

;;;BCC 181113

>>> WELCOME TO THE BOSTON CITY COUNCIL IANELLA CHAMBER ON DOCKET 1327, ORDER FOR HEARING REGARDING BOSTON SPEED LIMITS AND PEDESTRIAN SAFETY.

MY NAME IS MICHELLE WU.

I'M CHAIR OF THIS COMMITTEE.

I'M JOINED BY MY COLLEAGUES AND THE SPONSORS OF THIS ORDER, COUNCILOR FLYNN AND COUNCILOR BAKER.

THIS PUBLIC HEARING IS BEING RECORDED AND BROADCAST LIVE ON CHANNEL COMCAST 8, RCN 82, AND VERIZON 1964.

PLEASE SILENCE YOUR CELL PHONES AND OTHER DEVICES.

IF YOU WISH TO TESTIFY, PLEASE CHECK THE BOX ON THE SIGN-IN SHEET ON THE SHEETS BY THE DOOR. THEN WE'LL TAKE PUBLIC TESTIMONY.

OKAY.

AGAIN, I WANT TO THANK OUR SPONSORS FOR CONTINUING TO FOLLOW THIS ISSUE.

THANKS IN PARTICULAR TO COUNCILOR BAKER'S LEADERSHIP OVER THE LAST TERM.

BOSTON NOW HAS A LOWER DEFAULT SPEED LIMIT, AND WE HAVE MUCH MORE WORK TO DO, BUT HE'S JUST BEEN A COMMITTED ADVOCATE ON THIS ISSUE AND SO MANY OF THE ISSUES THAT ARE RELATED TO NEIGHBORHOOD SAFETY AND STREET SAFETY.

I WANT TO GIVE EACH OF THE SPONSORS A CHANCE TO SAY A FEW WORDS.

THEN WE'LL TURN IT OVER TO THE ADMINISTRATION AT THAT POINT. COUNCILOR FLYNN?

>> THANK YOU, COUNCILOR WU, FOR YOUR LEADERSHIP ON THIS ISSUE. I ALSO WANT TO SAY THANK YOU TO COUNCILOR BAKER FOR WORKING CLOSELY WITH THE WALSH ADMINISTRATION TO HELP REDUCE

THE SPEED LIMIT BUT MORE  
IMPORTANTLY TO HELP REDUCE  
INJURIES, FATALITIES THAT WE  
HAVE IN OUR CITY.

IT IS BECAUSE OF YOUR LEADERSHIP  
THAT WE'RE MAKING GREAT  
PROGRESS.

I BELIEVE PEDESTRIAN SAFETY IS  
THE TOP ISSUE IN MY DISTRICT AND  
ONE OF THE MOST IMPORTANT IN OUR  
CITY.

SAFETY FOR ALL ON OUR ROADS FOR  
PEDESTRIANS, MOTORISTS,  
CYCLISTS, VISION ZERO.

NO FATAL OR SERIOUS CRASHES IN  
BOSTON.

AGAIN, I WOULD ALSO LIKE TO  
HIGHLIGHT THE WORK OF MAYOR  
WALSH, HIS LEADERSHIP IN MOVING  
OUR CITY FORWARD, THROUGH  
VARIOUS TRAFFIC MEASUREMENTS.  
ONE OF WHICH WAS LOWERING THE  
SPEED LIMIT TO 25 MILES PER HOUR  
LAST JANUARY.

DESPITE THE SIGNIFICANT  
PROGRESS, HARDLY A DAY GOES BY  
WHEN MY FRIENDS, NEIGHBORHOODS,  
CONSTITUENTS, EVEN MY ELDERLY  
PARENTS OFTEN WALKING MY SPECIAL  
NEEDS NEPHEW THAT THEY DON'T  
TELL ME ABOUT SPEEDING VEHICLES  
AND CLOSE CALLS IN A CROSSWALK.  
WE HAVE MORE VEHICLES, MORE  
COMMUTERS, AND MORE RIDESHARERS  
CUTTING THROUGH OUR  
NEIGHBORHOODS.

WE STILL EXPERIENCE THESE AND  
WORSE -- TRAGIC CRASHES IN THE  
CITY.

MOST RECENTLY IN JULY, A  
BEAUTIFUL YOUNG BOY WAS  
TRAGICALLY TAKEN FROM US  
FOLLOWING A CRASH IN SOUTH  
BOSTON.

HIS SISTER WAS ALSO INJURED.

THE ENTIRE COMMUNITY CONTINUES  
TO PRAY FOR THEIR FAMILY.

OUR COMMUNITY HAS ALSO BECOME  
MOBILIZED AROUND THIS CRITICAL  
ISSUE, INCLUDING MANY SOUTH  
BOSTON MOTHERS, FOLKS LIKE KATY  
DONOVAN WHO WERE STRUCK ON THE  
ROAD IN THE SPRING.

SHE'S BECOME A CHAMPION FOR

PEDESTRIAN SAFETY IN OUR  
NEIGHBORHOOD.

KATY AND THE PEOPLE OF SOUTH  
BOSTON HAVE STRONGLY ADVOCATED  
THAT OUR CITY AND TRANSPORTATION  
AGENCIES ARE CURRENTLY ENACTING,  
SUCH AS A ROAD DYAD BEING  
CONSTRUCTED FOR ONE LANE OF  
TRAFFIC TO HELP ENSURE LOWER  
SPEED AND TO LOWER CUT-THROUGH  
TRAFFIC.

OUR CITY CONTINUES TO MAKE  
PROGRESS ON THIS ISSUE, BUT IN  
MY POSITION IT IS STILL TOO  
FAST.

I OFFERED A 12-POINT PLAN  
RECENTLY FOR SAFER STREETS IN  
SOUTH BOSTON THIS SUMMER,  
INCLUDING TRAFFIC MEASURES LIKE  
SPEED HUMPS, RAISED CROSSWALKS,  
ROAD DYADS, SPEED BOARDS, CURB

EXTENSIONS, AND GREATER  
ENFORCEMENT.

I WAS PLEASED THAT THE  
DEPARTMENT OF TRANSPORTATION  
ANNOUNCED AT A COMMUNITY MEETING  
THEY WERE GOING TO INCLUDE THESE  
AS WELL AS THE 25 MILE-PER-HOUR  
ZONES.

WE WOULD LIKE TO START A  
DIALOGUE AROUND THE MERITS OF A  
20 MILE-PER-HOUR SPEED LIMIT IN  
BOSTON UNLESS OTHERWISE BOSTON

-- POSTED.

I WOULD LIKE TO SEE IT AT  
RELEVANT LOCATIONS THAT MAKE  
SENSE AND THAT WORK FOR THE  
CITY.

WE RECENTLY HAD COMMISSIONER  
MORALES WRITE TO MASS DOT ASKING  
FOR 20 MILES PER HOUR IN FRONT  
OF THE BATHHOUSE AND KERLEY  
RECREATION CENTER DUE TO THE  
SPEEDING, WHICH HAS CAUSED  
TRAGEDIES THERE IN THE PAST.

20 MILE-PER-HOUR ZONES HAVE  
WORKED WELL FOR SCHOOL ZONES AS  
DRIVERS SLOW FOR OUR CHILDREN.

I THINK IT HAS MERIT.

TO APPLY THIS TO AREAS LIKE L  
STREET WHERE IT IS SO NARROW AND  
TOUGH TO REACT FOR DRIVERS AND

PEDESTRIANS ALIKE.  
THE SAME GOES FOR RECREATION  
AREAS NEAR THE STREET HOCKEY  
COURT OR EVANS BASEBALL FIELD TO  
NAME A FEW.

DATA FROM THE CITY'S WEBSITE AND  
AAA FOUNDATION FOR TRAFFIC  
SAFETY INDICATES THAT AT 30  
MILES PER HOUR THE LIKELIHOOD OF  
A FATALITY OR SERIOUS INJURY IS  
50% WHILE AT 20 MILES PER HOUR  
THAT NUMBER DROPS SIGNIFICANTLY  
TO 18%.

I THINK THIS CONVERSATION WILL  
HAVE MERIT AS WE ALL TRY TO DO  
OUR PART TO REALIZE VISION ZERO.  
I WANT TO THANK YOU FOR BEING  
HERE, FOR JOINING US, AND WE ARE  
LUCKY TO HAVE YOU WORKING FOR  
THE CITY, DOING AN EXCELLENT  
JOB.

WE UNDERSTAND IT'S A DIFFICULT  
JOB, BUT WE WANT TO SAY THANK  
YOU FOR BEING WITH US AND FOR  
WORKING CLOSELY WITH THE CITY  
COUNCIL.

>> THANK YOU, COUNCILOR FLYNN.  
COUNCILOR BAKER?

>> THANK YOU, MADAME CHAIR.  
THANK YOU, COUNCILOR FLYNN, FOR  
FILING THIS AND ASKING ME TO  
JOIN ON.

LIKE COUNCILOR FLYNN ALREADY  
STATED, WE WERE ABLE TO TAKE THE  
SPEED LIMIT FROM 30 TO 25, WHICH  
I THINK WAS A GOOD STEP.

I ALWAYS THOUGHT IT SHOULD HAVE  
BEEN 20, BUT FURTHERMORE I  
BELIEVE THIS DISCUSSION HERE  
TODAY IS AS MUCH ABOUT THE SPEED  
LIMIT AS IT IS ABOUT WHAT WE'RE  
DOING FOR REDESIGN, SAFE  
STREETS, THOSE SORTS OF THINGS.  
I'VE GOT TO BE HONEST.

I'M A LITTLE TAKEN ABACK THAT  
CHIEF OSGOOD AND GINA ISN'T  
HERE.

I'M MORE THAN TAKEN ABACK  
BECAUSE FOR ME THIS IS VISION  
ZERO.

THIS IS TALKING ABOUT HOW WE  
MAKE PEOPLE SLOW DOWN ON OUR  
SIDE STREETS.

WE CAME OUT WITH, I THINK, 12

PILOTS, 9 OF WHICH WENT TO ONE DISTRICT.

I DON'T THINK THAT'S THERE.

I WAS THE ONE WHO SPEARHEADED THIS LEGISLATION, AND I'M STAYING AHEAD OF THE LEGISLATION.

I DIDN'T GET A SINGLE PILOT DISTRICT IN DISTRICT 3.

I HAVE SOME PRETTY TRAVELED ROADS, BUT I'M GLAD YOU'RE HERE VERNET.

HOPEFULLY, WE CAN TALK ABOUT THOSE SORTS OF THINGS.

MAYBE THE MESSAGE WILL BE CLEAR. THERE'S PEOPLE THAT WANT STREET CALMING MEASURES.

WE WANT RAISED CROSSWALKS.

WE WANT SPEED BUMPS.

I DON'T KNOW WHY WE'RE SITTING HERE STILL TALKING ABOUT THIS AND THEN WE SPRINKLE THEM -- WELL, WE DON'T SPRINKLE THEM AROUND THE CITY.

WE PUT THEM MOSTLY ALL IN ONE AREA.

WHEN ARE WE GOING TO BE ABLE TO EXPAND ON THAT?

WE CAN AT LEAST GIVE SOME PEOPLE AND SOME STREETS SOME RELIEF. THE START WOULD BE HEAVIEST TRAVELED STREETS.

I DON'T KNOW.

THANK YOU, VERNET.

THANK YOU, MADAME CHAIR.

>> THANK YOU, COUNCILOR BAKER.

I WANT TO WELCOME COUNCILOR O'MALLEY TO THIS MEETING AND OFFER HIM A FEW WORDS.

>> THANK YOU, MADAME CHAIR.

I WANT TO THANK THE SPONSORS FOR THEIR GREAT WORK AS WELL AS YOURS, MADAME CHAIR.

IT'S SOMETHING YOU'VE BEEN WORKING ON FOR QUITE SOME TIME.

FIVE OR SIX YEARS AGO, I CONVENED A HEARING ON TRAFFIC CALMING MEASURES.

I THINK IT'S IMPORTANT TO CONTINUE THAT CONVERSATION.

I WILL SAY WE'VE SEEN A LOT MORE PUBLIC AWARENESS AND UNDERSTANDING THAT WE NEED TO BE DOING MORE TO ENCOURAGE

MULTIMODAL TRANSPORTATION.  
WE NEED TO BE DOING MORE TO  
SEVERELY LIMIT THE NUMBER OF CAR  
CRASHES THAT WE SEE SADLY STILL  
IN THIS CITY, AND A NUMBER OF  
TOOLS AT OUR DISPOSAL, THIS IS  
ONE AS WELL, AGAIN LOWERING THE  
SPEED LIMIT.

IT SEEMS EVERY WEEK WE HEAR  
ABOUT A TRAGIC DEATH CAUSED BY A  
CAR CRASH.

AS A MUNICIPALITY, WE HAVE AN  
OPPORTUNITY AND OBLIGATION TO DO  
MORE TO MAKE SURE OUR STREETS  
ARE SAFE.

I LOOK FORWARD TO CONTINUING THE  
GOOD WORK AND EFFORT.

>> THANK YOU, COUNCILOR  
O'MALLEY.

COUNCILOR ZAKIM SUBMITTED A  
LETTER TO COUNCILOR WU.

THANK YOU FOR HOLDING THIS  
HEARING AND LEADING THE  
DISCUSSION ON THIS VITAL ISSUE.

I'M UNABLE TO ATTEND THE HEARING  
TODAY, BUT I LOOK FORWARD TO  
REVIEWING THE TAPES.

SINCERELY, JOSH ZAKIM.

I WANT TO UNDERSCORE COUNCILOR  
BAKER'S FRUSTRATION AND URGENCY.

THE WHOLE APPROACH THAT THE  
REGION HAS RIGHT NOW ABOUT  
STREET SAFETY IS VERY REACTIVE  
IN A WAY THAT WE ARE REMINDED  
EVERY DAY OF THE SERIOUSNESS AND  
THE CONSEQUENCES OF DELAY.

WE KNOW THAT AN APPLICATION  
SYSTEM THAT RATIONS OUT SAFETY  
NEIGHBORHOOD BY NEIGHBORHOOD,  
SORT OF MONTH BY MONTH BY MONTH,  
MEANS THAT WE WILL SEE MORE  
CRASHES AND WE WILL SEE MORE  
FATALITIES AND SERIOUS INJURIES.  
JUST THREE IN THE LAST WEEK IN  
BOSTON.

ONE TECHNICALLY OVER THE BORDER  
IN CAMBRIDGE, BUT A PEDESTRIAN  
KILLED IN ROXBURY, ANOTHER  
SERIOUSLY INJURED IN ROXBURY,  
ANOTHER BY THE MUSEUM OF  
SCIENCE.

THESE ARE ALL PREVENTABLE WITH  
THE RIGHT STREET DESIGN  
DECISIONS.

I'VE BEEN REMINDED THAT MY OWN POLICY IN CONDUCTING HEARINGS IS TO MAKE SURE WE INCORPORATE PUBLIC TESTIMONY THROUGHOUT. I WANT TO START WITH THE FIRST FOUR PEOPLE WHO HAD SIGNED UP. I'M GOING TO READ OFF THESE NAMES.

IF YOU COULD MAKE YOUR WAY DOWN TO ONE OF THE TWO PUBLIC TESTIMONY PODIUMS, FEEL FREE TO LINE UP ON EITHER ONE OF THEM. WE'LL JUST ALTERNATE SO THAT THE FOLKS WILL TESTIFY NOW BEFORE THE ADMINISTRATION PRESENTATION OUR STEVE JONAS, NANCY, TONY, AND ADDY.

>> GOOD MORNING.

THANK YOU VERY MUCH FOR HOLDING THIS HEARING.

THIS IS AN INCREDIBLY IMPORTANT TOPIC, AND I FEEL IT'S A LIFE SAFETY TOPIC, SO THANK YOU FOR DRAWING ATTENTION TO IT.

I'M A RESIDENT OF DOWNTOWN AREA. I LIVE NEAR THE PUBLIC GARDEN, AND I WALK THROUGH THE CITY EVERY DAY.

I DON'T WALK THROUGH ALL THE CITY, BUT I WALK THROUGH THAT AREA IN THE CITY.

THE INCREASED RATE OF RED LIGHT RUNNING AND SPEEDING IS ASTONISHING.

CROSSING INTERSECTIONS HAS BECOME A LIFE-RISKING ACTIVITY. I KNOW THE SPEED LIMITS ARE AN IMPORTANT COMPONENT HERE, BUT I FEEL REALLY STRONGLY THAT AUTOMATED ENFORCEMENT IS REALLY A CRUCIAL ELEMENT IN LOOKING AT THIS.

IN THE AREA THAT I WALK AROUND, THERE IS NO ENFORCEMENT.

THERE'S NO SIGN OF POLICE.

THERE'S NO TICKETING.

THE RATE OF CITATIONS, I UNDERSTAND, IS WAY DOWN IN THE CITY FOR ANY MOVING VIOLATIONS.

INCREASINGLY, MUNICIPALITIES ACROSS THE COUNTRY AND IN OTHER COUNTRIES ARE GOING TO AUTOMATED ENFORCEMENT SYSTEMS WITH RED LIGHT CAMERAS AND SPEEDING

CAMERAS WITH APPROPRIATE BUFFERS  
AND ADDRESSING THE CIVIL LIBERTY  
ISSUES THAT ARE ATTACHED TO  
THESE SORT OF THINGS.

