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GOOD MORNING, EVERYONE.

MY NAME IS MARK CIOMMO.

THE CHAIRMAN OF WAYS AND MEANS
AND DISTRICT NINE CITY
COUNCILOR.

TODAY IS TUESDAY, MAY 7TH, AND
WE ARE HERE WITH OUR FRIENDS
FROM BOSTON TRANSPORTATION
DEPARTMENT AS PART OF OUR FY-20
BUDGET REVIEW.

AS A, AS THEY PERTAIN TO DOCKETS
0622 THROUGH 0625.

ORDERS FOR THE FY-20 0 OPERATING
BUDGET INCLUDING ANNUAL
APPROPRIATIONS FOR DEPARTMENTAL
OPERATIONS, ANNUAL
APPROPRIATIONS FOR THE SCHOOL
DEPARTMENT, APPROPRIATION FOR
OTHER POST EMPLOYMENT BENEFITS
AND APPROPRIATION FOR CERTAIN
TRANSPORTATION AND PUBLIC REALM
IMPROVEMENTS AS WELL AS DOCKETS
0626 THROUGH 0628, CAPITAL
BUDGET APPROPRIATION INCLUDING
LOAN ORDERS AND LEASE PURCHASE
AGREEMENTS.

I WOULD LIKE TO REMIND FOLKS IN
THE CHAMBER THIS IS A PUBLIC
HEARING.

BOTH BEING BROADCAST LIVE AND
RECORDED ON RCN CHANNEL 82, COME
PAST CHANNEL 8, VERIZON 1964, AS
WELL AS STREAMED AT
BOSTON.GOV/CITY COUNCIL TV.

.. I ASK FOLKS ALSO TO SILENCE
ANY ELECTRONIC DEVICES.

THROUGHOUT THE HEARING TODAY, WE
WILL TAKE PUBLIC TESTIMONY.

I ASK THAT YOU SIGN IN TO MY
LEFT BY THE FRONT DOOR.

I ASK THAT YOU ALSO STATE YOUR
NAME, AFFILIATION, RESIDENCE,
AND CHECK THE BOX YES IF YOU DO
WISH TO TESTIFY.

THERE ARE NUMEROUS WAYS TO
TESTIFY.

YOU CAN COME TO PUBLIC HEARINGS
LIKE TODAY AND TESTIFY.

YOU CAN COME TO THE HEARING
DEDICATED TO PUBLIC TESTIMONY ON
TUESDAY, JUNE 4TH, ANY TIME FROM

2:00 TO 6:00 P.M. AND WE WILL BE
HERE FOR AT LEAST THAT TIME
FRAME AND STAY AS LONG AS WE
NEED TO HEAR FROM EVERYONE WHO
WISHES TO SPEAK ON THE BUDGET.
YOU ALSO SEND YOUR TESTIMONY TO
THE COMMITTEE ON WAYS AND MEANS,
BOSTON CITY COUNCIL FIFTH FLOOR,
BOSTON CITY HALL, BOSTON MASS,
02201.

OR YOU CAN E-MAIL THE COMMITTEE
AT CCC.WM@BOTH, BOSTON.GOV, IN
ORDER OF THEIR ARRIVAL TO MY
IMMEDIATE LEFT COUNCILOR ED
FLYNN. TO MY FAR LEFT,
COUNCILOR TIM MCCARTHY AND JOSH
ZAKIM, TO MY IMMEDIATE RIGHT,
COUNCILOR MATT O'MALLEY.

AND I THINK THAT'S IT.
LY HAND IT OVER TO CHRIS OSGOOD
FROM CHIEF OF STREETS.
THANK YOU, YOUS.

>> THANK YOU I AM DELIGHTED TO
BE HERE TO BE ABLE TO PRESENT
THE FY-20 BUDGET OF THE BOSTON
TRMS DEPARTMENT AND JOINED BY
OUR ACTING COMMISSIONER -- OUR
ACTIVE TRANSPORTATION DIRECTOR
-- OUR DIRECTOR OF
TRANSPORTATION PLANNING AND
POLICY AND BY COLIN FAIR AT THIS
OUR BUDGET DIRECTOR TBPD
RECOMMENDED BUT FOR, BUDGET FOR
FY-20 -- IS \$1.3 MILLION
INCREASE OVER THE PREVIOUS
FISCAL YEAR AND SUPPORTING THE
430 MEN AND WOMEN OF THE BOSTON
TRANSPORTATION DEPARTMENT IN
DRIVING FORWARD THE MAYOR'S
LONG-TERM GOAL FOR
TRANSPORTATION.

A PLAN CALLED GO BOSTON 2030.
THAT PLAN AS FOLKS KNOW IS
REALLY ROOTED IN THE IDEA WE
FIND WAYS TO CONTINUE TO MANAGE
BOSTON'S GROWTH AND LOWER OUR
EMISSIONS FROM TRANSPORTATION
AND IMPROVE ACCESS TO THE GREAT
OPPORTUNITY OF THIS REGION, MORE
FOR EVERYBODY AND WE KNOW IN
ORDER TO DO THAT THERE ARE A
COUPLE OF KEY THINGS WE NEED TO
BE ABLE TO DO.
MAKE OUR STREETS SAFER FOR THOSE

WHO WANT TO WALK AND BIKE.
AND MAKE MAKE THE ROADWAY
NETWORKS MORE RELIABLE AND
EXPAND GREATER ACCESS TO
TRANSPORTATION CHOICES ACROSS
OUR ENTIRE CITY MORE EQUITABLY.
AND I WANT TO BRIEFLY TOUCH ON
SOME OF THE WORK WE ACCOMPLISHED
IN FY 19 AND SOME OF THE
INVESTMENTS AND GOALS FOR FY-20,
SORT OF LOOKING AT THOSE THREE
KEY OBJECTIVES OF SAFETY,
ACCESSIBILITY AND RELIABILITY.
ON THE SAFETY FRONT OUR WORK IS
ANCHORED IN THE GOALS MAYOR LAID
OUT ALONG WITH MANY OF THE
ADVOCATES AND PARTNERS AND
COUNCILORS IN THIS ROOM WHICH IS
A GOAL OF HAVING ZERO ROADWAY
FATALITIES AND MADE PROGRESS IN
THE LAST THREE YEARS IN LOWERING
THE NUMBER OF FATAL MISS OUR
STREET BUT A LONG WAY TO GO TO
THE GET TO THE GOAL OF ZERO.
SO IN THIS BUDGET WITH GREAT
CREDIT TO GUPTA AS WELL AS -- AN
HIS TEAM WE HAVE BEEN MAKING
INVESTMENTS AND IMPROVEMENTS IN
A VARIETY OF CORRIDORS ACROSS
THE CITY OF BOSTON FROM ROXBURY,
ROSLINDALE, MATTAPAN -- TOUCHED
ON YESTERDAY.
IN THIS BUDGET WE ARE -- THE
SPECIFIC FUNDING DEDICATED TO A
NUMBER OF AREAS INCLUDING CENTER
STREET AND WEST ROXBURY WHICH
WAS SOME OF WHICH COUNCILOR
O'MALLEY PRIORITIZED AS WELL AS
KEY ENTER SUCCESSES LIKE MATT
TAN SQUARE.
KEY CORRIDORS AND KEY
INTERSECTIONS ACROSS THE CITY WE
ARE MAKING BASIC IMPROVEMENTS IN
OUR STREET LARGELY THROUGH THE
THROUGH THE FOOD WORK IN OUR
BOSTON WORKS DEPARTMENT, LIKE
GARRETT AND HIS TEAM, THAT TEAM
HAVE DONE A NUMBER OF THINGS IN
THE COURSE OF THE LAST YEAR
INCLUDING FLASHERS ACROSS THE
CITY, PUTTING IN BETTER
PEDESTRIAN SIGNALS AT KEY
INTERSECTIONS IN OUR CITY AS
WELL AS PERHAPS THE MOST IT

TOABLY RESTRIPIING OF CROSSWALKS
IN OUR CITY AND REDOING OVER
100 MILES OF -- IN THE CITY OF
BOSTON.

ABOUT THREE YEARS AGO THAT BY
OUR ESTIMATE THE PERCENT OF
ROADWAY MARKINGS IN THE STATE OF
GOOD REPAIR BELOW 40 PERCENT OUR
END OF THIS COMING FISCAL YEAR
ABOUT 85 PERCENT OF OUR ALL OF
OUR CROSSWALKS, NETS THE STATE
OF GOOD REPAIR WITH MORE
PROGRESS OBVIOUSLY FROM THERE --
THAT TEAM THE OPERATIONS
DIVISION IN COLLABORATION WITH
OUR PLANNING TEAM CONTINUING TO
POINT TO THINGS LIKE RADAR
SHOOTBACK SIGNS ABOUT 60 IN OUR
STREETS SO FAR AND PUT ANOTHER
20 ROADWAYS -- AS WELL AS ABOUT
50 LED LIT CROSSWALK SNIENTS THE
CITY OF BOSTON STREETS.

IN ADDITION, TO THAT CORE WORK
AND MANY OF OUR CORRIDORS WE
OBVIOUSLY HAVE A CORNERSTONE
PROGRAM CALLED THE STREETS
PROGRAM LED BY STEPHANIE AND HER
TEAM.

WE LAUNCHED THE PROGRAM THREE
YEARS AGO, TWO OF THE LOCATIONS
AT THE TOP OF THE TRIANGLE IN
STONY BROOK AND JAMAICA PLAIN
ARE ALREADY COMPLETE OVER THE
COURSE OF THIS COMING FISCAL
QUEER SIX MORE WILL BE UNDER
CONSTRUCTION AND FIVE MORE WILL
BE UNDER DESIGN BRINGING US TO
13 LOCATIONS, AND LATER THIS
CALENDAR YEAR WE WILL BE GOING
BACK OUT TO THE COMMUNITY TO GET
OUR NEXT ROUND OF NEIGHBORHOOD A
AND STREET LOCATIONS.

IN ADDITION TO THESE CORE
ENGINEERING CHANGES -- THE FOUND
FOUNDATIONAL WORK OF WHAT WE ARE
DOING, WORK IS SUPPORTED BY THE
COLLABORATION BETWEEN THE LTD
AND THE MAYOR'S OFFICE.

REGULATORY CHANGES LIKE WE WORK
WITH MANY OF YOU ON, LOWERING --
SOME OF THE WORK HAVED TO TO
LOWER THE SPEED LIMIT ON
RESIDENTIAL SIDE STREETS OF
20 MILES PER HOUR AS WELL AS

CONTINUING TO FIND WAYS TO STAFF THE BOSTON TRANSPORTATION DEPARTMENT WITH ENGINEERS AND PLANNERS TO DRIVE THIS WORK FORWARD.

IN ADDITION ALL OF THIS SAFETY WORK -- HUGE AMOUNT OF OUR FOCUS IS ON THE RELIABILITY OF OUR TRANSPORTATION NETWORK, ONE OF THE CORE WAYS WE LOOK TO IMPROVE THE RELIABILITY OF OUR STREETS IS THROUGH THE 850 SIGNALS THAT THE BOSTON TRANSPORTATION DEPARTMENT MANAGES UNDER THE LEADERSHIP OF DON BURGESS, REGULAR TRAFFIC RETIMING PROGRAM ALREADY RETIMED 37 SIGNALS IN THE CITY OF BOSTON THIS YEAR, ANOTHER 20 TO GO OVER THE BALANCE OF THIS FISCAL YEAR. WE INTEND -- ANOTHER 60, RETIME ANOTHER 60 SIGNALS NEXT FISCAL YEAR FOCUSING ON THE CORRIDORS WE WANT TO BE ABLE TO MOVE PEOPLE ON BUSES.

PUT MANY PEDESTRIAN INTERVALS AND GENERALLY IMPROVING THE FLOW OF PEOPLE THROUGH THE CITY OF BOSTON.

ADMISSION TO THAT THIS FISCAL BUDGET ALSO SUPPORTS SOME ADDITIONAL WORK WITHIN OUR SIGNALS DIVISION, WHICH INCLUDES ABOUT \$150,000 TO SUPPORT TRAINING AND ADAPTIVE SIGNAL TECHNOLOGY A PILOT PROGRAM WE HOPE TO GOOD VANCE IN THE WATERFRONT IN COLLABORATION WITH OUR PARTNERS, AS WELL AS \$100,000 TO SUPPORT TREND PRIORITY WHICH MEANS BASICALLY FINDING WAYS TO BETTER MOVE PEOPLE ON BUSES AND GREEN LIGHT LINE CARS, MORE LIVELY ACROSS THE CITY OF BOSTON.

ADMISSION TO THE WORK IN THE TRAFFIC SIGNAL DIVISION, THE MEN AND WOMEN OUT THERE, PARKING ENFORCEMENT OFFICERS, THERE ARE CURRENTLY 30 VACANCIES IN THE PARKING ENFORCEMENT DIVISION WILL BE FILLED BY THE END OF THIS FISCAL YEAR AND MUCH OF THE INCREASE IN THIS PARTICULAR

OPERATING BUDGET IS ACTUALLY NEW
WAYS TO SUPPORT THAT TEAM,
IMPROVING OUR STREETS AND
UPGRADING THE RADIOS TO GIVE
THEM GREATER TOOLS OUT THERE
DOING THINGS LIKEN FORCING
DOUBLE PARKING, ENFORCING
ILLEGAL PARKING ACROSS THE CITY
OF BOSTON, MANY OF THE CONCERNS
WE HEAR EVERY SINGLE DAY.
IN ADDITION TO THAT WORK OUR
ENGINEERING TEAM IS ALSO VERY
FOCUSED ON MAKING SURE AS BOSTON
BUILDS ALL OF THE CONSTRUCTION
IS HAPPENING IN OUR CITY IT IS
HAPPENING IN A WAY THAT ACTUALLY
KEEPS OUR STREETS MOVING SO WE
HAVE AN ENTIRE GROUP IN OUR
ENGINEERING DIVISION TO FOCUS ON
THE CONSTRUCTION AND MANAGEMENT
PLANS OF ALL THE WORK THAT IS
HAPPENING IN BOSTON.
IN ADDITION TO THE WORK OF OUR
ENGINEERING AND ENFORCEMENT
DIVISION THIS PAST YEAR WE GOT
ONLY MADE PERMANENT THE
ROSLINDALE BUS PILOT ON
WASHINGTON STREET, THE ONE MILE
PILOT THAT WENT FROM ROSLINDALE
VILLAGE TO FOREST HILLS BUT ALSO
LAUNCHED THE CITY OF BOSTON'S
FIRST TRANSIT TEAM AND
THROUGHOUT THAT TRANSIT TEAM WE
WILL BE PUTTING IN PLACE A NEW
DEDICATED BUS LANE, BRIGHTON AVE
ESSENTIALLY FROM THE --
INTERSECTION TO PACKARD'S CORNER
AS WELL AS THIS FALL A DEDICATED
BUS LANE TO HELP FOLKS WHO ARE
ON BUSES LIKE THE 111 GET FROM
THE NORTH WASHINGTON STREET
BRIDGE TO HAY MARKET AND ALSO
LOOKING OVER THE COURSE OF THIS
COMING FISCAL YEAR ON
ESSENTIALLY A SET OF COMMUNITY
PLANS ON KEY CORRIDORS LIKE THE
BLUE AVENUE CORRIDOR LIKE
COLUMBUS AVENUE COMING FROM THE
SQUARE TOWARD JACKSON SQUARE AND
IN NEIGHBORHOODS LIKE EAST
BOSTON, THE SOUTH BOSTON
WATERFRONT, AMONG OTHERS IN OUR
CITY.
AGAIN ALL WITH THE IDEA IF WE

WANT TO BE ABLE TO GROW AND LOWER EMISSIONS IF WE NEED TO CONNECT PEOPLE WITH MORE OPPORTUNITIES ACROSS OUR REGION WHICH ARE THE FUNDAMENTAL THINGS WE NEED TO DO THAT WE NEED TO DO THAT WITH TRANSIT AND THAT'S WHAT THE TEAM IS FOCUSED ON.

ON SAFETY AND RELIABILITY WE HAVE A HUGE FOCUS ON ENSURING THERE IS REALLY EQUITABLE ACCESS TO GOOD FORMS OF TRANSPORTATION CHOICES ACROSS OUR CITY.

ONE OF THOSE TRANSPORTATION OPTIONS IS THE PUBLICLY RUN SYSTEM -- A LOT OF LEADERSHIP BY KIM FOLKS.

WE HAD 1.7 MILLION TRIPS ON BLUE BIKES ACROSS THE FOUR OR FIVE MUNICIPALITIES, BOSTON BROOKLINE, CAMBRIDGE, SOMERVILLE AND -- WILL BE JOINING -- THAT IS THE MOST WE EVER HAD AND THAT SPREAD ACROSS THE 19,000 PLUS MEMBERS AS WELL AS YOU TAKE DAILY TRIPS ON THAT SYSTEM AS MANY OF YOU KNOW WE HAVE BEEN EXPANDING THE BLUE BIKE NETWORK AND BUILT NEW STATIONS LAST YEAR AND ADDITIONAL FUNDING THIS THIS BUDGET WE WILL BRING 50 MORE STATIONS TO BOSTON STREETS, BEING ABLE TO HELP US GET FURTHER BEYOND THE DOWNTOWN CORE INTO WEST ROXBURY, DORCHESTER, ROSLINDALE, IN ADDITION TO THAT, BE ABLE TO ACTUALLY HAVE GREATER STATION DENSITY WHERE WE HAVE THE MOST TRIPS.

