

Candidate name (first and last):	Eric Porter
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]	The City Councilor acts as an advocate for the residents and helps serve these constituents by connecting them to resources, services, and City departments. Transportation, housing, and climate issues are 3 separate issues. As one of the larger combined neighborhoods of Boston every section of Allston-Brighton has varying needs for focus on one and/or all three of these aspects. By listening to the wants of the residents, the City Councilor can act on their behalf appropriately.
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), Scooter
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, As a renter, As a landlord, Home ownership, Single-family home, Urban, Suburban, 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]	Obviously many very smart people have been working on these issues for decades. For anyone to answer this question honestly, they would have to review the extensive amount of internal reports that have been written to fully understand the constraints. As City Councilor I would review these materials and discuss with MBTA and City and act on the behalf of the residents. Possibly more importantly, it may require sharing the constraints with the residents so that not only an reasonable understanding can be established but also a collective intelligence can create new ideas. This is the roll of the City Councilor as I see it.
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]	This question seems to be outside the roll of a City Councilor, but possibly not the City Council as a group. It is a matter that I would look forward to speaking with other Councilors on.
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 someone who rides a bicycle for functional purposes (rather than recreational) everyday, I am very committed to the Bike Corridors across the city. Since I am an active cyclist, I obviously would be dedicated to the ensuring of these projects. By following the planned schedules and holding the those implementing the projects accountable is the best way to ensure the fruition.
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]	Every project is case by case and would need to be examined closely to weigh safety versus convenience. But for a City Councilor to contradict the opposition of the local constituents would grossly fall outside the job description, and I would not consider that representative government.

<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>There are many other factors that come into play such as the zoning districts, and most importantly the neighborhood/residents feedback. A Councilor is meant to be a representative.</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>Allston-Brighton has already contributed more than 11,000+ of this 69,000 units. Now that we are post Covid-19, we may need to re-examine that 69,000 number. A 4-5% growth rate over 10+ solid years in a state the only grows .5% annually might not be achievable. The permitting process is not lengthy, it is the request for variances that is more time intensive. Boston is a historic town and consideration for protection should be required. Would we want to the the Boston Common turned into housing over night or the Brownstones bulldozed while no one had a chance to object?</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>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>A City Councilor acts as a liaison with a new housing development, the City and the residents. The City Councilor's job is NOT to contradict community opposition, in spite of their own feelings or the feelings of an outside activist group.</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>Please explain. [300 character limit]</p>	<p>There is no police enforcement in Vision Zero (a coalition). So I cannot answer the question due to lack of clarity.</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 am sure there are studies that provide factual evidence to support the use of police or the efficacy of non-police offer financial savings.</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 Oppose</p>
<p>Please explain. [300 character limit]</p>	<p>These have been used as tools to generate money by manipulating (reducing) the timing of the lights to surprisingly short amounts. Additionally, "people" are the speeders not the cars, so issuing a ticket to a car is a penalty to people who share cars with family members or others.</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>Neither Support Nor Oppose</p>
<p>Please explain. [300 character limit]</p>	<p>Transportation Departments should be making decision for safety. If the need is to change some aspect of the road or parking, that decision should be obvious.</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>Neither Support nor Oppose</p>
<p>Please explain. [300 character limit]</p>	<p>As we are passing Covid-19, the world has changed and I think the plan should be re-examined based on the new data of transportation and business commuting.</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>Somewhat Support</p>
<p>Please explain. [300 character limit]</p>	<p>Everyone would want to see the reduction of car trips. But how do you grow the city 30% and reduce the car trips 50% at the same time? Seems unrealistic. I ride a bicycle year round, but at times of the year, that is also not realistic for most people. Possibly Covid-19 may get us largely there.</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>These are important avenues that need to be managed properly.</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>Somewhat Support</p>
<p>Please explain. [300 character limit]</p>	<p>Some major changes have been made in Allston-Brighton, so one would hope some important studies have already been done. The major roads are what needs to be considered versus side streets.</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>It is not easy to get a parking permit, I think the city does a good job managing it. No reason for a fee.</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>Neither Support nor Oppose</p>
<p>Please explain. [300 character limit]</p>	<p>I would like to see an impact study on this.</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>Somewhat Support</p>
<p>Please explain. [300 character limit]</p>	<p>Hopefully this is already being done. Why wouldn't it?</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>A city needs livability which includes: walkability, connectivity, open space, and resilience.</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>Neither Support nor Oppose</p>
<p>Please explain. [300 character limit]</p>	<p>We need to re-evaluate these plans post Covid-19, the world is a new place now.</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 Oppose</p>
<p>Please explain. [300 character limit]</p>	<p>I know this is not completely true. In recent times, almost no granted variance have been fought in court and won when consider all the numerous cases brought before the courts.</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>I would require evidence to support these claims. We are at the end of an economic monetary cycle, so lack affordability is more due to repressed pay increases for nearly 20 years and inflation. Anything built at this point cannot be affordable without government funding with or without parking.</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 Oppose</p>
<p>Please explain. [300 character limit]</p>	<p>The current code has the ability to create economic zones such as the New Balance Guest St. Project. What you are asking for will potentially allow an out of state developer to tear down the brownstone on Beacon Hill or turn the Boston Common into a housing project.</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>Somewhat Support</p>
<p>Please explain. [300 character limit]</p>	