DOWN THE ROAD, PROVIDENCE PUT  
THIS IN EARLIER THIS YEAR AND  
ARE STILL USING THIS AND  
LEARNING FROM IT.

IN THE FIRST WEEK, THEY HAD  
11,000 CITATIONS FOR RED LIGHT  
RUNNING IN PROVIDENCE.  
IT'S BECOMING RAMPANT IN THE  
CITY.

WITHOUT ANY ENFORCEMENT  
WHATSOEVER, IT IS JUST GOING TO  
KEEP INCREASING AND THE DANGER  
IS GOING TO GO UP EXPONENTIALLY.  
I WOULD ENCOURAGE US TO LOOK AT  
CAMERA SYSTEMS.

I UNDERSTAND CURRENTLY THE STATE  
LAW PROHIBITS THAT, BUT OUR  
LOWER SPEED LIMIT IS AS A RESULT  
OF A PETITION.

AT LEAST FOR A PILOT EXPERIMENT.  
IN THE AREA AROUND THE PUBLIC  
GARDEN, WHICH IS SURROUNDED BY  
FOUR FOUR-LANE STREET SEGMENTS,  
MOTORISTS VIEW THIS AS A  
HIGHWAY.

THE DIFFERENCE BETWEEN 25 MILES  
AN HOUR AND 20 MILES AN HOUR IS  
INSIGNIFICANT.

PEOPLE DRIVING 50 MILES AN HOUR  
AND GOING THROUGH THE RED LIGHTS  
BECAUSE THEY'RE ALL FOUR-LANE  
ROADS THERE, SO I KNOW THERE ARE  
A LOT OF NARROW ROADS AND  
ONE-LANE ROADS AND TWO-LANE  
ROADS THAT ARE AN ISSUE, BUT WE  
HAVE FOUR FOUR-LANE SEGMENTS  
THAT SURROUND THE GARDEN.

IT IS THE WILD WEST THESE DAYS.  
I WOULD ENCOURAGE THE COUNCIL TO  
LOOK AT AUTOMATED ENFORCEMENT,  
AT LEAST RED LIGHT CAMERAS,  
POSSIBLY SPEEDING CAMERAS, AND  
LEARNING FROM OTHER  
MUNICIPALITIES THAT ARE WELL  
AHEAD OF US IN PUTTING THESE IN  
PLACE.

THANK YOU VERY MUCH.

>> THANK YOU.

NANCY?

>> THANK YOU FOR HOLDING THIS



HEARING.

I JUST WANT TO ECHO THIS  
SENTIMENT.

TRYING TO GET SOME COMMON  
MEASURES.

I'VE BEEN PROMISED IN THE SPRING  
WE'RE GOING TO GET A PEDESTRIAN  
FLASHING SIGNAL THERE, BUT IT IS  
A SUPER HIGHWAY.

THERE IS GOING TO BE ANOTHER  
DEATH LIKE THERE WAS IN SOUTH  
BOSTON IN THE SOUTH END.

BUT I ALSO WANT TO TALK ABOUT --  
I THINK ADJUSTING THE SPEED  
LIMIT AS PART OF VISION ZERO IS  
REALLY CRITICAL, BUT I ALSO WANT  
TO KNOW HOW WE'RE GOING TO  
RESPOND TO THE GROWTH SERVICES  
THAT ARE CONTRIBUTING TO  
CONGESTION WITH DRIVERS NOT  
KNOWING THE STREETS THAT VIEW  
NEIGHBORHOODS AS CUT-THROUGHS.  
THAT'S AN ACCIDENT WAITING TO  
HAPPEN.

ACCORDING TO A RECENT REPORT  
THAT WAS PUT OUT THIS SUMMER  
BETWEEN 2012 AND 2016, BOSTON  
ADDED MORE THAN 34,000 VEHICLES  
TO OUR CITY STREETS.

60% OF PEOPLE USE RIDE HAILING  
SERVICES.

THAT'S A GREAT NUMBER.  
IT'S ONLY GOING TO CONTINUE TO  
GROW.

OUR STREETS ARE BEYOND  
CONGESTED.

POLICYMAKERS NEED TO START  
LOOKING AT MEASURES TO DEAL WITH  
THIS, SUCH AS PUTTING SOME TYPES  
OF LIMITS ON THE NUMBER OF CARS  
THAT ARE OUT ON THE STREETS  
TODAY.

I'M A RESIDENT OF BAY VILLAGE,  
BUT I'M A MEMBER OF A DOWNTOWN  
CIVIC ORGANIZATION.

WE HAVE TRANSPORTATION ON OUR  
AGENDA FOR TOMORROW NIGHT'S  
MEETING.

WE HOPE TO WORK WITH THE CITY  
COUNCIL AS OUR NEXT ISSUE IN  
TACKLING THIS.

THANK YOU AGAIN FOR HOLDING  
THIS.

THIS IS A REALLY IMPORTANT

ISSUE.

THANK YOU.

>> THANK YOU, NANCY.

TONY?

>> YEAH, THANK YOU.

I WANT TO ECHO A LOT OF THINGS  
THAT THE COUNCILORS SAID AND  
THAT YOU SAID AS WELL.

WE NEED MORE THAN JUST SIGNS.  
WE NEED MEASURES THAT INCLUDE  
DESIGN TO MAKE OUR STREETS  
SAFER.

PUTTING UP NEW STREET SIGNS THAT  
ARE A SPEED LIMIT OF 20 MILES  
PER HOUR ARE IN ESSENCE A  
MEASURE OF HOPE.

YOU HOPE THAT PEOPLE FOLLOW  
THEM.

WE CAN HOPE THAT THERE IS  
POSSIBLE ENFORCEMENT OF THOSE,  
BUT ULTIMATELY, WE'RE NEARLY  
HOPING THAT PEOPLE ARE FOLLOWING  
THE RULES.

PUTTING PEOPLE'S LIVES IN HOPE  
IS PROBABLY NOT A GOOD IDEA WHEN  
WE CAN BE IMPLEMENTING DESIGN  
THAT IS BETTER, THAT ACTUALLY  
PREVENTS THESE TYPES OF THINGS.  
I THINK IT IS EXTREMELY TELLING  
THAT SINCE VISION ZERO HAS BEEN  
IMPLEMENTED IN THE CITY OF  
BOSTON WE'VE HAD MULTIPLE  
ROADS -- COUNCILOR FLYNN, IN  
YOUR OWN DISTRICT, FARAGAT ROAD  
HAS BEEN REPAVED SINCE THAT TIME  
WITHOUT THESE SORT OF DESIGN  
MEASURES.

WE'VE SEEN MULTIPLE ACCIDENTS  
WHERE PEDESTRIANS HAVE BEEN HIT  
BY CAR.

WHY WE'RE BEING REACTIVE IS  
INEXCUSABLE.

YOU SHOULD BE A PART OF EVERY  
STREET DESIGN PROCESS MOING  
FORWARD.

NOT JUST OUR SLOW STREETS, BUT  
EVERY STREET WE'RE REPAVING  
SHOULD BE FOLLOWING THIS MODEL.

I THINK IT IS REALLY TELLING  
THAT THERE ISN'T A  
REPRESENTATIVE FROM MASS DOT AND  
THE DCR TODAY.

THAT'S PROBLEMATIC WHEN WE  
CONSIDER HOW OFTEN OUR ROADS

CHANGE OWNERSHIP WITHIN THE CITY OF BOSTON.

THE CITY DESIGN STANDARDS THAT WE'RE IMPLEMENTING IN BOSTON SHOULD BE IMPLEMENTED ON ROADS THAT ARE NOT OWNED BY THE CITY OF BOSTON.

WHY THOSE TWO AGENCIES DON'T HAVE A REPRESENTATIVE HERE IS BEYOND ME.

I THINK IT SPEAKS VOLUMES ABOUT THE LEVEL OF PRIORITIZATION THAT THIS IS PUT ON.

ULTIMATELY, WE NEED SUPPORT. LOWER THE SPEED LIMIT TO 20 MILES PER HOUR IN CONJUNCTION WITH SOMETHING LIKE BETTER STREET DESIGN AND UBIQUITOUS BETTER STREET DESIGN, NOT JUST REACTIVE, NOT JUST BY APPLICATION, BUT ACROSS THE CITY.

I THINK ALL OF YOU KNOW THAT. I THINK THE CITIZENS OF BOSTON KNOW THAT.

I THINK IT IS JUST TIME TO ACTUALLY TAKE THOSE BOLD STEPS TOWARDS MAKING OUR ROADS THE WAY THEY SHOULD BE.

THANK YOU.

>> THANK YOU, TONY.

HADI?

>> GOOD MORNING.

I'M WITH "WALK BOSTON."

I WANT TO THANK THE COUNCIL FOR CONVENING THIS CRITICAL HEARING TO TALK ABOUT SPEED LIMITS AND PEDESTRIANS AND TRAFFIC CALMING.

I WANT TO QUOTE FROM OUR EXECUTIVE DIRECTOR FROM THE "BOSTON GLOBE" ON AUGUST 28th. QUOTE, SIMPLY CHANGING THE SPEED

LIMIT WITHOUT DOING ANYTHING ABOUT THE STREET DESIGN DOES A LITTLE BUT NOT NEARLY ENOUGH.

I THINK THAT'S A MESSAGE THAT ALL OF US ARE TAKING TO HEART HERE.

I WANT TO ECHO WHAT FOLKS BEFORE ME SAID ABOUT AUTOMATED ENFORCEMENT.

THAT'S A PUSH WE SUPPORT.

VERY IMPORTANT TO THINK ABOUT HOW THAT COULD BE ROLLED OUT IN

AN EQUITABLE WAY.  
THAT'S SOMETHING I ENCOURAGE THE  
COUNCIL TO TAKE UP.  
THIS IS ABOUT STREET DESIGN AND  
IT IS ABOUT TRAFFIC CALMING.  
IT IS A FUNDAMENTAL MATTER OF  
EQUITY AS WELL.  
HOW DO WE MAKE SURE THAT ALL  
NEIGHBORHOODS GET TRAFFIC  
CALMING AND HOW ARE WE  
PRIORITIZING AREAS THAT HAVE  
BEEN HISTORICALLY UNDER INVESTED  
BUT HOW DO WE THINK ABOUT THE  
PACE OF ROLLOUT IN  
IMPLEMENTATION?  
COUNCILOR FLYNN, A NUMBER OF  
IMPROVEMENTS HAVE BEEN PUT IN  
PLACE IN YOUR DISTRICT IN  
RESPONSE TO THE CRASH THAT  
HAPPENED A COUPLE MONTHS AGO.  
IT WAS ABSOLUTELY A HORRIFIC  
TRAGEDY.  
THERE ARE A NUMBER OF THE PILOT  
SAFETY ZONES THAT ARE STILL  
WAITING FOR IMPROVEMENT, SO HOW  
ARE WE MAKING SURE THIS IS  
ROLLED OUT AT FAST PACE ACROSS  
THE CITY?  
THAT'S SOMETHING I WOULD  
ENCOURAGE ALL OF US TO THINK  
ABOUT.  
ANOTHER PIECE THAT TIES BACK TO  
THIS QUESTION ABOUT DESIGN AND  
SPEED LIMITS THAT I ALSO  
ENCOURAGE THE COUNCIL TO TAKE UP  
WITH MASS DOT IS HOW THE POSTED  
SPEED LIMITS ARE OFTEN CREATED  
ON HOW TRAFFIC IS MOVING.  
IT CREATES THIS LOOP THAT WE'RE  
UNABLE TO DESIGN FOR THE SPEEDS  
THAT WE WANT.  
AS A RESULT, WE HAVE CITY  
STREETS THAT EVEN THE CITYWIDE  
DEFAULT HAS BEEN REDUCED TO 25  
MILES PER HOUR, POSTED SPEED  
LIMITS CAN BE HIGHER THAN THAT  
BECAUSE THEY'RE SET AT A  
REGULATORY LEVEL.  
HOW CAN WE BRING THE SPEED LIMIT  
IN LINE WITH WHAT WE WANT AND  
REDESIGN OUR STREETS TO DEAL  
WITH THOSE POSTED SPEED LIMITS?  
I LOOK FORWARD TO OUR CONTINUED  
PARTNERSHIP TO ADDRESS IT.

>> THANK YOU.

I WANT TO RECOGNIZE THAT  
COUNCILOR KIM JANNEY IS HERE AS  
WELL.

WOULD YOU LIKE TO OFFER ANY  
WORDS?

>> I'M HERE TO LISTEN.

THANK YOU.

>> AT THIS POINT, AGAIN PLEASE  
CONTINUE TO CHECK THE BOX IF YOU  
WOULD LIKE TO TESTIFY.

WE'LL RETURN TO PUBLIC TESTIMONY  
AFTER THIS NEXT SEGMENT WITH THE  
ADMINISTRATION'S PRESENTATION.  
WE'LL TURN IT OVER TO VINIT.

>> THANK YOU.

AGAIN, I'M VINIT GUPTA.

I'M THE DIRECTOR OF PLANNING AT  
THE BOSTON TRANSPORTATION  
DEPARTMENT.

ON BEHALF OF THE DEPARTMENT, I  
WOULD LIKE TO THANK THE CITY  
COUNCILORS FOR YOUR LEADERSHIP  
ON THIS VERY IMPORTANT ISSUE.  
I THINK IT'S THROUGH YOUR WORK  
THAT THE CITY HAS FOCUSED MORE  
AND MORE ON SAFETY ON OUR  
STREETS.

SAFETY ON OUR STREETS CONTINUES  
TO BE OUR NUMBER ONE PRIORITY AS  
A DEPARTMENT AND AS A CITY.

AND WE HAVE SEVERAL PROGRAMS  
UNDER WAY THAT I'LL TALK ABOUT  
IN A LITTLE BIT, BUT BE ASSURED  
THIS IS SOMETHING WE'RE TAKING  
WITH THE UTMOST SERIOUSNESS.

THIS IS ONLY THE FIRST STEP IN  
THE PROCESS OF LOOKING AT 20  
MILES PER HOUR SPEED LIMIT, THE  
DEFAULT SPEED LIMIT.

WE'LL CONTINUE TO MEET WITH THE  
CITY COUNCIL AND WITH OUR  
COMMUNITY AND REPRESENTATIVES  
FROM OUR DEPARTMENT TO MAKE SURE  
THIS ISSUE IS ADDRESSED  
THOROUGHLY.

I'M HERE AS MUCH TO LISTEN AND  
LEARN AS EVERYBODY ELSE IS, BUT  
I WOULD LIKE TO MAKE A COUPLE OF

STATEMENTS.

SAFETY ON OUR STREETS IS REALLY  
A COMBINATION OF SPEED LIMIT  
REGULATIONS, PLUS MAKING

CHANGES, PHYSICAL CHANGES, ON  
OUR STREETS THAT ARE DESIGN  
BASED, PLUS INCLUDING  
ENFORCEMENT.

ALL THESE THINGS WORK IN  
COMBINATION AND WILL HAVE THE  
BEST EFFECT IF THAT'S THE WAY WE  
PROCEED WITH IT.

WE DO HAVE A NUMBER OF ONGOING  
PROGRAMS.

THIS IS SOMETHING THAT WE --  
IMPROVING STREET SAFETY THROUGH  
STREET DESIGN IS SOMETHING THAT  
WE CONSIDER WITH EVERY PROJECT  
THAT WE EMBRACE, THAT WE  
IMPLEMENT.

THERE ARE APPARENTLY CORRIDORS  
WE HAVE IMPLEMENTED RECENTLY,  
INCLUDING MANY IN SOUTH BOSTON,  
INCLUDING L. STREET, MARIPAN  
SQUARE, BEACON STREET.

WE'LL CONTINUE TO IDENTIFY  
PRIORITY CORRIDORS IN  
NEIGHBORHOODS THAT HAVEN'T BEEN  
ADDRESSED YET.

WE CONTINUE TO EXPAND OUR  
EFFORTS IN THOSE NEIGHBORHOODS.  
WE ALSO HAVE A SMART STREETS  
PROGRAM.

A SELECTION OF THOSE  
NEIGHBORHOODS' LOW SPEED ZONES  
IS BASED ON CRITERIA THAT WE  
HAVEN'T ESTABLISHED THAT'S BEEN ON  
OUR WEBSITE FROM THE VERY  
BEGINNING OF THE PROGRAM.

IT LOOKS AT AREAS OF VULNERABLE  
RESIDENTS IN THE AREA, THE  
ELDERLY, THE CHILDREN.

IT LOOKS AT HISTORICAL CRASH  
DATA IN THE NEIGHBORHOOD.

IT LOOKS AT THE LOCATION OF  
COMMUNITY FACILITIES, LIKE PARKS  
AND COMMUNITY CENTERS.

WE ARE EXTREMELY BUSY WORKING ON  
IDENTIFYING THOSE.

AS YOU KNOW, A REDUCED SPEED  
LIMIT TO 25 MILES PER HOUR,  
THANK YOU FOR YOUR LEADERSHIP ON  
MAKING THAT HAPPEN.

