housing developments in Jamaica Plain have recently underscored how mandatory parking minimums can be weaponized within the legal system to significantly slow or prevent affordable housing. Do you support the proposal by Councilors Matt O'Malley and Kenzie Bok to update the zoning code to eliminate mandatory parking minimums for affordable housing?</p>	<p>Strongly Support</p>
<p>Please explain. [300 character limit]</p>	
<p>15. Given the affordability crisis, many are critical of the perceived large amount of new "luxury" construction and would like to see more moderately priced housing options being built. Yet, the city's zoning code mandates strict parking minimums for any new housing development, and parking is expensive (a single structured parking space adds an average of \$50,000 in per-unit costs). This substantial cost often pushes otherwise moderately priced new housing into the "luxury" price range. In order to increase the amount of moderately priced homes in the city, would you support reducing mandatory parking minimums for all new development city-wide?</p>	<p>Strongly Support</p>
<p>Please explain. [300 character limit]</p>	
<p>16. The City of Boston has devoted significant resources and conducted extensive community processes to develop neighborhood-based plans (i.e. PLAN: JP/Rox, PLAN: South Boston Dorchester Ave). However, the city has failed to incorporate these plans into the zoning code, perpetuating a system of parcel-by-parcel discretion and diminishing public trust in the planning process. Do you support codifying these and future plans into the city's zoning code within a reasonable time frame (six months of a plan's release)?</p>	<p>Strongly Support</p>
<p>Please explain. [300 character limit]</p>	<p>We need to make sure that Boston's development is done in a way that works with communities, and that the voices coming from those communities are representative of the communities as a whole.</p>
<p>17. The City of Boston and Boston Housing Authority have recently launched a city project-based housing voucher program. Do you support continued funding for this program, and do you support expanding it to include additional funding and/or a mobile voucher program?</p>	<p>Strongly Support</p>