Candidate name (first and last):	Troy A. Smith
Office the candidate is seeking:	District 4 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]	Housing, Transportation and Climate are major issues which require a team effort in re-educating those who are unaware of the immediate effects to quality of life for all. Housing must be affordable and equitable for all regardless of race, sexual orientation and financial limitations. Transportation has to be accessible for all citizens and must be affordable to the point those who are living below poverty are able to make it to their respective jobs. Climate is greatly effected by eliminating our green spaces which acts a natural filter.
1a. Which of the following modes of transportation do you use regularly in Boston? (Check the top 3.)	Car, Commuter rail, Walking
1b. What types of housing have you lived in or owned throughout your life? (Check all that apply.)	As a renter, 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]	All major road construction would be performed off peak hours and if needed during the night time hours providing greater accessibility to make the necessary repairs to keep overall traffic and operation of buses flows freely.
The MBTA's Fiscal and Management Control Board (FMCB) makes important decisions regarding MBTA service, projects, and programs. The FMCB is sunsetting 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, every organization performs greater with a body of governance which will assist as well as hold accountable. I would advocate for a new board of governance and a seat to ensure the City of Boston is well informed and the concerns of the City are heard and addressed.
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]	Review the plans in greater detail taking notes as to what has changed and what needs to be changed to implement both short and long term project goals to ensure completion before or on January 1, 2030.
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]	I encourage Transportation Dept. to conduct as many Community meetings in advance of actual start dates to answer questions and address concerns and fears. Especially when major changes are about to drastically effect what people have always lived in a certain manner and now must adjust to new ways of living.

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]	I am 100% in support of a 12 unit building with 50% affordable units. My reasoning is we in the City of Boston have allowed developers too much growth with yet too many people homeless or about to evicted is speaking to the fact there is not enough affordable and income restricted housing within the our City. I do not want Boston to have all of these high risers vacant be in the Seaport or District Neighborhoods as a result of families not being able to meet the financial demands to pay rent or eat.
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]	Encourage Neighborhood organizations to purchase the land within their respective neighborhoods. Create a comprehensive first time home buyers program and provide selected mortgage lenders and banks and local contractors to build the homes as agreed designs have been preapproved. Create a system that is one stop, shop and local for each neighborhood.
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]	
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]	I am firm in belief the more information shared with residents, along with precise plans of construction with graphics and transparency will gain community support greater than an elected official just endorsing the project. Developers must convince all stakeholders the benefit beyond the Contractors financial gain.
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?	Neither Support nor Oppose
Please explain. [300 character limit]	I am personally unsure of the benefits and would like to review closely in detail before declaring a position.
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?	Strongly Oppose

Please explain. [300 character limit]	Civilian flaggers are not authorized to issue citations as a Police Officers and must drivers would respect the presence of Police Officer at streets-related projects and events.
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?	Neither Support nor Oppose
Please explain. [300 character limit]	I would like to review documentation of studies performed in the state of Massachusetts which supports claims of reduce speeding, improve safety and removal of racial bias.
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?	Somewhat Oppose
Please explain. [300 character limit]	Boston is small in passage ways with respect to side streets and some main streets. Reducing lanes and taking away parking creates hardships unfairly to residents and business owners.
5. The Go Boston 2030 plan was released in 2017. Do you support updating the plan and working to advance the plan's goals?	Strongly Support
Please explain. [300 character limit]	Our City has changed greatly since 2017 and we need to review what are the outcomes of the changes implemented already in order to move forward.
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?	Neither Support nor Oppose
Please explain. [300 character limit]	How does the MBTA plan into the City's Go Boston with respect to providing equitable access through out the City and local Neighborhoods? I do not see the running of buses regularly through out the system and being reliable.
7. Do you support reassessing the plans and viability of major capital projects, such as the Northern Avenue Bridge or the Rutherford Avenue redesign?	Strongly Support
Please explain. [300 character limit]	The designs and plans may not support the current or future needs projected five or ten years from now. Yes, a reassessment must take place with all major capital projects with close review of the budgets.

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?	Strongly Support
Please explain. [300 character limit]	
9. Do you support charging an annual fee for residential parking permits?	Strongly Oppose
Please explain. [300 character limit]	Why are we taxing annually when an individuals do not poses the Residential Sticker they should be charged a parking violation.
10. Do you support free bus service on the MBTA and a low-income fare option for other public transit options?	Neither Support nor Oppose
Please explain. [300 character limit]	It sounds good but a detail review of the operational budget of the MBTA would give a better since of what the MBTA is capable of by creating free bus service and a low-Income fare option.
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?	Strongly Support
Please explain. [300 character limit]	
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?	Neither Support nor Oppose
Please explain. [300 character limit]	I personally would have to review the project large-scale developments in order to answer appropriately.
13. Do you support prioritizing and advancing the housing production goals outlined in the 2018 update to Housing a Changing City: Boston 2030?	Neither Support nor Oppose
Please explain. [300 character limit]	
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?	Somewhat Oppose
Please explain. [300 character limit]	Parking is being swallowed up in the mass development within our City and with an unreliable MBTA system people should have the options to provide their own transportation as need be.

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?	Strongly Oppose
Please explain. [300 character limit]	
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)?	Strongly Support
Please explain. [300 character limit]	
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?	Neither Support nor Oppose
Please explain. [300 character limit]	