

Candidate name (first and last):	Lorraine Payne Wheeler
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]	Building housing close to transit reduces the need for parking, which lowers the cost of construction of housing. With long-time residents struggling to pay high rental costs across Boston and buying a home an elusive goal, reducing the costs of housing is extremely important. As City Councilor, I can support housing near transit as well as reducing parking minimums wherever feasible. Climate resilience can be boosted by advocating for housing that is multifamily and located near transportation, since transportation is a major source of climate pollution.
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, As a landlord, Home ownership, 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]	Bus service can be accelerated by constructing lanes that give the bus priority. In Roxbury, riders would prefer light rail as promised when the elevated train was eliminated.
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 support Boston having a seat on a governance board because Boston has so many riders and miles of subway.
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]	To implement the 26 priority Better Bike Corridors, the City's budget must include funding for bike infrastructure. Some of the projects like the Massachusetts Ave. bike lanes and a protected bike lane on a section of Warren St. in Nubian Square are already underway.
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]	Safety of pedestrians and bike riders are a priority. However, in some sections of Boston where working people live, a car is a connection to higher paying jobs and dependable transportation. When there is active opposition, there is a need for discussion to understand the concerns of all of the stakeholders involved. We can't let one side dominate the discussion or refuse reasonable solutions.

<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>Yes in some cases yes. It would depend on the zoning of the lot and other factors like proximity to public transportation. In general more housing is needed in the region so a larger 60 unit project can be accommodated in many places.</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 support projects with lower costs like building with modular components that reduce the cost of construction. I would also review parking minimums and their impact on costs and consider density bonuses.</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>Providing struggling renters with a subsidy for the high cost of leasing an apartment in Boston. When the City of Boston provides funding to an affordable housing project, there should be a preference for those renters who already live in the community and are in jeopardy of losing their 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>There are many ideas about the proper tradeoff between parking minimums and their impact on construction costs. In District 7, there already exists locations like Ink Block or Nubian Square where new construction is intentionally dense with many more housing units including microunits, condominiums and rental housing. These projects did not face community opposition because the developer balanced these priorities. However, we would be making a mistake in planning if every lot is required to accommodate overly dense housing. I would support the BPDA or a successor organization create better plans to identify places where dense housing can be accommodated.</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 would be interested in seeing more detail but generally agree that civilians would reduce the cost.</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>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>Main streets in District 7 have many crashes, some involving pedestrians.</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>Neither Support nor Oppose</p>
<p>Please explain. [300 character limit]</p>	<p>This is a complex issue and my answer is that it depends.</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>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>More information on this subject would be helpful in developing policy in the future.</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>Many homes in Boston were built without off-street parking. It doesn't seem fair to charge residents for parking. This proposal will ultimately drive Black and brown residents out to nearby communities where the costs are similar but the car linking them to employment is not threatened.</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>More units of housing are needed across the city. In District 7, there is a need for affordable homeownership opportunities.</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 support the projects in Jamaica Plain that were approved and understand that they represent much needed housing for the area. But citywide rules like this can impact some neighborhoods more than others because a few neighborhoods will always have more affordable housing proposals than others.</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>The current system reviews projects parcel by parcel, so its hard to think about rules that can apply to city wide development. In fact, rules that are supposed to be city wide are often times only implemented in areas of the city like District 7 where most residents are Black or brown renters.</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>Neither Support nor Oppose</p>
<p>Please explain. [300 character limit]</p>	<p>I am not clear that including these plans in the zoning code will restore public trust in planning or reduce complaints about new construction in neighborhoods. I'd like to hear more about it though and to consider ways to update the Zoning Code in Boston.</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 issues of affordable housing are regional. A mobile voucher that allows families to move to stable, affordable housing even if it is outside of Boston just makes sense. Research on housing proves that this is an effective way to improve the access to education and safety for families.</p>