IN ADDITION TO THAT WORK, WE KNOW THAT BIKING WILL ONLY BE A CHOICE THAT MORE PEOPLE WILL TAKE IF WE ARE PUTTING IN BETTER BIKE INFRASTRUCTURE, WHICH IS WHY IN THE BUDGET THERE IS ABOUT \$10.6 MILLION OF BIKE SPECIFIC FUNDING WHICH IS THEN, BEEN DESIGNATED AND GOING HELP US CREATE MORE HIGH QUALITY BIKE INFRASTRUCTURE ACROSS THE CITY. AT THE END OF 2017, WE HAD ROUGHLY THREE AND A HALF MILES OF SEPARATED BIKE LANES IN THE

CITY OF BOSTON, BY THE END OF THIS YEAR WE EXPECT TO MORE THAN DOUBLE THAT.

TO BE AROUND EIGHT MILES OF PROTECTED BIKE LANES WITH ANOTHER BETWEEN FIVE AND SIX MILES OF PROTECTED BIKE LANES IN CONSTRUCTION.

THIS IS THE KEY AREAS THAT MANY FOLKS IN THIS ROOM HAVE ADVOCATED FOR, THE SUMMER STREET PROJECT AND THE FOUR CHANNEL, AND CONNECTING CAMBRIDGE, AS WELL AS -- THE CITY ENGINEER FOR THE PUBLIC WORKS DEPARTMENT, GREAT COLLABORATION BETWEEN BOSTON TRANSPORTATION DEPARTMENT AND THE PUBLIC WORKS DEPARTMENT SO WE ARE ACTUALLY DOING STREET RECONSTRUCTION ALONG CORRIDORS LIKE CASS OR -- LOOKING TO FIND THE RIGHT WAY TO PROVIDE THE BEST POSSIBLE BIKE INFRASTRUCTURE ON EACH OF THOSE CORRIDORS.

IN ADDITION TO THAT THERE IS MONEY WHICH IS NEW IN THIS BUDGET WHICH IS REALLY TO SUPPORT STEPHANIE AND HER TEAM TO ACCELERATE THE PLANNING OF A HIGH QUALITY COMMUTER BIKE NETWORK ACROSS THE CITY OF BOSTON.

THAT IS REALLY IN TWO DIFFERENT PARTS.

ONE IS TO MAKE SURE THAT WE ARE CREATING THE LAST MILE CONNECTIONS, PARTICULARLY WITHIN THE DOWNTOWN CORE OR IN THE BUSINESS CENTERS OF OUR CITY, ONE THING TO HAVE A GREAT SOUTHWEST CORRIDOR BUT IF YOU DO NOT HAVE AT THE END OF THE CORRIDOR TO GET TO YOUR FINAL DESTINATION YOU MAY NOT CHOOSE TO HOP ON A BIKE.

SO THE TEAM WILL BE ABLE TO DO OVER THE COURSE OF THIS YEAR IS START A PLANNING EFFORT TO REALLY COMPLETELY BE BILLED OUT THE MAJOR BIKE CORRIDORS IN SORT OF THE DOWNTOWN AND BUSINESS AREAS AS WELL AS BE ABLE TO ADVANCE MORE NEIGHBORHOOD

PLANNING FOR MIKE INFRASTRUCTURE
ACROSS THE CITY.

ADMISSION TO THAT WORK, TO BE
ABLE TO EXPAND ACCESS TO BETTER
BIKE INFRASTRUCTURE AND MORE
BIKES ACROSS THE CITY.

THAT WORK IS REALLY BEING LED BY
COLEMAN FAIR AT THIS AND FOLKS
ON HIS TEAM ABOUT HOW WE BRING
MORE ED CHARGING TO THE
NEIGHBORHOODS.

I SHOULD NOTE THE TEAM ON THIS
AS WELL.

THERE IS MONEY IN THIS BUDGET
SPECIFICALLY TO ADD ED CHARGING
TO OUR MUNICIPAL LOTS.

WE HAVE ABOUT 30 MUNICIPAL LOTS
OVER THE COURSE OF BOSTON SO
OVER THE COURSE TOFFIES CAL YEAR
WE PLAN TO BRING ED CHARGING TO
THOSE LOCATIONS.

WE KNOW WE HAVE TO NEAT MISSION
GOALS WE HOLD HIGHLY WE NEED
HELP MORE RESIDENTS TO, IF THEY
HAVE A CAR TO SHIFT FROM
INTERNAL BUTS SHUN ENGINE TO
THE NEED FOR LEADERSHIP WE WILL
BE CHANGING THE REGULATIONS IN
THE CITY OF BOSTON SO THAT ALL
NEW PRIVATE GARAGES IN THE CITY
OF BOSTON WILL BE WIRED SO THAT
EVERY SINGLE ONE OF THE SPACES
CAN BE OUTFITTED WITH ED CHARGER
AND 25 OF THEM FROM THE START
WILL BE OUTFITTED WITH ED
CHARGER.

ALL OF THAT WORK ABOUT SNAIFT
OUR STREETS THROUGH RELIABILITY
OF THE TRANSPORTATION NETWORK,
IMPROVING ACCESS TO GOOD
TRANSPORTATION CHOICES, THAT'S
THE WORK WE HAVE BEEN PARTNERING
WITH YOU ON AND APPRECIATE YOUR
SUPPORT ON THIS AND APPRECIATE
THE LEADERSHIP OF THE FOUR FOLKS
I AM JOINED WITH HERE AND IN
PARTICULAR ALL OF THE WOMEN AND
MEN WHO WORK REALLY HARD FOR THE
BOSTON TRANSPORTATION DEPARTMENT
EVERY SINGLE DAY WHO ARE NOT IN
THE ROOM TODAY BECAUSE THEY ARE
OUT ON THE STREETS DOING THE
REALLY CRITICAL WORK.
SO WITH THAT, THANK YOU FOR THAT

AND --

>> I EXCUSE YOUR COMMENTS ON YOUR WHOLE ENTIRE TEAM AND DEPARTMENT. SO THANKS. BEFORE I OPEN IT UP TO MY COLLEAGUES I WILL CALL A FEW MEMBERS FROM THE PUBLIC DOWN FOR PUBLIC TESTIMONY.

STEVE JONAS, STACY THOMPSON AND BECCA WILSON.

IF YOU WANT TO TESTIFY. JUST ASK THAT YOU KEEP IT TO AROUND THREE MINUTES. PLEASE.

>> THANK YOU VERY MUCH. MY NAME IS STEVE JONAS A RESIDENT OF THE DOWNTOWN AREA AND I COULDN'T BE AGREE MORE PREMISE FOR HOLDING THESE HEARINGS THAT THE CITY INVESTED IN VISION ZERO BUT THE IMPROVEMENTS ARE PAINFULLY SLOW AND INSUFFICIENT TO MEET THE NEEDS OF OUR NEIGHBORHOODS. THIS IS THE THIRD TIME I AM TESTIFYING BEFORE CITY COUNCIL. ON RELATED TOPICS FIRST ON SPEED LIMITS BUT ON THE NEED FOR MORE ENFORCEMENT ACTIVITY AND NOW ON STREET -- AND THE WE ARE LIVING AS YOU ALL KNOW IN A VERY INTERESTING TIME OF DECLINING CIVILITY, INCREASE IN DISREGARD FOR RULES AND REGULATIONS AND DISTRACTED DRIVERS, BIKERS AND SOON SCOOTERS. AND OUR STREETS AS A PEDESTRIAN I CAN ATTEST ARE DANGEROUS AND GETTING WORSE. EVEN BETTER MAKING SOME STEPS THAT ARE REAL PROGRESS WE ARE NOT GETTING AHEAD OF IT. ACCORDING TO THE VISION ZERO UPDATE THAT WAS RECENTLY PUBLISHED BETWEEN 2006 TEEN AND 2018, THERE HAVE BEEN 29 PEDESTRIANS KILLED ON OUR STREETS AND IN TWO, PEDESTRIANS REQUIRED EMS RESPONSE SO THESE ARE NOT SAFE STREETS. AND I SPENT A LOT OF TIME WALKING IN OTHER CITIES AND THEY ARE SAFER THAN BOSTON STREETS. I TESTIFIED BEFORE ABOUT THE

DESIRE FOR AUTOMATED ENFORCEMENT
TO SOMETHING THAT WOULD NEP
BOSTON, PARTICULARLY RED LIGHT
RUNNING CAMERAS I HAVE NOT HEARD
ANYTHING IN ANY OF THE BUDGET
ABOUT STUDYING THISEMENT TOPIC.
CITIES LIKE NEW YORK HAVE BEEN
USING THESE NOW FOR 16 YEARS TO
GREAT EFFECT AND A THERE IS A
LOT OF DATA ON THE RESULTS SO
ASK YOU, CITY COUNCIL, TO PLEASE
SUPPORT 1376 WHICH IS A
COMPREHENSIVE APPROACH TO
AUTOMATED ENFORCEMENT AND IT IS
WE STUDY IT AND LOOK AT IT.
MORE IMMEDIATELY WE NEED MORE
DOLLARS, URGENCY AND
ACCOUNTABILITY FOR STREET
CALMING, IF THE CITY GETS --
AFTER A HIGH PROFILE FATALITY
AND RESPONSE WITH OBVIOUS AND
APPROPRIATE STEPS FOR STREET
CALMING IT IS TIME WE REALIZE
THOSE STEPS ARE APPROPRIATE MOST
LIKELY EVERYWHERE, NOT AT JUST
ONE SITE BUT THE STREETS ARE
DANGEROUS IN PLACES WHERE
SOMEONE HASN'T YET BEEN KILLED
OR HIT BY A CAR.

I AM PART OF A GROUP THAT IS
NEWLY FORMED THAT INCLUDES THE
-- STREET AL LINES, ROCK BOSTON,
FRIENDS OF THE PUBLIC GARDEN,
BEACON HILL, BUSINESS ALLIANCE,
EMERSON COLLEGE, FRONT POND,
SWAN BOATS AND EVERY ONE OF THE
CORE NEIGHBORHOOD ASSOCIATIONS
INCLUDING BEACON HILL, BACK BAY,
DOWNTOWN, BAY VILLAGE AND
CHINATOWN.

WE ARE CONCERNED ABOUT THE CORE
STREETS AND THE FOUR-LANE
HIGHWAYS THAT SURROUND THE PARKS
WHERE WE HAVE LOTS OF PEDESTRIAN
ACTIVITY, INCLUDING TOURISTS
THAT VEHICLES USE THEM AS
HIGHWAYS WITH LOTS OF RED LIGHT
RUNNING.

THIS THEY ARE, IT IS A VERY
DANGEROUS AREA.

WE HOPE TO COME AND WORK WITH
THE CITY TO CREATE SOME
STANDARDS FOR THE CORE AND COME
UP WITH THINGS THAT ARE SAFER

FOR ALL MODES OF TRANSPORTATION,
THE CARS, THE GOINGS, THE
SCOOTERS, AND THE PEDESTRIANS.
WE CARE A LOT LESS PEDESTRIANS
THAN WE DO ABOUT CARS AND
BICYCLES AND I WOULD LIKE YOU TO
COMMIT TO ADDING MORE DOLLARS
AND MORE URGENCY ON THIS TOPICS
FOR PEDESTRIAN SAFETY, I WOULD
LIKE NOT TO BECOME ONE OF THESE
STATISTICS OF FATALITIES OR
SERIOUS ACCIDENTS IN THE CITY
AND I AM SURE NOBODY IN THE ROOM
WOULD EITHER SO THANK YOU VERY
MUCH FOR ATTENDING TO THIS.
I APPRECIATE IT.
THANK YOU.

>> AND SINCE THE DEPARTMENT
STARTED ITS PRESENTATION WE HAVE
BEEN JOINED BY COUNCILOR
MICHELLE WU, COUNCILORS CAMPBELL
AND ANNISSA ESSAIBI GEORGE.
THANKS.

HI.

>> THANK YOU.

I AM -- THOMPSON THE EXECUTIVE
DIRECTOR OF LIVEABLE STREET
ALLIANCE AND BOSTON RESIDENT AND
I AM HOPING TO KEEP THIS TO FAR
LESS THAN THREE MINUTES BECAUSE
I KNOW WE HAVE LOTS OF QUESTIONS
TODAY I WANT TO THANK CITY
COUNCIL FOR PARTICIPATING IN
THIS HEARING AND EVERYONE FOR
SHOWING UP AND I WANT TO AND I
WANT SAY THANK YOU AND START THE
PREMISE OF MY COMMENTS TODAY BY
SAYING LAST YEAR AT THIS TIME WE
WERE HAVING A CONVERSATION ABOUT
ADDING \$5 MILLION AND 20 NEW
STAFF TO THE BTD BUDGET AND YOU
ALL APPROVED THAT SO THANK YOU
BECAUSE IT WAS IMPORTANT THAT WE
AS ADVOCATES SUPPORTED THAT
DECISION BUT TODAY MY QUESTION
IS, SO THEN WHAT DOES THAT MEAN
NOW AND HOW ARE WE IMPLEMENTING
PROJECTS AND WHY ARE WE STILL
HERE ASKING FOR YOU TO MOVE
FASTER AND DO MORE? YOU KNOW,
OUR JOB AT LIVEABLE STREETS IS
TO SIT ACROSS THE CITY AND MANY
PROCESSES SO WE SEE PATTERNS,
FOR EXAMPLE I SIT ON THE

NORTHERN AVENUE TASK FORCE
BRIDGE MEETING, \$1.6 MILLION ON
A CONSULTANT LAST YEAR AND WE
DON'T EVEN HAVE A SINGLE
RENDERING OF A BI, BYE PEDAL
BRIDGE, .. COLUMBIA WE CAME FOR
TWO YEARS TO THE HEARINGS AND WE
HAVE \$100,000 AND START A
PROCESS AND THEN NOTHING HAS
HAPPENED.

WE HAVE TWO MEMBERS WHO JUST
WANT A CROSSWALK PAINTED.
A VERY SIMPLE SIGNALS CROSSWALK
OPTION AND NOTHING HAS HAPPENED
AND I AM QUITE CERTAIN THAT
FOLKS IN OUR COMMUNITY WILL BE
UPSET TO HEAR WE ARE GOING TO
START A PROCESS TO HIRE A PERSON
TO BEGIN A PROCESS IN THE FALL
.. TO START TALKING ABOUT
SOLUTIONS WHERE IS THAT IN
BALANCE AND HOW DO WE FOCUS ON
THE HOW TODAY?

I HAVE HEARD WE HAVE ENOUGH
RESOURCES, SO HOW DO WE MOVE
MORE QUICKLY AND MORE
EFFICIENTLY?

I WOULD RECOMMEND THAT THE
COUNCIL ASK FOR AN CHART BETWEEN
THE PUBLIC WORKS AND BTD AND
UNDERSTAND THOSE REPORTING
STRUCTURES AND HOW THEY CHANGED
SINCE WE ADDED 20 NEW STAFF AND
A TIMELINE FOR IMPLEMENTATION SO
WE KNOW IS MONEY GOING A CONSUL
AT THATTATION AND PLAN OR A
IMPLEMENTATION THIS YEAR?
THANK YOU SO MUCH AND I LOOK
FORWARD TO THE CONVERSATION
TODAY.

>> THANK YOU.

>> HI THERE, MY NAME IS WILSON
THE EXECUTIVE DIRECTOR OF THE
BOSTON CYCLING -- THANK YOU SO
MUCH TO ALL OF THE COUNCIL
MEMBERS FOR BEING HERE TODAY AND
MOVING THIS PUBLIC HEARING AND
ALLOWING FOR COMMENTS AND THANK
YOU TO THE BTD LEADERSHIP FOR
BEING HERE AS WELL.

WE HAVE POSITIVE THINGS TO SAY
ABOUT WHAT IS IN THE BUDGET SO
FAR BUT THERE IS ALSO A LOT THAT
IS MISSING.

THE ADDITIONAL \$1 MILLION OF BIKE PROJECTS IS A GOOD START. THE COMMITMENT TO IMPROVING MASS AVENUE FOR PEDESTRIAN SAFETY FROM HARRISON TO COLUMBIA ROAD IS A SIGNIFICANT COMMITMENT, ONE OF THE COMMUNITIES HAS BEEN ASKING FOR FOR A LONG TIME AND WE APPRECIATE THAT.

HOWEVER, WE BELIEVE THAT THE BUDGET AND COMMITMENTS ARE NOT ENOUGH AND THAT'S WHAT WE REALLY WANT TO DRIVE HOME TODAY, IS THAT ARTERIALS AND OUR BUSIEST ROADS NEED TO BE MORE SAFER AND MORE INVITING FOR PEOPLE USING OTHER THAN VEHICLES.

WE DID RESEARCH TO SEE HOW MANY BIKE LANES OTHER MAJOR AND COMPARABLE NORTH AMERICAN CITIES HAVE BEEN IMPLEMENTING. IN NEW YORK CITY ALMOST 100 MILES OF SEPARATED BIKE LANES WERE IMPLEMENTED HONESTY STREETS IN A TEN YEAR PERIOD FROM 2007 TO 2017.

IN 2018 THERE ARE MORE THAN 30 MILES IN PLANNING AND DESIGN AND BEING CONSTRUCTED.

IN MONTREAL A CITY SO MUCH LIKE BOSTON, THERE ARE MORE THAN 200 MILES OF SEPARATED BIKE LANES.

IN THE LAST FOUR YEARS WE BUILT EIGHT.

