

Candidate name (first and last):	Richard Spagnuolo
Office the candidate is seeking:	Mayor of Boston
In your role as mayor, how do you plan to work with the statewide delegation to advance your policy priorities, and what are your specific state policy priorities related to transportation, housing, and climate? [1200 character limit]	It is my fervent desire to be receptive to the citizens' needs, and to maintain an open dialogue with the statewide delegation. My campaign must always put the people of Boston first, and to do what is necessary to ensure that their voices are heard.
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]	Being that I strive to be a voice of the people of the City of Boston, we must work together as a team. The people come first.
1a. Which of the following modes of transportation do you use regularly in Boston? (Check the top 3.)	Subway, Bus, Walking
1b. What types of housing have you lived in or owned throughout your life? (Check all that apply.)	Home ownership
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]	Infrastructure is necessary to make sure that travel is made safe and efficient. As mayor of the City of Boston, I will work with the offices necessary to improving and maintaining safety and efficiency.
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 work with and support experts in this area to develop a board that best suits the needs of Boston.
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 work with and support experts in this area to develop the most efficient, safe and environmentally friendly projects, while providing their completion in a timely manner.
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]	Resident input is a crucial part of this endeavor, and will be carried out in a meaningful way. I will work closely with the city councilors to make sure that the citizens' voices are heard.

<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>With an ever-changing and evolutionary dynamic, it is firstly important to consider the needs of a neighborhood, and then to provide individuals the means to have a safe and clean place to live. If there was a need for housing, then I would work closely with those who could provide that.</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 will work with experts in this area to comprehensively explore all aspects of this process, while maintaining efficiency of project development, as well their completions on a timely basis.</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>Any action or policy under existing municipal power that truly spoke in the best interests of our citizens, irrespective of what they were.</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 will work closely with city councilors to guarantee that the needs our residents are considered, and met through open dialogue.</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 Oppose</p>
<p>Please explain. [300 character limit]</p>	<p>As a community of citizens who are concerned about safety, sound infrastructure and the environment, we must work as a team in all of our efforts.</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 Oppose</p>
<p>Please explain. [300 character limit]</p>	<p>In order to provide a sound atmosphere, it is best not to limit our ability should the need arise.</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>We as citizens need to work as a community to ensuring the safety for all. We would creating a grave disservice to our residents if we did otherwise.</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 Oppose</p>
<p>Please explain. [300 character limit]</p>	<p>We as citizens need to work as a community to ensuring the safety for all. We would creating a grave disservice to our residents if we did otherwise.</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>If Go Boston 2030 is willing to do what is best for the citizens of Boston, then I am in full support. It is about all of us working together.</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>I am in support of what the citizens say</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>I will work with experts in this area to maintaining the efficiency and assess the needs of such projects.</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>We have to consider what the residents have to say before making such a decision.</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>People who pay rent or property tax in the city of Boston should be able to parks without being assessed additionally.</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>Every citizen should be provided the means to travel within the city.</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>We must provide for the safety and infrastructure for all citizens.</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>Projects must be considered from a comprehensive perspective.</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>I am willing to consider plans would benefit the citis</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 am willing to consider plans would benefit the citizens of Boston.</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 am willing to consider plans would benefit the citizens of Boston.</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 willing to consider plans would benefit the citizens of 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>Neither Support nor Oppose</p>
<p>Please explain. [300 character limit]</p>	<p>I am willing to consider plans would benefit the citizens of Boston.</p>