

<b>Candidate name (first and last):</b>	Winnie Eke
<b>Office the candidate is seeking:</b>	District 6 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>	
<b>1a. Which of the following modes of transportation do you use regularly in Boston? (Check the top 3.)</b>	Car, Subway, Bus
<b>1b. What types of housing have you lived in or owned throughout your life? (Check all that apply.)</b>	Over-six-unit apartment building, Single-family home
<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>	Bus riders want bus reliability, get to destination on time, and be comfortable in a bus . Bus services must consider the ridership and population in each route. The availability of buses should match the ridership, with slow and peak periods. City should have bus lanes on busy streets, maintain routes to avoid damages to buses due to pot holes etc. In essence the city should have a dedicated budget for route maintenance. Maintenance of the fleet must be a priority as well as replacing old buses. Designation of bus routes and stops should be managed by an advisory panel of citizens, not politicians. Bus services should be automated and should consider rapid lines like those in LA as well as its own signal. We should consider moving from long routes to shorter routes to lower the rates of transfer and cut down on frequent stops that slow buses. Cash payment should be discouraged to reduce vault management and maintenance. Finally, clean buses increase ridership as well as good customer service.
<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>	I will advocate for new governing board. I am happy to note that the legislature is moving toward that. Since Boston is one of the contributing cities and the largest, it should have a seat on the new Board. I will suggest that the mayor and or city council nominate three names for the mayor's approval
<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>	There should be a time line for all projects and dedicated personnel for each or cluster of similar projects. Short-term projects like street safety team could work on street and traffic signs, road crossings, bike routes, speed lights, pedestrian ways. Long term projects will also need term line and on-point person. These include projects like transportation reliability, reducing car use, reducing emissions, and transportation affordability for low income households.
<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>	People are very passionate about their beliefs. However, using survey and data are the best way to focus all in the community, including opposition groups.

<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>The city needs affordable units. I support increasing the IDP. However, i prefer that it is graduated to a 2% increase starting with present 13% to 15% a so that we encourage instead of discourage developers.</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>First, determine the reason for the delays. If is staff-based, plan and hire the required number of personnel to do the work. Faster times for permits will generate the revenue to offset the new hires and provide needed housing at the same time.</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>I support all the policies. However, policies such as codifying conditions under which a landlord can evict tenants in foreclosed properties does not require a home rule petition. This could be part of a normal system on the city's website, Boston housing Authority on what tenants should know. In addition, providing legal representation should also be part of an education series who renters in the city.</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>Since the community is already focused on unit affordability. I will support getting more housing units and less parking as the parking negates the affordability of the units. Not having the parking will be a way to encourage people to use other means of transportation, help the environment and improve health. With a few parking, those who truly need them should pay except for handicap spaces.</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>
<p><b>Please explain. [300 character limit]</b></p>	

<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>	<p>Strongly Support</p>
<p><b>Please explain. [300 character limit]</b></p>	<p>Using citizen flaggers will provide employment and reduce over time pay in city budgets.</p>
<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>	<p>Strongly Support</p>
<p><b>Please explain. [300 character limit]</b></p>	<p>This will remove targeting of black drivers, especially young black males from direct contact with police officers.</p>
<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>	<p>Strongly Support</p>
<p><b>Please explain. [300 character limit]</b></p>	
<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>	<p>Strongly Support</p>
<p><b>Please explain. [300 character limit]</b></p>	
<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>	<p>Strongly Support</p>
<p><b>Please explain. [300 character limit]</b></p>	
<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>	<p>Somewhat Support</p>
<p><b>Please explain. [300 character limit]</b></p>	<p>It is understandable that there is an attachment to the bridge and what it represents. it also gives access to Rose Kennedy Greenway. However, if the bridge is not safe for use, then the project could continue or halted for other projects. However, the Rutherford Avenue redesign is warranted.</p>

<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>All planning should be done using concrete data and evidence rather than sentiments.</p>
<p><b>9. Do you support charging an annual fee for residential parking permits?</b></p>	<p>Strongly Oppose</p>
<p><b>Please explain. [300 character limit]</b></p>	<p>Home owners are already paying taxes etc.</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>Somewhat Oppose</p>
<p><b>Please explain. [300 character limit]</b></p>	<p>I support the low-income fare option for both public and MBTA and other public transit options. Free bus services will undermine the efficiency of MBTA and its services to the community.</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>This will be helpful and prevent pedestrians from crossing due to a long wait.</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>This will be a good way to increase community access to open spaces and recreation, give back to the community and improve stakeholders' responsibility in protecting and caring for their space.</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>I support the inclusion of income-restricted housing as well as preserving existing neighborhood. I support the plans for increasing home ownership and preventing displacement. More funding should be allocated to housing families with children and school-age children.</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>I support O'Malley and Bok's proposal to eliminate mandatory parking minimums. I support having more units, especially where there are public transportation to encourage residents to use public transit instead of increasing GHG using cars.</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>In a time when we are trying to decrease GHG and encourage walking or use of public transit, the mandatory minimums should be discouraged. Furthermore, luxury price range defeats the purpose of an inclusive and affordable housing and displacement in the city .</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>I strongly support codifying neighborhood based-plans within reasonable time frame. It is important to recognize that each section of the city has its own needs, instead of the use of parcel-by-parcel zoning.</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>Somewhat Support</p>

**Please explain. [300 character limit]**

I support the proposed city housing voucher. This will help those are now not qualifies for Section 8 and other housing programs. I do not support a mobile voucher program attached to a housing voucher. These should be separate.