YOUR WORK AND ADVOCACY FOR THE  
STATE LEGISLATOR TO HELP US MAKE  
THAT HAPPEN WAS CRITICAL.

WE DID A HUGE MULTILINGUAL  
CAMPAIGN WHEN WE REDUCED THE

SPEED LIMIT TO 25 MILES AN HOUR,  
WHICH WE HOPE HAD GOOD OUTREACH.  
SINCE THAT SPEED LIMIT WAS  
INSTITUTED, WE'VE BEEN  
COLLECTING DATA.

WE HAVE OVER 60 SPEED FEEDBACK  
SIGNS THROUGHOUT THE CITY IN  
EVERY NEIGHBORHOOD IN THE CITY.  
THESE TELL THE MOTORIST WHAT  
SPEED THEY'RE DRIVING AT AND  
WILL FLASH IF THEY'RE DRIVING  
OVER THE POSTED SPEED LIMIT.

MANY COMMUNITIES HAVE ASKED US  
FOR THOSE, AND WE'RE INSTALLING  
THEM AS QUICKLY AS WE CAN.  
THEY HAVE BEEN EFFECTIVE.

AS WE CONTINUE TO WORK WITH YOU  
TO EXAMINE THE 20 MILES PER HOUR  
SPEED LIMIT PROPOSAL, IT'S  
SOMETHING THAT WE WILL AGAIN  
NEED TO WORK WITH THE STATE  
LEGISLATURE.

WE'LL HAVE TO LOOK AT CHANGING  
ALL OUR SIGNS TO 20 MILES AN  
HOUR, BUT AT THE VERY OUTSET  
THERE ARE ABSOLUTELY AREAS IN  
THE CITY, WHETHER THEY'RE SCHOOL  
ZONES OR NEIGHBORHOOD SLOW SPEED  
ZONES, THAT WE CAN MARK AS 20  
MILES AN HOUR.

THERE ARE STREETS THAT WE CAN  
IDENTIFY WORKING WITH THE  
COMMUNITY AND WITH THE CITY  
COUNCIL THAT WE CAN MARK AT 20  
MILES AN HOUR, BUT IT HAS TO BE  
DONE HAND IN HAND WITH THE  
COMMUNITY.

ENFORCEMENT IS A CRITICAL PIECE  
OF THIS, AND WE'RE WORKING WITH  
THE POLICE DEPARTMENT TO IMPROVE

THAT.

OF COURSE, AS HAS BEEN  
MENTIONED, IT HAS TO BE  
THOUGHTFUL.

THERE ARE CIVIL RIGHTS ISSUES WE  
HAVE TO BE COGNIZANT OF.

PARTICULARLY PAST BEHAVIORS OR  
PAST POLICING THAT WE'VE SEEN.

THIS IS TRUE FOR ANY CITY IN THE  
COUNTRY, BUT IT IS A PARTNERSHIP  
WITH THE POLICE DEPARTMENT THAT  
WE'LL CONTINUE TO FOCUS ON.

THAT WAS KIND OF A BRIEF

OVERVIEW OF SOME OF THE PROGRAMS THAT WE'RE DOING, OUR COMMITMENT TO WORK WITH THE CITY COUNCIL ON LOOKING AT THE 20 MILES AN HOUR REGULATION, AND OUR EFFORTS TO EXPAND OUR NEIGHBORHOOD SAFETY PROGRAM THROUGHOUT THE CITY. THANK YOU VERY MUCH.

>> THANK YOU VERY MUCH, VINEET. WE'LL GO TO QUESTIONS FROM COUNCILORS NOW STARTING WITH COUNCILOR FLYNN.

>> THANK YOU, COUNCILOR WU. THANK YOU TO YOU, VINEET, FOR YOUR STRONG LEADERSHIP ON THIS ISSUE FOR MANY YEARS. WE APPRECIATE YOUR GREAT WORK.

>> THANK YOU.

>> ONE ASPECT I WOULD LIKE TO FOCUS ON, I DID HAVE SEVERAL CONVERSATIONS WITH A COMMISSIONER IN THE PAST.

WE HAVE DISTRACTED DRIVERS. WE HAVE DISTRACTED PEDESTRIANS AS WELL.

WHAT CAN WE DO TO HAVE A BETTER PSA PROGRAM INFORMING RESIDENTS, INFORMING NEIGHBORS, INFORMING DRIVERS THAT MAY LIVE INSIDE OF BOSTON OR OUTSIDE OF BOSTON -- WHAT KIND OF PSA PROGRAM CAN WE HAVE TO LET PEOPLE KNOW THE RULES OF THE ROAD, HOW THEY CAN BE SAFER?

COULD YOU WORK ON THAT TYPE OF PROGRAM?

I THINK IT WOULD BE HELPFUL TO ALMOST EVERY NEIGHBORHOOD IN BOSTON TO HAVE A PSA INFORMING PEOPLE EXACTLY WHAT A BLINKING RED LIGHT MEANS, WHAT A BLINKING YELLOW LIGHT MEANS, HOW TO WALK ACROSS THE STREET.

WE SEE A LOT OF JAYWALKING AS WELL.

CAN YOU GIVE US A LITTLE BACKGROUND ON THAT?

>> ABSOLUTELY.

I HAD EDUCATION IN MY NOTES. I JUST KIND OF SKIPPED OVER IT UNFORTUNATELY, BUT ABSOLUTELY. HAVING A PSA PROGRAM, PARTICULARLY FOCUSED ON DISTRACTED



DRIVING, IS A KEY COMPONENT OF THIS INITIATIVE.

PEOPLE SHOULD BE LOOKING AT THEIR SPEEDOMETERS AND NOT AT THEIR PHONES.

THERE ARE SEVERAL WAYS TO KIND OF LAUNCH A CAMPAIGN.

OTHER CITIES HAVE TRIED TO DO THIS.

WE CAN START AT THE FUNDAMENTAL LEVEL WORKING WITH THE RMV SO PEOPLE WHO ARE GETTING LICENSES CAN BE GIVEN SOME TRAINING ON THIS ISSUE OR WE CAN DO SOME OUTREACH THROUGH THE RMV TO GET TO ALL PEOPLE WHO HAVE LICENSES. IT ALSO MEANS CREATING EDUCATIONAL MATERIALS FOR OUR NEIGHBORHOOD RESIDENTS.

WHEN WE GET TO 20 MILES AN HOUR -- EXCUSE ME, 25 MILES AN HOUR SPEED LIMIT CHANGE, WE FOUND A GOOD CAMPAIGN THAT WE CAN USE AS AN EXAMPLE TO DECREASE DISTRACTED DRIVING. WE'RE HAPPY TO WORK WITH THE CITY COUNCIL IN FINDING PROGRAMS WHERE WE CAN REALLY GET DEEP INTO THE NEIGHBORHOODS TO EDUCATE OUR RESIDENTS ABOUT THIS CRITICAL ISSUE.

PLUS, WE HAVE TO WORK WITH MASS DOT.

THERE ARE MANY DRIVERS EVERY DAY, PARTICULARLY ON WEEKDAYS, THAT ARE COMING FROM OUTSIDE OF BOSTON TO COME TO OUR GREAT CITY.

WE NEED THIS CAMPAIGN TO GET TO EVERYBODY WHO IS DRIVING.

>> THANK YOU.

AS IT RELATES TO REDUCING THE SPEED LIMIT TO 20 MILES PER HOUR, CAN WE DO IT AUTOMATICALLY IN PLACES WHERE WE HAVE A HIGH CONCENTRATION OF ELDERLY OR AT A SCHOOL OR AT A DAY CARE CENTER? HOW CAN WE WORK WITHOUT GOING TO THE STATEHOUSE TO MAKE THAT TYPE OF LAW ENACTED?

>> YEAH, WE CAN DO THAT IN SPECIFIC AREAS.

AS YOU KNOW, WE ALREADY HAVE 20 MILES AN HOUR AT SCHOOL ZONES,

WHICH IS IMPLEMENTED THROUGH THE COMMISSIONER'S ORDERS.

WE CAN CONTINUE TO DO THAT AT OTHER LOCATIONS AS WELL BASED ON NEED AND BASED ON OUR ANALYSIS OF THOSE AREAS.

ABSOLUTELY.

>> I HAVE A LOT OF ELDERLY DEVELOPMENTS IN MY DISTRICT. I HAVE A LOT OF DAY CARE CENTERS AS WELL.

WHAT WOULD THE PROCESS BE FOR US TO ENACT THAT?

>> I THINK WE CAN DO THAT BY WORKING DIRECTLY WITH YOU. IT'S A MATTER OF GOING TO THE SITES AND INVESTIGATING, ANALYZING, SEEING WHAT'S APPROPRIATE, HAVE OUR PLANNERS AND ENGINEERS WORK WITH YOU TO DO A THOROUGH ANALYSIS.

>> THANK YOU.

THAT WOULD BE HUGE IF WE WERE ABLE TO ACCOMPLISH SOMETHING LIKE THAT.

WHAT'S THE DECISION-MAKING PROCESS FOR THE DEPARTMENT OF TRANSPORTATION IF YOU'RE GOING TO ADD A STOP SIGN AT A LOCATION OR NOT OR YOU'RE GOING TO ADD A LIGHT AT A LOCATION OR NOT?

WHAT TYPE OF INPUT DO YOU GATHER?

WHAT TYPE OF NEIGHBORHOOD PROCESSES ARE THERE?

FOR EXAMPLE, ON ALLSTREET, WHICH IS A CRITICAL STREET IN SOUTH BOSTON.

I SEE A LOT OF TRAFFIC COMING FROM THE SOUTH SHORE GOING UP L STREET TO SUMMER STREET.

BUT HOW CAN WE STOP OR SLOW DOWN RATHER, THAT TRAFFIC?

WHAT'S THE DECISION-MAKING PROCESS FOR YOU?

>> THERE ARE TWO PARTS IN THE DECISION-MAKING PROCESS.

ONE IS A TECHNICAL ANALYSIS THAT WE ARE REQUIRED TO DO AND FOLLOW STATE AND FEDERAL GUIDELINES. OUR ENGINEERS, ONCE WE HAVE A REQUEST FOR A STOP SIGN, WILL DO THEIR REQUISITE ANALYSIS TO SEE IF THAT QUALIFIES FOR WHERE A

STOP SIGN CAN BE LOCATED.

THAT'S ONE PART.

THE OTHER PART HAS TO DO WITH COMMUNITY INPUT, WHERE PEOPLE WHO LIVE IN THE AREA, WHO KNOW THE STREET BETTER THAN ANYONE ELSE DO, WHAT THEIR PERCEPTION IS, WHAT THEIR DAILY EXPERIENCE IS RELATIVE TO WHAT THEY SEE ON THE STREET.

WE TRY TO COMBINE BOTH OF THOSE DIMENSIONS WHEN WE MAKE A DECISION, WHETHER IT'S A STOP SIGN, WHETHER IT'S A NEW TRAFFIC LIGHT, WHETHER IT IS THE CHANGING OF THE TIMING OF AN EXISTING TRAFFIC LIGHT, WHETHER IT IS PUTTING A SPEED HUMP AND OTHER KIND OF MEASURES TO SLOW TRAFFIC DOWN, BUT IT'S SOMETHING AS A PRACTICAL MATTER ARE DOING EVERY DAY IN SOME NEIGHBORHOOD THROUGHOUT THE CITY.

>> THANK YOU.

I THINK IT WOULD BE VERY HELPFUL TO MY NEIGHBORHOOD TO HAVE -- ESPECIALLY ON L STREET -- MORE STOP SIGNS.

I KNOW YOU MENTIONED STATE AND FEDERAL GUIDELINES OR RECOMMENDATIONS THAT ARE ALSO PART OF THE DECISION-MAKING

PROCESS.

WHAT ARE SOME OF THOSE STATE AND FEDERAL GUIDELINES THAT WOULD PROHIBIT A STOP SIGN ON A MAJOR STREET SUCH AS L STREET?

>> I DON'T KNOW THE EXACT TECHNICALITIES OFF THE TOP OF MY HEAD, BUT IN GENERAL, THE GOAL IS TO SEE HOW EFFECTIVE THEY'RE GOING TO BE.

IF YOU HAVE STOP SIGNS AT EVERY INTERSECTION, SOMETIMES THE EXPECTED EFFECT OF THAT IS NOT AS ANTICIPATED, BUT IT'S SOMETHING THAT WE -- IF IT IS COING FROM THE COMMUNITY, WE OBVIOUSLY LOOK AT IT SERIOUSLY. IF EVERY INTERSECTION HAS A STOP SIGN, PEOPLE START IGNORING THEM, SO WE WANT TO MAKE SURE THEY'RE EFFECTIVE.

>> I NOTICE IF YOU'RE TRAVELING ON CERTAIN STREETS AND YOU'RE GOING 25 MILES AN HOUR IT'S ALMOST IMPOSSIBLE TO STOP AT A CROSSWALK WITH SOMEONE CROSSING. YOUR BRAKES JUST WON'T ALLOW IT. DEPENDING ON HOW CLOSE YOU ARE TO THE CROSSWALK.

BUT I ALSO KNOW IF YOU'RE GOING 20 MILES AN HOUR IN THAT SAME SITUATION, YOU HAVE A BETTER CHANCE OF STOPPING.

THAT'S WHERE I'M COMING FROM IS I SEE SO MANY ELDERLY PEOPLE IN CROSSWALKS.

I SEE CHILDREN GOING TO SCHOOL IN CROSSWALKS.

MY OWN PARENTS WHO ARE ELDERLY WITH A DISABLED GRANDSON ARE IN CROSSWALKS.

I SEE SO MANY TIMES THAT DRIVERS WILL JUST DRIVE RIGHT BY YOU WHEN YOU'RE IN THE CROSSWALK.

THAT'S MY MAIN CONCERN.

IT'S A PUBLIC SAFETY ISSUE FOR ME.

THAT'S WHY I REALLY WANT TO SEE US DO A REDUCTION OF THE SPEED LIMIT.

I WANT TO SAY THANK YOU FOR BEING HERE.

I KNOW YOU ARE WORKING HARD ON THIS ISSUE, AND THANKS FOR GIVING US THE OPPORTUNITY TO TALK WITH YOU.

I DO ENVISION, AS YOU MENTIONED IN YOUR OPENING COMMENTS, THAT THIS IS MAYBE JUST A FIRST STEP.

IT'S AN ONGOING DIALOGUE.

THERE'S MORE WE HAVE TO DO, MORE DISCUSSIONS WE HAVE TO HAVE, MORE DATA WE HAVE TO LOOK AT, MORE INPUT FROM THE COMMUNITY, BUT AGAIN IT'S A FIRST STEP.

HOPEFULLY SOON OR MAYBE DOWN THE ROAD WE CAN GET TO THAT PLACE WHERE WE DO REDUCE THE SPEED LIMIT FROM 25 TO 20, BUT AGAIN I WANT TO SAY THANK YOU FOR BEING HERE AND FOR YOUR LEADERSHIP ON THIS ISSUE.

>> THANK YOU, COUNCILOR.

>> THANK YOU, COUNCILOR FLYNN.  
COUNCILOR BAKER?

>> HI, VINEET.

ABOUT HOW MUCH ARE WE SPENDING  
ON AVERAGE ON THE SAFE STREETS?

THERE'S 12 DIFFERENT ONES.

WHAT WAS THE AVERAGE COST OF  
THEM?

>> BECAUSE EACH DISTRICT IS VERY  
DIFFERENT, IT'S DIFFICULT TO  
KIND OF PUT A BALLPARK NUMBER ON  
EACH OF THEM, BUT I CAN TELL YOU  
OVERALL WE HAVE -- IN THE CITY'S  
BUDGET, WE HAVE \$3.1 MILLION.

>> 3.1 IS WHAT YOU SPENT OR WE  
HAVE NOW?

>> WHAT WE'RE SPENDING TO DO  
THESE NEIGHBORHOOD SLOW STREET  
ZONES AND THE PRIORITY  
CORRIDORS, SUCH AS L STREET.

>> ANYTHING IN DISTRICT 3?

>> AS I SAID, COUNCILOR, WE'RE  
HAPPY TO HAVE TIME WITH YOU.

>> PLEASE TALK TO ME.

>> AND IDENTIFY THE AREAS THAT  
YOUR COMMUNITY --

>> DOES PUBLIC WORKS DO THE  
INSTALLATION ON THIS OR IS THIS  
ALL CONTRACTED OUT?

>> IT'S CONTRACTED OUT, BUT  
PUBLIC WORKS MANAGES ALL  
CONSTRUCTION.

WE DO BIWEEKLY MEETINGS WITH THE  
DEPARTMENTS.

>> IS THIS ANYTHING PUBLIC WORKS  
CAN BE DOING THAT WE CAN KEEP  
IN-HOUSE?

FOR INSTANCE, LET'S TALK ABOUT  
THE RUBBER STRIPS ON L STREET.

HOW MUCH DO THOSE COST?

HOW HARD IS IT TO SEND A CREW  
OUT TO THOSE STREETS?

CAN WE GET PUBLIC WORKS TO DO  
THAT?

