

Candidate name (first and last):	Alex Gray
Office the candidate is seeking:	At-large City Councilor
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]	Boston must reduce its dependence on cars and incentivize people to utilize other means of transportation. We must make it easy for all residents to bike, walk, ride the bus, and ride the T. We must invest in infrastructure for alternative modes of transportation. We must also continue to work to create more affordable and accessible housing options for our residents that connect people to public transportation, school, work, healthcare and green spaces. Everyone in the city deserves to have quality access to their everyday needs.
1a. Which of the following modes of transportation do you use regularly in Boston? (Check the top 3.)	Subway, Bus, Walking
1b. What types of housing have you lived in or owned throughout your life? (Check all that apply.)	Duplex/Triple-decker, As a renter, Home ownership, Single-family home, Urban, Suburban
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]	One way that I would look to accelerate bus service and bus priority infrastructure is to increase the number of dedicated bus lanes in the city. This would allow buses to navigate more quickly and efficiently through the city, thus increasing the likelihood that residents utilize this mode of public transportation. Furthermore, I would look to increase the usage of technology that allows for busses to communicate with traffic lights to keep them green when they are approaching, in order to keep them on schedule and also lessen the amount of traffic congestion on our streets.
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]	Yes, I would advocate for both a new governance board and ensure that there is a seat on it for the City of Boston. I would be willing to testify at MBTA board meetings and Transportation Joint Committee meetings in the legislature, and use other means of public awareness such as letters to the editor and social media to show my support.
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]	In order to ensure that we achieve both the short-term and long-term projects set forth in the Go Boston 2030 plan, the city council must pass a budget that reflects these priorities. As a City Councilor, I would work with transportation advocates to ensure that sufficient money in the city's capital budget is allocated to pay for bike infrastructure.
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]	I am a big believer in community involvement and will always take the time to listen to all sides. However, I want to ensure that we continue to advance a vision for Boston with a greater reliance on public transportation, bikes, and walking.

<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>I am open to conversations about expanding Boston's IDP program but have not landed on a specific percentage. I look forward to monitoring the city council conversations to understand what makes the most sense in terms of a percentage for new developments moving forward. With some of the tools that have recently been given to the city such as the Affirmatively Furthering Fair Housing policy, I believe we will now have a better understanding of housing and displacement and that this will be used to inform what the best policy is moving forward. It is important that we ensure that affordable units exist in every neighborhood to ensure that each neighborhood is reflective of Boston's diversity.</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>It is crucial that we continue to build substantial housing options for our residents. Understandably, the pandemic had an impact on this production over the last year and a half. It is important that we modernize our permitting process and allow our residents to access all the information they need in advance. We should also be working to allow people to complete as much of the process remotely as possible and ensure aspects that require in-person approvals are minimalized. I believe that it is also important that the information is available in as many languages as possible and accessible for people with disabilities.</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>I would revisit the usage of public lands as an opportunity to expand affordable housing without displacing people. As we come out of the pandemic, I think that we also should be looking at the lower demand for office space as a potential opportunity to be shifted towards housing. We must continue to support the Boston Housing Authority and Community Development Corporations with as many resources as possible because these types of organizations are proven leaders in providing affordable housing.</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>At this time, in a new housing development, I would prioritize more units, as I believe that Boston's greatest need is additional housing units. As I have done throughout my career in public service, I will always take the time to listen to the needs and concerns of community members in order to gain a stronger understanding of the issues and inform my decisions. I believe strongly that by doing so, a good policy can be made great.</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>Neither Support nor Oppose</p>
<p>Please explain. [300 character limit]</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>I believe that the police should take the lead on construction and event details, however I am open to a conversation about having civilians take the lead on events that police cannot take the lead on.</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>Somewhat Support</p>
<p>Please explain. [300 character limit]</p>	<p>I believe that this would be an effective way to remove racial bias in traffic enforcement. I would like to learn more about the implementation process and privacy safeguards.</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>Strongly Support</p>
<p>Please explain. [300 character limit]</p>	<p>As we work to fix our significant traffic problem, we need to make our city more pedestrian friendly for everyone, and this is a very effective way to do that.</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>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>I support reducing car trips in favor of increased usage of public transportation, walking, biking, etc. Reducing car trips not only will lead to safer and less congested streets, but will also help us tackle the climate crisis we are facing.</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>Strongly Support</p>

Please explain. [300 character limit]	
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?	Strongly Support
Please explain. [300 character limit]	
9. Do you support charging an annual fee for residential parking permits?	Somewhat Oppose
Please explain. [300 character limit]	
10. Do you support free bus service on the MBTA and a low-income fare option for other public transit options?	Strongly Support
Please explain. [300 character limit]	
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?	Strongly Support
Please explain. [300 character limit]	As someone who is blind, I rely greatly on audio signals to cross streets, and frequently these are inconsistent in their effectiveness.
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?	Strongly Support
Please explain. [300 character limit]	Increased walkability is a benefit to the environment, people with disabilities, low-income residents, and our seniors.
13. Do you support prioritizing and advancing the housing production goals outlined in the 2018 update to Housing a Changing City: Boston 2030?	Strongly Support
Please explain. [300 character limit]	
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?	Strongly Support
Please explain. [300 character limit]	I began my career working to advocate for housing options for individuals facing homelessness, and understand how crucial the production of these units are.

<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>We are at a point with our housing demand where we need to ensure production of housing is our greatest priority when we think about housing versus parking and other factors.</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>Somewhat Support</p>
<p>Please explain. [300 character limit]</p>	<p>I applaud the recent neighborhood planning efforts and am open to conversations about how they might be implemented into our zoning code in the future.</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>
<p>Please explain. [300 character limit]</p>	<p>The city can play an important role in providing housing resources for our residents and I believe a city-run voucher program would be an important aspect of this work, in combination with continued efforts to receive state and federal funds to increase housing opportunities.</p>