

Candidate name (first and last):	Bridget Nee-Walsh
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]	As a single mother and Union Member (Ironworkers Local 7), I know how important it is to ensure that Boston invests in affordable housing, accessible transportation, and a sustainable future. I see the link between all of these programs as good paying jobs. I firmly believe that these projects aren't just an investment in the City's future, but a necessary investment in the working class in the city right now. I firmly that infrastructure improvements and green development are essential projects that should be undertaken immediately.
1a. Which of the following modes of transportation do you use regularly in Boston? (Check the top 3.)	Car, Subway, Moped/motorcycle
1b. What types of housing have you lived in or owned throughout your life? (Check all that apply.)	Duplex/Triple-decker, As a renter, Urban, Rural
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]	As someone who has been endorsed by Boston Carmen's Union Local 589, I know how crucial public transportation is to our City. I would work closely with MBTA employees, leaders, and, most importantly, riders, in order to identify problem areas and explore solutions. Some solutions could involve bus only lanes in high traffic areas and more accessible and Rider friendly T stops. I also firmly believe that we need to expand the total number of busses and bus routes to better connect the City.
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]	I firmly support adding a Seat on the FMCB Board for the City of Boston. However, we need more. I will work with organizations like Local 589 to ensure that a spot for an MBTA worker and a spot for an MBTA rider is reserved on the FMCB Board as well. It is essential that we involve everybody who relies on the T in the process of governing it.
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]	As a City Councilor, I would work with neighborhood advocates, transportation/bicycle advocates, and BDT to identify and accelerate these projects. It is crucial that decisions are made with local involvement with full transparency into the process, and the BDT proactively facilitates such an environment. As a Boston City Councilor, I will work to connect residents and decision makers, get full community buy in, and fast track key projects.
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]	The reality is that these decisions are complex, and they must be done with community input and outreach. As a City Councilor, I will work to identify and involve local stakeholders, give them a forum to state objections, and proactively work with organizations like the BDT on creating solutions. The City of Boston cannot be blind to the needs and concerns of its residents, and I will be a proactive voice on the City Council that will work to find and facilitate solutions to problems.

<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 position has been very clear on affordable housing: the City of Boston needs more of it. Too many working families like mine are getting priced out of the neighborhoods that we have built. Every project must be evaluated on its merits and its impact on the community, and thus it is difficult to answer such a hypothetical question. However, in general, I will push for projects and legislation that increase the stock of affordable units. Furthermore, I am a firm believe in rent-to-own programs and development, which will allow working families to build long term wealth without having to leave the city in order to be able to afford to do so.</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>As a single mother who relies on my union job to provide for my daughter, I know first hand the impact of rising rents and costs of living in the City of Boston. I firmly support the goal to reach 69,000 new homes in the City of Boston. I will help facilitate this goal by connecting housing advocates with neighborhood leadership and stakeholders with organizations like BHA and the BPDA. I firmly believe in collaborating to identify key projects, getting community buy in, and working with the administration to fast track the permitting process. I will use my platform as a City Councilor to track our progress to the 69,000 unit goal, and will require administration officials to discuss their vision in the City Council hearings, and make sure all involved parties are working together towards meeting our housing needs.</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>This issue is personal to me. As someone who grew up in South Boston, I have seen too many of my friends and neighbors priced out of the neighborhood that they helped to build.</p> <p>We cannot let this keep happening. The most important thing we can do under existing municipal powers to prevent displacement is working with agencies like the BHA and BPDA in order to fast track essential affordable housing projects and combat increasing housing costs by increasing the housing supply. I am not against development, but we must ensure that development projects are sustainable and inclusive, and aren't just focused in the luxury condo sector which is unattainable for many working families.</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>I believe transparency and proactive engagement are the most important tools in the City Council's toolbelt in balancing development needs with the infrastructure to support it. Identifying and proactively reaching out to stakeholders and connecting them to decisionmakers is essential for any project. I view my role on the City Council as a facilitator, and will work tirelessly to ensure that community concerns are addressed in any development project, and that the need for more housing is balanced with other essential projects like green space, transportation access, and parking availability.</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>Strongly Oppose</p>

<p>Please explain. [300 character limit]</p>	<p>It depends on the project and it depends on the community. There are many instances where policing is an important resource to reduce traffic fatalities - for example in high traffic areas or near dangerous intersections.</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 Oppose</p>
<p>Please explain. [300 character limit]</p>	<p>See above - it depends on the event and/or project in question. Public Safety should always be the primary concern.</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>It depends on the nature of automated enforcement and how it is deployed. In general, I support measures that would increase public safety without being an infringement upon the rights and privacy of citizens.</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>Neither Support Nor Oppose</p>
<p>Please explain. [300 character limit]</p>	<p>In general I support these measures, but every project is unique. We must make decisions on a case by case basis. It depends on the neighborhood, resident feedback, the intersection, and the local impacts as well.</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>Somewhat Support</p>

<p>Please explain. [300 character limit]</p>	<p>I firmly support reducing unnecessary car trips in the city via the expansion of public transportation and alternate forms of transit. However, we must not become hostile to working families who do rely on their car for work. We must collaborate to reach a workable solution for all parties.</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>
<p>Please explain. [300 character limit]</p>	<p>As a Union Member for 15 years, I firmly believe in supporting major capital projects. These projects are not only an investment in Boston's future via improved infrastructure, their construction is a great way to create good paying jobs in our city right now.</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>I firmly support a city wide study on curb space. I would go even further, and say that such a study needs to involve open hearings and community feedback.</p>
<p>9. Do you support charging an annual fee for residential parking permits?</p>	<p>Strongly Oppose</p>
<p>Please explain. [300 character limit]</p>	<p>This is a tax on the working class, while wealthy residents w/ in unit parking avoid this tax. As a Union worker, many of the job sites that I have to travel to are simply not accessible via public transportation. The same is true for jobs with start/end times outside of MBTA operating hours.</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>I believe free or reduced cost MBTA service could reduce our City's reliance on cars, would help working families move about the city easier, and could be a key tool in easing traffic congestion.</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 firmly support updating traffic signals to be more compatible with pedestrian crossings. Doing so would make our streets safer and reduce fatalities.</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>I firmly believe in community involvement for any development project, and would insist on a fully public and transparent process as an essential component of permitting.</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>It is essential for working families like mine that Boston increase it's stock of affordable housing. We can't allow residents to be priced out of their own neighborhoods.</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>Neither Support nor Oppose</p>
<p>Please explain. [300 character limit]</p>	<p>I believe that parking minimums need to be done on a project by project basis. I believe that the community should work together with developers to find different parking solutions for a new development, and that the zoning code should give them the flexibility to do so.</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>Neither Support nor Oppose</p>
<p>Please explain. [300 character limit]</p>	<p>I firmly believe that the City needs to find alternative solutions to tackling its parking crisis, and that it should not be handcuffed by zoning laws. We need to have flexibility in the zoning code, and allow for local stakeholders and developers to find alternative solutions to parking challenges.</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>I believe that we need to incorporate longer term planning into our zoning code, rather than the parcel by parcel way we do it now. The status quo hasn't worked for residents, it has simply passed the buck on making sustainable changes to our city.</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>I strongly support this program, and feel that it is a great way to combating skyrocketing housing costs that are pricing out working families like mine.</p>