>> ABSOLUTELY.

THERE ARE SOME LOCATIONS WHERE  
OUR PUBLIC WORKS CREW THROUGH  
THEIR OWN CAPACITY COULD MAKE  
SOME -- EASY TO DO  
IMPLEMENTATION.

>> THOSE RUBBER STRIPS, DO WE  
TAKE THOSE UP IN THE WINTERTIME  
OR DO THEY STAY DOWN?

>> ARE YOU TALKING ABOUT THE  
EXPOS?

>> NO, THE SPEED BUMPS.

IT IS LIKE A RUBBER STRIP.  
I'VE SEEN THEM AROUND A LITTLE  
BIT.

>> I DON'T HAVE A SPECIFIC  
ANSWER FOR THAT.

I CAN FIND OUT FOR YOU AND GET  
BACK TO YOU ON THAT, COUNCILOR.

>> SOMETHING AS SIMPLE AS THAT  
WOULD HELP ON A LOT OF STREETS.  
I DON'T THINK WE NEED TO HAVE A  
MILLION DOLLAR BUDGET FOR THAT.  
I SEE CHRIS OSGOOD THERE.

I SEE GINA THERE.

CAN WE DO THAT?

CAN YOU BRING THAT MESSAGE BACK?

>> YES, ABSOLUTELY.

>> THE RUBBER STRIPS ON L  
STREET.

YOU CAN FILL UP A PICKUP TRUCK  
AND DO -- IN A WEEKEND, YOU  
COULD MAKE A LOT OF  
NEIGHBORHOODS HAPPY BY DOING A  
SIMPLE MEASURE LIKE THAT.  
THEN WE CAN START TALKING ABOUT  
BRINGING THE SPEED LIMIT DOWN  
AND BUMPING SIDEWALKS OUT AND  
SPEED BUMPS, BUT THERE SHOULD BE  
SOMETHING HAPPENING NOW.

THIS IS A LONG, LONG  
CONVERSATION GOING ON HERE.

WE TALKED A LITTLE BIT ABOUT THE  
VIDEO ENFORCEMENT.

THAT SORT OF THING.

I KNOW WE NEED STATE APPROVAL.  
THAT WOULD HAPPEN AT RED LIGHTS  
OR CAMERAS ALL OVER THE PLACE?  
WHAT DOES THAT LOOK LIKE?

>> ABSOLUTELY.

WE 100% AGREE.

I'LL MAKE SURE THAT WE FOLLOW UP  
ON THAT.

>> I KNOW YOU AGREE.

I'VE BEEN TOLD THAT EVERYBODY  
AGREES, BUT I STILL DON'T SEE  
ANYTHING.

PEOPLE ARE ASKING FOR IT.

THEY SEE THINGS HAPPENING  
AROUND.

WHETHER IT'S A PRIORITY CORRIDOR  
OR FITS INTO THAT DATA SET THAT  
YOU GUYS CAME UP WITH, PEOPLE  
THAT LIVE THERE KNOWAE  
UBER AND LYFT AND ALL THOSE.  
DO WE HAVE ANY INTENTION AS A

CITY TO TRY AND GET A HANDLE ON THAT?

IS THERE ANY -- DO YOU HAVE ANY IDEAS?

I KNOW IT'S NOT ABOUT 20 MILES AN HOUR, AND I KNOW IT'S NOT ABOUT SPEED BUMPS OR ANYTHING, BUT IT IS CERTAINLY ADDING TO THE CHAOS IN THE NEIGHBORHOODS.

>> ABSOLUTELY IS.

AND IT'S SOMETHING THAT WE'RE VERY, VERY AWARE OF.

WE'RE HAVING DIRECT CONVERSATIONS WITH, FOR EXAMPLE, LYFT AND UBER TO SEE WHAT WE CAN DO.

TWO ISSUES.

ONE IS CONGESTION.

CONGESTION IS CREATED ON THE ONE HAND BY A LARGER NUMBER OF VEHICLES ON OUR STREETS.

ON THE OTHER HAND BY UBER AND LYFT DOUBLE PARKING FOR PASSENGERS.

THAT BACKS UP OUR STREET, SO THERE'S SOME CONVERSATIONS ABOUT SETTING ASIDE CURBSIDE SPACE SO THEY CAN PULL INTO THE CURB.

>> A LOT OF NEW DEVELOPMENTS ARE DOING THAT, BUT THAT MAY INCREASE CAPACITY.

I THINK ABOUT IT A LOT.

HOW WOULD WE REALISTICALLY LIMIT THAT?

I'M NOT NECESSARILY OPPOSED TO UBER OR LYFT, BUT THE AMOUNT OF VEHICLES THAT ARE ON OUR STREET, EVERY ONE OF THEM HAS AN UBER SIGN --

>> WE DON'T CONTROL UBERS AND LYFTS DIRECTLY.

IT IS STATE LEGISLATION, SO WE DON'T HAVE ANY DIRECT ENFORCEMENT OR OVERSIGHT ON LYFT AND UBER.

IN ADDITION TO GETTING THEM ON THE CURB SO THEY'RE NOT DOUBLE PARKING AND BLOCKING TRAFFIC, THE OTHER PIECE IS TO INCENTIVIZE PEOPLE SHARING THESE VEHICLES SO THERE'S FEWER CARS. ONE PASSENGER CAN PICK UP TWO.

DON'T QUOTE ME ON THIS STATISTIC, BUT I THINK 1/3 ARE

SHARED.

IF YOU'RE AT LOGAN AIRPORT, FOR EXAMPLE, AND YOU WANT TO GO TO NEWTON, YOU CAN ACTUALLY SHARE A RIDE WITH ANOTHER PASSENGER, SO YOU SAVE MONEY AND IT IS ONE LESS CAR ON OUR STREETS.

RIDESHARING WILL ONLY WORK IF IT IS SHARED.

OTHERWISE, WE'RE GOING TO INCREASE CONGESTION ON OUR STREETS.

RIDESHARING, IF IT COMPLEMENTS OUR PUBLIC TRANSPORTATION SYSTEM IN A WAY THAT THERE'S INCENTIVE TO TAKE PUBLIC TRANSPORTATION, YOU CAN.

>> SOMETHING DEEMED A PRIORITY CAR ON NEILLON STREET.

>> WE'VE FINISHED NEILLON STREET.

>> PRIORITY CAP CAR, WHAT DID THAT MEAN FOR NEILLON STREET?

>> WE'RE LOOKING AT ALL MAJOR CITIES IN THE COUNTRY.

WE'RE IDENTIFYING WHAT WE CALL HIGH-CRASH CORRIDORS.

THERE'S GOOD DATA NOW, AS YOU CAN SEE ON OUR WEBSITE.

WE CAN EASILY IDENTIFY MAJOR ROADWAYS THAT HAVE A HIGH RATE OF CRASHES ON THEM.

ONCE WE HAVE THIS HIGH-CRASH NETWORK, WE'RE CALLING IT, WE'LL HAVE ALL THE STREETS IN THE CITY THAT WE BELIEVE SHOULD GET IMMEDIATE ATTENTION.

THAT'S ONE PIECE.

THE OTHER PIECE IS WE WANT TO MAKE SURE --

>> WHAT IS THE ATTENTION THAT THE CITY GETS?

IS IT RAISED CROSSWALKS?

IS IT LARGER --

>> AGAIN, IT IS A COMBINATION OF MEASURES.

IT MIGHT BE SOME ROAD TIE -- IF IT IS FOUR LANES OF TRAFFIC, A ROAD TIE WILL DECREASE THE NUMBER OF LANES.

RAISE INTERSECTIONS WHERE THE CARS HAVE TO SLOW DOWN WHEN THEY COME TO THE INTERSECTION.

IT'S PROVIDING SPEED HUMPS WHERE



IT IS APPROPRIATE TO SLOW CARS  
DOWN.

IT'S IMPROVING SIGNAGE.

IT IS REGULATING OUR TRAFFIC  
LIGHTS TO PRIORITIZE PEDESTRIANS  
WHEN THEY'RE CROSSING THE STREET  
SO THEY HAVE ENOUGH TIME AND  
ENOUGH WARNING.

IN THE SIGNAL SPACE, THERE ARE A  
NUMBER OF MEASURES WE CAN DO.

ONE MEASURE IS CALLED  
DAYLIGHTING WHEN YOU'RE TRYING  
TO CROSS THE STREET.

THERE'S A CAR PARKED RIGHT NEXT  
TO THE CROSSWALK.

YOU CAN'T SEE A CAR THAT'S IN  
THE TRAVEL LANE, SO YOU BLOCK  
OUT THE SPACE WHERE THE PARKED  
CAR IS SO THE PEDESTRIAN CAN  
HAVE A BETTER SIGHT LINE TO  
APPROACHING VEHICLES.

WE HAVE DONE THAT IN DORCHESTER  
AND OTHER PARTS OF THE CITY OF  
BOSTON.

THERE ARE SEVERAL MEASURES THAT  
WE PURSUE.

WE HAVE A GOOD TEAM OF ENGINEERS  
AND PLANNERS.

PERHAPS LEARN HOW THESE THINGS  
CAN BE DONE EFFECTIVELY AND  
QUICKLY, THAT'S OUR APPROACH.

>> THANK YOU FOR COMING TODAY.

>> IT IS MY PLEASURE.

>> THE RUBBER STRIPS, PLEASE.

THANK YOU.

>> THEY'RE ON A STATE ROAD, BUT  
I'LL FOLLOW UP.

>> ARE THEY ON L STREET TOO?

>> NO.

>> I'M HAPPY TO TALK WITH DCR  
AND FOLLOW UP ON THAT.

>> I'M SURE SOMEBODY HERE WHO  
HAS SEEN THEM KNOWS WHAT I MEAN.

BASED ON WHAT WE DO WITH THEM,  
IF WE HAVE TO TAKE THEM OUT IN  
THE WINTERTIME FOR THE PLOWS, IT  
SEEMS BETTER THAN WHAT WE'RE  
DOING NOW.

>> THANK YOU VERY MUCH.

>> THANK YOU FOR SHOWING UP  
TODAY.

>> THANK YOU, COUNCILOR BAKER.  
COUNCILOR JANEY.

>> THANKS, MADAME CHAIR.

MY APPRECIATION TO THE MAKERS OF THIS IMPORTANT HEARING ORDER. ONE PROBLEM IS THAT WE JUST HAVE A LOT OF CARS ON THE ROAD. WE HAVE A LOT OF PEOPLE USING OUR ROADS WHO ARE DISTRACTED, WHETHER THROUGH TELEPHONES OR OTHER THINGS THAT PEOPLE ARE DOING. THE MORE CARS THAT WE HAVE AND THE MORE CONGESTION WE HAVE AND THE MORE TRAFFIC, THE ANGRIER PEOPLE SEEM TO BE WITH EACH OTHER UNFORTUNATELY. UNFORTUNATELY, RATHER THAN REALLY TRYING TO ABIDE BY THE RULES OF THE ROAD, YOU HAVE PEOPLE WHO ARE TRYING TO OUTSMART EACH OTHER AND CAN OBVIOUSLY CAUSE CRASHES. I CERTAINLY APPRECIATE THE WORK THAT YOU'RE DOING TO TRY TO STOP THAT. I WANT TO COME BACK TO THE SLOW STREETS. YOU MENTIONED EARLIER THAT \$3.1 MILLION IS IN THE BUDGET FOR SLOW STREETS. >> 3.1 MILLION FOR DESIGNING AND IMPLEMENTING OUR NEIGHBORHOOD SLOW STREETS AS WELL AS OUR PRIORITY CORRIDOR PROJECTS. JUST TO KIND OF MAKE ONE POINT ON THAT. ANY NEW STREET DESIGN WE DO, ANY RESURFACING PROJECT, ALWAYS CONSIDERS SAFETY MEASURES AS WE WOULD DO WITH THAT 3.1. IT IS NOT JUST THAT 3.1 MILLION. IT IS PRACTICALLY EVERY PROJECT THAT WE DO. >> YOU'RE SAYING IT IS NOT JUST SLOW STREETS. THERE ARE OTHER PROJECTS BEYOND THAT. BUT WITH SLOW STREETS, WHICH IS NEIGHBORS COME TOGETHER, THEY SUBMIT A PROPOSAL SAYING THIS IS WHAT THEY WOULD LIKE TO SEE IN THEIR NEIGHBORHOOD, AND THEY GET CHOSEN. HOW MUCH MONEY WOULD YOU NEED TO MEET THE DEMAND? WHAT WAS THE DEMAND FOR SLOW

STREETS, AND HOW MUCH MONEY  
WOULD YOU NEED TO MEET THE  
DEMAND?

>> IT IS DIFFICULT TO PUT A  
DOLLAR VALUE ON THAT.  
IT'S A COMBINATION OF HAVING  
RESOURCES IN TERMS OF PERSONNEL  
TO DO THE DESIGN WORK, DO THE  
COMMUNITY MEETINGS.

>> WELL, LET'S THINK ABOUT IT  
THIS WAY.

THE 3.1 MILLION GOT US HOW MANY  
SLOW STREETS IMPLEMENTED IN THE  
CITY?

>> WE ARE IN THE PROCESS OF  
IMPLEMENTING FIVE.

OUR GOAL IS TO DO FIVE A YEAR.

>> 3 MILLION WILL GET US FIVE A  
YEAR?

ROUGHLY.

>> YEAH.

>> HOW MANY APPLICATIONS DID WE  
GET?

>> ORIGINALLY, WE GOT -- I MIGHT  
BE OFF A LITTLE BIT, BUT OVER  
50.

I THINK CLOSE TO 57.

>> OVER 57.

HE JUST DID THE MATH THERE.

WE NEED A LOT MORE MONEY IN THE  
BUDGET.

HOW DO YOU THEN -- HOW DO WE GET  
AWAY FROM THE SQUEAKY WHEEL GETS  
THE OIL?

HOW DO WE GET AWAY FROM THE  
NEIGHBORS WHO JUST KNOW HOW TO  
ORGANIZE THEMSELVES AND PUT  
FORTH A GREAT PROPOSAL GETS  
THEIR APPLICATION REQUEST MET  
AND THE NEIGHBORS WHO MAYBE HAVE  
A MORE DANGEROUS LET'S SAY  
INTERSECTION OR THERE'S A PARK  
OR SCHOOL OR WHATEVER THE ISSUE,  
HOW DO YOU ACCOUNT FOR EQUITY IN  
MAKING THIS DECISION?

>> THANK YOU.

WE CAN DO THAT THROUGH ANALYZING  
DATA ABOUT WHERE THE CRASHES  
HAVE BEEN, WHICH NEIGHBORHOODS  
HAVE BEEN HISTORICALLY  
UNDERSERVED, WHICH NEIGHBORHOODS  
HAVE THE MOST NUMBER OF YOUNG  
PEOPLE OR THE MOST NUMBER OF  
OLDER PEOPLE, WHICH ARE THE MOST

VULNERABLE POPULATIONS.  
WE HAVE ALL THAT DATA.  
WE HAVE VERY GOOD CRASH DATA NOW  
SO WE CAN IDENTIFY PATTERNS IN  
DIFFERENT PARTS OF THE CITY.  
AS I MENTIONED EARLIER, WE ARE  
IDENTIFYING WHAT WE'RE CALLING  
OUR CRASH NETWORK OF CORRIDORS,  
KIND OF HIGH-CRASH CORRIDORS.  
WE KNOW BASED ON DATA WHICH  
AREAS ARE THE MOST VULNERABLE.  
A LOT OF DATA ON HOW COMMUNITIES  
HAVE EXPRESSED THEIR CONCERNS IS  
ALSO AVAILABLE ON OUR WEBSITE.  
WE HAVE A COMMUNITY CONCERNS MAP  
WHERE PEOPLE CAN QUICKLY DROP IN  
A PIN THAT SAYS THEY'VE NOTICED  
AN ISSUE AT THAT PARTICULAR  
INTERSECTION OR ON THE STREET.  
WE'RE ALSO GOING OUT TO  
NEIGHBORHOODS PROACTIVELY IN  
EVERY NEIGHBORHOOD IN THE CITY  
TO KIND OF TALK ABOUT WHAT THE  
ISSUES ARE TO INCREASE AWARENESS  
THAT WE CAN TRY TO HELP FROM  
CITY HALL IF THEY FEEL THERE ARE  
ISSUES ABOUT NOT BEING ABLE TO  
CROSS THE STREET.  
WE'RE WORKING WITH OUR VARIOUS  
DEPARTMENTS, WHETHER IT IS THE  
ELDERLY COMMISSION, WHETHER IT  
IS THE SCHOOL DEPARTMENT, THE  
POLICE, EMS, THE MAYOR'S VISION  
ZERO TASK FORCE TO PROACTIVELY  
FIND AREAS THAT NEED OUR  
ATTENTION.  
>> AND I THINK THAT'S GREAT.  
I THINK YOU DEFINITELY HAVE TO  
BE PROACTIVE AND INTENTIONAL.  
I WORRY ABOUT IN SOME  
NEIGHBORHOODS UNDERREPORTING.  
SOMETIMES A CAR COULD BE HIT --  
A PARKED CAR COULD BE HIT.  
SOMEONE NEVER REPORTS IT BECAUSE  
THEY KNOW NOTHING IS GOING TO  
HAPPEN.  
THEY JUST TRY TO GO THROUGH  
THEIR INSURANCE.  
IF IT IS A MINOR FENDER BENDER,  
THEY DON'T CALL THE POLICE AND  
REPORT IT BECAUSE THEY KNOW  
NOTHING IS GOING TO HAPPEN, SO  
THEY JUST EXCHANGE INFORMATION.  
THERE IS UNDERREPORTING THAT

HAPPENS.  
OFTENTIMES IN CERTAIN  
NEIGHBORHOODS PEOPLE KIND OF  
JUST TRY TO HANDLE THINGS  
THEMSELVES BECAUSE THEY DON'T  
TRUST THAT SOMETHING WILL HAPPEN  
BY REPORTING IT.

