

Candidate name (first and last):	Liz Breadon
Office the candidate is seeking:	District 9 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]	These three issues are at the top of my agenda. In this wave of housing development we need to support it by reliable mass transit systems to decrease CO2 emissions. As new industries come into my district I am advocating for mixed income housing, decreased parking ratios and robust transit system to that workers can commute locally. These 3 issues need to be integrated in a planning strategy for the city and not in isolation. I am advocating for a master plan for district 9 to address these issues holistically.
1a. Which of the following modes of transportation do you use regularly in Boston? (Check the top 3.)	Car, Bus, Walking
1b. What types of housing have you lived in or owned throughout your life? (Check all that apply.)	Duplex/Triple-decker, 4-to-6-unit building, Over-six-unit apartment building, As a renter, As a landlord, Home ownership, Single-family home, 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]	I support increasing dedicated bus and bike lanes and bus priority at traffic lights to accelerate bus service.
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 will advocate for an MBTA governance board that includes MBTA riders, and City of Boston certainly needs to have a seat at the table. I will continue to work with the Boston delegation to the statehouse to ensure that Boston has the appropriate level of representation on any MBTA decision making body.
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]	I will continue to support the GO Boston Plan in the budget. The BPTD budget has just been increased for personnel and capital projects in order to expedite implementation of projects to improve road safety.
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]	This is a real issue in District 9 with real needs on all sides. Older residents and families who rely on cars are generally more resistant to change. We will continue to engage the community in conversations about the importance of improving road safety for everyone, pedestrians, cyclists and drivers.

<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>During my tenure in District 9 we have been successful in achieving IDP percentages of 17-20% in larger projects and 15% in smaller projects. The IDP policy alone is not adequate to deliver the level of affordable housing that we need to address our current housing crisis, it is one tool. Smaller projects generally cannot deliver a higher percentage of affordable units. Density is a real concern so we evaluate each project based on its context. Other community benefits are also considered when supporting a particular project such as greenspace, family size units, set backs , artists units, as well as contributions to transit management.</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>Developers whose projects advance more quickly in District 9 came and talked to the neighborhood about their project before they finalized their project, receiving a lot of input ahead of time so that a significant proportion of the community was already on board before they came to the table. I would recommend that developers consult with the community. We also need to prioritize building more housing that is targeted at a middle income market rather than the luxury market because that is what communities need and will support.</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 support a condo conversion ordinance which requires owners to give first right of refusal to tenants, notice of 1 year or 5 years for elderly and disabled residents, and a relocation fund.</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>Balancing those priorities is key and I support engaging the community in the conversation. When we reduce parking spaces we need ensure there is access to rideshare / carshare services, restrict access to residential parking for residents in those buildings, ensure an infrastructure that supports use of public transit with real time notice of next arrival, as well as onsite bike storage and repair. I support a district investment fund with linked money to improve mass transit and bicycle infrastructure.</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>Somewhat 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>Strongly Support</p>

<p>Please explain. [300 character limit]</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>Equitable distribution of the cameras in all neighborhoods would be necessary to ensure a bias neutral strategy.</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>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>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>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>

Please explain. [300 character limit]	
<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>As a physical therapist from Northern Ireland I have a colleague who did a study on transit times for elders and people with disabilities and she used the data to convince the police increase signal time for pedestrians.</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>Somewhat Support</p>
<p>Please explain. [300 character limit]</p>	<p>We have to focus on creating mixed income housing so that lower and middle income families can stay in the city.</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>We need a consistent and enforceable inter-agency approach to parking restrictions and resident parking permits. Restricting parking in housing developments often means that cars are parked elsewhere on neighborhood streets.</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>	