THE CITY'S GO BACK TO 2030 PLAN HAS A SHORT-TERM VISION AND LONGER TERM VISION, THE SHORT-TERM VISION WHICH NEEDS TO BE COMPLETED BY 2022 HAS

32 MILES OF SEPARATED GOING LANES IN THE NETWORK AND SO WE NEED TO BE DID ALMOST 25 AND THIS BUDGET ONLY COMMITS TO BUILDING 15 IN THREE YEARS.

SO BY THE MAYOR'S OWN BUDGET WE ARE SELLING SHORT BY 10 MILES.

WE KNOW THAT THIS HAS BEEN INVESTING A LOT IN NEIGHBORHOOD SLOW STREETS BUT ONE THING WE REALLY WANT TO DRIVE HOME IS IT IS TIME SHIFT FROM DEALING WITH THE SMALL NEIGHBORHOOD STREETS THAT DON'T CARRY THE SAME VOLUME

AS OUR ARTERIALS AND SHIFT THAT TO, AGAIN, THE MAJOR ROADS THAT ARE CARRYING MORE PEOPLE THAT HAVE HIGHER VALUE AND HIGHER SPEEDS AND WHERE THE MAJORITY OF THE CITY'S INJURIES AND FATALITIES ARE OCCURRING. THE CITY DID AN INCREDIBLE JOB ON CREATING THE HIGH CRASH NETWORK SO WE CAN SEE WHERE THOSE CRASHES ARE OCCURRING AND PROBABLY NOT A SINGLE ONE COULD BE ADDRESSED DUE TO NEIGHBORHOOD SAFE STREETS PROGRAM SO WITH SO MANY MORE DOLLARS PUT INTO STREETS IT IS TIME TO DO THAT TO THE ARTERIALS TO HAVE A BIGGER IMPACT.

WE KNOW THERE ARE SMART PEOPLE ON THE CITY, CITY'S TEAM TO DO THAT AND WE ARE LOOKING TO YOU THE CITY COUNCIL TO REALLY PUSH IT AND HELP DEDICATE MORE RESOURCES TO THOSE STREETS TO BUILD A SAFER NETWORK FOR PEOPLE TO BIKE AND WALK AND GET AROUND SAFELY THROUGH THE CITY.

THANK YOU.

>> THANK YOU.

NOW I WILL OPEN IT UP TO QUESTIONS.

COUNCILOR ED FLYNN.

WE ARE TALKING ABOUT VISION ZERO, AND SAFETY IS REALLY MY NUMBER ONE ISSUE.

I WORK WITH COUNCILOR BAKER ON TRYING TO GET THE SPEED LIMIT REDUCED FROM 25 TO 20 MILES PER HOUR.

I KNOW MAYOR RECENTLY AN ANNOUNCED HE IS ALSO IN AGREEMENT WITH THAT.

ALSO IT HAS TO BE STRICT ENFORCEMENT OF THE CURRENT SPEEDING LAWS AS WELL.

CHIEF, WHAT IS THE LATEST ON REDUCTION OF THE SPEED LIMIT?

>>

>> 0 ABOUT REDUCING TO 20 MILES PER HOUR?

>> 25 TO 20 MILES PER HOUR.

THAT IS SOMETHING WE WOULD HAVE TO, ONE IS -- YOU WOULD HAVE TO WORK WITH THE STATE LEGISLATURE.

THE OTHER PIECE THE THAT THERE
ARE ALL RIGHT SCHOOL ZONES.
WHERE WE ARE ALREADY -- AND HAVE
BEEN FOR MANY YEARS.
THERE ARE SAFETY ZONES WE HAVE
ESTABLISHED.

THE COMMISSIONER OF THE
TRANSPORTATION DEPARTMENT HAS
THE TOPOGRAPHY.

WE TALKED ABOUT THIS AT ANOTHER
HEARING WE CONCENTRATED IN.
TO HAVE MORE SAFETY ZONES AND
ONE APPROACH IS FOR US TO FOCUS
IN ON WORKING HAND IN HAND WITH
THE COMMISSION, BE FOCUSING ON
WE IDENTIFIED FOR US THAT CAN BE
POSTED FOR 20 MILES PER HOUR AS
WELL.

SO WE JUST HAVE TO DO IT KIND OF
IN A STRATEGIC AND PLANNED WAY.
>> THANK YOU FOR YOUR RESPONSE.
AND I KNOW YOU HIGHLIGHTED SAFE
ROUTES FOR OUR SCHOOL CHILDREN
BUT THE SAFE ROUTES TO SCHOOL
COORDINATOR AT BPS IS A CRITICAL
PROGRAM AS IS THE DATA WITH THE THE
BOSTON POLICE, BUT COMPILING
THAT TYPE OF DATA SO WE HAVE THE
INFORMATION SO WE CAN BETTER
MAKE DECISIONS ON PEDESTRIAN
SAFETY.

BRIEFLY, I KNOW WE DISCUSSED
RAPID FLASH, BEACON, STOP AND
SHOP IN SOUTH BOSTON, RITE AID,
WHICH IS NOW WALGREENS ON EAST
BROADWAY, ALSO ON WEST BROADWAY
AND F OUTSIDE OF THE HEALTH
CENTER.

WHAT ARE SOME OF THE PROPER
PROBLEMS AS IT RELATES TO WEST
BROADWAY OR EAST BROADWAY?

>> SO ONE OF THE THINGS WE HAVE
HAD CONVERSATIONS ABOUT WITH THE
TRAFFIC MEASURES ALONG BOTH OF
THOSE CORRIDORS, SOME OF THE
THINGS THIS BUDGET ALLOWS US TO
FOCUS ON AND VEST THIS IS ALL OF
THE SIGNAGE.

AS WE TALKED ABOUT, IN SOME
LOCATIONS IN BOTH DIRECTIONS
THAT WE MAY NEED TO LOOK AT
DIFFERENT ROADWAY CONFIGURATIONS
TO ACTUALLY CALM SPEEDS IN BOTH
OF THESE AREAS.

>> OKAY.

I KNOW YOUR TEAM HAS DONE SOME GREAT WORK IN SOUTH BOSTON ESPECIALLY ON L STREET.

I KNOW I WOULD LOVE TO SEE THE POSSIBILITY OF A RAISED INTERSECTION AT L AND SIXTH STREET.

STOP SIGNED AT L AND MARINE, L AND SIX, L AND SEVENTH.

ANYWAY WE COULD TRY TO WORK THAT INTO OUR PLAN AS WELL, CHIEF?

>> AS PART OF THE RECONSTRUCTION AND RESURFACING WORK WE ARE LOCKING AT WAYS TO HAVE MORE RAISED CROSSWALKS ON SIDE STREETS AS WELL AS RAISING INTERSECTIONS, SO WE CAN LOOK AT THOSE LOCATIONS.

I DON'T KNOW WHEN L STREET IS UP NEXT FOR RESURFACING N THE SHORTER TERM WE LOOK AT STOP SIGNS AND OTHER CHANGES TO L STREET.

OKAY.

THANK YOU, CHIEF.

AND WHAT IS THE CURRENT PLAN FOR IMPROVING BIKE INFRASTRUCTURE?

I HAVE HEARD FROM THE CYCLIST UNION AND CYCLIST WE DADE WALKING TOUR AS I MENTIONED FROM DOWNTOWN DISTRICT INTO CHINATOWN.

BUT THERE ARE STILL GAPS ALONG THE STREETS AND WE DID NOTICE SOME PEDESTRIAN SAFETY, BIKE SAFETY ISSUES, A LOT OF CARS THAT ARE JUST PARKED DELIBERATELY IN THE BIKE LANES AND THERE IS NO CONNECTION FROM ONE SECTION OF THE BIKE LANE TO ANOTHER SECTION OF THE BIKE LANE.

CAMBRIDGE STREET, SUDBURY STREET, LONGFELLOW BRIDGE, ON THE COMMON, BEACON STREET, ALONG THE PUBLIC GARDEN, WHAT IS THE CITY'S PLAN TO MAKE STREETS SAFER FOR CYCLISTS?

>> SURE.

THE STREETS WHICH YOU JUST REFERENCED, SHOULD I TALK MORE ABOUT THIS?

ARE EXACTLY THE CORRIDORS AND

STREETS WE WOULD BE LOOKING AT THROUGH THE ADDITIONAL MILLION DOLLARS IN THE STRATEGIC BIKE NETWORK PLAN THIS YEAR.

WE KNOW THAT THE EACH OF THESE SEGMENTS ARE CONNECTED AND SOME CYCLISTS WHO WILL NOT CHOOSE TO COMMUTE TO WORK BY BIKE.

THAT WE NEED, AS WE SAID, TO FILL THOSE GAPS AND MAKE SURE WE REALLY HAVE A CONNECTED SET OF HIGH QUALITY BIKE FACILITIES AND THAT MEANS A LOT OF LOCATIONS BOTH IN YOUR DISTRICT AND IN COUNCILOR ZAKIM'S DISTRICT TO MAKE THAT POSSIBLE.

SO WE ARE GOING TO BE DOING MORE INTENSIVE PLANNING OVER THE COURSE OF THE FY-20 YEAR TO LOOK PARTICULARLY AT THE DOWNTOWN AREA, PARTICULARLY THE CONNECTIONS TO JOB CORRIDORS SO THAT WE CAN THEN REALLY MAP OUT HOW DO WE FILL THOSE GAPS.

AND THEN THE FINAL QUESTION, OR POINT, AS I REFERENCED EARLIER, THERE IS NOT A DAY THAT GOES BY WHERE MY ELDERLY PARENTS ARE WALKING THE STREETS OF SOUTH BOSTON WITH THEIR DISABLED GRANDSON WHO CAN'T WALK AND WHO IS IN A WHEELCHAIR AND THEY WILL BE WALKING VERY SLOW AND CROSSING IN THE CROSSWALK AND A CAR WILL GO BY THEM, YOU KNOW, 40 MILES PER HOUR.

I SEE IT ALL THE TIME WITH THE ELDERLY GOING TO CHURCH UP AT SAINT ESTABLISHMENT OR GATEWAY TO HEAVEN OR GOING TO THE SHOPPING STORE.

OUR PARENTS TAKING THEIR KIDS WALKING THEIR KIDS TO SCHOOL, OUR KIDS GOING TO THE BASKETBALL CORRIDOR, OR AT THE BOYS CLUB OR AT THE -- THAT IS MY NUMBER ONE CONCERN AS A CITY COUNCILOR UH HOW DO WE KEEP OUR STREETS AND SIDEWALKS SAFE FOR EVERYBODY? AND CERTAINLY IT IS LOWERING THE SPEED LIMITS, CERTAINLY IT IS ENFORCING THE CURRENT SPEEDING REGULATIONS BUT IT IS ALSO THE INFRASTRUCTURE IMPROVEMENTS THAT

YOU HAVE BEEN TALKING ABOUT AND DOING AS WELL.
SO, YOU KNOW, IF IT WAS UP TO ME I WOULD DECREASE THE SPEED LIMIT ANOTHER FIVE MILES PER HOUR. I WANT THIS CITY TO BE AS SAFE AS POSSIBLE AND WE NEED TO DO EVERYTHING WE POSSIBLY CAN TO SLOW DOWN THE TRAFFIC, ENFORCE THE TRAFFIC LAWS, PROVIDE AS MUCH INFRASTRUCTURE IMPROVEMENT AS WE CAN, BUT AGAIN THANK YOU, CHIEF.

>> THANK YOU.

>> THANK YOU.

COUNCILOR MCCARTHY.

>> THANK YOU VERY MUCH MR. CHAIR AND WELCOME, CONGRATULATIONS, GREG FOR ACTING COMMISSIONER, WELL DESERVED YOU HAVE BEEN DOING A TRAIT JOB FOR MANY, MANY YEARS, I WILL SAY SPECIAL THANKS TO -- SINCE SHE HAS BEEN PUT IN AS KIND OF IN THE INTERGOVERNMENT RELATIONS PERSON SHE IS GREAT TO WORK WITH. SATURDAY OR SUNDAY SHE WILL TEXT YOU BACK, I WANT TO THANK HER FOR BEING THERE FOR US. YOU TALKED ABOUT THE RADAR SIGNS.

I REQUESTED A COUPLE OF SIGNS IN -- CUT THROUGH STREETS AND GOT PUT IN.

THE NEIGHBORS ARE EXTREMELY HAPPY AT THE GREW STREET NEIGHBOR ASSOCIATION WHICH INCLUDES MYOPIA ROAD, WEST STREET, ALLISTON, ALL OF THAT AREA THEY TALK ABOUT THE SPEEDING AND HOW IT REALLY HAS REDUCED.

CAN YOU GIVE ME AN IDEA OF HOW MANY NEW ONES WE ARE GOING TO PUT IN, HOW WE CAN REQUEST THEM AND WHAT'S THE DIFFERENCE BETWEEN COST OR THE EFFECTIVENESS OF THE SOLAR POWERED ONES AND THE HARD WIRED? BECAUSE I KNOW THE ONES IN ARSON WERE HARD WIRED THAT TOOK LONGER BUT SEE A LOT OF -- IN OTHER TOWNS AND I THINK WE HAVE SOME OURSELVES OF THE SOLAR POWERED

RADAR REFLECTORS.

>> SO WE HAVE IN THIS BUDGET I
THINK 20 ADDITIONAL RADAR,
FEEDBACK SIGNS.

I DON'T KNOW ABOUT THE EFFECT
TIIVES.

THERE ARE SOME GOOD RESEARCH
THOUGH ON THE EFFECTIVENESS OF
THESE SIGNS IN GENERAL FOR
DECREASING PARTICULARLY THE # --
WE KNOW RESIDENT WANT, AS WAS
REFERENCED PART OF OUR FOCUS
HERE, WHERE ON OUR HIGHEST CRASH
CORRIDORS ON OUR MAIN ARTERIALS,
WHERE WE SEE A LOT OF ACCIDENTS
AND THAT'S WHERE WE WANT TO
TARGET THIS INTERVENTION.

IN YOUR DISTRICT THERE ARE SOME
OF THOSE AND CERTAINLY WILL WORK
WITH YOU AND FIX THEM.

I THINK WE HAVE GOT FOUR -- TWO
IN ALLISTON AND TWO ON SOMMER
AND IT LOOKS LIKE WE HAVE ONE --
AS WELL AND CERTAINLY -- WE WILL
GET THE FEEDBACK ON THE
LOCATIONS.

>> GENERALLY USE.

I WILL GIVE YOU A PERFECT SPOT.

A -- GOING TO OUR CORNELL BEACH,
THEY ARE ALL RACING FROM POPULAR
STREET TO GET OVER TO WASHINGTON
STREET.

AND IT IS KIND OF A DOUBLE EDGED
SWORD, PUBLIC WORKS CAME IN AND
REPAVED THE STREET SO NOW THE
STREET IS BEAUTIFUL SO NOW IT IS
LIKE THE INDY 500 NOW, WHICH,
YOU KNOW, IT IS PROBLEMATIC AND
WE HAVE TALKED ABOUT SPEED BUMPS
OR SPEED HUMPS.

WHERE ARE WE WITH THOSE AS FAR
AS A TRUE LAYOUT?

AND I WILL BE HONEST WITH YOU
FROM MY DAYS THIS PUBLIC WORKS I
DEFENDED NOT PUTTING THEM ON
THERE BECAUSE I HAVE SAW A GUY
WITH A COMPOUND FRACTURE, ON HIS
WRIST BECAUSE HE HIT A CASTING
THAT WAS PUT UP AND I REALIZE IF
THEY ARE NOT DONE PROPERLY
PEOPLE GET HURT.

I DO REALIZE THAT FIRE ENGINES
ESPECIALLY NOT LADDERS BY THE
ENGINES THEMSELVES FILLED WITH

WATER, THE WATER BLADDER THEY ALMOST HAVE TO COME TO A COMPLETE STOP.
I KNOW IF MY HOUSE IS BURNING DOWN I WOULD LIKE THEM TO GET THERE WITHOUT COMPLETE STOPPING EVERY 40 FEET.
HAVING SAID THAT WE COULD DESIGN SOMETHING WHERE THE FIRE DEPARTMENT KNOWS WHERE THEY ARE GOING.
WHERE ARE WE WITH THE WHOLE PLAN.

>> WE ARE PUTTING SPED BUMPS BACK ON THE STREETS A LOT THROUGH THE WORK STEPHANIE IS DOING IN COLLABORATION -- YOU HEARD YESTERDAY, [SPEAKING AWAY FROM MICROPHONE] WE CAN GET YOU A PROFILE THAT WORKS FOR EMERGENCY RESPONDERS AND ALSO THE TRAFFIC.

PLACES LIKE STONY BROOK AND THE -- ALSO SOME OF THE OTHER ONES THAT PREVIOUSLY EXISTED IN JAMAICA PLAIN, IN PLACES LIKE PALM STREET.

IN ADDITION TO THAT, WE ARE MINDFUL THAT THERE ARE OTHER LOCATIONS IN THE CITY WHERE WE CAN DO THIS ALMOST AS A MATTER OF COURSE DURING SORT OF ROUTINE RESURFACING.

I BELIEVE SIXTH STREET IS ONE OF THOSE PLACES WHERE WE PUT IN ONE LAST YEAR.

WE WANT TO LOOK AT OTHER PLACE HAS THE CITY WE NEED TO QUICKLY DEPLOY STREET HUMPS AS A WAY TO CALM TRAFFIC.