LET'S COME BACK TO -- I NOTICED  
ON ALBANY THERE IS -- I'M NOT  
SURE WHAT YOU GUYS CALL IT.  
THERE'S THIS CROSSWALK THAT HAS  
THESE POLES AND THE LIGHTS THAT  
FLASH.  
IT REALLY HELPS PEDESTRIANS GET  
ACROSS THE STREET.  
HOW DO WE GET MORE OF THOSE ON  
MAJOR STREETS THAT COULD REALLY  
USE THEM?  
>> WE CALL THOSE FLASHING

BEACONS.  
WE ARE, AS A MATTER OF FACT, IN  
THE PROCESS OF STOCKING UP ON  
THOSE SO THEY CAN BE LOCATED AT  
MAJOR CORRIDORS WHERE WE HAVE  
REPORTS FROM THE COMMUNITY AND  
DATA OF SPEEDING.  
THAT'S SOMETHING THAT WE'LL  
CONTINUE TO DO TO INSTALL IN NEW  
LOCATIONS THROUGHOUT THE CITY.  
>> WHAT ABOUT CHANGES TO OUR  
TRAFFIC LIGHTS?  
YOU GET THE WALK SIGN THAT'S  
WHITE WITH AN IMAGE OF A PERSON.  
THEN IT STARTS TO BLINK.  
SOMETIMES YOU GET THE HAND, BUT  
YOU DON'T NECESSARILY GET A TRUE  
UNDERSTANDING OF HOW MUCH  
SECONDS YOU HAVE LEFT TO CROSS.  
SOMETIMES YOU'LL GET A COUNTDOWN  
OF SECONDS.  
BEFORE IT ENDS, YOU'LL GET THE  
HAND.  
YOU DON'T NECESSARILY KNOW.  
WHAT I FIND IS THAT PEOPLE, WHEN  
THEY SEE THE HAND, RATHER THAN  
STOP -- IT IS LIKE THE YELLOW  
LIGHT.  
RATHER THAN STOP, YOU SPEED UP  
SO YOU CAN KIND OF GO THROUGH.  
I WORRY IT CREATES THE WRONG  
KIND OF INCENTIVE AND THAT  
PEOPLE ARE LESS SAFE WITHOUT  
KNOWING THE ACTUAL AMOUNT OF

TIME THAT THEY HAVE TO CROSS THE STREET RATHER THAN -- PUTTING THE ACTUAL TIME OUT THERE I THINK IS A BETTER WAY, A SAFER WAY OF COMMUNICATING WITH PEDESTRIANS AROUND HOW MUCH TIME THEY HAVE TO CROSS THE STREET RATHER THAN THAT BLINKING HAND.

>> YEAH, ABSOLUTELY.

WE ARE INSTALLING MORE AND MORE OF WHAT WE CALL OUR PEDESTRIAN COUNTDOWN SIGNALS SO IT TELLS YOU THE NUMBER OF SECONDS LEFT TO CROSS THE STREET.

YOU'LL PROBABLY SEE THESE THROUGHOUT THE CITY.

WE CONTINUE TO RETROFIT ALL OUR TRAFFIC SIGNALS SO PEDESTRIANS KNOW HOW MANY SECONDS THEY HAVE TO CROSS THE STREET.

AS YOU POINT OUT, IT IS A VERY EFFECTIVE WAY OF MAKING STREETS SAFER TO CROSS, GIVING CONFIDENCE TO PEDESTRIANS RELATIVE TO WHEN THEY SHOULD LEAVE THE CURB AND GETTING TO THE STREET.

>> I NOTICED WHEN YOU TRAVELED TO OTHER CITIES THEY HAVE A MORE ACCURATE DESCRIPTION IN THEIR TRAFFIC LIGHTS.

I ALSO NOTICED ON MY TRIP TO SEATTLE AROUND THE ART LEARNING JOURNEY THAT THEY HAD TRAFFIC SIGNALS FOR CYCLISTS.

ARE WE MOVING MORE IN THAT DIRECTION AS WELL?

>> YES.

WE HAVE SEVERAL LOCATIONS ALREADY THROUGHOUT THE CITY WHERE WE HAVE INSTALLED NEW BIKE FACILITIES WITH TRAFFIC SIGNALS JUST FOR BIKES.

WHETHER IT IS A COMMERCIAL STREET IN THE NORTH END, WHETHER IT'S OUT NEAR FOREST HILL SHILLS, NEW BIKE FACILITIES HAVE BEEN PROVIDED.

YOU'LL SEE BIKE SIGNALS.

WE'RE PUTTING SOME ON COMMONWEALTH AVENUE.

IT'S SOMETHING THAT WE'RE DOING AS A MATTER OF CAUTION.

>> I THINK THAT'S GREAT.

AS COUNCILOR FLYNN HAS ALREADY SAID, THIS IS A HUGE PUBLIC SAFETY ISSUE, PARTICULARLY CONCERNED ABOUT OUR SENIORS, OUR CHILDREN.

THOSE ARE -- THOSE WHO ARE DISABLED AND HOW THEY NAVIGATE THE CITY.

WE HAVE A LONG WAY TO GO IN MAKING SURE THAT EVERYONE CAN USE OUR STREETS SAFELY, BUT I CERTAINLY APPRECIATE WHAT'S HAPPENING THUS FAR.

THANK YOU, MADAME CHAIR.

>> THANK YOU.

>> THANK YOU, COUNCILOR JANEY.

COUNCILOR McCARTHY IS HERE.

WELCOME, COUNCILOR McCARTHY.

>> I DON'T WANT TO REPEAT EVERYTHING.

I REALLY ONLY HAD ONE QUESTION REGARDING WAZE AND GARMIN AND

WAYFARING DEVICES.

THERE ARE COMPANIES THAT HAVE NOT ALLOWED PEOPLE ON CERTAIN STREETS AT CERTAIN TIMES.

HAVE WE STARTED TO WORK ON THAT?

>> ABSOLUTELY.

NO ONE SHOULD BE CUTTING THROUGH RESIDENTIAL STREETS.

THEY SHOULD REMAIN ON MAJOR ARTERIALS, SO WE WANT TO PUT A STOP TO THAT.

>> YESTERDAY IN THE NEWS I WAS WATCHING ON BLACK FRIDAY, ONE IS BLOCKING OUT WAZE AND GARMIN. THEY'RE PUTTING POLICEMEN ON SIDE STREETS.

THE NEIGHBORS WERE SAYING HOW GRATEFUL THEY WERE BECAUSE GENERALLY ON THE SIDE STREETS THERE ARE 30, 40, 50 CARS PARKED THAT THEY CAN'T GET OUT OF THEIR DRIVEWAYS ON BLACK FRIDAY.

THANKS.

I APPRECIATE THAT.

>> THANK YOU, COUNCILOR.

>> THANK YOU.

I KNOW COUNCILOR O'MALLEY IS INTENDING TO COME BACK AND ASK HIS QUESTIONS, SO I'LL ASK SOME OF MINE IN THE MEANTIME.

I WANT TO FOCUS ON THE

NEIGHBORHOOD SLOW STREETS PROGRAM.

IS THE INTENTION TO KEEP IT AS-IS IN MOING FORWARD AS WELL?

>> IN TERMS OF THE FORMAL --

>> THE PROCESS, YES.

>> WE DON'T HAVE TO GO TO THE STATE.

THE SLOW STREETS APPLICATION PROCESS, WE'RE TRYING TO MAKE CHANGES SIMULTANEOUSLY AS PART OF A BROADER EFFORT.

ANY STREET RECONSTRUCTION PROJECT, ANY ROAD RESURFACING PROJECT, WE ALSO GO TO SPECIFIC INTERSECTIONS RATHER THAN HAVING TO DO A WHOLE PROCESS FOR A ZONE WHERE WE CAN MAKE AN INTERVENTION JUST SPECIFIC TO THAT PARTICULAR LOCATION, WHETHER IT IS A CROSSWALK OR A FULL INTERSECTION.

THERE ARE SIMULTANEOUS PROGRAMS THAT ARE GOING ON THAT COMPLEMENT THE SLOW STREETS PROGRAM.

>> I GUESS I JUST WANT TO REITERATE HERE PUBLICLY WHAT I HAVE CONVEYED THROUGH MATERIALS TO THE DEPARTMENT THAT I DON'T -- I DISAGREE WITH THE ENTIRE APPROACH OF THE NEIGHBORHOOD SLOW STREETS PROGRAM THAT ANY PERSON OR NEIGHBORHOOD SHOULD HAVE TO APPLY FOR SAFETY TREATMENTS. I'M JUST LOOKING OVER THE WEBSITE NOW.

IT CONTINUES TO SAY APPLICANTS SHOULD BUILD SUPPORT AMONG THE RESIDENTS.

APPLICANTS SOLICIT LETTERS OF SUPPORT FROM NEIGHBORHOOD ASSOCIATIONS, POLICE, NEIGHBORHOOD LIAISONS, AND ELECTED OFFICIALS.

THEN THE CITY REVIEWS AND EVALUATES THE ZONES BASED ON OBJECTIVE CRITERIA.

YOU MENTIONED SOME OF THAT CRITERIA IN THE PRESENTATION. ON THE OTHER PART OF THE WEBSITE HIGHLIGHTING HOW MANY APPLICATIONS CORRELATE WITH



YOUTH THAT LIVE THERE AND TRAFFIC CRASHES, BUT IF IT IS ALL BASED ON DATA, WE SHOULD BE ABLE TO IDENTIFY WHERE THE NEEDIEST AREAS ARE AND HAVE MORE EQUITY IN GETTING TO DIFFERENT DISTRICTS THROUGHOUT THE CITY WITHOUT HAVING TO FORCE RESIDENTS TO GET THROUGH THE PROCESS, PULL THEIR POLITICAL CONNECTIONS, TAKE TIME OFF WORK TO TALK TO THE POLICE CAPTAIN. IF IT IS TRULY OBJECTIVE, WE NEED TO EITHER FIND THE FUNDING TO FUND MORE AND ALL OF IT OR DO IT PROACTIVELY ON THE CITY'S PART RATHER THAN FORCING PEOPLE TO JUMP THROUGH HOOPS FOR I'M NOT EVEN SURE WHAT TO TRY TO CREATE SOME SENSE OF ENGAGEMENT WHEN IT LEAVES PEOPLE FEELING FRUSTRATED.

AFTER EVERY CRASH, WE HEAR I TRIED TO SUBMIT AN APPLICATION AND IT WAS REJECTED OR WE WERE DELAYED A YEAR.

I HOPE THAT IS TAKEN AS A SENSE THAT I SUPPORT ALL APPLICATIONS BECAUSE I JUST DON'T THINK THIS WAY OF RATIONING IT BASED ON WHO IS ABLE TO ASSEMBLE THE MOST ATTRACTIVE PACKAGE IS FAIR OR IN THE BEST INTEREST OF SAFETY ACROSS THE CITY.

THAT IS MY THOUGHTS ON THAT PROGRAM.

I DID HAVE ONE QUESTION THAT SOMEONE HAD ASKED ME TO NOTE SPECIFICALLY ON SIGNS AND WHY THERE ARE SOME 20 MILE-PER-HOUR SPEED LIMIT SIGNS AROUND PLAYGROUNDS THAT HAVE THE 20 AND THEN A PLAYGROUND TAG UNDERNEATH BUT NOT ALL OF THOSE DO.

ARE THOSE TRIGGERED AGAIN BY COMMUNITY ASKING IN PARTICULAR?

>> IT'S A COMBINATION OF BOTH LIKE I'VE BEEN SAYING.

WE DO WANT TO PUT -- JUST LIKE WE DO FOR SCHOOL ZONES, WE WANT TO EXPAND THAT PROGRAM.

YES.

>> THAT'S NOT A RESOURCE ISSUE. IT'S JUST MORE ABOUT IDENTIFYING

ANY OUT THERE.

>> UH-HUH.

>> OKAY.

LET ME SEE IF I HAVE ANY OTHER QUESTIONS.

WHEN WE DID THE LAST GO-AROUND OF CHANGING THE DEFAULT SPEED LIMIT TO 25 MILES PER HOUR, THERE WAS A SET OF MEMOS THAT THE ADMINISTRATION HAD GIVEN TO THE COUNCIL EXPLAINING WHY -- HOW THERE WAS CITY AUTHORITY TO DO MORE IN TERMS OF BRINGING DOWN THE SPEED LIMIT SEPARATE FROM THE STATE OR NOT NEEDING TO GO TO THE STATE.

WHAT WAS THE LATEST RESOLUTION OF WHERE CITY AUTHORITY STANDS IN RELATION TO THE MUNICIPAL MODERNIZATION ACT AND OUR ABILITY TO BRING DOWN THE LIMIT FURTHER?

>> I CAN TALK ABOUT JUST THE BASICS.

I DON'T HAVE THE DETAILS, BUT THE COMMISSIONER OF THE BOSTON TRANSPORTATION DEPARTMENT HAS THE AUTHORITY TO DECLARE SAFETY ZONES.

>> WITHOUT STATE APPROVAL?

>> THE COMMISSIONER CAN DO THAT INDEPENDENTLY, AND THAT'S HOW WE DO OUR SCHOOL ZONES OR HAVE BEEN DOING OUR SCHOOL ZONES FOR YEARS AND OTHER ZONES AS WELL.

>> OKAY.

IS THERE ANY LIMITATION ON HOW BIG THE ZONE COULD BE? COULD IT BE THIS ENTIRE CORRIDOR?

>> I DON'T HAVE THE SPECIFICS, BUT PROBABLY THAT LEVEL OF DETAIL IS NOT IN THE LEGISLATION.

>> DISTRICT COUNCILORS COULD SUBMIT A LIST OF REQUESTS OF WHERE THEY WANT TO GET THIS SPECIAL DESIGNATION AND THE DEPARTMENT COULD REVIEW THOSE.

>> BUT WE WOULD HAVE TO ESTABLISH SOME CRITERIA BY WHICH WE DESIGNATE SPECIFIC STREETS OR AN AREA AROUND A SCHOOL OR A PLAYGROUND, BUT I DON'T THINK WE

CAN WILLY NILLY KIND OF DO THAT.  
IT HAS TO BE DONE WITH SOME  
THOUGHT AND SOME ANALYSIS  
BECAUSE CONDITIONS DIFFER A LOT  
IN EVERY NEIGHBORHOOD.

>> YEAH, BUT MOST OF THE TIME  
WHEN THE COMMUNITY IS ASKING FOR  
IT, THERE IS SOME OTHER TRIGGER  
ANYWAY.

THAT COULD BE ONE FOLLOW-UP WITH  
THE WORKING SESSION TO TALK  
ABOUT THAT KIND OF CRITERIA ON  
HOW WE CAN DO MORE PROACTIVELY.  
DOES THAT ONLY APPLY FOR DEFAULT  
OR NOT POSTED?

>> IT WOULD BE POSTED AND THAT  
WOULD BE THE SPEED LIMIT.

>> OKAY.

GREAT.

>> ONE LAST POINT ON YOUR  
EARLIER --

>> YES, PLEASE.

>> AS I'VE SAID EARLIER ON IN  
THIS HEARING, WE DO PROACTIVELY  
OUTSIDE OF THE NEIGHBORHOOD SLOW  
STREETS PROGRAM IDENTIFY  
LOCATIONS THAT NEED  
INTERVENTIONS FOR PUBLIC SAFETY.  
WE HAVE OUR CRITICAL CRASH  
CORRIDORS --

>> I UNDERSTAND.

>> WE ARE LIMITING OUR -- THE  
APPLICATION PROCESS IS EXTREMELY  
SIMPLE.

YOU CAN LITERALLY GET ON ONE  
PAGE --

>> BUT WHY ASK FOR LETTERS OF  
SUPPORT?  
WHY?

>> I THINK PART OF IT -- AGAIN,  
WE CAN DO IMPROVEMENTS IN AREAS  
THAT DON'T HAVE LETTERS OF  
SUPPORT.

I'M SPEAKING MORE PERSONALLY  
HERE, BUT I THINK IT IS  
IMPORTANT THAT COMMUNITIES  
EMBRACE THE IDEA AND COMMUNITIES  
HAVE SOME OWNERSHIP OF THE  
IMPROVEMENTS THAT WE  
COLLECTIVELY MAKE IN THAT  
NEIGHBORHOOD.

