

Candidate name (first and last):	Kendra Hicks
Office the candidate is seeking:	District 6 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]	Our policy platform is both visionary and pragmatic. It creates racially equitable solutions that benefit us all by focusing on systems change and nurturing a more participatory democracy. It calls on us to remember what's at stake—the well-being of our children, our families, our neighbors, and our descendants. We need to do the work today for a better tomorrow.
1a. Which of the following modes of transportation do you use regularly in Boston? (Check the top 3.)	Car, Subway, Walking
1b. What types of housing have you lived in or owned throughout your life? (Check all that apply.)	Duplex/Triple-decker, Over-six-unit apartment building, As a renter, Housing insecure, Public housing / Section 8, Deed-restricted affordable, Urban
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]	I believe the city of Boston can and should implement a complete streets model. When implemented well, complete streets are each unique and respond well to that particular community's context. In addition to sidewalks and bike lanes (or wide paved shoulders), complete streets may have special bus lanes, comfortable and accessible public transportation stops, frequent and safe crosswalks, median islands, accessible pedestrian signals, curb extensions, narrower travel lanes, and roundabouts. Creating complete streets helps make cities and communities more livable, improves health, safety, public health, and cuts transportation costs. As a city councilor, I will be a champion for infrastructure that considers a complete streets model so that all our neighbors can move freely around the city in safe, accessible, and effective ways.
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. In addition to advocating for a new governance board, I will work to ensure that the decision-making body is representative of the communities that most benefit from public transit and are impacted by the decisions being made.
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]	Currently, about half of the projects on Go Boston 2030 are underway. I will be an advocate for the implementation of all short-term and long-term projects. As I referenced in a previous question, there is an opportunity to revise the plan in a way that engages stakeholders and all involved city government offices and this would be informed by that process as well.

<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>If we want to house a changing city equitably, we need a housing plan based on our residents' real needs. Half of all new construction should be designated for tenants and homeowners, making 60% AMI or below, reflecting Boston residents' incomes. We will advocate for the funding we need and work to direct at least half of the housing funds from the recently passed increased linkage fees to housing for low-income residents with an income below 30% AMI. We will reduce land-use barriers by transforming zoning, deliver more permanent supportive and senior housing, include non-congregant shelter options, establish green standards for new housing, and expand City-funded rent subsidies, similar to Section 8.</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>If we want to house a changing city equitably, we need a housing plan based on our residents' real needs. Half of all new construction should be designated for tenants and homeowners, making 60% AMI or below, reflecting Boston residents' incomes. We will advocate for the funding we need and work to direct at least half of the housing funds from the recently passed increased linkage fees to housing for low-income residents with an income below 30% AMI. We will reduce land-use barriers by transforming zoning, deliver more permanent supportive and senior housing, include non-congregant shelter options, establish green standards for new housing, and expand City-funded rent subsidies, similar to Section 8.</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 our housing decision-making to better match the nature of our housing needs and to ensure racial, gender, and economic equity. More Black and Indigenous people, people of color, renters, women, lower-income and unhoused residents, seniors, and students should be represented in our housing decision-making bodies. I would support dedicated Housing Need Representation on the Zoning Board of Appeal and require representation in zoning hearings, Boston Planning and Development Agency meetings, and other deliberative sessions to empower and hear directly from people who would benefit from affordable housing.</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>The COVID-19 pandemic and economic crisis have compounded the threat of displacement for our neighbors. I will champion the passage of Article 91 of the City of Boston Zoning Code and establish anti-displacement overlays in high-risk neighborhoods, as an investment in a just recovery from the pandemic and an affirmation of the right to remain for Bostonian renters and homeowners. Anti-Displacement Zones will designate a new type of zoning district with unique standards and programs to give current residents a meaningful role in shaping their neighborhood's future.</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>One of my strengths is my experience and skill at bringing people together to solve complex problems across difference. I also am running for City Council because I believe we need leadership willing to make hard decisions that benefit the many even in the face of opposition.</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 Support</p>
<p>Please explain. [300 character limit]</p>	<p>Our communities are over-policed, and the policing budget keeps growing while we're in the midst of a housing and climate crisis.</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 Support</p>
<p>Please explain. [300 character limit]</p>	<p>I committed to this early in my campaign and named it one of my six community safety priorities.</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>We need to remove police interactions from minor traffic related issues.</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>The city's plan to redesign Centre Street in West Roxbury is sound and balances needs of business community and abutting neighborhoods while prioritizing pedestrian safety. I will work to move this plan forward and collaborate with residents to determine need for similar measures across district.</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>I would support the reconvening of the aforementioned stakeholders and community members to have a conversation about the challenges of implementing the action plan in order to identify opportunities to accelerate implementation and challenges we can respond to.</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>Road designs that benefit the environment and work for walking, biking, driving, and using mobility devices make our neighborhoods more walkable will positively impact our local economy and air quality by increasing foot traffic and reducing carbon emissions from transportation.</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>The Northern Avenue Bridge project has been touted as a "people first" bridge. I believe this is a welcome shift from our usual centering of cars over people in our city streets. With that said, I know little about the process for both of these capital projects and welcome any guidance.</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>9. Do you support charging an annual fee for residential parking permits?</p>	<p>Strongly Support</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>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>We need to work to ensure our streets are people centered and that includes signal timing and location.</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>One of my commitments is experimenting with car free streets. Car-free districts allow micro-businesses to set up on sidewalks or in former parking spaces and become community spaces in neighborhoods where green space and other recreational facilities are scarce.</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>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>As a renter in an affordable housing unit I understand the urgency of building more affordable housing in the district. I am in full support of the suggested changes to the zoning code and will ensure that there is continuity in this work as a city councilor.</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>We need to work to decenter cars in Boston and I believe we need to work on income adjusted fees.</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>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>Yes - I've committed to this in my policy priorities.</p>