>> WE HAD THE BUS LANE PUT IN ROSLINDALE AS YOU ALLUDED TO AND A PLEASURE WORKING WITH YOU AND MY AT LARGE COUNCILOR FROM ROSLINDALE AS WELL.

A A LOT OF POSITIVE CAME OUT OF THAT.

I TOOK A LOT OF NEGATIVES BECAUSE THEY DON'T CALL THE AT LARGE COUNCILOR BUT ME, SO ANYBODY WHO COULD NOT PARK ON WASHINGTON STREET I GOT PUSHBACK ON THAT.

I WAS WILLING TO TAKE IT BECAUSE

ULTIMATELY IT IS REALLY WORTH IT.

SAFER FOR BIKERS AND SAFER FOR, YOU KNOW, AND OBVIOUSLY MUCH QUICK FOR BUSES.

HAVING SAID THAT, IS THERE ANY ADDITIONAL -- I LOOK AT HYDE PARK AVENUE AND I GET THOSE CALLS, BUT, YOU KNOW, THAT IS ANOTHER OPPORTUNITY.

THERE IS A LOT OF PARKING SPACE THERE IS BUT A BUS, YOU KNOW, WE TALK ABOUT THE COST OF THE MBTA COMMUTER RAIL.

WITH.

IF YOU COULD TAKE A BUS FROM IN CAN YOU TALK HOW MUCH IT COSTS TO PUT IT DOWN AND FOR THE FIRST COUPLE OF WEEKS I KNOW WE HAD PEOPLE THERE ALL THE TIME WHICH IS COST I ARE.

BUT THE THOUGHT OF HAVING A DIRECT ROUTE.

I MEAN, THE I LOOK AT MY COMMUTE IN WHEN I COME IN HERE, IT CAN BE ANYWHERE FROM 50 MINUTE TO AN HOUR AND 45 MINUTES TO GET IN OR OUT, DEPENDING WHAT TIME I LEAVE THE HALL BUT I AM REALLY ONLY EIGHT AND A HALF MILES AWAY SO IF THERE WAS A STRAIGHT SHOT FROM HYDE PARK AVENUE TO GET THERE FROM FOREST HILLS I COULD JUMP ON, YOU KNOW -- THAT'S HOW WE GO WHEN WE BIKE TO WORK. YOU KNOW, YOU GO BY THE ORANGE LINE AND THAT WAS MY OTHER THOUGHT. I WILL BRING THE OTHER TOPIC UP LATER BUT WHAT IS THE CONCERN WITH THE BUS LANES?

>> TO TALK QUICKLY AND LET GREG JUMP IN.

ON IMPACT COSTS AND THEN SORT OF NEXT STEPS.

ON THE IMPACT SIDE ON ROSLINDALE.

WE SAW IN THE A.M. COMMUTE, REDUCED 20 TO 25 PERCENT AND GREATER RELIABILITY.

AS YOU NOTED ACROSS ALL -- GENERALLY POSITIVELY EMBRACED -- CERTAINLY [SPEAKING AWAY FROM MICROPHONE]

>> SO THERE IS SOMETHING -- WE WILL BE DOING IT ON BRIGHTON

AVENUE.

WHETHER WE DO IT ON NORTH WASHINGTON STREET, THE COST OF THE ROSLINDALE AREA WAS AROUND \$130,000 IN PAINT, ONE MILE OF PAINT.

ON ONE SIDE OF THE STREET.

THE LARGEST -- SIGNIFICANT NUMBERS ON THIS, AROUND STAFFING AND ENFORCEMENT.

ONE OF THE THINGS WE HAVE BEEN ABLE TO DO THROUGH THE BUDGET, THROUGH THE -- REFERENCE IS NOT ONLY STAFF UP A TRANSIT TEAM THROUGH, TWO TERRIFIC PLANNERS [SPEAKING AWAY FROM MICROPHONE] SO THAT WE ACTUALLY, WE DON'T HAVE TO PAY THE OVER TIME AND ACTUALLY REGULAR STAFFING OR PATROLLING THE BUS LANES TO KEEP THEM OPEN.

IN TERMS OF THE NEXT, BUS LOCATIONS ONE THING WE ARE DOING IN COLLABORATION WITH THE MBTA IS HAVING THE KEY BUS CORRIDORS, THE ONE WE FOCUSED ON THOSE ESSENTIALLY IDENTIFIED BY THE MR., AND THE CITY AND A GROUP CALLED CPTS WHO DID A TERRIFIC ANALYSIS.

WE HAVE A HIGH NUMBER OF BUS RIDERS WHO ARE BASICALLY STUCK IN TRAFFIC.

AND THOSE CORRIDORS LIKE ROSLINDALE, THE CORRIDORS ARE BEING --

>> OKAY.

THANKS, CHIEF.

>> THANK YOU.

COUNCILOR ZAKIM.

>> THANK YOU, MR. CHAIRMAN, CHIEF, GOOD TO SEE YOU, PREG, CONGRATULATIONS, GOOD TO HAVE YOU BACK AT BTB AND I LOOK FORWARD TO WORKING TOGETHER. I WILL JUST GO ON COUNCILOR MCCARTHY ON BUS LANES QUICKLY BECAUSE IT IS ONE OF MY QUESTIONS.

I AM A FAN.

IT IS SOMETHING I REGULARLY TALK ABOUT WHEN I AM OUT WITH CONSTITUENTS WHO ARE ASKING HOW THE CITY CAN IMPROVE MASS

TRANSIT.
OBVIOUSLY IT HAS TO BE A
PARTNERSHIP WITH THE T.
THINK A BILLION DOLLARS FOR MILE
OF SUBWAY.
130,000 PER MILE WHICH SOUNDS
LIKE A BARGAIN.
I WOULD JUST SAY, YOU KNOW,
THAT'S GREAT.
LET'S SEE MORE OF THAT.
I SUPPORT.
HOW DO WE ENFORCE THOSE?
AND IT GOES ALSO INTO BIKE LANE
ENFORCEMENT AS WELL.
WE HAVE GREAT NETWORK EXPANDING
AND ALWAYS DO MORE BUT AS A
PEDESTRIAN VIN.
I DON'T BIKE OFTEN BUT MOSTLY AS
A PEDESTRIAN I DO OFTEN SEE CARS
WHETHER UBER OR LYFT, DELIVERY
TRUCKS, IN THE SYMPHONY AREA I
GET CALLED FROM CONSTITUENTS
ABOUT REGULAR, IT IS EITHER FOOD
DELIVERY, CARRY OUT, GRUB HUB OR
WHATEVER .. OR JUST LARGER
DELIVERIES JUST PARKING THERE.
SOME OF THESE FOLKS THEY SEE IT
AS A COST OF DOING BUSINESS AND
TAKING THOSE TICKETS BUT IT IS
UNSAFE AND TO BE HONEST, AS
SOMEONE WHO IS SITTING HERE
TRYING TO GET MONEY AND
RESOURCES AND FIGHTING THOSE
BATTLES IT IS INFURIATING TO ME
TO SEE HOW THAT -- HOW IT
HAPPENS K YOU SPEAK TO
ENFORCEMENT THIS IS IT YOUR BTD
ENFORCEMENT OFFICERS, TRANSIT
SPLIT, AND HOW DO WE DO BETTER
ON THAT?
>> SOMEONE MAKING SURE THE RULES
ARE CLEAR AND FOLLOWING ONE
ENFORCEMENT.
THE SECOND PART IS WORK WE NEED
MAKE SURE WE ARE DOING TO MAKE
SURE THE TEAM NEEDS TO BE DOING
TO MAKE SURE LANES ARE CLEARLY
MARKED.
SO ADMISSION TO OBVIOUSLY WHAT
WE DID ON ROSLINDALE AND NORTH
AVENUE THERE IS MONEY IN THIS
BUDGET TO ACTUALLY REFRESH THE
RED PAINT ALONG THE -- A KEY
ROUTE IN THE CITY OF BOSTON.

SECOND, AGAIN, OUR INCREASED OUR OUR
OR SORT OF FILL IN THE VACANCIES
ON PARKING -- --

>> WHAT IS THE CURRENT FINE FOR
BLOCKING A BIKE LANE?

>> -- \$100, 120?

AND IT IS PAINING SURE WE HAVE
OFFICERS WHO ARE REALLY ASSIGNED
TO THOSE THINGS AND THAT IS SOME
WORK THAT TOM MCKAY OUR PARKING
ENFORCEMENT IS GETTING A LOT OF
ACTIVE THOUGHT TO.

AND WHAT IS THE OVERALL SHIFT IN
THAT STRUCTURE KFNLGT YOU TALK
TO SUNDAY PARKING PO
ENFORCEMENT?

I KNOW THAT IS AN ONGOING ISSUE.

>> SO AS THE CHIEF JUST
MENTIONED, TOM MCKAY HAS TAKEN
AN ACTIVE APPROACH TO LOOKING AT
DEPLOYMENT OF OFFICERS.

ADMISSION TO THE 18 THAT STARTED
THIS WEEK, WE HAVE ANOTHER DOZEN
OR SO THAT HAVE BEEN STARTING
BEFORE THE END TOFFIES CAL YEAR
AND IT IS SOMETHING THAT -- IT
IS NEAR AND DEAR TO MY HEART
BECAUSE I WAS THERE FOR NINE
YEARS AND WE HAD THIS STRUCTURE
OF SHIFTS IN ROUTES THAT JUST
DIDN'T REALLY WORK WELL.

WE -- TRIED TO CONSOLIDATE AND
REDEPLOY.

WE HAVE A REALLY GOOD PLAN NOW.
THE UNION IS WORKING WITH US ON
THAT.

SO HOPEFULLY IN THE NEXT FEW
WEEKS AS WE STAFF UP WE WILL BE
ABLE TO TAKE ANOTHER LOOK AT
DEPLOYMENT.

SUNDAY DEPLOYMENT IS SOMETHING
THAT IS NOT CURRENTLY IN THE
PLANS.

OBVIOUSLY I KNOW WE HAVE
CONSIDERED IT OVER THE YEARS.
WE HAVE BEEN TRYING TO PILOT
SOME WEEKEND OVER TIME SO
SOMETHING THAT COULD BE
CONSIDERED AGAIN.

RIGHT NOW, THOUGH, IT IS
CERTAINLY NOT SOMETHING THAT
SHOULD BE HAPPENING.

>> I APPRECIATE THAT.

BUT AS FAR AS SUNDAY GOES, I

MEAN, YOUR ENFORCEMENT OFFICERS I THINK I WOULD BE SURPRISED IF THEY DON'T PAY FOR THEMSELVES OVER THE YEARS, SO TO SPEAK, AND PARTICULARLY IN SOME OF OUR BUSIER COMMERCIAL AND ENTERTAINMENT DISTRICTS, SOME OF WHICH HAPPEN TO BE IN MY CITY COUNCIL DISTRICT BUT NOT ALL OF THEM, SUNDAY IS PROBABLY THE MOST IMPORTANT DAY FOR ENFORCEMENT.

I DON'T MEAN JUST RESIDENT PARKING, BUT THE BIKE LANES, PEDESTRIAN PATHWAYS, SO I WOULD LIKE TO YOU CONSIDER WORKING ON A PILOT, AGAIN, I WILL DEFER TO OUR BUDGET EXPERTS ON THIS, BUT IT SEEMS TO ME AT WORST IT WOULD BE REF NEW NEUTRAL, PARTICULARLY AS WE ARE TALKING ABOUT INCREASED FINES AND ON THE FINE ASPECT, I KNOW WE ARE RUNNING OUT OF TIME AND THE CHAIRMAN I HAVE ONE MORE QUESTION I WANT TO GET IN.

BUT, YOU KNOW, \$120 THAT IS SIGNIFICANT, IT IS MORE THAN I THOUGHT IT WAS.

BUT BUT FOR BUSINESSES, FOR REGULAR DELIVERY TRUCKS, I KNOW FED EX AND UPS THOSE A COST OF DOING BUSINESS FOR THEM.

AND THAT'S, WHATEVER, THAT'S FINE, BUT IT IS DANGEROUS, AND DO WE HAVE OTHER AVENUES OF -- I MEAN, TOWING DOESN'T MAKE SENSE BECAUSE THEY ARE NOT THERE LONG ENOUGH.

CAN WE LOOK AT MAYBE A HOME RULE SITUATION WHERE WE ATTACH PINES TO A BUSINESS THAT IS REGULARLY DOING THIS?

AND I AM JUST -- I THINK WE NEED TO THINK MORE CONSTRUCTIVELY ABOUT THIS.

>> WE WOULD PREFER -- COMMERCIAL -- VERY IMPORTANT TO TAKE ON. AND ACTUALLY HAD A CONVERSATION YESTERDAY ABOUT ONE OF THE VERY SHORT-TERM THINGS WE HAVE BEEN DOING AND WILL ACTUALLY SEE MORE OF, IF YOU PRICE METERS CORRECTLY YOU ACTUALLY GET

BETTER TURNOVER METER RESPONSE
WHICH MEANS WE HAVE SEEN AN
ACTUAL REDUCTION IN THE BACK BAY
OF ILLEGAL PARKING SO WE CAN GET
MORE --

>> JUST ONE QUICK FOLLOW-UP

MR. CHAIRMAN.

THE UBER, LYFT A IN THE FENWAY,
I WOULD LIKE TO SEE -- AND IT
SOUNDS LIKE YOU ARE LOOKING AT
THIS, MAYBE A COMMERCIAL LOADING
ZONE SO REALLOCATING THE CURB
SPACE FOR CARS TO PULL OVER AND
PARTNERING WITH A TNC OR WORKING
WITH US TO USE THEIR GEO FENCING
FEATURES TO HAVE PEOPLE DO IT,
NOT JUST AT FENWAY PARK OR THE
GARDEN OR WHEREVER BUT IN A LOT
OF AREAS BOTH FOR CONGESTION,
FOR BIKE LANES, EVERYTHING ELSE,
DO WE HAVE PLANS FOR EXPANDING
THAT?

>> YES.

RIGHT NOW WE ARE GOING THROUGH
THE EVALUATION OF WHAT IS
HAPPENING ON BURLESON STREET, IN
ADDITION TO THAT EVALUATION
OBVIOUSLY IT IS SOMETHING WE
NEED TO NEED TO DO, AND WE NEED
TO SCALE UP AND WHETHER IT IS
ENFORCEABLE AND EFFECTIVE.
THERE IS IN THIS BUDGET,
\$225,000 FOR ESSENTIALLY A CURB
STUDY THAT CAN HELP US GO
FURTHER IN OUR UNDERSTANDING THE
IMPACT OF BETTER PRICED METERS
AND HOW BEST TO MANAGE THINGS
LIKE PICKUP AND DROPOFF WHETHER
FOR COMMERCIAL PURPOSES OR
THINGS LIKE TNC'S --

>> THANK YOU FOR YOUR
INDULGENCE, MR. CHAIRMAN.

>> THANK YOU.

COUNCILOR O'MALLEY AND WE HAVE
BEEN JOINED BY COUNCILOR FRANK
BAKER.

>> THANK YOU MR. CHAIRMAN, GOOD
AFTERNOON, CHIEF,
CONGRATULATIONS TO YOU AND YOUR
TEAM FOR THE GREAT WORK YOU DO
AND I WANT TO ACKNOWLEDGE THE
GREAT WORK OF CARLA TANGLE AND
-- GREAT RESOURCES TO MY TEAM
AND MAY FOR THE FIRST ROUND I

WANT TO TALK ABOUT BIG PICTURE
ISSUES AND GET MOHR DISTRICT
SPECIFIC LATER ON. THERE IS A A
LOT OF INFORMATION TOPO THROUGH.
IF I CUT YOU OFF PLEASE DON'T
TAKE OFFENSE.
BEGINNING WITH THE THREE
INDIVIDUALS WHO SPOKE DURING
INITIAL PUBLIC COMMENT.
THEY ALL BROUGHT UP GREAT POINTS
I AGREE WITH.
SO I WANT TO START WITH SOME OF
THOSE.
STACY THOMPSON TALKED ABOUT THE
NEED FOR A CHART CHIEF AND
PARTICULARLY BETWEEN BTD AND BPW
IS THAT SOMETHING YOU CAN
FURNISH US WITH?
>> RIGHT.
>> SHE SIMILARLY GRADUATE
BROUGHT UP A NEED FOR A
TIMELINE.
A LOT OF GREAT PROJECTS BUT
MAYBE BETTER IF THERE IS MORE
TRANSPARENCY ON REALISTIC
TIMELINES.
WE KNOW THESE THINGS CAN TAKE
TIME S THAT SOMETHING YOU CAN
GET AS WELL?
>> YES.
WE CAN TALK ABOUT WHAT THAT
LOOKS LIKE BUT, YES.
>> THANK YOU.
STEVE, JONAS TALKED ABOUT RED
LIGHT CAMERAS.
I AGREE ABSOLUTELY COMPLETELY, I
WOULD GO ONE STEP FURTHER AND
HAVE SPEED CAMERAS AS WELL.
I KNOW THERE IS SOME LITIGATION
AND HAMSTRUNG SOMEWHAT AT THE
STATE LEVEL BUT I GUESS CAN YOU
TALK BRIEFLY ON EFFORTS AT THE
STATE LEVEL TO ADDRESS THAT AND
WHY NOT PILE -- WHAT WOULD KEEP
US FROM PILOTING HAVING STREET
CAMERAS OR STOPLIGHT CAMERAS
RIGHT NOW.
>> SURE.
SO THAT IS A STATE LAW THAT WE
NEED CHANGE AS -- AS WE
REFERENCED A NUMBER OF BILLS
PENDING AT BEACON HILL IN THE
STATE LEGISLATURE FOCUSED ON,
THIS INCLUDING -- CAMERAS ON

STOP ARMS OF SCHOOL BUSES AS WELL AS USING CAMERAS FOR ENFORCEMENT FOR THINGS LIKE --
>> DO YOU SEE ANY APPETITE FOR CHANGING THAT AT BEACON HILL.
>> THIS HAS COME UP A NUMBER OF TIMES AT BEACON HILL AND THERE HAS NOT BEEN A TREMENDOUS AMOUNT OF PROGRESS.