I THINK IT IS FAR MORE EFFECTIVE  
WHEN WE DO THAT BECAUSE WE GET  
PEOPLE WHO ACTUALLY LIVE ON A

STREET PARTICIPATE AND TELL US  
THIS IS WHAT I SEE EVERY DAY OR  
THIS IS WHAT WE AS A COMMUNITY  
THINK IS IMPORTANT.

I THINK THAT'S THE KIND OF  
PHILOSOPHY BEHIND GETTING  
COMMUNITIES TO SHOW SUPPORT.  
>> I FULLY AGREE WITH THE NEED  
FOR CIVIC ENGAGEMENT TO DRIVE  
THE PROCESS IN TALKING ABOUT  
MAKING CHOICES BETWEEN DIFFERENT  
DESIGN OPTIONS.

I GUESS I WOULD JUST  
RESPECTFULLY SUGGEST A DIFFERENT  
WAY OF DOING THAT COULD BE FOR  
THERE TO BE A PROACTIVE WALK  
AUDIT COORDINATED THROUGH ONE  
AND GO THROUGH THE NEIGHBORHOOD  
ASSOCIATION, WALK THROUGH THE  
AREA, HEAR FROM PEOPLE WHAT  
THEIR CONCERNS ARE, AND HAVE  
THAT FEED BACK INTO ALL THE  
OTHER DATA YOU'RE MAKING  
DECISIONS ON, BUT IT FEELS LIKE  
IT BECOMES ALMOST A POLITICAL --  
THE PERCEPTION CAN BE THAT YOU  
NEED TO HAVE A CERTAIN AMOUNT OF  
IN OR THAT IT IS THE SQUEAKY  
WHEEL GETS THE GREASE.

ALL I HEAR FROM COMMUNITIES ARE  
FRUSTRATION ABOUT THAT.  
COUNCILOR EDWARDS, WELCOME.  
DO YOU HAVE ANY QUESTIONS?

>> NO.  
WE'VE BEEN LISTENING ON THE  
HEARING IN OUR OFFICE.  
I JUST WANT TO APPRECIATE THAT  
YOU'RE HERE TO HEAR ABOUT THE  
CONVERSATION AND THE WAYS IN  
WHICH WE'RE GOING TO IMPLEMENT

IN LOOKING AT DIFFERENT WAYS WE  
MOVE AROUND THE CITY AND SPEED  
LIMIT BEING ONE OF THEM.  
THANK YOU.

>> THANK YOU.  
>> WE'LL GO TO PUBLIC TESTIMONY  
FOR NOW.  
IF COUNCILOR O'MALLEY POPS BACK  
IN, WE CAN MAKE SURE HE GETS HIS  
QUESTIONS AS WELL.  
IF YOU HAVE TIME --  
>> ABSOLUTELY.  
>> JUST IN CASE COUNCILOR

O'MALLEY COMES BACK.

WE'LL MOVE TO PUBLIC TESTIMONY.  
IF ONE CAN GRAB THE OTHER SHEET  
FOR ME.

CHRISTINE AND ELIZA, FEEL FREE  
TO COME TO THE MICROPHONES.

>> [ OFF MIC ].

I LIVE AT 300 SUMMER STREET.  
WE'RE THE ONLY RESIDENTIAL  
BUILDING ON THAT HISTORIC PART  
OF SUMMER STREET.

I'VE WITNESSED A MOTORCYCLE  
ACCIDENT.

I'VE WITNESSED A FRIEND OF MINE  
ALMOST GET KILLED BY A CAR AT  
THE CROSSWALKS BEFORE -- ONE CAR  
WOULD STOP, BUT THE OTHER CAR  
WOULDN'T.

MY FRIEND ALMOST GOT KILLED.  
I'M SO THANKFUL FOR THE  
CROSSROADS INITIATIVE.

THE LANES ARE NARROWER.

THERE'S LANDSCAPING GOING IN.

THERE'S BIKE TRAILS.

WE'RE HOPING THAT THAT WILL SLOW  
PEOPLE DOWN.

IT'S HARD TO KNOW RIGHT NOW  
BECAUSE THERE'S CONSTRUCTION  
THERE, AND THAT ALWAYS SLOWS  
PEOPLE DOWN.

THE FACT THAT THERE'S MORE  
CROSSWALKS, PEDESTRIAN ACTIVATED

CROSSWALKS, WITH THE SIGNS  
BLANK, SOMETIMES PEOPLE DON'T  
STOP.

I'VE USED THE BLINKING ONES, AND  
I SOMETIMES HAVE TO WAIT FOR  
PEOPLE TO STOP.

THE NEW 20 MILE-PER-HOUR SPEED  
LIMITS HAVE GONE UP.

I'M GRATEFUL FOR THAT BECAUSE I  
THINK THEY WERE 30 BEFORE.

I'M AGREEMENT WITH EVERYONE OR  
COUNCILOR FLYNN FOR THE SPEED  
LIMIT BEING 20 IN MANY PARTS OF  
THE CITY.

THERE'S PLACES THAT PEOPLE USE  
AS RUNWAYS.

IT'S FROM FRUSTRATION.

THERE'S TOO MANY CARS ON THE  
STREET.

I TRY NOT TO TAKE MY CAR.

I LIKE THAT THERE'S NO PARKING

LEFT FOR RESIDENTS OR PEOPLE  
IN -- I'LL PROBABLY GET KILLED  
FOR THIS -- THE SOUTH BOSTON  
AREA.

A LOT OF PEOPLE NEED THEM FOR  
FAMILIES OR THE DISABLED, BUT  
THE LESS CARS, THE BETTER.  
IF THE TRANSPORTATION IS BETTER,  
PEOPLE WILL TAKE THAT INSTEAD OF  
DRIVING AROUND BOSTON.  
WE NEED THAT DRASTICALLY.  
LESS CARS ON THE STREET.  
LESS POLLUTION, LESS GLOBAL  
CLIMATE CHANGE.

ON CONGRESS STREET, I KNOW OF A  
WOMAN, A FRIEND OF MINE, AN  
ELDERLY WOMAN WHO HAD HER LEG  
BROKEN BY A CAR.

I KNOW OF A GIRL -- I DIDN'T  
HEAR WHAT HAPPENED TO HER, BUT  
SHE HAS BRAIN INJURY, AND I'M  
SURE NOT A GOOD LIFE IF SHE IS  
STILL ALIVE.

NOT THAT PEDESTRIANS AREN'T AT  
FAULT.

I LOVE THE IDEA OF EDUCATING  
PEDESTRIANS AND EDUCATING FOLKS  
DRIVING.

MANY YEARS AGO IN THE 70s, I WAS  
IN SEATTLE.

I WAS IN A NEIGHBORHOOD.  
I WAS CROSSWALKING BECAUSE THERE  
WAS ABSOLUTELY NO TRAFFIC  
AROUND.

I WAS CROSSWALKING IN MY 20s.  
A POLICE CAR PULLED UP AND SAID  
THEY WOULD FINE ME FOR DOING  
THAT AGAIN.

I EXPLAINED I WAS FROM BOSTON,  
AND THEY LET ME GO.

THAT WAS IN THE 70s THAT THEY  
WERE TICKETING PEDESTRIANS.  
I HAVE SAT THROUGH NUMEROUS  
LIGHTS AT SOUTH STATION WAITING  
FOR PEDESTRIANS TO STOP  
CROSSING.

THEY BLOCK THE LIGHTS AND  
NOTHING IS DONE.

I THINK PEDESTRIANS SHOULD ALSO  
BE TICKETED AND ALSO BE  
EDUCATED.

IT INCREASES THE FRUSTRATION OF  
PEOPLE TRYING TO GO WHERE THEY  
NEED TO GO.

I AGREE THAT THE DATA SHOULD  
SHOW WHERE THE SAFE ROADS SHOULD  
BE.

I AGREE WITH VIDEO ENFORCEMENT.  
AND I ALSO WANTED TO SAY THAT I  
WAS LUCKY ENOUGH TO GO TO A CITY  
AND GOT BACK ABOUT TWO WEEKS  
AGO.

I DID NOTICE THAT THEY ALSO HAD  
BIKE LANES ARE TRAFFIC LIGHTS.  
BIKE PEOPLE WERE ACTUALLY  
FOLLOWING THEM.

IT WAS ONE OF THE MOST  
ASTONISHING THINGS.

IT WAS VERY SANE.

I DON'T HARDLY REMEMBER CARS  
HONKING IN LONDON BECAUSE  
PEDESTRIANS WERE SO WELL  
BEHAVED.

THANK YOU SO MUCH FOR THIS  
OPPORTUNITY.

>> THANK YOU, CHRISTINE.

ELIZA?

FOLLOWING ELIZA WILL BE  
CAVALLARI.

>> HI.

GOOD MORNING, EVERYONE.

THANK YOU, COUNCILOR FLYNN,  
COUNCILOR BAKER, FOR HOLDING  
THIS IMPORTANT HEARING AND  
CHAIRPERSON WU.

MY NAME IS ELIZA.

I WORK AT THE BOSTON CYCLIST  
UNION.

I LIVE IN JAMAICA PLAIN.

I RIDE A BIKE.

I TAKE THE BUS.

I DRIVE A CAR.

I USE ALL MODES OF OUR  
TRANSPORTATION, AND I'M A  
LIFELONG BOSTON RESIDENT.

I'M HERE ON BEHALF OF OUR 1300  
DUES-PAYING MEMBERS AND TENS OF  
THOUSANDS OF MORE PEOPLE WHO  
CYCLE AND CARE ABOUT SAFE  
CYCLING INFRASTRUCTURE.

I JUST WANT TO TELL YOU QUICKLY  
WHO WE ARE.

WE'VE BEEN GOING AROUND THE CITY  
TALKING TO PEOPLE ABOUT WHY THEY  
BIKE.

I JUST WANTED TO SHARE A LITTLE  
BIT.

WE RIDE BECAUSE IT KEEPS OUR

DIABETES AND OUR DEPRESSION  
UNDER CONTROL.

WE RIDE BECAUSE IT KEEPS US  
HEALTHY.

WE RIDE BECAUSE IT IS OFTEN THE  
FASTEST AND CHEAPEST WAY TO GET  
WHERE WE NEED TO GO.

WE RIDE WHEN AND WHERE PUBLIC  
TRANSPORTATION CANNOT TAKE US  
WHERE WE NEED TO GO.

WE RIDE TO MAKE A LIVING,  
ESPECIALLY FOLKS IN EAST BOSTON  
AND OUR NEIGHBORHOODS OF COLOR  
AS MESSENGERS AND DELIVERY  
CYCLISTS.

WE RIDE BECAUSE IT BRINGS US  
JOY.

ACCORDING TO ONE DORCHESTER  
RESIDENT IN YOUR DISTRICT,  
COUNCILOR BAKER, BECAUSE IT  
MAKES ME FEEL FREE IS WHAT  
SOMEBODY SAID TO ME RECENTLY.

WHEN SOMEONE IS KILLED RIDING  
THEIR BIKE LIKE ONE WHO WAS  
KILLED AT THE BOSTON CAMBRIDGE  
LINE ON FRIDAY NEAR THE MUSEUM  
OF SCIENCE, WE ARE SCARED  
BECAUSE ALL THESE WONDERFUL  
THINGS THAT IT BRINGS TO OUR  
LIVES, WE FEEL THAT THEY'RE  
THREATENED.

I KNOW EVERYONE KNOWS THAT LIKE  
VISION ZERO SAYS TRAFFIC DEATHS  
ARE PREVENTABLE AND WE KNOW HOW  
TO PREVENT THEM.

SOME OF THE THINGS THAT I JUST

WANTED TO MENTION THAT HAVE BEEN  
SAID HERE TODAY ARE THANK YOU,  
COUNCILOR WU, FOR YOUR COMMENTS  
ABOUT THE NEIGHBORHOOD SAFE  
STREETS PROGRAM.

WE AGREE.

IT NEEDS TO BE DONE BASED ON  
DATA AND EQUITY.

WE ACTUALLY HAVE A PROBLEM WITH  
OUR DATA RIGHT NOW.

RIGHT NOW, WE'RE ONLY GETTING  
OUR DATA FROM EMS.

WHEN SOMEONE CALLS AN AMBULANCE.

EVEN THAT SHOWS 4500 INJURIES A  
YEAR ACROSS ALL MODES OF  
TRANSPORTATION.

WE DID HAVE DATA FROM BPD, BUT



WE NO LONGER HAVE THAT.  
WE NEED THE POSITION THAT  
ANALYZED THAT DATA TO COME BACK  
AND BE FUNDED AND SHARE THAT SO  
IT CROSSES OVER.

THERE'S NEW TECHNOLOGIES THAT  
HIGH-CRASH INTERSECTIONS CAN  
LOOK AT INTERSECTIONS SO WE CAN  
CAPTURE THE ONES THAT GO  
UNREPORTED WHERE POLICE AND EMS  
ARE NOT CALLED.

OVER BY THE MUSEUM OF SCIENCE, A  
SECOND CYCLIST DIED ON FRIDAY  
THAT WAS NOT IN EITHER OF THOSE  
SYSTEMS.

TO THIS POINT, SHE WAS HIT IN A  
HIT-AND-RUN AND DIED TWO DAYS  
LATER IN FENWAY.

WE'RE STILL TRYING TO FIND OUT  
WHAT HAPPENED, BUT WE KNOW THAT  
THOSE SORT OF DEATHS ARE  
OCCURRING, THAT SERIOUS INJURIES  
ARE OCCURRING, AND WE DON'T KNOW  
ABOUT THEM AND THEY'RE NOT  
CAPTURED.

WE NEED TO GET THE DATA RIGHT,  
AND THEN WE NEED TO IMPROVE OUR  
STREETS BASED ON THAT DATA IN AN  
EQUITABLE WAY THAT GETS TO YOUR  
DISTRICT, COUNCILOR BAKER, AND  
ALL THE DISTRICTS ACROSS THE  
CITY.

I JUST WANTED TO ACTUALLY QUOTE  
THE MAYOR FROM THE VISION ZERO  
ACTION PLAN.

HE SAID THAT, DRIVING, WALKING,  
AND RIDING A BIKE ON BOSTON  
STREETS SHOULD NOT BE A TEST OF  
COURAGE.

WE KNOW HOW TO BUILD SAFER  
STREETS.

IT'S TRUE.

VINEET MENTIONED TANY OF TOOLS  
THAT THE CITY HAS, DAYLIGHTING,  
ROAD DYADS, NARROWING OUR  
STREETS.

WHILE WE SUPPORT THE 20  
MILE-PER-HOUR SPEED LIMIT, WE  
WANT TO SUGGEST THAT IT COMPARED  
WITH THE INFRASTRUCTURE  
IMPROVEMENTS -- I LIVE RIGHT BY  
CASEY AND THE ARBOR WAY.

I DRIVE MY CAR ON THE ARBOR WAY  
ALL THE TIME.

THE SPEED LIMIT IS 25.  
IF I GO 25 MILES PER HOUR, I  
FEEL UNSAFE BECAUSE EVERYONE IS  
GOING 40.

UNTIL THE INFRASTRUCTURE MEETS  
IT, PEOPLE ARE NOT GOING TO SLOW  
DOWN.

WE NEED TO GET MORE MONEY INTO  
THE ARTERIALS AND MAJOR ROADS AS  
HAVING THE HIGHEST CRASH RATES.  
ON THAT POINT, THE ACTION PLAN  
FROM THE CITY A FEW YEARS AGO  
DOES CITE THAT FATALITIES ARE  
THREE TO FOUR TIMES MORE LIKELY

ON ARTERIAL ROADS.

PEOPLE -- THERE ARE TOO MANY  
CARS, AND PEOPLE WILL MAKE OTHER  
CHOICES WHEN THEY'RE PRESENTED  
WITH SAFE OPTIONS, WHEN THEY  
HAVE SAFE CONNECTED ROUTES TO  
BIKE FROM THEIR HOME TO THEIR  
JOB, WHEN THEY HAVE RELIABLE  
PUBLIC TRANSPORTATION.

WE NEED TO INVEST IN OUR BUSES.  
WE NEED TO INVEST IN OUR PUBLIC  
TRANSIT SO PEOPLE HAVE THOSE  
OPTIONS AS WELL.

ALTHOUGH I'M REPRESENTING THE  
CYCLIST COMMUNITY, WE WORK  
REALLY CLOSELY WITH THE REST OF  
THE ADVOCATES, WALK BOSTON,  
LIVABLE STREETS.

ON BEHALF OF THE VISION ZERO  
COALITION, I WANTED TO END BY  
INVITING YOU ALL TO HEAR FROM  
THE PEOPLE AFFECTED BY CRASHES.  
SUNDAY IS WORLD DAY OF  
REMEMBRANCE.

IT WILL BE SO GREAT TO SEE  
COUNCILORS HERE LISTENING TO  
RESIDENTS FROM ACROSS THE CITY  
TALKING ABOUT THIS ISSUE.  
THANK YOU FOR YOUR TIME.

>> THANK YOU, ELIZA.

WE'LL GO TO FORD AND THEN TO  
COUNCILOR O'MALLEY FOR QUESTIONS  
AND THEN ANYONE ELSE WHO WISHES  
TO TESTIFY AFTER.

