

<b>Candidate name (first and last):</b>	Sarah Iwany
<b>Office the candidate is seeking:</b>	District 9 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>	During my time in the Allston Civic Association, I have advocated for less parking for new developments near transit. I don't believe that any new building needs a 1:1 parking ratio in a city, particularly in Allston and Brighton, with our proximity to the B line, multiple bus routes, and the Boston Landing commuter tail stop. As city councilor, I would also pressure new developments to commit to solar power and other sources of renewable energy.
<b>1a. Which of the following modes of transportation do you use regularly in Boston? (Check the top 3.)</b>	Bus, Bike (bike-share or personal bicycle), Walking
<b>1b. What types of housing have you lived in or owned throughout your life? (Check all that apply.)</b>	As a renter, Suburban, College dormitory housing
<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>	The recent bus lane on Brighton Avenue in Allston is a great example of how street design can give priority to public transit, in this case the 57 and 57A buses, as opposed to cars. Other ways to accelerate bus service infrastructure would be to continue the bus lane for the 57 along Commonwealth Avenue from Kenmore to Packard's Corner. Ideally the stretch between Union Square and Brighton Center would also have bus priority though I'm not sure the street width there could accommodate another lane unless street parking was removed, which I would be in favor of.
<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 would advocate for a version of the FMCB with more representation of your average commuter. The current FMCB comprises of people with lots of government and/or public transit experience however they've tended to ignore the plights of the everyday commuter over the past few years between fare hikes, service cuts, and notable derailments. Adding the voices of people who actually ride the T daily would add an extraordinary perspective to the FMCB as it currently stands. Monica Tibbits-Nutt does a good job of advocating for MBTA riders but adding more voices would tips the scales.
<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>	Only one of the twenty-six is partially located in Allston. The bike lanes in question took over three years to complete. I personally reached out to MassDOT on numerous occasions over those three years asking them why this project was taking so long. My hope for Allston/Brighton is that the city of Boston plans to improve more roads in the neighborhood for bicycle safety.
<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>	The implementation of space for outdoor dining in light of the pandemic has, in my opinion, demonstrated the need for more space for people while decreasing street parking. In particular, Commonwealth Avenue in Allston and Brighton has carriageways that are almost entirely used for parking currently. Turning those carriageways into open space for cyclists and pedestrians would give Comm Ave a new life. Adding more trees and green space would help create shade to deal with our increasingly hot summers and additionally provide our local pollinators, birds, and other urban wildlife a place to live.

<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>In this case, I would prefer the 60 unit building as it creates 12 affordable units versus the 6 affordable units in the smaller building. Density is necessary for this city to accommodate its growing number of students and younger people while not displacing long-time residents. I would push for an increase from 13% IDP but arguably more importantly, I would lower the AMI restrictions for affordable housing. As it currently stands in Boston, it is far more affordable to live in an older apartment with roommates than it would be to rent an "affordable" apartment at 70% AMI.</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><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><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>In proposed developments near public transit, there is no need for a 1:1 parking ratio. Less than half of the current Allston/Brighton population owns a vehicle. In public meetings I have voiced that new developments need to limit their proposed parking.</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>The police disproportionately punish Black/brown people for traffic violations. In 2019, an ACLU study found that a Black person is 15.1 times more likely to be charged with a driving offense compared to a white person in Allston/Brighton: the largest disparity in the city.</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>Recent Boston Globe reports cite numerous examples of ways the police abuse their power and commit payroll fraud. Paying officers even more money instead of creating new flagger jobs is unconscionable.</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>Somewhat Oppose</p>
<p><b>Please explain. [300 character limit]</b></p>	<p>While I would like to see improved safety, I'm worried about how these programs might be an intrusion of privacy or a government surveillance tool.</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><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>Please explain. [300 character limit]</p>	
<p><b>9. Do you support charging an annual fee for residential parking permits?</b></p>	<p>Strongly Support</p>
<p>Please explain. [300 character limit]</p>	<p>A monthly T pass for the subway and bus cost \$90. Owning a car is a privilege and if you can afford that, you can afford to pay for parking.</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>Strongly Support</p>
<p>Please explain. [300 character limit]</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>Somewhat Support</p>
<p>Please explain. [300 character limit]</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>Please explain. [300 character limit]</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>Please explain. [300 character limit]</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>Please explain. [300 character limit]</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><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>Somewhat Support</p>
<p><b>Please explain. [300 character limit]</b></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>Strongly Support</p>
<p><b>Please explain. [300 character limit]</b></p>	