I THINK WE HAVE SEEN MORE MOVEMENT ON SAFETY RELATED BILLS SO I THINK THERE IS SOME OPPORTUNITY FOR THAT TO HAPPEN.

>> PERHAPS THAT THIS BODY CAN HELP PUSH THAT.

AND I THINK WE ARE IN AGREEMENT THERE.

AND SORT OF TALK AN FALLING SHORT OF OUR OWN GOAL IN TERMS OF THE MILES OF PROTECTED BIKE LANES, I THINK ABOUT A 10-MILE DELTA.

ARE WE SETTING OURSELVES UP -- I GUESS IT IS SORT OF A TWOFOLD QUESTION.

OR URGING US TO SORT OF INCREASE THAT AND HIT THAT GOAL AND SECONDLY ARE WE BEING TOO AGGRESSIVE WITH OUR GOALS AND SHOULD WE BE MORE REALISTIC GOING FORWARD?

I WOULD PREFER THE LATTER, THE FORMER THAT WE ACTUALLY GET TO THAT 25 MILES OF PROTECTED BIKE LANES.

SO.

>> ACTUALLY TO YOUR EARLIER QUESTIONS AND POINT WE ARE SPENDING A LOT OF TIME RIGHT NOW NOT JUST BRINGING IN STAFF WHICH IS INCREDIBLY IMPORTANT TO US AND A LOT OF CREDIT TO THE TEAM AROUND ME FOR DOING THAT BUT ALSO THINKING ABOUT JUST WHAT ARE PROCESSES ARE INSIDE OF BOTH BTD AND PUBLIC WORKS AND A LOT OF KUDOS TO -- THAT IS WHY I THINK YOU SEE GREATER ACCELERATION IN A LOT OF WORK WE ARE DOING.

WE WERE NOT A COUPLE OF YEARS AGO SUPPORTING THINGS LIKE DEDICATED BUS LANES.

WE PUT IN ONE LAST -- WE HAD

BEEN PUTTING IN -- I DON'T
RECALL HOW MANY MILES OF
PROTECTED BIKE LANES WE HAD ON
WESTERN AVENUE FOUR YEARS AGO,
ANYWAY, THAT HAS ACCELERATED.
OUR RATE OF IMPLEMENTATION
ITSELF IS ACCELERATING.

>> SO EVEN THOUGH WE ARE COMING
UP SHORT ON OUR GOALS YOU ARE
SAYING THE DEPARTMENT IS NIMBLE,
THE DEPARTMENT IS READY TO GO
BEYOND THE LIMIT AND YOU FEEL
CONFIDENT WE CAN HIT THAT?

>> I AM CONFIDENT THE RIGHT
THING TO DO IS KEEP PUSHING
OURSELVES.

>> GOOD.

>> TO DELIVER ON THE THINGS THAT
OUR RESIDENTS VERY MUCH WANT.

>> GREAT.

MY BIGGEST PRIOR THINK BUDGET
SEASON IS PEDESTRIAN AND BICYCLE
SAFETY ESPECIALLY AFTER THE
DEATH.

CAN YOU REDESIGN THE CITY.

>> \$400,000 WHICH IS IN THE
CAPITAL BUDGET FOR CENTER STREET
FOR THE REDESIGN OF CENTER
STREET, AND STILL ON TRACK TO
COME BACK TO THE COMMUNITY IN
JUNE WITH DESIGN OPTIONS TO BE
ABLE TO COME THROUGH.

>> THAT'S GREAT.

SIMILARLY I KNOW JAMAICA PLAIN
HAS BEEN WORKING AT SORT OF A
STUDY AS WELL. IS SOME OF THIS
IS BPW, WE TOUCHED ON IT
YESTERDAY BUT CAN YOU TALK
BRIEFLY ABOUT THAT?

>> WE HAVE SHARED A DRAFT PLAN
WITH SOME OF THE LEADERSHIP AND
THE COUNCIL SO WE HAVE BEEN
LOOKING AT THAT.

I AM GOING TONIGHT TO ANOTHER
MEETING, HOSTED BY THE J PNC,
ONE OF THE SUBCOMMITTEES TO TALK
ABOUT THAT, AND SO RIGHT NOW
FUNDING FOR THAT IS -- THIS IS
THE SECTION FROM -- STATION TO
HYDE SQUARE, SO THE PUNNING FOR
THAT IS ESSENTIAL JUST FOR THE
DESIGN PIECE.

>> YES.

BUT THE SECTION FROM HYDE SQUARE

TO JACKSON SQUARE IN JP, THERE IS FUNDING IN THERE TO DO CONSTRUCTION THIS FISCAL YEAR WITH RAISED CROSSWALKS ON THE CROSS STREETS, SOME ACCOUNTS IN EXTENDING THE GOING LANE. THAT SHOULD BE IN CONSTRUCTION LATER THIS FISCAL YEAR.

>> AGAIN, I APPRECIATE THIS AND THIS IS WHY I AM PUSHING THIS IS THAT WE KNOW PEOPLE HAVE CARS. WE KNOW TRAFFIC IS AN ISSUE. MORE PEOPLE WOULD USE THE T IF IT WERE MORE RELIABLE.

THAT'S SOMETHING WE ALL STAND UNITED ON, MORE PEOPLE WOULD USE BICYCLES IF IT WAS SAFE SORE HAVING MORE PROTECTED BIKE LANES AND MORE WAYS WE LOOK AT THE INFRASTRUCTURE OF LAYING OUT OUR STREETS IS ABSOLUTELY CRUCIAL IN 2019 AS WE THINK ABOUT THE GROWTH IN THE CITY, NOT ONLY IS IT GOOD TO MOVE PEOPLE AROUND AND NOT ONLY DOES IT LOWER THE GREENHOUSE GAS EMISSIONS AND NOT ONLY FOR A THRIVING WONDERFUL CITY BUT THE HEALTH BENEFITS, THE SAFETY BENEFITS, I COULD GO ON AND ON.

>> I THINK I HAVE A SECOND OF SECONDS LEFT.

WELL LAST QUESTION FOR THIS ROUND.

CAN WE EXPECT AT LEAST ONE BLUE GOING STATION EVERY NEIGHBORHOOD IN THE CITY OF BOSTON BY THE END OF 2019, 2020?

>> WHERE, OR ARE WE GOING TO BE SHORT.

>> SHORT.

>> NEXT YEAR WE WILL BE BACK AND COUNCILOR MCCARTHY WILL BE TESTIFYING AND --

[LAUGHTER.]

>> IT IS A LONG BIKE RIDE.

>> ABSOLUTELY.3

THANK YOU ALL FOR THIS ROUND. THANK YOU ALL FOR YOUR GOOD WORK.

COUNCILOR WU.

>>

>> THANK YOU VERY MUCH, MR. CHAIRMAN, THANK YOU,

EVERYONE.

I WANT TO ECHO THE THANKS FOR ALL THAT YOU DO AND IT IS REALLY RAMPED UP EVEN MORE AS THERE HAS BEEN -- OUTSIDE OF THE BUILDING EVERY TIME I AM -- GETS ANOTHER THREE TO DIFFERENT DIFFERENT REQUESTS FROM CONSTITUENTS.

SO I WANT TO START THERE, WHICH IS THAT LITERALLY EVERY STREET, EVERY NEIGHBORHOOD PEOPLE ARE CONCERNED ABOUT HOW FAST THE CARS ARE GOING DOWN.

SO WHAT SHOULD WE BE TELLING FOLKS TO DO?

HOW CAN I SUPPORT SENATE.

>>

>> SUPPORT THAT?

>> THERE ARE A FEW DIFFERENT PIECES.

ONE OBVIOUSLY IS WE ALL AGREE ON THE ENGINEERING CHANGES ARE INCREDIBLY IMPORTANT.

BUT THE ENGINEERING CHANGES ACROSS 850 MILES OF STREETS IS GOING TO TAKE MORE TIME THAN ANY OF US WANT.

AS WE TALKED ABOUT EARLIER GETTING FASTER AND MAKING THOSE CHANGES.

BEING HEARING FROM RESIDENCE WHERE THE CONCERNS ARE AND GOING TO THINGS LIKE SAFETY CONCERNS MAP, THAT BPD POSTED HELPS INFORM BPPED WHERE WE MAKE SOME OF THESE INVESTMENTS.

THE MESSAGES TO CARLA, GREG, STEPHANIE, THOSE MAKE A DIFFERENCE FOR US AS WELL AND HELP US UNDERSTAND WHERE WE CAN BEST FOCUS IN ON MAKING CHANGES.

ENCOURAGE RESIDENTS TO CONNECT WITH THEIR NEIGHBORS ABOUT SAFE DRIVING PRACTICES, WE JUST RELAUNCHED BOSTON SAFETY INITIATIVE, WE KNOW DISTRACTED DRIVING, HARSH BRAKING, FAST ACCELERATION, SPEEDING, QUICK CORNERING, THESE SORT OF THINGS ARE UNSAFE DRIVING PRACTICES, AND WE WANT TO BE ABLE TO CURB THOSE PRACTICES AND SO ENCOURAGING FOLKS TO MAKE SURE THAT THEY ARE PLAYING THEIR PART

IN MAKING OUR STREETS SAFER ALSO MATTERS.

SO ADVOCACY AROUND ENGINEERING AND THAT COMMUNITY EDUCATION MAKES A BIG DIFFERENCE.

>> I MEAN SOME OF THESE -- FOLKS I HAVE BEEN TALKING TO HAVE JUST GIVEN UP AT THIS POINT IN TERMS OF IT IS MOSTLY AROUND GOOGLE MAPS AND DIRECTING PEOPLE DOWN CUT THROUGH, SIDE RESIDENTIAL STREETS AS CUT THROUGH, IS THERE ANY WAY TO KIND OF WORK WITH ON THE TECHNOLOGY SIDE TO CARVE OUT CERTAIN AREAS OR --

>> WE HAVE NOT HAD SUCCESS WITH THAT AT THIS POINT TO ESSENTIALLY ADJUST THAT TO GUIDE YOU TOWARDS MAIN ARTERIALS. I THINK AT THE END OF THE DAY THE THING WHICH I KNOW COUNCILOR O'MALLEY TALKED ABOUT WHICH IS AT THAT BIG FOCUS OF OUR WORK THAT ULTIMATELY IT IS MAKING TRANSIT MORE RELIABLE AND IS MAKING WALKING AND BIKING MORE

--

>> STREETS, SIGNING A PETITION, ET CETERA, GETTING SPEED BUMPS OR STOP PALESTINIANS OR WHAT IS THE TIME FRAME THEY SHOULD EXPECT?

I MEAN, I AM THINKING ONE FROM THIS WEEKEND, WHERE A HORRIFIC CAR WENT OVER AND KNOCKED DOWN THE STREET AND CRASHED, YOU KNOW, A LITTLE OVER A YEAR AGO AN EVEN AS I WAS THERE, ALMOST GOT RUN OVER 10 TIMES IN THE COURSE OF AN HOUR OR SO.

>> THIS IS -- HE WE HAVE HAD SOME CONVERSATION WITH FOLKS WHO ARE ON THE COUNCIL ABOUT THIS, INCLUDING YOURSELF.

WE WANT TO FIND THE RIGHT WAY THAT AS A MATTER OF COURSE AS WE DO ROUTINE SURFACE AND REBUILD SIDEWALKS WE ARE ACTUALLY TAKE THE TIME TO ADD SPEED HUMPS OR BUILD OUT SIDEWALKS, AT INTERSECTIONS TO MAKE OUR STREETS CALMER, TO MAKE THE STREETS SAFER FOR PEDESTRIANS AND TO KNOW WHAT THOSE

IMPLICATIONS ARE.

AND TO FIND THE RIGHT WAY OF
CONNECTING THAT WITH THE ROUTINE
RESURFACING AND RECONSTRUCTION
OUR PUBLIC WORKS FIRM IS DOING
IN THE BIG FOCUS --

>> JUST KEEP GOING AS WE ARE
GOING AND KIND OF KEEPING YOUR
ATTENTION --

>> WHICH ALLOWS US WHILE ON THAT
STREET TO MAKE NOT JUST REPLACE
WHAT IS THERE BUT TO MAKE IT
BETTER.

AND IN THE FUTURE WE WANT TO
FIND THE RIGHT WAY OF TAKING
THOSE NEED AS WELL AS THE
ENGINEERING CONDITIONS AND
PRIORITIZING OUR INVESTMENTS
ACCORDINGLY.

>> OKAY.

AND SIMILARLY, I THINK SIMILAR 0
TOPIC OF REACTIVE VERSUS
PROACTIVE: SURE.

>> ONE THING I HAVE HEARD FROM
EVERYONE ABOUT RESIDENT PARKING
IS WITH WE HAVE TRIED TO TO
ENFORCEMENT ON A REACT IF THE
BASIS BUT AS THESE POSITIONS ARE
FILLED WILL WE EVER GET CLOSE TO
STREETS AUTOMATICALLY BEING
ENFORCED?

>> IT IS -- THE WORK THAT TOM
MCKAY AND THAT TEAM IS FOCUSING
ON RIGHT NOW HOW TO ADJUST WHAT
OUR SHIFT STRUCTURES ARE AND
ROUTES ARE TO DO EXACTLY THAT.

>> YES.

THAT'S EXACTLY, THE WHOLE POINT
OF THE EXERCISE IS LOOKING WHERE
OUR PEOPLE ARE, WHERE THEY ARE
DEPLOYED, WHERE THEY SHOULD BE
BASED ON REGULATIONS, TIME OF
DAY, SO TAKING A VERY HOLE
LISTCALLY APPROACH TO HOW HE
WANTED TO RESTRUCTURE THAT AND
ULTIMATELY THE CHALLENGE IS JUST
ENSURING THAT WE HAVE THE
RESOURCES WHICH ARE IN THIS
BUDGET FOR GETTING OUR PEOPLE TO
WHERE THEY NEED TO BE AND HAVING
THE RIGHT EQUIPMENT TO, YOU
KNOW, ENFORCE WHAT THEY ARE
DOING OUT THERE.

>> IS YOUR ULTIMATE GOAL I GUESS

I AM CURIOUS HOW YOU ARE MEASURING WHAT WILL BE SUCCESSFUL, ARE YOU BASING IT OFF THE COMPLAINTS YOU ARE GETTING IN NOW REACTIVELY AND HOW DO WE BETTER COVER THOSE VETS WITHOUT WAITING FOR THE COMPLAINTS TO COME IN OR IS THE GOAL TO COVER EVERY RESIDENTIAL AREA AT SOME POINT OVER A CERTAIN TIME A SPAN?

>> CERTAINLY IT IS A COMBINATION.

OBVIOUSLY WE USE THE DATA WE HAVE TO MAKE WELL INFORMED DECISIONS.

AND ALSO ENSURING THAT, YOU KNOW,, THE PEOPLE ARE WHERE THE REGULATIONS ARE WHEN THEY NEED TO BE ENFORCED.

OKAY.

I HAVE SO MANY FOR ROUNDS.

AIM JUST GOING TO PASS ON.

THANK YOU.

>> THANK YOU.

COUNCILOR CAMPBELL BELL.

>> THANK YOU, COUNCILOR CIOMMO, THANK YOU, TEAM AND

CONGRATULATIONS, COMMISSIONER, WELL DESERVED, I LOOK FORWARD TO

WORKING WITH YOU AS WELL.

I DON'T EVEN KNOW WHERE TO BEGIN.

I WILL TELL YOU WHEN I FEEL A SENSE OF FRUSTRATION THIS IS NOT DIRECTED AT YOU GUYS, IT IS THE SYSTEM.

I JUST TELL MYSELF TO BREATHE, BREATHE DEEPLY, BREATHE, BREATHE, GROWTH.

BECAUSE AS THE DISTRICT COUNCILOR I THINK OTHER DISTRICT COUNCILORS HAVE SAID THIS, WE GET THE CALLS ALL THE TIME.

I MEAN, SPEEDING CARS, CRASHES, AND THIS NEED TO BE NOT JUST PO SORT OF PROACTIVE BUT NOT REACT

IF THE BUT TO BE PROACTIVE, AND

ON MY STREET ALONE I MEAN MY HUSBAND AND I WERE STANDING OUT THERE ONE DAY JUST CLOCKING THE CARS COMING DOWN THE STREET, IT IS RIDICULOUS AND WE ARE NOT GOING TO DO ANYTHING UNTIL

SOMEONE PROBABLY DIES I HAVE A
20 MONTH OLD, LOOK BOTH WAYS AND
TRYING TO TRAIN HIM NOW AND
REALLY FRUSTRATING.

WE EVEN LOOKED INTO WHAT WOULD
IT MEAN FOR US TO JUST FRANKLY
PAY AND ENGINEER AND SOME
COMPANY TO PUT A SPEED LUMP ON
OUR OWN STREET WHICH IS -- WE
DID LOOK INTO THAT.