>> THANK YOU VERY MUCH,  
COUNCILOR WU AND OTHER  
COUNCILORS.

GOOD TO SEE YOU.

THANK YOU VERY MUCH FOR HAVING

THIS HEARING.

I THINK IT'S REALLY IMPORTANT TO HAVE THE DISCUSSION ABOUT SAFETY ON OUR STREETS AND THE STREETS IN GENERAL.

I DO WANT TO NOTE -- AND I THINK IT IS VERY NOTABLE THAT MOST OF THE DISCUSSION HAS BEEN ABOUT ISSUES OTHER THAN THE 20 MILE-PER-HOUR SPEED LIMIT.

WE'VE TALKED ABOUT DISTRACTED DRIVERS.

WE'VE TALKED AT CAPACITY.

WE'VE TALKED ABOUT ALTERNATIVES, BICYCLING, AND I THINK THAT'S IMPORTANT FOR US TO THINK ABOUT BECAUSE IN MANY WAYS I THINK THE SIGNATURE ISSUE OF REDUCING THE SPEED LIMIT TO 20 MILES PER HOUR IS MORE OF A FEEL-GOOD MEASURE THAN A USEFUL POLICY.

IT IS A GOOD LIGHTNING ROD TO HAVE A DISCUSSION ABOUT THE OTHER ISSUES.

MAYBE I'M CYNICAL, BUT I DO REMEMBER THE 2016 DISCUSSIONS WHICH LED TO THE SPEED LIMIT COMING DOWN TO 25.

THEY WERE VERY SIMILAR TO TODAY'S DISCUSSIONS.

NOW WE'RE HERE TAKING THE SPEED LIMIT AND RATIONING DOWN ANOTHER FIVE MILES AN HOUR.

I HESITATE TO THINK ABOUT THE 2020 DISCUSSION WE COULD HAVE ABOUT LOWERING THE SPEED LIMIT TO 15 MILES AN HOUR BECAUSE NOTHING MUCH HAS CHANGED.

I WANT US TO -- WHILE I DON'T OPPOSE TAKING THE SPEED LIMIT DOWN IN MANY NEIGHBORS THAT NEED A LOWER SPEED LIMIT, I THINK IT IS REALLY IMPORTANT THAT WE TAKE VERY SERIOUSLY THE OTHER ISSUES THAT HAVE COME UP.

I THINK DISTRACTED DRIVING IS A REALLY BIG ISSUE THAT WE DON'T TALK ENOUGH ABOUT.

TALKING ON THE PHONE, TEXTING, GPS.

PEOPLE ARE DOING THIS.

CELL PHONES AND DRIVING JUST DON'T MIX.

WE NEED TO DO SOMETHING ABOUT

THAT.  
POOR ADHERENCE TO TRAFFIC LAWS.  
PEOPLE ROUTINELY RUN RED LIGHTS  
AS WE'VE TALKED ABOUT.  
PEOPLE RUN STOP SIGNS.  
I HAVE A FRIEND IN THE NORTH END  
THAT WAS STRUCK BY A CAR AND  
BROKE A LEG.  
UNFORTUNATELY IS BACK AND ACTIVE  
AGAIN.  
I THINK ALL OF US CAN THINK  
ABOUT ALL THE PEOPLE WE KNOW WHO  
HAVE BEEN HIT BY VEHICLES.  
OFTENTIMES, IT IS NOT THE SPEED  
LIMIT.  
IN THE NORTH END, YOU WOULD BE  
HARD-PRESSED TO FIND A PLACE YOU  
CAN GET UP TO 20 MILES PER HOUR.  
PEOPLE ARE STOPPING IN THE  
MIDDLE OF THE STREET BECAUSE  
THEY DON'T UNDERSTAND WHAT WAZE  
IS TELLING THEM.  
DOUBLE PARKING TO CHECK THEIR  
NAVIGATION SYSTEM.  
THESE ARE ALL THINGS THAT NEED  
TO BE EXAMINED AND CORRECTED, AT  
LEAST WITH EQUALITY INTENSITY TO  
OUR EVERY TWO-YEAR DISCUSSION  
ABOUT SPEED LIMITS.  
I WANT TO EMPHASIZE THE STREET  
CAPACITY ISSUE.  
BOSTON IS GROWING.  
THERE WERE MANY DECADES THAT  
BOSTON WASN'T GROWING, BUT IT IS  
GROWING RIGHT NOW.  
IT IS GROWING RAPIDLY.  
WE HAVE MORE POPULATION.  
WE HAVE MORE OFFICE SPACE.  
YOU CAN SEE IT IN THE SKYLINE.  
YET WE HAVE MORE CARS THAN  
STREETS.  
WE REALLY HAVE TO ADDRESS THE  
ISSUE OF HOW WE CAN CONTROL  
THIS.  
I THINK IT'S USEFUL -- AND I  
REMEMBER TALKING TO COUNCILOR  
BAKER ABOUT UBER AND LYFT AND  
THE ISSUE OF DID THE PROMISE OF  
RIDESHARING ACTUALLY BRING DOWN  
THE NUMBER OF CARS ON THE STREET  
OR HAS IT GONE UP.  
I THINK WE ALL KNOW.  
AS NANCY REFERENCED, IT HAS GONE  
UP A LOT.

WE NEED TO THINK ABOUT THAT, AND WE NEED TO THINK ABOUT HOW WE CAN CONTROL PERHAPS THE NUMBER OF CARS IN CREATIVE WAYS. THE OTHER THING THAT'S BEEN MENTIONED AS PUBLIC TRANSPORTATION -- AND I THINK WE IN BOSTON SHOULD ALL TAKE VERY SERIOUSLY THE LACK OF SUBWAY EXPANSION THAT WE UNIQUELY AS A CITY ARE LOOKING AT WHEN YOU COMPARE US TO NEW YORK OR PHILADELPHIA OR OTHER CITIES. THEY'RE ACTUALLY BUILDING MASS TRANSIT SYSTEMS. CERTAINLY SAN FRANCISCO, WASHINGTON, D.C. ARE WAY AHEAD OF US. WE HAVE NOT HAD AN INCREASE IN THE CAPACITY OF THE CENTRAL SUBWAY SYSTEM IN THE CENTRAL BOSTON AREA SINCE 1924. WE DID RECEIVE SOMETHING CALLED THE SILVER LINE, WHICH IS CLEARLY A FAILED TOY BUS SYSTEM THAT DOESN'T WORK. COUNCILOR JANEY MENTIONED A TRIP TO SEATTLE. SEATTLE REPLACED ITS BUS TUNNEL WITH A RAIL SYSTEM BECAUSE THE BUS TUNNEL DIDN'T WORK. OUR BUS TUNNEL, WHICH IS THE ONLY PUBLIC TRANSIT IN THE SEAPORT DISTRICT, WHICH IS THE NEW DOWNTOWN OF BOSTON, HUGE AMOUNTS OF OFFICES -- PEOPLE DON'T TAKE THE PUBLIC TRANSIT SYSTEM SERIOUSLY THERE, AND I THINK WE NEED TO ADDRESS THAT. ALL THESE ISSUES ARE INTERRELATED. I'M HOPING WE CAN TAKE TIME TO UNDERSTAND THESE OTHER SERIOUS ISSUES. WE CAN AT LEAST WITH EQUAL VIGOR TO THE SPEED LIMIT ISSUE TRY TO UNDERSTAND HOW THE INTERRELATEDNESS BETWEEN LACK OF PUBLIC TRANSPORTATION, THE STREET SAFETY ISSUES, AND HOW MANY CARS SHOULD BE ON OUR ROADS AND HOW DO WE GET THERE. AGAIN, I THINK IT'S GREAT THAT WE'RE HAVING THE DISCUSSION, BUT

I JUST WANT TO MAKE SURE THAT RATHER THAN FOCUSING SOLELY ON THE SUGAR HIGH OF RATCHETING DOWN THE SPEED LIMIT AGAIN BY YET FIVE MILES AN HOUR WE REALLY TAKE VERY SERIOUSLY COMING UP WITH REAL SOLUTIONS THAT ENCOMPASS ALL THESE ISSUES. THANK YOU VERY MUCH.

>> THANK YOU, FORD.  
COUNCILOR O'MALLEY?  
>> I'LL BE BRIEF.

I HAD TO STEP OUT FOR A CONFLICT.

WE'LL GO OVER THE RECORDING. I JUST HAD A COUPLE QUESTIONS, VINEET, AND WANTED TO THANK EVERYONE'S TESTIMONY BEFORE. I THINK IT HAS BEEN SAID CLEARLY WHILE THE POSSIBILITY OF LOWERING THE SPEED LIMIT TO 20 MILES PER HOUR IS ONE TOOL, THERE ARE SO MANY OTHER THINGS WE NEED TO BE FOCUSED ON. VINEET, YOU SHARE THAT DESIRE, SO HOPEFULLY THAT CAN COME OF THIS AS WELL.

FIRST, YOU MENTIONED THE COMMISSIONER HAS THE RIGHT TO SET THE 20 MILE-PER-HOUR ZONE IN SCHOOL ZONES, WHICH WOULD NOT REQUIRE A PETITION.

IS THE DEFINITION OF SCHOOLS SOMEWHAT AMORPHOUS THAT IT COULD BE A DAY CARE?

>> THAT WOULD BE WORTH INVESTIGATING.

>> I'M JUST CURIOUS TO SEE WHAT WE CAN DO WITHOUT A HOME PETITION.

IN THE FIRST ROUND OF TESTIMONY, SOMEONE MENTIONED ABOUT THE NEED OF RED LIGHT CAMERAS, SPEED CAMERAS, WHICH IS SOMETHING THAT I KNOW OTHER CITIES AND OTHER COUNTRIES HAVE DONE TO GREAT SUCCESS.

IT IS MY UNDERSTANDING THAT THERE IS SOME FIRST AMENDMENT PROHIBITION THAT WOULD PREVENT A SPEED CAMERA.

IS THAT CORRECT?

>> AS WAS POINTED OUT EARLIER, WE NEED STATE LEGISLATION.

IT WOULD HAVE TO COME FROM THE STATE LEGISLATURE TO ALLOW CITIES AND TOWNS THROUGHOUT THE COMMONWEALTH TO DO RED LIGHT SPEED ENFORCEMENT.

>> THIS WOULD BE A FEDERAL -- IF OTHER CITIES DO IT, THIS COULD BE DONE AT THE STATE LEVEL.

>> YES.

>> DO YOU KNOW IF THERE'S ANY PENDING LEGISLATION AT THE STATE LEVEL THAT WOULD ALLOW THIS?

>> I DON'T KNOW ANY SPECIFICS.

I THINK THERE'S SOMETHING AT THE STATEHOUSE EVERY YEAR.

>> THERE'S BILLS THAT ARE INTRODUCED BIANNUALLY.

I FOR ONE THINK IT IS AN INCREDIBLY IMPORTANT CONVERSATION TO HAVE.

CERTAINLY, I WOULD THINK THAT WE OUGHT TO BE LOOKING AT A PILOTED PROGRAM OF THAT IN THE CITY OF BOSTON.

I THINK THE ONE SORT OF COMMON DENOMINATOR HERE, WHICH MY COLLEAGUES AND I CAN SHARE EVERY TIME WE HAVE CONVERSATIONS ABOUT THIS, IS ENFORCEMENT IS ENFORCEMENT, ENFORCEMENT.

RECOGNIZING THE FACT THAT THE BOSTON POLICE DEPARTMENT MAY NOT HAVE THE POWER TO DO THE TYPE OF ENFORCEMENT THAT WE NEED, SO I WOULD CERTAINLY THINK THAT SHOULD BE SOMETHING THAT WE HAVE A CONVERSATION ABOUT IN TERMS OF NEXT STEPS BECAUSE I THINK THAT COULD BE A WAY TO BOTH HAVE A PROFOUNDLY POSITIVE IMPACT AT RELATIVELY LITTLE OR NO COST TO THE TAXPAYER OTHER THAN OF COURSE THE INSTALLATION OF THE CAMERAS.

THEY WOULD PRESUMABLY MORE THAN PAY FOR THEMSELVES.

I WANT TO BE BRIEF BECAUSE OTHER PEOPLE HAVE TO TESTIFY, BUT I WANT TO THANK THE MAKERS AGAIN.

I THINK WE HAVE AN OPPORTUNITY HERE TO LOOK AT A NUMBER OF STRATEGIES, SOME OF WHICH MAY REQUIRE HOME PETITION AND OTHERS COULD BE DIRECTIVE OF THE MAYOR

AND THE COMMISSIONERS.

THANK YOU.

>> THANK YOU, COUNCILOR

O'MALLEY.

ANY RESPONSE, VINEET?

>> NO.

THANK YOU AGAIN ON BEHALF OF THE

ADMINISTRATION, THE MAYOR, AND

THE COMMISSIONER AND CHIEF

OSGOOD.

WE'RE ALREADY FOCUSED ON THIS

ISSUE.

IT IS LITERALLY THE NUMBER ONE

PRIORITY FOR OUR DEPARTMENT.

THANK YOU SO MUCH.

>> THANK YOU.

NOW A FEW OTHER FOLKS ARE

INTERESTED IN TESTIFYING, SO

PLEASE MAKE YOUR WAY.

IF ANYONE ELSE WISHES TO

TESTIFY, FEEL FREE TO COME DOWN

AND LINE UP AT THE MICROPHONES.

>> GOOD MORNING.

I APOLOGIZE FOR NOT SIGNING IN.

MY NAME IS JOHN.

I LIVE IN SOUTH BOSTON.

I BASICALLY CAME HERE TO SUPPORT

THE GENTLEMAN THAT WAS UP THERE

THAT I KNOW WELL.

IT IS LIKE THE POKER PLAYER.

IF YOU TALK ABOUT POKER, YOUR

ADRENALINE GETS GOING.

THIS IS VERY SIMILAR TO IT

BECAUSE OF ALL THE THINGS I CAN

RELATE TO.

MY FRIEND WAS HIT BY A CAR.

THAT WAS 20 YEARS AGO.

I'LL SELFISHLY TALK ABOUT MY

TOWN.

THE STATISTICS THAT WE GOT FROM

KATY WAS THAT 30,000 MORE PEOPLE

HAVE COME INTO OUR TOWN SINCE

2010.

THE FIRST THING I WOULD SAY IS I

THINK WE HAVE TO START THINKING

LIKE NEW YORK CITY NOW.

WE ARE SO CONGESTED THAT WE HAVE

TO START CHANGING THINGS IN THE

WAY THAT THEY'VE CHANGED THINGS.

FOR INSTANCE, 20 YEARS AGO, I

WAS HERE WITH THE LATE COUNCILOR

KELLY.

IT WAS ABOUT L STREET, ABOUT

CERTAIN SPEED BUMPS, FRANK.



HE DID HIS RESEARCH AND CAME  
BACK AND SAID, THEY TELL ME THAT  
IT IS A THOROUGHWAY.

WE CAN'T PUT SPEED BUMPS.  
CHANGE IT.

MAKE IT A ONE-WAY.

IN NEW YORK CITY -- I THINK THIS  
IS WHAT WE HAVE TO DO IN SOUTH  
BOSTON IS WE HAVE TO CHANGE A  
LOT OF THE STREETS TO ONE WAY.

WE'RE ALL BLIND INTERSECTIONS.  
AUTOMATICALLY, PEOPLE COMING UP  
THE STREET, IT'S A BLIND  
INTERSECTION.

TWO WEEKS AGO -- I SHOULD THANK  
YOU FOR WHAT'S HAPPENED SINCE  
THIS LITTLE BOY GOT KILLED.

HE'S ON MY MIND EVERY DAY.

WE HAVE TO DO THINGS TO CHANGE  
THAT.

I DON'T CARE WHAT THE MONEY COST  
IS.

I DON'T CARE WHAT THE MONEY COST  
IS.

YOU HAVE TO FIND IT SOMEWHERE,  
FEDERALLY, STATE, WHATEVER.

WE'LL TAKE COLLECTIONS IF WE  
HAVE TO, BUT WE HAVE TO CHANGE  
IT.

TWO WEEKS AGO, AFTER YOU GUYS  
PUT THE WHITE POLES AT THE  
INTERSECTIONS SO THERE'S LESS  
PARKING, WHICH IS ANOTHER  
PROBLEM ALTOGETHER IN OUR TOWN,  
AT THE CORNER OF MARINE ROAD  
WHERE I LIVE AND DAD AND MOTHER  
LIVE, TWO CARS COLLIDED OFF THE  
STREET INTO THE LIGHT POLES.

THREE OUT OF THE FOUR CARS --  
THREE OUT OF THE FOUR HOMES ON  
THE CORNER, THREE OF THEM HAVE  
ALREADY BEEN HIT.

FOUNDATION HAS BEEN WIPED OUT ON  
TWO OF THEM.

I KNOW THESE PEOPLE PERSONALLY,  
SO IT IS SOMETHING -- LET'S

THINK ABOUT THE 21st CENTURY FOR  
A MINUTE.

BELIEVE ME -- I DIDN'T PLAN ON  
SPEAKING ABOUT THIS, BUT THE  
ADRENALINE IS GOING FURTHER.

