

Candidate name (first and last):	Michael Bianchi
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]	In order for our cities to run more smoothly we need to work these issues hand in hand. In Allston some housing buildings do not have recycling options as well as no real green space. As a city wide issue our public transportation carbon footprint has got better but the work is not done and we could do better. If elected for an example of what I would do to help these issues and align them would be to work closely with public transportation and housing departments to make sure we have recycling options near the bus stops, especially stops near these building.
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), Walking
1b. What types of housing have you lived in or owned throughout your life? (Check all that apply.)	Single-family home
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]	Although we have designated bus and bike lanes already in place for accelerated bus services, we also need to continue to designate more space but also coordinate with both city and MBTA to develop new inclusive ideas to address the infrastructure but also utilize the space and smaller spaces in innovative ways.
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 the MBTA to get a new governance board and a seat on it for the City of Boston because the livelihood of a lot of Bostonians depends on it. The MBTA services a large population of Boston and it can effect our accessibility . We need a seat on the board because we need to advocate and represent the effects of their decisions. I will attend all meetings, research and promote why we need a new governance board for the MBTA.
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 ensure that these projects are overseen to ensure efficiency. As a former operations manager meeting deadlines are a priority, allocating the time will play a major role to ensure the timeline is staying ahead. Working with the different contract holders and other agencies collectively will help with project deadlines as well.
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 always a concern especially in an urban areas, it effects local business among other things. Narrowing the streets creates congestion and this is what the opposition often is relating too . We need to be inclusive and mindful of issues are caused by narrowing streets and eliminating space. We need to work towards reducing our carbon footprint and relying less on personal vehicles but also work on a fair plan that includes other modes of transportation.

<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>I agree with with larger developments having a higher IDP, we should work on increasing the percentage but also the number of units.</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>We need to work closely with developers to ensure timeline and deadlines and we have to revise our zoning laws to maximize our space usage.</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>We need to use all tools, knowledge and assets to ensure that no family ever gets displace from their home. Most families have been hear for generations and are being displaced on a disproportionate rate and this is why I am running to protect our community and its families.</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>Studies have shown that parking spaces reduce the number of units which causes unit prices to go up. We should be looking at more economical ways to create parking spaces and still maintain units. For example underground parking and allowing extra stories to be built so the number of units are not affected.</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>Neither Support nor Oppose</p>
<p>Please explain. [300 character limit]</p>	<p>As a new candidate I have been reading up on vision zero and have not read enough information on both sides of the proposed idea of removing police enforcement from road safety enforcement.</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 can see the benefits and possible cost effectiveness to having civilian flaggers at details . of course we would have to ensure that proper training and qualifications are met to ensure the safety of all individuals at the site because the loss of a life is not worth the penny saved.</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>i understand in today digital world that this would seem feasible but I see this as an invasion of privacy. racial bias is being addressed with commonwealth vs. long.</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>saving lives is always the number one priority but i have to look more into the impact these proposals will have as well as what the community wants and expects. it is clear that the Boston's road infrastructure is outdated and not safe and was never really designed to handle the compacity of cars</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>we need to support equitable travel for all Boston residents.</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>we live in New England and we have varying weather. reducing our carbon foot print is major. but we need better protection from the weather if we want to see less use of cars and more alternative modes of transportation</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?	Neither Support nor Oppose
Please explain. [300 character limit]	
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]	I would love to see a in-depth study be done on the effectiveness of Boston's curb space utilization
9. Do you support charging an annual fee for residential parking permits?	Strongly Oppose
Please explain. [300 character limit]	this would disproportionately effect our lower income communities. and you should not have to create another tax or fee to the average Bostonian just to park their car where they live
10. Do you support free bus service on the MBTA and a low-income fare option for other public transit options?	Strongly Support
Please explain. [300 character limit]	
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]	the timing on signals should be revised to ensure the safety of all pedestrians.
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?	Strongly Support
Please explain. [300 character limit]	as a life long resident of Allston Brighton we have been cut off from the river and walkability for years the space is under used and creating better used space in a city is essential
13. Do you support prioritizing and advancing the housing production goals outlined in the 2018 update to Housing a Changing City: Boston 2030?	Strongly Support
Please explain. [300 character limit]	

<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>as long as other efficient modes of transportation are already in place to ensure access to residents mobility</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>	