SO I MEAN, I THINK AT SOME POINT
WE HAVE THE PROGRAM THAT IS
DOING GREAT WORK, STEPHANIE IS
KILLING IT, FRANKLY, UH BUT SHE
HAS A LIMITED BUDGET AND ALL OF
THESE APPLICATIONS SHE WANTS TO
PROBABLY FULFILL.

SHE CAN ONLY DO FIVE IN THE LAST
CYCLE.

I WAS BLESSED TO BE LIKE ALL OF
MY DISTRICT.

BUT WHY I SEE THAT HAPPENING IS
BECAUSE WE DID TREMENDOUS
OUTREACH AND ADVOCACY.

I KNOW OTHER DISTRICTS ARE
SUFFERING AND SO THE QUESTION
IS, WITH ALL OF THE APPLICATIONS
THAT WE RECEIVED ABOVE THE FIVE
THAT WERE SELECTED IN JUST THE
LAST ROUND, WHY NOT START THERE?
YOU KNOW, THERE ARE APPLICATIONS
THERE, THERE IS DATA THERE,
THERE IS INFORMATION THERE, WE
COULD BE REALLY TARGETED WITH
THE INFORMATION WE HAVE IN THOSE
PACKETS.

MY NEIGHBOR IS ONE OF THE
PACKETS.

THE FOLKS CAME OUT AND DID A
WALK THROUGH, WHERE WE GOT
RESIDENTS TO VOLUME TORE AND PUT
TOGETHER AN APPLICATION.

THEY WEREN'T SELECTED SO NOW
OKAY WHAT ARE WE GOING TO DO?
I MEAN, WE ARE TELLING FOLKS,
TRUST YOUR GOVERNMENT,
GOVERNMENT IS HERE FOR YOU AND
THEN WE ARE PUTTING THEM THROUGH
THIS PROCESS AND PUTTING
TOGETHER THESE GREAT
APPLICATIONS.

I MEAN FOLKS ARE DOOR KNOCKING
AND FOLKS WORK TWO OR THREE JOBS
BUT THEY CARE SO DEEPLY ABOUT

THEIR COMMUNITY AND THEN NOTHING HAPPENS.

AND SO AND EVEN THOUGH FOLKS THAT ARE SELECTED FOR SLOW STREETS HAVE TO WAIT TWO OR THREE YEARS BEFORE SOMETHING HAPPENS.

SO I GUESS MY QUESTION IS, AND THIS HAS BEEN A QUESTION FOR SOME TIME, THROUGH PREVIOUS BUDGET CYCLES IS, HOW DO WE TAKE THOSE APPLICATIONS, DO SOMETHING TARGETED WITH THE RESPECT TO THOSE NEIGHBORHOODS THAT WE KNOW SHOULD HAVE BEEN SELECTED BUT WERE JUST CUT OFF, WHY CAN'T WE START THERE WITH SOME IMMEDIATE RESPONSES TO THOSE COMMUNITIES THAT HAVE BEEN SUFFERING FOR A REALLY LONG TIME?

>> SURE.

STEPHANIE CAN TALK ABOUT THIS, BUT WE ARE WORKING OUR WAY THROUGH THAT LIST.

FOR EXACTLY THE REASONS YOU STATED COUNCILOR, WE KNOW THERE ARE -- THE DATA IS THERE, THE NEED IS THERE, AND MORE PLACES BEYOND THAT, BUT THERE ARE SOME QUICK WORK WE ARE LOOKING TO DO IN PLAYS THAT WERE NOT FORMALLY SELECTED FOR SAFE STREETS PROGRAM.

>> IT TAKES LONG TIME BECAUSE OBVIOUSLY GOOD COMMUNITY PROCESS TAKES TIME, AND WHAT WE HEAR FROM ALL OF THE NEIGHBORHOOD NEIGHBORS IS THEY WANT MORE PROCESS.

THEY WANT MORE TIME, THEY WANT US TO DO MORE ENGAGEMENT.

AND THAT LEVEL OF WORK TAKES TIME AND EFFORT ON OUR PART. WE CAN'T JUST DESIGN SOMETHING AND PUT IT IN.

IT IS KNOCKING ON DOORS AND TALKING TO PEOPLE AND MAKE SURE THE CONCERNS ARE HEARD AND THE. SO WE ARE WORKING REALLY HARD TO MAKE IT A TWO-YEAR PROGRAM.

BUT WE HAVE 12 -- WE HAVE 12 PUBLIC MEETINGS BEFORE THE END OF JUNE JUST FOR THAT.

IT IS A LOT OF WORK AND IT IS A

MEANINGFUL WORK AND GOOD WORK,
BUT THAT'S WHY IT TAKES TIME.
I AGREE WITH YOU AND I THINK
COUNCILOR ARE HAPPY TO ENGAGE
THAT WORK.
WE WENT OUT TO DOOR KNOCK TO
SUPPORT THE EFFORTS JUST TO GET
THE APPLICATIONS IN.
THOSE FOLKS ARE READY AND ABLE
TO CONTINUE TO SHOW UP AND
PARTICIPATE IN THE FOLLOW-UP
MEETINGS RELATED TO DESIGN, MOST
OF THEM I WOULD LIKE TO SAY ARE
REASONABLE AND RATIONAL PEOPLE
NOT THE FOLKS WE DON'T WANT
THIS, WE DON'T WANT THIS.
THEY ARE JUST WAITING FOR
SOMETHING TO HAPPEN, SO I HEAR
YOU, SO I DON'T KNOW WHAT ARE
THE BARRIERS, IS IT MONEY, IS IT
HUMAN CAPITAL, MORE RESOURCES
FOR FOLKS IN YOUR DEPARTMENT TO
DO THAT OUTREACH, WHAT ARE THE
BARRIERS AND HOW CAN WE FROM
WHERE WE SIT ON THE COUNCIL SIDE
RESOURCE YOU, YOUR DEPARTMENT OR
OTHER PIECES OF BTD IN ORDER TO
SHORTEN THAT TIME FRAME FOR
THESE PROJECTS TO HAPPEN?
I THINK IF WE DON'T KNOW WHAT
THOSE ARE, IT IS REALLY
DIFFICULT BUT I WILL TELL YOU MY
RESIDENTS ARE READY, ABLE AND
WILLING TO PARTICIPATE, AND SHOW
UP IN THE DESIGN PROCESS WHAT
THEIR FRUSTRATION IS AND I AM
CARRYING THAT A LITTLE BIT
BECAUSE WE GET THE CALLS ALL THE
TIME OR STOP YOU AT THE GROCERY
STORE YELLING AND SCREAMING AT
YOU, WHAT CAN WE TELL THEM RIGHT
THERE, THEY ARE REALLY SORT OF
THROWING UP THEIR HANDS TO SAY
WE ARE SHOWING UP TO THE
MEETINGS AND WE WERE SELECTED
FOR SLOW STREETS AND WANT THIS
TO HAPPEN.
WHAT CAN YOU DO ON OUR END TO
SPEED UP THE PROCESS THIS IS IT
MORE HUMAN CAPITAL THIS IS IT
MORE RESOURCES?
IF SO, WHAT IS THAT AND WHAT
DOES IT LOOK LIKE?

>>

>> CERTAINLY THERE HAS BEEN AS MENTIONED BEFORE, WE ARE NOW FINDING A WAY TO HAVE MORE THE STAFF ON STEPHANIE'S TEAM AND, WE ADDED TWO PLANNERS AND TWO ENGINEERS TO FOCUS MORE ON THESE SORT OF SAFETY ENTER VENUES WHICH WILL ALLOW US TO GO FASTER.

THAT PROCESS, THOUGH, OF HAVING THOSE CONVERSATIONS ITSELF, IT TAKES TIME SO YOUR SUPPORT IN THAT AND CONTINUED SUPPORT ON THAT WILL MAKE A DIFFERENCE FOR US.

I THINK THERE ARE THOSE THINGS AS, YOU KNOW,, THAT ARE PROACTIVE.

THERE ARE THINGS, THAT WE ALSO NEED TO DO IN PLACES THAT -- SAFE STREETS WE NEED TO FIND A WAY, WE NEED FIND A WAY TO IMPLEMENT AT A FASTER RATE AND THAT IS GENERAL TRAFFIC CALMING MEASURES.

MAKING MORE THINGS -- RECONSTRUCT OR RESURFACE THE STREET, THAT WILL ADDRESS I THINK SOME OF THE COMMUNITY CONCERNS.

IN ADDITION TO THE SORT OF FOUNDATIONAL PROGRAMS LIKE NEIGHBORHOOD SAFE STREETS OR THE CORRIDOR WORK THAT THE TEAM IS FOCUSED ON.

>> I WILL SAVE MY QUESTIONS FOR NEXT ROUND BUT VERY FURIOUS FOLKS STANDING ON THE STREET THINKING ABOUT HOW THEY WILL INSTALL THEIR OWN SPEED HUMPS WHICH IS CLEARLY A PROBLEM. THINK I WE HAVE TO THINK JUST -- WE JUST HAVE TO BE FRANK AND HONEST AS TO EXACTLY WHAT WE NEED AND WHAT DEPARTMENTS IMMEDIATE IN ORDER FOR THEM TO DO THEIR JOBS TO SHORTEN THE TIME FRAME. THIS IS NOT DIRECTED AS AT USE GUYS YOU ARE DOING THE WORK BUT IF YOU NEED MORE PLANNERS OR MONEY, THEN LET'S PUT IT INTO OUR BUDGET AND GET MOVING, BECAUSE NO ONE LIKES TO RECEIVE THESE COMPLAINTS OVER

AND OVER AGAIN OVER THE COURSE
OF THE YEARS AND NOT HAVE AN
ADEQUATE RESPONSE.
IT IS REALLY UNSETTLING AND THE
TOP OF OUR LIST, EVEN HIGHER
SOMETIMES IN SOME OF OUR HOUSING
CONSTITUENT CASES ON A
MONTH-TO-MONTH BASIS ARE TRAFFIC
AND SPEEDING CONCERNS.
IT IS REALLY UNSETTLING NOT TO
HAVE, WHAT WOULD BE AN ADEQUATE
RESPONSE TO OUR CONSTITUENTS.
THANK YOU, COUNCILOR.

>> COUNCILOR ESSAIBI GEORGE.
THANK YOU, CHAIR AND THANK YOU
ALL FOR BEING HERE.

FIRST I JUST WANT TO ECHO MY
COLLEAGUES, A NUMBER OF THEM
HAVE EXPRESSED SUPPORT FOR THE
FUNDING OF A CRASH ANALYST,
CRASH DATA ANALYST, I AM NOT
SURE WHETHER THAT WOULD SIT IN
YOUR DEPARTMENT OR BTD, WE
ADVOCATE HERE BECAUSE WE KNOW IT
IS INTEGRITY BRAT TO THE,
INTEGRAL TO THE WORK YOU DO IN
YOUR DEPARTMENT.

ALSO FOR THE SAFE ROUTES
COORDINATOR, I ECHO SUPPORT FOR
THAT WORK.

I PARTICIPATED IN THE TWO WALK
TO SCHOOL DAYS, AND ALL OF THAT
SORT OF IS A SPECIAL ONE TIME OR
ONE -- THAT WORK NEEDS TO
CONTINUE AND I JUST WANT TO HAVE
THAT NOTED.

IF WE CAN TALK A LITTLE BIT
ABOUT TWO OF THE EXTERNAL FUNDS,
THE BOSTON BIKE SHARE HAS AN
INCREASE OF 120,000 IN THE
BUDGET, WE JUST TALKED A LITTLE,
IF WE CAN TALK A LITTLE BIT
ABOUT THAT INCREASE AND HOW WE
WILL APPLY THAT FUND.

>> SURE -- ONE OF THE SOURCES,
ONE TO THE PLACES FOR THE
INVESTMENT IS AROUND EXPANDING
THE GOING SHARE NETWORK, BIKE
SAFETY STATION, 120 SPECIFICALLY

--

>> THERE ARE TWO LINES IN THE
BUDGET.
ONE IS THE INTERNAL LINE --
OFFICIAL EXPANSION INTO SOUTHERN

DORCHESTER AND MATTAPAN, WEST ROXBURY AND EASTERN ROSLINDALE. THE EXTERNAL FUNDS LINE IS ESSENTIALLY WHERE WE BANK MONEY THAT COMES FROM LIKE A -- YES, REVENUES FROM THE AD PANELS AND OTHER SOURCES.

THISSIER WE ARE PRACTICE TO SPEND -- TO SPEND -- SAFETY STATIONS LAT LAST YEAR AND THIS IS PLANS TO ADD INTO THAT EXPANSION PLANNING THAT WE BEGAN IN 2017.

SO IT IS ALL OF THE STATIONS THAT PEOPLE REQUESTED LAST YEAR.

>> THANK YOU FOR THAT.

AND THEN SOME OF THE INCREASE IN THE PARKING METER FUND OR THE PARKING FACILITIES FUND, WE TALKED A LITTLE BIT ABOUT THAT, \$68,000 INCREASE, AND WE ARE LOOKING TO APPLY THAT DOLLAR AMOUNT.

>> THE PARKING METER REVENUE FUND IS ADMINISTERED BY THE OFFICE OF THE BUDGET MANAGEMENT AND WE WILL BE CONTRIBUTING ABOUT 24 AND A HALF MILLION IN THE CURRENTIER, '19 AND NEXT YEAR'S BUDGET THE METER RECEIPTS SHOULD BE CLOSER TO \$30 MILLION THROUGH LTD.

THE APPROPRIATIONS OUT THAT FUND LIKE I SAID ARE HANDLED BY BUDGET MANAGEMENT BUT SOME OF IT COMES BACK TO PUBLIC WORKS AND TRANSPORTATION AND PARKS FOR BRIDGES, CONNECTIONS, PEDESTRIAN WORK, ET CETERA.

THERE WAS CONVERSATION ABOUT RIDE SHARE AND PICKUP ZONES. WE TALKED ABOUT HOW WE ARE SPENDING SOME OF OUR RESOURCES OR ENERGIES ON THAT, FINANCIAL AND ENERGY?

>> SURE.

SO WE HAVE ONE PILOT THAT WE HAVE LAUNCHED, WE LAUNCHED ABOUT TWO MONTHS AGO, IN COLLABORATION BETWEEN -- THE MAYOR'S OFFICE AND -- TWO -- FENWAY AND BOSTON STREET.

WE HAVE BEEN EVALUATING THE IMPACT THAT IS HAVING GENERALLY

AVAILABLE PICKUP AND DROPOFF
ZONE ESSENTIALLY FOR THE
OVERNIGHT HOURS, SO MIGHT BE CAN
PICK UP AND DROP OFF THERE.

BUT IF YOU USE THE LYFT OR UBER
APP YOU CAN ACTUALLY GUIDED
THERE FOR THE PICKUP.

ALL OF THIS IS THE INTENT OF
ACTUALLY REDUCING ALL OF THE
SAFETY AND CONGESTION PROBLEMS
OF HAVING PICKUP AND DROPOFF
LANES.

THE PROBLEM IS HOW TO MAKE THIS
WORK AND AMPING IT UP THROUGH
THE CITY.

WE LOOK FOR AVENUE FOR EACH
PICKUP AND WE RECEIVE 10 CENTS
FROM THE STATE FOR EVERY SINGLE
PICKUP THAT OCCURS IN THE CITY
OF BOSTON. SO IN 2017, WHICH
WAS THE LAST SORT OF FULL YEAR
OF FUNDING WE RECEIVED SO FAR,
THERE IS AROUND THREE AND A HALF
MILLION DOLLARS THAT WAS GIVEN
TO THE CITY OF BOSTON FOR THAT.

>> AND HOW IS THAT BUY LOT
GOING?

>> THE -- SO THE EARL
EVALUATION, WE HAVE ACTUALLY
SORT OF WRITTEN -- THE
EVALUATION HAS BEEN GOING FAIRLY
WELL.

>> SO AT WHAT POINT DO WE GET TO
A POINT WHERE WE TALK ABOUT
EXPANDING THIS?

>> BY THE SUMMER AND -- BY THE
SUMMER WE WILL BE ABLE TO SAY,
HERE IS A WORK, HERE IS HOW WE
CAN MAKE IT BETTER AND BE ABLE
TO TWO FROM THERE.

WE KNOW.

>> IS A LOT OF DEMAND AND NEED
FOR THE BETTER CURB MANAGEMENT,
PARTICULARLY AROUND PICKUP AND
DROPOFF.

>> AND REMIND ME --

>> QUICKLY WHEN WE TALK ABOUT
GOING LANES ACROSS THE CITY,
THERE ARE SOME I THINK EASY
PICKINGS SOME OF OUR LONGER
CORRIDORS THAT ARE NOT FULLY
DEVELOPED OR GOING THROUGH
TRANSITION, I KNOW BECCA
MENTIONED THE STRETCH OF NASA

AFTER KNEW TO COLUMBIA ROAD, I
LIVE CLOSE TO THE COLUMBIA ROAD
END, THAT IS WELL
UNDERDEVELOPED, OVER NIGHT,
THERE ARE MANY 18-WHEELER
TRACTOR TRAILERS THAT PARK FOR A
CONSIDERABLE AMOUNT OF TIME.
I THINK THAT IS PRIME REAL
ESTATE TO LAY DOWN SOME
PROTECTED BIKE LANES.

>> WE AGREE THAT IS FUNDED IN
THIS BUDGET FOR THE TEAM TO WORK
ON EXACTLY THAT PROJECT.