COUNCILOR WU, NO DISRESPECT, BUT  
IT'S FALLEN ON DEAF EARS.

YOUR COMPLAINTS HAVE FALLEN ON

DEAF EARS.

IF YOU HAVE TO GET PEOPLE  
TOGETHER TO GO TO THIS  
COMMISSION AND PROTEST OR  
WHATEVER, ALL YOU HAVE TO DO IS  
CALL.

WE'RE IN THE 21st CENTURY.

IN MY DAY, WE HAD WHAT THEY  
CALLED GOVERNORS.

I HOPE I'M NOT TAKING TOO MUCH  
TIME.

THEY HAD GOVERNORS ON WHAT THEY  
CALL CARBURETORS ON THE ENGINES.

I HAD NEIGHBORS WHERE WHEN YOU  
LITERALLY GOT INTO A SETTLED  
AREA THE CAR AUTOMATICALLY  
SLOWED DOWN AND WOULDN'T GO  
ANYMORE THAN 20 OR 25 MILES PER  
HOUR.

BACK THEN, WE HAD ENGINES THAT  
WERE 400 HORSEPOWER ENGINES.

THESE THINGS FLEW.

WHY COULDN'T WE COME UP WITH IN  
THE 21st CENTURY -- I KNOW IF  
YOU GO TO M.I.T., I GUESS YOU  
CAN GET PEOPLE THAT CAN COME UP  
WITH SOMETHING QUICK, ELECTRONIC  
STUFF, COMPUTER STUFF, JUST AS A  
PILOT PROGRAM.

AS SOON AS THE CAR COMES OFF OF  
A HIGHWAY AND IT GETS INTO A  
THICKLY SETTLED AREA, THAT  
ELECTRONIC THING SLOWS THAT CAR  
DOWN, WHETHER THEY LIKE IT OR  
NOT.

IT CAN'T GO ANY MORE THAN 20  
MILES AN HOUR OR WHATEVER SPEED  
LIMIT THAT YOU'RE GOING TO SET  
IT ON.

WHY COULDN'T THAT HAPPEN?

WHY CAN'T WE HAVE MORE RAILS  
INSTEAD OF BUSES GOING FROM  
SOUTH BOSTON DOWN TO SOUTH  
STATION?

ALMOST 30 YEARS AGO, JOHN  
DREW -- SOME PEOPLE PROBABLY  
KNOW HIM FROM BOSTON.

HE ACTUALLY CAME FROM SOUTH  
BOSTON ORIGINALLY.

HE WAS STARTING TO GET INTO  
DEVELOPMENT.

HE WAS SAYING BACK THEN I COULD  
PRODUCE A MONORAIL IN THE SOUTH  
END AT SOUTH STATION.

I KNOW IT IS REALLY EXPENSIVE,  
BUT WE HAVE TO THINK ABOUT THE  
21st CENTURY.  
NOT THE BUSES -- OKAY.  
I'M JUST GOING TO MAKE A COUPLE  
MORE COMMENTS, OKAY?  
THE STOP SIGNS, I WAS FORTUNATE  
ENOUGH TO SPEND A LOT OF YEARS  
DOWN IN FLORIDA AFTER I RETIRED.  
TOWNS LIKE MAPLES, THEY HAVE  
STOP SIGNS -- THIS HAPPENED  
BECAUSE IT IS A REAL GOOD AREA  
FOR TOURISTS.  
WE'RE HAVING SO MANY CAR  
ACCIDENTS THAT THEY HAD TO DO  
SOMETHING.  
THEY TOOK THE STOP SIGNS AND THE  
CROSSWALKS -- I THINK IT WAS  
TRUE BECAUSE I WENT DOWN TO TOWN  
HALL.  
I THINK IT'S TRUE THE -- WHAT DO  
YOU CALL IT?  
LITTLE SOLAR PANELS.  
AS SOON AS YOU STEP ON THE  
CROSSWALK, THE STOP SIGN  
ILLUMINATES.  
THE CROSSWALK ILLUMINATES.  
LITTLE TINY RED LIGHTS.  
20 SECONDS, 25 SECONDS.  
I WENT DOWN TO TOWN HALL.  
WHATEVER THEIR OFFICIAL IS DOWN  
THERE -- EXCUSE ME.  
I DON'T SPEAK THAT MUCH, BUT  
THIS FELLOW TOLD ME IT CAME DOWN  
TO 95% DIFFERENCE IN HAVING  
PEOPLE GET HIT BY CARS.  
OBVIOUSLY, CARS ARE SPEEDING.  
IF YOU WATCH TV, WHEN THEY'RE  
ADVERTISING AUTOMOBILES, THEY'RE  
ADVERTISING THEM FLYING.  
THERE'S A CAPTION DOWN AT THE  
BOTTOM THIS IS A TRAINED  
WHATEVER.  
EVERYBODY IS DRIVING TOO FAST.  
WE HAVE TO CONTROL IT THAT WAY.  
YOU HAVE TO DO SOMETHING LIKE  
THAT, A PILOT PROGRAM FOR  
WHATEVER IT COSTS IN ONE PART OF  
THE TOWN.  
IT DOESN'T MATTER WHETHER IT IS  
EAST BOSTON OR SOUTH BOSTON.  
SOUTH BOSTON DEFINITELY SHOULD  
BE ON THE TOP OF THE LIST.  
THAT'S WHAT I WOULD SUGGEST AS

FAR AS STOP SIGNS AND CROSSWALKS  
FOR A PILOT PROGRAM.

THE CONGESTION, ONE-WAY STREETS  
YOU HAVE TO START DOING.

WE DID IT A FEW YEARS AGO  
BECAUSE OF THE SNOWSTORMS IN  
SOUTH BOSTON.

YOU HAD SOME COMPLAINTS.  
BECAUSE THEY'RE ALL BLIND  
INTERSECTIONS AND EVERY TOWN IS  
LIKE THAT, WE HAVE TO START  
THINKING LIKE NEW YORK.

JUST THROUGH THE STATISTICS,  
YOU'LL FIND OUT ONE WAY IS  
EVERYWHERE.

THAT HELPS.

I GET TO WRITING THINGS DOWN  
BECAUSE IT IS CRAZY HOW MUCH --  
THE COMMENT ABOUT THE  
BOULEVARD -- AND WE'VE GONE  
THROUGH A COUPLE COMMUNITY  
MEETINGS, BUT IS THERE A  
POSSIBILITY THAT IN THE MORNING  
SAY FROM 6:00 TO 9:00, 6:00 TO  
10:00 THAT THE EXPRESSWAY THAT A  
LOT OF THE TRAFFIC THAT'S COMING  
IN TO TOWN CAN -- WE CAN BLOCK  
OFF THE EXITS THAT ARE GIVEN OFF  
AT COLUMBIA CIRCLE?

COLUMBIA CIRCLE FROM 1:30 TO  
6:00, YOU CAN'T GET THROUGH  
THERE BECAUSE THERE'S SO MUCH  
TRAFFIC.

COULD WE STOP THE TRAFFIC FROM  
GETTING OFF INTO SOUTH BOSTON,  
BECAUSE MOST OF THAT TRAFFIC IS  
GOING DOWNTOWN TO WORK?  
BUT IF THEY COULDN'T GET OFF AT  
THOSE TWO EXITS AND THEY HAVE TO  
GET OFF DOWNTOWN, WOULD THAT BE  
A SUGGESTION THAT YOU CAN  
CONSIDER?

THAT WOULD PROBABLY BE THROUGH  
THE STATE, I GUESS.

>> YEAH.

>> THE EXPRESSWAY?

>> YEAH, WE WOULD NEED TO WORK  
WITH STATE AGENCIES AND THE  
NEIGHBORHOOD TO SEE HOW WE CAN  
CHANGE STREET DIRECTIONS.

>> JUST A CERTAIN AMOUNT OF  
TIME.

I THINK IT WOULD HELP.

AS FAR AS L STREET WHICH IS

WHERE A LOT OF THAT TRAFFIC GOES  
THAT MIGHT HELP.

THAT MIGHT HELP.

>> WE HAVE TO BE CAREFUL WE'RE  
NOT PUSHING TRAFFIC TO ANOTHER  
RESIDENTIAL ROAD.

>> INTO DOWNTOWN.

MAYBE IF THEY START GOING DOWN  
THERE AND IT IS THAT CONGESTED,  
THEY MAY START THINKING OF AN  
ALTERNATIVE WAY TO GET INTO  
TOWN.

>> ALL GOOD IDEAS.

>> THANK YOU.

JUST TO MENTION, 20 YEARS AGO,  
COUNCILOR KELLY, GOD BLESS HIM.

HE DID WHAT HE COULD DO.

HE SAID L STREET -- IT IS JUST  
SIMPLE WORDING TO CHANGE IT.

YOU HAVE TO DO SOMETHING TO  
CHANGE THAT.

FRANK, THE SPEED BUMPS -- THIS  
IS CRITICAL.

I WORKED AT THE BATHHOUSE FOR  
THREE AND A HALF YEARS UP UNTIL  
A COUPLE MONTHS AGO.

I GOT IN MY CAR AND WOULD SPEND  
MANY A TIME TALKING ABOUT WHAT  
WAS GOING TO HAPPEN.

ON DAY BOULEVARD, THEY'VE DONE  
SOME GREAT WORK.

THAT'S A GOOD START.

IT TOOK A DEATH TO HAVE THAT  
HAPPEN.

WE NEED A BARRIER.

THOUSANDS AND THOUSANDS OF  
PEOPLE WALK DAY BOULEVARD EVERY  
DAY IN THE SUMMER TO THE  
BEACHES.

THOUSANDS.

A LOT OF US WALK IT RIGHT  
THROUGH THE WHOLE YEAR.

I JUST GOT THROUGH TALKING TO  
CONGRESSMAN LYNCH ABOUT THE  
SITUATION ON DAY BOULEVARD.

ABOUT A WEEK AFTER WE TALKED THE  
FIRST TIME, A FELLOW CAME DOWN

DAY BOULEVARD, WENT OUT OF  
CONTROL, WENT ACROSS BOTH LANES

UP ONTO THE SIDEWALK, AND WE

JUST PUT OUT SOME OLD RUSTY  
LOCKERS FROM THE BATHHOUSE TO BE  
THROWN OUT.

WE PUT THEM IN FRONT OF THE

DOORS WHERE A LOT OF THE PEOPLE -- AT THE MAIN ENTRANCE, RIGHT THROUGH IT. MY CONCERN IS THAT -- MY GREAT-GRANDSON AND MY GRANDDAUGHTER AND MY GRANDDAUGHTERS WALK THAT BEACH EVERY DAY.

THROUGH THE FALL, WINTER, WHATEVER.

WE NEED A BARRIER SIMILAR TO SUMMER STREET.

IF YOU GO DOWN SUMMER STREET, THE BRIDGE RIGHT BEFORE YOU GET TO FLYNN TERMINAL -- IT'S A NICE LOOKING BARRIER TOO.

IT'S ONLY ABOUT TWO FEET, BUT THAT IS GOING TO PREVENT THE NEXT FATALITY ON DAY BOULEVARD. I GUARANTEE IT.

YOU'VE GOT TO TAKE IT INTO CONSIDERATION THAT THAT BARRIER GO ALONG DAY BOULEVARD DOWN TOWARDS CASTLE ISLAND.

>> THANK YOU.

>> THANK YOU SO MUCH.

I'M SORRY I TOOK SO MUCH TIME.

>> APPRECIATE YOU BEING HERE.

THANK YOU ALL FOR BEING HERE.

I DO WANT TO RECOGNIZE COUNCILOR FLAHERTY AS WELL.

WOULD YOU LIKE TO OFFER ANY REMARKS?

>> OBVIOUSLY, I SUPPORT MY COLLEAGUES' EFFORTS.

I'M HERE FOR MY NEIGHBOR WHO HAS A FRONT ROAD SEAT TO SEE WHAT'S GOING ON ON DAY BOULEVARD.

I ECHO THOSE COMMENTS.

IF WE'RE NOT GOING TO GET THE ENFORCEMENT SUPPORT FROM OUR TRANSPORTATION AND OUR PUBLIC SAFETY OFFICIALS, IT WILL BE ALL FOR NOT.

I THINK THIS IS AN IMPORTANT PIECE OF IT, MAKING SURE WE'RE SUPPORTING AND BOLSTERING OUR TRAFFIC DECISIONS IN EACH ONE OF OUR POLICE DISTRICTS AND AT THE SAME TOKEN MORE FUNDING INTO THE SAFE STREETS PROGRAM THAT SO MANY NEIGHBORHOODS DESIRE TO PARTICIPATE IN AND BE INVOLVED WITH BUT SO MANY DON'T GET THAT

OPPORTUNITY FOR EITHER A LACK OF FUNDING OR THEY GET DENIED AND THEY HAVE TO CONTINUE TO REAPPLY REAPPLY.

WE KNOW WHERE THE HOT SPOTS WHERE.

COUNCILOR WU AND I HEAR THEM BECAUSE WE'RE AT-LARGE DISTRICTS.

WE NEED TO DO A BETTER JOB OF GIVING COMMUNITY RESIDENTS THE SUPPORT THEY NEED, WHETHER IT IS THROUGH SPEED HUMPS, SPEED ENFORCEMENT.

ALL THOSE THINGS ARE PART OF LOWERING THE SPEED LIMIT.

I APPRECIATE YOUR TIME AND ATTENTION TO DETAIL AND FOR THE LEAD SPONSORS.

>> THANK YOU, COUNCILOR FLAHERTY.

ANY FINAL WORDS?

I'LL LEAVE IT TO THE FINAL SPONSORS.

>> THANK YOU FOR COMING OUT. HOPEFULLY, WE CAN START DOING WHAT WE WANT TO DO, BUILDING THESE STREETS OUT AND REALLY SEEING SOME RESULTS.

THANK YOU.

>> THANK YOU, COUNCILOR BAKER. COUNCILOR FLYNN?

>> YEAH, THANK YOU.

THANK YOU FOR BEING HERE.

THANK YOU FOR YOUR TESTIMONY AND YOUR WORK FOR SO MANY YEARS.

WE APPRECIATE YOUR LEADERSHIP, VINEET.

JUST WANT TO SAY THANK YOU TO COUNCILOR BAKER.

THANK YOU, COUNCILOR WU, FOR YOUR STRONG LEADERSHIP ON THIS ISSUE FOR MANY YEARS.

MY FINAL COMMENTS MIGHT BE THAT COULD WE POSSIBLY -- NOT REALLY

A QUESTION, BUT COULD WE

CONSIDER ESTABLISHING A CITY TASK FORCE OR A WORKING GROUP MADE UP OF THE ELDERLY

COMMISSION, THE SCHOOL

DEPARTMENT, BHA -- WE SEE A LOT

OF THE ELDERLY DEVELOPMENTS

RIGHT IN THE NEIGHBORHOODS,

WHETHER IT IS CASTLE SQUARE.

THEY'RE ON MAIN STREETS IN SOUTH BOSTON.  
DORCHESTER.  
THERE'S ONE ACROSS FROM THE PARK PLAZA HOTEL THROUGHOUT CHINATOWN.  
COULD WE ESTABLISH A WORKING GROUP OF CITY DEPARTMENTS?  
EVERYONE COMES TOGETHER, MEETS

PERIODICALLY, AND GOES OVER PUBLIC SAFETY ISSUES, PEDESTRIAN SAFETY ISSUES, HOW WE CAN MAKE OUR STREETS SAFER FOR EVERYONE.  
THAT'S ONE POINT.  
THEN MY FINAL POINT IS WE SEE SO MUCH DEVELOPMENT TAKING PLACE IN THE CITY.

IN THESE NEIGHBORHOODS SPECIFICALLY, COULD SOME OF THAT TYPE OF FUNDING, WHETHER IT IS 1% OF A PROJECT OR A CERTAIN PERCENTAGE OF A PROJECT, BE USED GOING BACK INTO THE NEIGHBORHOOD, SUCH AS THE LINKAGE PROGRAM, BUT GOING BACK TO THE NEIGHBORHOOD ON PEDESTRIAN SAFETY ISSUES, MAKING SURE THAT THE AREAS AROUND THOSE DEVELOPMENTS ARE SAFE FOR EVERYBODY?

ESPECIALLY FOR OUR ELDERLY, FOR YOUNG KIDS WALKING TO SCHOOL, FOR PEOPLE GOING TO WORK, FOR EVERY RESIDENT IN THAT NEIGHBORHOOD.

JUST SOMETHING WE CAN HAVE A CONVERSATION ABOUT.

AGAIN, THANK YOU FOR BEING HERE.  
THIS IS OUR FIRST STEP.

WE WILL CONTINUE TO TALK WITH YOU.

AGAIN, THANK YOU FOR BEING HERE AND YOUR LEADERSHIP ON THIS ISSUE AS WELL.

>> THANK YOU.

THIS WILL CONCLUDE OUR HEARING ON DOCKET 1327, ORDER FOR HEARING REGARDING BOSTON SPEED LIMIT AND PEDESTRIAN SAFETY.

THIS HEARING IS ADJOURNED.