

<b>Candidate name (first and last):</b>	Kelly Bates
<b>Office the candidate is seeking:</b>	At-large City Councilor
<b>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]</b>	These issues are intrinsically intertwined. We have to analyze our current & future transportation & housing infrastructure and it's effect on climate change & climate justice. I support a fare-free MBTA to reduce carbon emissions from cars, a city-level Green New Deal for Boston that creates green jobs by investing in renewable energy infrastructure & fights rising sea levels. We have to make new city-owned construction net-zero carbon emission & oppose all fossil fuel infrastructure projects. I will support the Boston Emission Stand Policy & the community choice energy policy.
<b>1a. Which of the following modes of transportation do you use regularly in Boston? (Check the top 3.)</b>	Car, Subway, Bike (bike-share or personal bicycle)
<b>1b. What types of housing have you lived in or owned throughout your life? (Check all that apply.)</b>	Duplex/Triple-decker, Over-six-unit apartment building, As a renter, Home ownership, Housing insecure, Single-family home, Urban
<b>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]</b>	I would lobby for money to be allocated toward building and instituting energy efficient and electric buses in Boston and paving upgrades to our city streets. Additionally, we need to make the bus system more reliable and connected to all areas of the city to promote equity, alongwith consistent schedules and clear maps to encourage more bus riders.
<b>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]</b>	Yes, I would advocate for a new dedicated governance board. As a city councilor, my powers here are limited. However, I have strong working relationships with state legislators and a long track record of advocating for results on the state level, and am confident that I can work from day one tonight for issues like these.
<b>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]</b>	The Go Boston 2030 plan is the future we need to fight for in Boston. I would lobby the Mayor, work with city departments, work the city budget process, and use my platform to call attention to this to ensure that projects are implemented on a timely basis. The organization that I have run the last six years, Interaction Institute for Social Change, provided the facilitators and process designers that supported the community conversations and community engagement process that led to the Go Boston 2030 plan. I have a vested interest in seeing these recommendations go through.
<b>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]</b>	I think firstly, I would listen to people like the members of People Centered Cities, residents, and activists to learn more about possible solutions to this issue. Providing a fare-free MBTA and improving our buses would reduce the need for cars in Boston and reduce parking spaces. Increasing the number of bike lanes would also incentivize people to bike instead of owning a car. However, I would be interested in learning more about this issue to provide a thorough and holistic plan for a solution.

<p><b>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]</b></p>	<p>There are many solutions to provide more affordable housing in Boston. I support increasing the IDP to 30% as 13% is too low. I would support increased density to provide for more affordable units. IDP is a complicated issue with a number of variables to be considered, including minimum sizes for eligibility, off-site vs. on-site, and affordability level. When evaluating my position on any particular project, I would take into consideration a wide variety of factors, including affordability level but also local support, equity, and whether the project includes affordable homeownership, among others.</p>
<p><b>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]</b></p>	<p>I would utilize city-owned land to build affordable housing for residents of Boston. I also support separating the Boston Development agency and the Boston Planning agency into two separate entities to increase efficiency, streamlining permitting for affordable development, triple-deckers, and in-law additions, and fast-tracking smaller affordable housing projects.</p>
<p><b>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]</b></p>	<p>The city should fund outreach, education and organizing of renters by tenant and community organizations. We should track which property owners are initiating widespread eviction of renters, and help tenants to negotiate with landlords to postpone and/or prevent evictions. We can also provide short term rental assistance (and connect residents with state and non-profit resources), extending the life of the Boston Rental Relief Fund, with secured or anticipated federal stimulus expenditures, and other funding as can be generated. Continue to provide legal assistance and representation in the eviction process to renters as the City has done with federal Covid resources, and expand assistance as resources are secured or anticipated. Each of these efforts are within the City’s existing powers, and they are important steps to take, but they are not enough. I believe that a key part of my role as a city councilor is advocating to the state for things like eviction sealing, eviction prevention, etc.</p>
<p><b>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]</b></p>	<p>First and foremost, I would take time to listen to community members and their concerns on these issues. As a general policy, I will prioritize making housing units more affordable at the expense of adding parking. As someone who experienced insecure housing at a young age, I know the importance of providing systems for people to afford their rent and find pathways to affordable homeownership.</p>
<p><b>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?</b></p>	<p>Strongly Support</p>

Please explain. [300 character limit]	
<p><b>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?</b></p>	Strongly Support
Please explain. [300 character limit]	
<p><b>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 &amp; towns to opt-in to a speed or red light camera program, would you support your municipality using this tool?</b></p>	Somewhat Support
Please explain. [300 character limit]	I support increasing red light camera and speed camera programs if they are rolled out in an equitable manner and protect some level of privacy.
<p><b>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?</b></p>	
Please explain. [300 character limit]	
<p><b>5. The Go Boston 2030 plan was released in 2017. Do you support updating the plan and working to advance the plan's goals?</b></p>	Strongly Support
Please explain. [300 character limit]	
<p><b>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?</b></p>	Strongly Support
Please explain. [300 character limit]	
<p><b>7. Do you support reassessing the plans and viability of major capital projects, such as the Northern Avenue Bridge or the Rutherford Avenue redesign?</b></p>	Strongly Support
Please explain. [300 character limit]	

<p><b>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?</b></p>	<p>Strongly Support</p>
<p><b>Please explain. [300 character limit]</b></p>	
<p><b>9. Do you support charging an annual fee for residential parking permits?</b></p>	<p>Somewhat Support</p>
<p><b>Please explain. [300 character limit]</b></p>	<p>Would be interested in incorporating a sliding-scale fee based on income so we do not prohibit low-income people from owning cars.</p>
<p><b>10. Do you support free bus service on the MBTA and a low-income fare option for other public transit options?</b></p>	<p>Strongly Support</p>
<p><b>Please explain. [300 character limit]</b></p>	
<p><b>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?</b></p>	<p>Strongly Support</p>
<p><b>Please explain. [300 character limit]</b></p>	
<p><b>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?</b></p>	<p>Strongly Support</p>
<p><b>Please explain. [300 character limit]</b></p>	
<p><b>13. Do you support prioritizing and advancing the housing production goals outlined in the 2018 update to Housing a Changing City: Boston 2030?</b></p>	<p>Strongly Support</p>
<p><b>Please explain. [300 character limit]</b></p>	
<p><b>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?</b></p>	<p>Strongly Support</p>
<p><b>Please explain. [300 character limit]</b></p>	

<p><b>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?</b></p>	<p>Strongly Support</p>
<p><b>Please explain. [300 character limit]</b></p>	
<p><b>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)?</b></p>	<p>Strongly Support</p>
<p><b>Please explain. [300 character limit]</b></p>	
<p><b>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?</b></p>	<p>Strongly Support</p>
<p><b>Please explain. [300 character limit]</b></p>	