>> HOW DO YOU IDENTIFY OTHER
STRUCTURES SIMILAR ACROSS THE
CITY, THAT IS EASY TO GET THERE.
EXPANDING THE BIKE LANES,
RESIDENTS ACROSS THE CITY WILL
SEE HOW IT IS A GREAT RESOURCE
FOR US TO HAVE IN THE CITY.
AND EASY WHERE IT IS LESS
DEVELOPED PARTS OF THE CITY IT
CAN WORK AND I THINK PEOPLE WILL
START CALLING FOR MORE OF THIS.

>> [SPEAKING AWAY FROM
MICROPHONE]

>>

>> I THINK THERE ARE PLACES THAT
SEEM EASY THAT ARE A BIT MORE
CHALLENGING.

BUT IF YOU HAVE IDEAS AND WOULD
LIKE TO HEAR THEM, I MEAN --.

GREAT.

THANK YOU.

THANKS, CHAIR.

>> AND WE HAVE BEEN JOINED BY
COUNCILOR MICHAEL FLAHERTY.
THE CHAIR RECOGNIZES COUNCILOR
FRANK BAKER.

GOOD TO SEE YOU AGAIN, CHRIS,
TODAY.

>> COUNCILOR ESSAIBI GEORGE LEFT
OFF, WILL YOU TALK ABOUT THE
MASS AVENUE, THAT PROJECT I
KNOW, I DON'T KNOW IF -- I THINK
IT IS IN CONSTRUCTION NOW.

WHAT ARE OUR PLANS THERE FROM
COLUMBIA ROAD TO --

>> IN DESIGN --

>> SO FAR WHAT WE HAVE DONE --

>> IF YOU WILL SPEAK INTO THE
MIKE A BIT?

>> SORRY.

WE ARE DOING A TRAFFIC COUNT

THIS SPRING AND WE HAVE ALSO
DONE A PARKING OCCUPANCY STUDY
SO THAT WHEN WE TALK WITH
NEIGHBOR THERE IS DAB THERE ARE
A FEW STRUCTURES THAT ARE PRETTY
WELL PARKED ABOUT WHAT THAT
LOOKS LIKE OVER THE DAY AND WHAT
KINDS OF TRADEOFFS WE CAN MAKE.

>> OKAY.

THANK YOU.

CHRIS, YESTERDAY WE TALKED A
LITTLE BIT ABOUT FRONTAGE ROAD,
SO WHO IS ADVOCATING FOR THE BE
BTD WHEN IT COMES TO WHAT YOUR
NEEDS ARE GOING TO BE WITH
WHATEVER HAPPENS SNEER AND AGAIN
YOU KNOW WHERE I AM.

I THINK WE NEED BUILD A FACILITY
ON THAT SITE THERE.

BUT YOU ARE WEARING BOTH HATS
WHEN YOU ARE ADVOCATING FOR BTD
AND WHAT THEY NEED --

>> THERE IS A PART OF THAT
CONVERSATION -- OPERATIONAL
SIDE.

IT IS THE OPERATIONAL -- [
SPEAKING AWAY FROM MICROPHONE]

FROM OUR STANDPOINT IT IS
CRITICAL FOR POTH BTD AND PUBLIC
WORKS N THAT PLAN THAT CAME
THROUGH THE COMMITTEE, THE
COMMITTEE HEARING, WILL THERE BE
ANYTHING ABOUT ACTUAL BUILDINGS
ON THAT SITE OR WHAT -- CAN YOU
TALK ABOUT THAT A LITTLE BIT?

>> SOME OF THE OPTIONS THEY LOOK
AT -- DESIRABLE SPOT -- WHAT IS
FEASIBLE.

[SPEAKING AWAY FROM MICROPHONE

>> -- TO FIGURE OUT A WAY TO
IDENTIFY OR RESIGN WHAT -- BOTH
THE BTD AND PUBLIC WORKS --

>> THANK YOU.

AND NOT TO BELABOR THE POINT BUT
YOU HEAR FROM OUR DISTRICT CITY
COUNCIL THAT ACTUALLY GOT I
THINK FOUR OR FIVE OF THE SAFE
STREETS AND I DIDN'T GET MY.
BUT WE HAVE TALKED QUITE A BIT
AND I APPRECIATE WHERE WE WANT
TO LOOK AT IF WE ARE GETTING
INTO NEW STREETS OR NEW SIDEWALK
RECONFIGURATIONS BECAUSE THERE
ARE CERTAIN PLACES I WAS AT A

MEETING, COLUMBIA HILL LAST NIGHT WHERE THE HAIR GOT BEAT UP AND THEY WERE ASKING FOR ONE RAISED CROSSWALK IN ONE SPOT, YOU KNOW,.

>> I AM SURE IT IS GOING TO BE MORE THAN THAT.

PEOPLE ARE LOOKING FOR, BUT JUST, YOU KNOW, PEOPLE ARE DYING FOR SOME SORT OF RELIEF WHEN IT COMES TO VEHICLES GOING THROUGH THE NEIGHBORHOODS AND CAN WE COME BACK TO GLOVERS CORNER A LITTLE BIT.

I DIDN'T QUITE HEAR YOU.

SO GLOVERS CORNER PLAN, WE HAVE FROM -- WE DON'T HAVE BUT THE CITY IS NOW LOOKING AT JUST SO IT IS ON YOUR RADAR, THE CITY IS LOOKING AT FROM GLOVERS CORNER, WHICH IS ABOUT -- ALL THE WAY TO BROADWAY STATION.

WE HAVE THE HIGHWAY, WE HAVE THE TRACKS THERE.

I MEAN, ARE WE LOOKING AT TRYING TO CONNECT NORTH TO SOUTH FROM THE -- GLOVERS CORNER ALL THE WAY TO ANDREW SQUARE WHICH WOULD BRING US INTO BROADWAY WHICH WOULD BRING US TO SOUTH STATION?

>>

>> YEAH, I MEAN --

>> THE ANSWER CAN BE NO, BUT I JUST WANT PEOPLE TO UNDERSTAND THAT WE HAVE OPPORTUNITIES AL THAT ENTIRE STRETCH WHICH WOULD BASICALLY NOT JUST REPLACE, BUT MY OPINION AND MY THOUGHT AND WHAT I ADVOCATE FOR WHEN I AM TALKING ABOUT GLOVERS CORNER IS THAT CONNECTION TO GET A LONG HIGHWAY OR ALONG THE TRAIN TRACKS WE HAVE PLENTY OF SPACE THERE SO JUST SO IT IS ON --

>>DCR IS WORKING ON DESIGNS FOR OFF STREET PASS ON THE MASS DOT RIGHT-OF-WAY BETWEEN --

>> THE GAS TANK.

>> YES.

>> AND VICTORY ROAD.

I AM NOT SURE WHAT THEIR STATUS IS MOVING BEYOND THAT.

>> YES.

>> BUT ABSOLUTELY, I THINK THAT

WE WANT TO LOOK AT THAT AND I KNOW THAT HAS COME UP IN SOME OF THE GLOVER MEETINGS I HAVE BEEN TO, PARTICULARLY AROUND THINKING ABOUT A BRIDGE OVER SEVEN, AND TRYING TO OPEN UP ALL OF THOSE NEIGHBORHOODS TO A BETTER WALKING AND BIBLING NETWORK.

>> JUST TO MAKE SURE IT IS ON PEOPLE'S RADAR, THE NORTH-SOUTH CONNECTION AND I WILL CONTINUE TO TALK ABOUT THAT.

CHRIS, SAME THING YESTERDAY, ON THE SAME LINE, WHAT DOES YOUR -- WHAT DOES YOUR WORKFORCE LOOK LIKE?

AND ALSO GREG, YOU FAMILIAR WITH THE DEPARTMENT ALSO AND CONGRATULATIONS ON YOUR NEW MOVE 0.

HOPEFULLY IT BECOMES PERMANENT. WHAT IS THE STATUS OF THE WORKFORCE IN THE TRANSPORTATION DEPARTMENT?

ARE WE LOOKING AT A WHOLE LOT OF RETIREMENTS IN FIVE YEARS?

AND WHAT IS THE PLAN FOR PEOPLE TO COME SPHWOOT THE DEPARTMENT AT AN ENTRY LEVEL?

>> INTO THE THE DEPARTMENT AT THE ENTRY LEVEL?

>> WE CAN GET BACK TO YOU ON THE TENURE OF BTD EMPLOYEES, OBVIOUSLY, BUILDING THE PIPELINE IS VERY IMPORTANT AND THAT IS TRUE IN OUR ENFORCEMENT DIVISION, OPERATIONS GROUP AND PLANNING AND ENGINEERING TEAM AND WE HAD SOME ADDITIONAL SUPPORT FROM THE COUNCIL, PARTICULARLY ON PLANNING AND ENGINEERING OVER TO THE PAST FEW YEARS AND --

>> GREAT.

THANK YOU AND I WILL COME BACK. THANK YOU.

>> THANK YOU, COUNCILOR --

>> OKAY.

SO AT THIS TIME, I AM GOING TO TAKE A LITTLE BIT OF PUBLIC TESTIMONY.

I WILL CALL UP THREE FOLKS.

BRENDAN KEARNY, MELISSA VINING AND KYLE VINING.

>>

>> DRUL ROLL, PLEASE, BEFORE THE NEXT SECTION.

MY NAME IS BRENDAN CARNEY THE COMMUNICATIONS DIRECTOR, WE INCREASED THE, WE APPRECIATE THE INCREASED FUNDING FOR THE STREETS OVER THE LAST TWO BUDGET PSYCHE ALSO.

PEDESTRIAN FATAL INJURIES AND CRASHES, WHILE THEY HAVE GONE DOWN, THEY HAVE NOT GONE DOWN FAST ENOUGH. TWO TO THREE PEOPLE WALKING OR WEEK HAVING STILL HIT AND INJURED EVERY SINGLE DAY ON THE STREETS OF BOSTON.

NOT ENOUGH PLACES THIS IS RAMPING UP THANKS TO NEW STAFF AND FUNDING.

I HAVE BEEN TO A LOT OF TO MEETINGS RECENTLY.

IT IS GREAT TO NOT JUST HAVE STEPHANIE.

SHE HAS JOHN MONACELI ASSISTING.

IT IS REALLY MAKING A DIFFERENCE.

THANK YOU VERY MUCH FOR THE INCREASE ON THAT.

I AM GLAD THE RADAR SPEED FEEDBACK SIGNS HAVE BEEN MENTIONED MULTIPLE TIMES AND HOPING A DATA COLLECTION PROCESS CAN BE IMPLEMENTED IN ADDITION TO DISPLAYING SPEEDS, THAT DO RECORD THE SPEED AND THE TIME OF DAY THAT IT HAPPENED.

THIS THAT COULD HELP UNDERSTAND THE IMMEDIATE FOR FURTHER CHANGES TO THESE STREETS AND ALSO TARGETED TRAFFIC ENFORCEMENT SO THAT COULD KIND OF SET THE STAGE FOR AUTOMATED ENFORCEMENT DOWN THE ROAD ONCE IT IS APPROVED AT THE STATE LEVEL.

GOAK THESE THINGS NOW THOUGH IN THE CITY.

I WOULD ALSO ASK STAYS '-- I WOULD ECHO STAYS'S REQUEST FOR THE UPDATES, SINCE IT FLIES IN THE STATE OF THE CITY'S COMPLETE STREETS AND GO BOSTON 2030 PLANS.

WE ARE NOT AMERICA'S WALKING CITY IF OUR SIGNAL POLICIES DON'T MAKE IT EASY TO WALK AND ONE LAST THING.

BTD AND -- HAVE PRODUCED HIGH CRASH CORRIDOR MAPS TO KIND OF LOOK AT THE ARTERIALS.

THOSE SHOW THAT THE INJURY CRASHES ON THE TOP SEVEN PERCENT OF STREETS THAT COMES OUT TO ABOUT 60 MILES.

WHAT IS NEXT, THOUGH?

WHAT ARE WE GOING TO DO TO IMPROVE THESE ARTERIALS AND THESE CORRIDORS WHERE MOST OF OUR CRASHES ARE HAPPENING? WE KNOW WHERE THE PROBLEMS ARE. WE NEED TO NOW MAKE CHANGES TO STREETS.

THANKS.

>> THANK YOU.

>>

>> MY NAME IS MELISSA VINING, A RESIDENT OF JP IN THE BARN WOOD NEIGHBORHOOD AND SPEAK ON BEHALF OF MYSELF AND THE NEIGHBORS IN MY NEIGHBORHOODS AND THE SURROUNDING NEIGHBORHOODS OF THE HYDE PARK CORRIDORS.

WE ARE VERY CONCERNED ABOUT THE LACK OF RELIABLE TRANSPORTATION IN OUR AREA AND THE LACK OF SAFETY ON OUR STREETS SO PEDESTRIAN, FOR PEDESTRIANS AND CYCLISTS.

WE FEEL OUR AREA HAS BEEN LARGELY NEGLECTED FROM BOSTON'S 2030 AND VISION ZERO PLANS.

FIRST WE HAVE HEARD FROM MANY RESIDENTS ALONG THE HYDE PARK CORRIDOR THAT IT IS EXTREMELY DIFFICULT AND FRUSTRATING FOR THEM TO GET TO FOREST HILL STATION VIA THE 32 BUS BECAUSE THE VEHICULAR TRAFFIC IS SO HEAVY ALONG THAT STRETCH PARTICULARLY DURING RUSH HOUR THAT IT CAUSES SEVERE DELAYS FOR THE 32 BUS ON A REGULAR BASIS.

TO BE, TO ADDRESS OUR CONCERNS REGARDING PUBLIC TRANSPORTATION ON THE HYDE PARK AVENUE CORRIDOR, WE WOULD LIKE TO REQUEST THAT A PARKING STUDY BE

COMPLETED ALONG HYDE PARK AVENUE AND CAN CLEARLY SQUARE AND -- THE STUDY COULD BE COMPLETED AT NO COST TO THE CITY AND INFORM US OF THIS VALUABLE INFORMATION ABOUT HOW THE ROAD SPACE ALONG HYDE PARK AVENUE IS CURRENTLY BEING USED.

MORE STRATEGY WAS RECENTLY USE ON THE SOUTH WASHINGTON STREET FROM ROSLINDALE VILLAGE TO FOR REST HILLS WHICH YOU TALKED ABOUT A LOT TODAY AND THE SHARE BUS AND BIKE LANE THAT IMPROVED COMMUTES FOR MANY PEOPLE.

SECONDLY, WE ARE VERY CONCERNED ABOUT THE WALKABILITY OF OUR STREETS SOUTH OF FOREST HILLS AND THE LACK OF SAFETY AT OUR INTERSECTIONS.

THE PEDESTRIAN SIGNALS WERE RECENTLY ADJUSTED SO THAT THE VEHICLES AND PEDESTRIAN HAVE STRIP SIGNALS CHANGE AT THE SAME TIME. THIS IS EXTREMELY DANGEROUS AS CARS DO NOT YIELD TO PEDESTRIANS REGARDLESS OF WHAT KIND OF SIGNAGE IS PRESENT. PEOPLE TRYING TO WALK FROM THE FOREST HILL NEIGHBORHOODS TO THE ORANGE LINE ARE PUT IN DANGER EVERY TIME THEY TRY TO CROSS THE STREET.

THE LATEST SAFETY RECOMMENDATIONS WHICH ARE WIDELY ACCEPTED IN MOST MAJOR CITIES ACROSS THE COUNTRY REQUIRE A FOUR TO SEVEN SECOND LEADING WALK INTERVAL FOR ALL CONCURRENT TRAFFIC SIGNALS.

WE ARE CALLING FOR IMMEDIATE ACTION ON PEDESTRIAN SIGNALIZATION NOT ONLY IN FOREST HILLS BUT THROUGHOUT THE CITY TO ENSURE SAFETY OF PEDESTRIANS ON ALL OF BOSTON'S STREETS.

WE ARE CONCERNED THAT THE PROBLEMS SOUTH OF FOREST HILLS WILL BE MAGNIFIED IN THE COMING YEARS DUE TO THE LARGE INCREASE IN HOUSING DEVELOPMENTS IN THE AREA.

IF BOSTON IS SERIOUS ABOUT MINIMIZING TRAFFIC FATALITIES,

REDUCING GREENHOUSE GAS
EMISSIONS AND MAKING OUR CITY A
BETTER AND MORE LIVEABLE PLACE,
WE NEED TO TAKE IMMEDIATE
ACTION.

THANK YOU.

>> MY NAME IS KYLE VINING, I AM
A RESIDENT OF THE WOOD BORN
NEIGHBORHOOD.

I COME HERE TODAY TO TESTIFY AND
SPEAK IN THE FILLED OF A BUSY
WORKDAY BECAUSE I BELIEVE THE
BOSTON STREETS ARE A PUBLIC
HEALTH EMERGENCY.

I TRULY DO.

THE LEADING MAJOR CAUSE OF
DEATHS OF CHILDREN IN THE UNITED
STATES ARE CARS, ROAD TRAFFIC
CRASHES.

CHILDREN LIVING NEAR MAJOR
ROADWAYS HAVE BEEN SHOWN IN
RECENT STUDIES TO SUFFER FROM
INCREASED DEVELOPMENT DELAYS DUE
TO CAR EMISSIONS.

BOSTON HAS RECENTLY BEEN RANKED
ONE OF THE MOST INEQUITABLE
CITIES FOR COMMUTING THAT DON'T
HAVE A CAR.

