

Candidate name (first and last):	Marisa Luse
Office the candidate is seeking:	District 7 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]	Developing housing near transportation hubs helps tremendously; reducing emissions by making alternative modes of transportation like rail, bicycle and walking more feasible for residents. This will help with climate change while also connecting the relationship of transportation to housing. If elected I would work with advocates, experts, and residents on making decisions on the future developments in the district and city. I would work with the City's Environment Chief to ensure that resident voice is centered and needs prioritized.
1a. Which of the following modes of transportation do you use regularly in Boston? (Check the top 3.)	Car, Bike (bike-share or personal bicycle), Rideshare
1b. What types of housing have you lived in or owned throughout your life? (Check all that apply.)	Duplex/Triple-decker, As a renter, Single-family home
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 would work with the Boston Transportation Department around traffic studies and design. Working with the Boston Police Department around traffic enforcement. I will create space to listen to residents' experiences about service frequency, and quality of service. I will also elevate those concerns and advocate with other elected officials, committees, etc.
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 am in support of a new governance board. I feel it is critical that the City of Boston has a voting seat on the governance board because public transportation is vital to the working class of Boston. According to a study done by the state, Boston holds the largest public transportation system in the country with over a million people taking some form of public transportation. With such a large number of people using the MBTA, I believe that there should be a dedicated board to handle all transportation affairs. I will gather support from the residents, transportation officials, and community advocates to develop a public engagement strategy for improved MBTA services, projects and programs and to implement the proposed recommendations.
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 think consistent, collaborative advocacy with community stakeholders will keep these projects at the forefront and seen to completion. - funding allocated to support the completion of the projects - ensuring residents voice is represented at every phase of the project - establishing a oversight committee - regular project updates and quarterly reporting to the public on progress I run a transparent and inclusive campaign so that no members of my district feel like they are losing their homes, which are homes that many have had for decades.

<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>I am always going to take measures to make sure that I keep District 7 safe. While there are oppositions to narrowing the roadway and removing parking, I think we shouldn't ignore the parking dilemma in Boston. Many people cannot afford to live in Boston due to the rise in cost of living. Residents of Boston have been forced to make the hard decision to move to the outskirts of Boston due to not being able to afford to live in the city. While many have moved out of the District, many still commute into the city for work. I want to make Boston safer by decreasing the amount of pedestrian deaths and accidents, but also create plans to provide adequate parking for those who must drive. Those who must drive pay taxes for the use of the roads and that generates revenue for the city and helps with the upkeep of the roads. I support the opportunity to include the voices of all residents to know what the community needs are. I would advocate and support advanced safety projects that are invested in transportation and infrastructure needs of the community landscape based on public input, approved research and sound proposed plans</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>I would support a new 12 unit building with 50% affordable units. The cost of living in Boston is rising at such a great speed that those who have lived in Boston can no longer afford to live there. As the city increases in population, taxes increase. Increasing affordable housing will help single parents struggling and help those who make below the average median salary which is \$46,925 in the city of Boston. Increasing the IDP percentage means that more people can stay where they call home.</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>I would reduce timelines by first talking with community members to hear their concerns and views, especially around topics like increased traffic, noise, late night activities and chemical hazards that may be associated with construction. Addressing these concerns go a long way towards having a good community relationship. To help streamline the process, the city should initiate a comprehensive review of all the steps in the development approval process to identify the factors that most significantly suppress new residential construction. With a clearer view of the obstacles, I will be able to assess where costs can be reduced or eliminated. I would be in favor of cutting costs of permits for construction for buildings that will accommodate low income/moderate income families. Another tactic would be creating a one-stop permitting shop that brings together in one place representatives from all agencies and departments involved in the permitting process.</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 continue to support financial literacy workshops for homeowners, and support policies that protect the rights of tenants. I would continue to support financial workshops for homeowners so that we can increase pathways to homeownership for low-income families, working and middle class families and young adults. I will continue to push for tenant rights' forums with groups like CityLife/Vida Urbana, who have tremendously helped with preventing displacement.</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 think development, designs and priorities should be part of the community engagement process. One way to help the community understand what developers are proposing to achieve is through participatory design, transparency and education. Residents should have the opportunity to co-develop the communities that they live, work and play in. Also, the need to look for ways to be more environmentally friendly with construction and space should be conveyed to the community. What may have been acceptable in the past may not be feasible presently or for the future.</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>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 support a combination of police officers and civilian flaggers.</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 the use of red light cameras are effective in reducing speeding, however, the placement of these cameras are important to consider. We must identify who makes the decision on the placement of the cameras. We don't want this beneficial technology to become an equitable issue.</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>Somewhat Support</p>

<p>Please explain. [300 character limit]</p>	<p>I support traffic calming for high-crash intersections, however, there are already limited parking in our severely dense city. Slow streets has received push back for their lack of a consistent public process.</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>Yes, If other modes are affordable and accessible to all.</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>Neither Support nor Oppose</p>
<p>Please explain. [300 character limit]</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>Somewhat Support</p>
<p>Please explain. [300 character limit]</p>	<p>I would gather more information from the constituents about this issue and see how this is impacting our neighborhoods.</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>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>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>Somewhat Support</p>
<p>Please explain. [300 character limit]</p>	<p>This topic needs deeper discussion because there are people who are on different sides of this issue and could be impacted drastically.</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>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>	