BOSTON IS ALSO ONE OF THE MOST
SLOWEST COMMUTES TO WORK BY CAR.

CARS ARE VERY DANGEROUS JUST
THIS MORNING AT COPLEY SQUARE
CARS ROLLED OVER IN THE MIDDLE
OF THE EDUCATOR JUST BEFORE A
BUSY WORK AT A.

YESTERDAY, IN OUR NEIGHBORHOOD,
A POLICE)

POLICE OFFICER AND CONTRACTOR
WERE HIT BY A TRUCK ON HIDE PARK
AVENUE AT THE EXACT INTERSECTION
I'VE BEEN COMPLAINING ABOUT FOR
THREE YEARS.

THE TIME THE ACT IS NOW.

THERE'S NO MORE TIME TO WASTE.

I LIVE WITH MY WIFE AND DOG AND
COMMUTE DAILY TO WORK ALONG
HARVARD SQUARE BY BUS OR TRAIN.

I'M ASKING FOR SUPPORT OF THE
PROPOSED 2019 BOSTON BIKE BUDGET
WHICH IS AN IMPORTANT STEP, BUT
THERE'S SIGNIFICANT INADEQUACIES
IN THE PACE OF IMPROVEMENT AND
THE CRITICAL DANGEROUS AREAS
THAT THE COUNCIL MEMBERS ARE

BRINGING UP.
MY NEIGHBORS AND I ARE ARE
CONCERNED ALONG THE HYDE PARK
CORRIDORS AND THE MASSIVE
DEVELOPMENTS UNDERWAY THERE.
THE CITY ENGINEERS SAY THAT AREA
CANNOT BE RE-ENGINEERED BECAUSE
OF TRAFFIC.
I BELIEVE THIS IS A FAILED
POLICY.
PEDESTRIANS AND CYCLISTS ARE PUT
IN HARM'S WAY EVERY TIME THEY
SET FOOT OR TIRE NEAR HYDE PARK
AVENUE.
I WAS HIT IN DECEMBER 2018.
I WAS HIT IN THE CROSS WALK BY A
PARKED CAR THAT PULLED OUT.
THERE WAS NO CITATION ISSUES.
I CONTINUALLY REPORTED TO THE
MAYOR THAT VEHICLES ARE
DANGEROUS AND TRAFFIC CONGESTION
HAS WORSENED SINCE I MOVED THERE
THREE YEARS AGO.
INPATIENT MOTORISTS RUN RED
LIGHTS.
THEY DON'T YIELD FOR
PEDESTRIANS.
THIS ISSUES ARE COMPOUNDED BY
THE REGRESSIVE AND DANGEROUS
PEDESTRIANIAN SIGNALIZATION THAT
BOSTON HAS BEEN INITIATING
BECAUSE OF CONCURRENT AND
VEHICLE LIGHTS WITHOUT A
FOUR-SECOND SAFETY DELAY.
THIS MUST BE IMPLEMENTED TO MAKE
BOSTON SAFE FOR PEDESTRIANS.
AS WE TALKED ABOUT THE 32 BUS
STUCK ON HIDE PARK AVENUE ON ITS
ROUTE, THERE'S PLENTY OF ROADWAY
SPACE.
SEVEN LANES -- I'M ALMOST DONE.
BASICALLY WE ASKED FOR A PARKING
CITY BY THE METROPOLITAN
PLANNING COMMISSION TO LOOK AT A
BUS LANE THERE AND TO CHANGE THE
SIGNALIZATION TO COMPLIED WITH
THE 4 TO 7 SECOND SAFETY DELAY.
THANKS SO MUCH.
>> THANK YOU.
CHAIR RECOGNIZED COUNCILLOR
FLAHERTY.
>> THANK YOU, MR. CHAIRMAN.
MORNING, EVERYBODY.
CHIEF.

GOOD TO SEE YOU CRAIG.
CONGRATULATIONS ON YOUR
POSITION.
PLEASED TO HEAR.
CHIEF, HOW MUCH DOES BPD
GENERATE FOR THE CITY IN TERMS
OF FEES AND FINES?
>> APPROXIMATELY \$100 MILLION.
ABOUT \$30 MILLION IN METERS AND
\$70 MILLION OR SO IN TICKETS AND
TOWING.
>> \$30 MILLION IN METERS AND \$70
MILLION IN TICKETING AND TOWING.
>> CORRECT.
>> THAT INCLUDES THE FEES FOR
TRANSPORTATION PLACARDS,
NO-PARKING PLACARDS WHEN PEOPLE
ARE MOVING IN AND --
>> YEAH.
>> THAT IS INCLUDED IN THE 30 OR
70?
>> IT'S SMALLER THAN THOSE
NUMBERS.
>> HAVE WE INSTALLED ANY NEW
METERS IN THE LAST YEAR OR ARE
THERE PLANS --
>> WE HAVE INSTALLED SOME IN
ALSTON, BRIGHTON AND AGAIN, IT'S
A PROCESS THAT WE RESPOND TO THE
COMMUNITY.
I THINK THERE'S SOME MAIN STREET
AREAS THAT MAY WARRANT METERS
AND MAY REQUEST METERS.
>> WHAT ABOUT MUNICIPAL PARKING
LOTS?
HAVE WE THOUGHT ABOUT THAT,
PARTICULARLY IN THE BUSINESS
DISTRICTS?
>> WE'RE TRYING TO KEEP THEM
AVAILABLE FOR THE RESIDENTS,
ESPECIALLY EVENINGS AND
WEEKENDS.
THERE'S PLANS TO DEVELOP AS THE
CHIEF SAID ELECTRICAL CHARGING
FACILITIES IN SOME OF THOSE
PLACES.
WE'RE WORKING WITH THE HOUSING
INNOVATION LAB TO DETERMINE
WHETHER WE CAN USE THEM FOR
HOUSING AND PARKING.
>> ANY PLANS FOR THE ILLUMINATED
CROSS WALKS OR THE MORE RAISED
CROSSWALKS THAT SEEM TO BE
PAYING DIVIDENDS THROUGHOUT THE

CITY?

MANY DIFFERENT NEIGHBORHOODS
HAVE ASKED FOR THEM, HAVE SEEN
TRAFFIC COMING ASSOCIATED WITH
THAT.

>> THE CROSS WALKS IN GENERAL,
THAT IS -- IT'S GETTING THEM
INTO A STATE OF GOOD REPAIR.

THERE IS SIGNIFICANT MONEY IN
THIS BUDGET TO DO THAT.

MOSTLY TO RAISE CROSS WALKS THAT
IS -- AS WE TALKED ABOUT
YESTERDAY, IT'S A MATTER OF THE
WORK THE PUBLIC WORKS IS DOING.

>> WHAT IS THE PROCESS THAT WE
USE TO INSPECT CROSSWALKS,
SIGNAGE, SIGNALS, HANDICAP
RAMPS?

OFTENTIMES I'M SENDING PHOTOS
AND TEXTS TO YOU, CHIEF, TO
THINGS THAT I'M SEEING AS I'M
TRAVERSING AROUND THE CITY.

OTHER THAN 311, WHAT IS THE
PROCESS OF TRACKING THAT
INFORMATION?

>> A GREAT QUESTION.

BOTH OUR ROADS AND SIDEWALKS AND
PEDESTRIAN RAMPS WHICH GET A
REGULAR ENGINEERING REVIEW.

WE'RE ROLLING OVER THE COURSE OF
THIS YEAR, WE PLAN ON ROLLING
ALL OF OUR MARKINGS INTO THE
SAME SYSTEM SO WE CAN ENSURE
THAT THAT ASSET, BIKE LANE AND
CROSS WALKS, WHATEVER IT MIGHT
BE IS SOMETHING THAT WE ARE
MANAGING SO THERE'S -- REMAINS
AT A HIGH RATE OR -- AS IN ANY
HIGH QUALITY CONDITION.

THE SIGNALS, PROBABLY 850.

WE'RE REGULARLY LOOKING AT
THOSE.

SIGNS, I BELIEVE A LITTLE BIT
MORE DRIVEN BY THE INSPECTORS.

>> WE DON'T HAVE LIKE A CHIEF OF
SIGNS DRIVING AROUND, MAKING
THESE OBSERVATIONS AND REPORTING
BACK OR METER MAIDS DO THAT
OR --

>> WE HAVE ABOUT 10 OR 12 THAT
SPEND TIME LOOKING AT SIGNAGE IN
THE CITY OF BOSTON.

>> ANY PROGRESS BEING MADE ON
THE HANDICAP PARKING THAT

PERMEATES THE CITY ON A DAY-TO-DAY BASIS TO THE TUNE OF HUNDREDS OF THOUSANDS IF NOT MILLIONS EVERY YEAR?

>> WHAT I DID IN MY PREVIOUS STINT, I WAS WITH THE INSPECTOR GENERAL'S OFFICE.

WE STILL PARTICIPATE IN THE MEETINGS.

I BELIEVE THEY'RE QUARTERLY NOW. SO OBVIOUSLY IT'S A PROBLEM THAT HAS BEEN OUT THERE FOR YEARS.

THE INSPECTOR GENERAL WAS TARGETING, WHEN I WAS ON THE PANEL, FOCUSING ON WHO WAS WRITING ALL THE PRESCRIPTIONS FOR PEOPLE TO GET PLACARDS. FOCUSING ON TARGETING SOME OF THOSE DOCTORS THAT WERE WRITING SUBSTANTIAL AMOUNTS OF PRESCRIPTIONS FOR THAT.

I'VE BEEN AWAY FROM THAT PANEL.

WE STILL PARTICIPATE.

WE CAN GET YOU MORE INFORMATION ON SPECIFICS WHERE WE ARE NOW.

IT'S STILL ACTIVE.

>> THE ANSWER IS JUST TO REQUIRE -- IT'S EASIER TO DO THAT NOW BECAUSE OF THE APP AND THE SINGLE SPACE METERS.

SO AS SOON AS THAT HAPPENS, THAT ELIMINATES THE FRAUD AND ABUSE. THEY CAN ONLY STAY AT THE METER FOR TWO HOURS.

YOU WON'T HAVE CAPABLE AND ABLE BODIED FOLKS COMING WITH THEIR PICKUPS AND TOOLS COMING FROM DOWNTOWN TO WORK ON A CONSTRUCTION SITE.

SIT THERE FOR 12, 14, 16 HOURS A DAY.

THEY DON'T GET A TICKET.

SO AGAIN, IT'S NOT FOR -- WE'RE TRYING TO CRACK DOWN ON THE ABUSE AND THE ABUSE IS DRIVEN BY THE FACT THAT FEES AND FINES HAVE INCREASED AS WELL AS COST TO PARK IN A GARAGE SO EXORBITANT FOR SOME FOLKS.

SO THEY SCAM IT.

THE COMPETITION FOR PARKING IS INTENSE.

OFTENTIMES PEOPLE TURN INTO INSCRUPULOUS METS, WHICH IS LIKE

GETTING A DOCTOR TO SIGN OFF ON
A NOTE AND WE LOSE OUT ON THE
REVENUE.

AND THE VERY SPECIAL SPOT FOR
SOMEBODY THAT HAS BEEN WAITING
FOR IT ON A HANDICAP HAS TO GET
IN LINE SOMEONE THAT IS A FRAUD.
IT'S DISGUSTING.

WE CONTINUE TO GO TO MEETINGS
AND WE CONTINUE TO TALK ABOUT
IT.

WE WAIT FOR THE STINGS AND THE
SPOTLIGHT REPORTS ON THE NEWS
AND THE SHAME AND GETS SWEEPED
UNDER THE RUG.

WE NEED TO STEP UP TO THE PLATE,
REQUIRE PAYING THE METER AND
THAT ELIMINATES THE FRAUD AND
THE ABUSE.

OUR COMMISSIONER OF DISABILITIES
IS SUPPORTIVE OF THAT
INITIATIVE.

I'M SURE YOU SHOULD HAVE TO PAY
THE METER, TOO.

THERE'S THE ANSWER.

ONCE THAT HAPPENS, WE'LL TURN IT
AROUND.

YOU TALK ABOUT PEOPLE CIRCLING
THE BLOCK AND DOUBLE PARKED,
THAT WILL BE ELIMINATED.

THEY'LL TAKE CAR SHARE.

THEY WON'T BE DRIVING IN TO
BOSTON, SLAPPING A PLACARD ON
THEIR WINDSHIELD AND IGNORING
THE PARKING LAWS AND NOT PAYING
THE METERS.

IT WILL HELP GET US MORE BIKE
LANES AND ENHANCING VISION ZERO.

I THINK THERE WAS \$12 MILLION
SET ASIDE.

IS THAT ENOUGH?

COULD WE DO MORE IN THAT AREA
WITH RESPECT TO PEDESTRIAN AND
CYCLIST SAFETY ACROSS CITY?

>> NO.

A LOT MORE THAT WE NEED TO DO
FOR CYCLIST SAFETY IN OUR CITY.

THERE'S BIKE SPECIFIC PROJECTS
IN THIS BUDGET.

TO BUILD ON THE COMMENT THAT
BRENDAN SAID, SEPARATE FROM THE
\$10.6 MILLION AS WE RECONSTRUCT
THE STREETS, PLACES LIKE -- THE
WORK WE'RE DOING ALONG COLUMBIA

ROAD, THERE'S ADDITIONAL FUNDING THAT WILL IMPROVE THE KEY CORRIDORS IN THE CITY OF BOSTON TO MAKE THEM SAFER AND BETTER.
>> WHAT WILL THE TOTAL AMOUNT BE?

I WAS HEARING 10.6.
I HEARD 12.

WHAT IS THE GRAND TOTAL FOR THIS FISCAL YEAR FOR CYCLE TRACKS AND VISION ZERO AND PEDESTRIAN SAFETY?

>> IT WOULD BE -- YOU CAN CORRECT ME.

SUMMER STREET --

>> WE STILL HAVE TO TOUR THAT.

>> EXACTLY.

ON THAT STRETCH, IT WAS AROUND \$4.5 MILLION.

WE DID NOT PULL OUT THAT COST. IT'S NOT IN THAT BUDGET.

IN SOME WAYS, IT'S HARD TO PULL OUT THE COST OF THAT.

THOSE ARE ALL SEPARATE FROM THE -- MORE SPECIFIC TO THE THERE.

>> THANK YOU.

>> AND WE'VE BEEN JOINED BY COUNSELOR LYDIA EDWARDS AND KIM JAMIE AND COUNCILLOR EDWARDS.

>> THANK YOU.

I KNOW YOU'VE BEEN DEALING WITH MANY OF THE ISSUES WITH CYCLING. I WANTED TO TALK ABOUT MORE PLANNING PROPOSALS SPECIFICALLY IN THE DISTRICT AND WHEN IT CAME TO PARKING.

FOLLOW UP ON WHAT SOME OF COUNCILLOR FLAHERTY BROUGHT UP. WE PROPOSED THE PARKING REFORM. I'VE SAID THAT PRIVATELY.

I WANT TO SAY IT PUBLICLY.

IT'S NOT TO SAY YOU'RE NOT DOING A GOOD JOB.

IT'S TO BRING IN COMMUNITY AND HELP US DEFINE THAT AND LOOK AT WAYS -- WE DO NEED PARKING REFORM IN THE CITY OF BOSTON.

I'M CURIOUS IF WE CAN WORK WITH YOU IN EAST BOSTON.

WE HAVE A PARKING TASK FORCE TO START TO MAP OUT AND LOOK AT AREAS WHERE METERS CAN GO IN, WE CAN LOOK AT ANGLED PARKING AND

ALSO VISITOR PARKING IN SOME PARTS.

I'M CURIOUS IF WE CAN GET YOUR COMMITMENT TO WORK AT THE NEIGHBORHOOD LEVEL TO HELP US ENHANCE THOSE INITIATIVES.

>> ABSOLUTELY.

SIMILAR TO WHAT COLEMAN REFERENCED EARLIER.

WITH RESPECT TO THE METERS IN THAT DISTRICT.

WE'RE HAPPY TO WORK WITH YOU AND YOUR CONSTITUENTS.

>> SO MOVING TO CHARLESTOWN.

WE HAVE SOME OF OUR BIGGEST WHOAS AND BIGGEST CONCERNS. THE CASINO IS SET TO OPEN JUNE 23.

ARE WE READY FOR THAT AMOUNT OF TRAFFIC?

WE'RE CONCERNED THAT LIGHTS ARE NOT COORDINATED IN SULLIVAN SQUARE.

WHILE WE'RE TRYING TO MAKE IT MORE WALK ABLE, YOU TAKE YOUR LIFE IN YOUR HANDS IF YOU TRY TO WALK OR BIKE TO IT DIRECTLY.

ARE WE READY AS A CITY TO TAKE ON THE AMOUNT OF TRAFFIC THAT THE CASINO IS ABOUT TO BUILD IN? RIGHT NOW, THE PEOPLE, THE TRAFFIC OVER THERE, RUTHERFORD AVENUE IS ATROCIOUS.

>> THERE'S BEEN WORK BY ENCORE TO IMPROVE SULLIVAN SQUARE. THE STEPS THAT WE'RE TALKING ABOUT SULLIVAN SQUARE WILL HELP.

THERE'S A REASON WHY WE'VE HAD CONVERSATIONS ABOUT THE RUTHERFORD AVENUE CORRIDOR. WE'RE GOING TO WORK SUBSEQUENT CAPITAL PROJECTS, ABOUT \$300 MILLION THAT HAS BEEN IDENTIFIED AND ALLOCATED.

THAT'S COME IS COMING IN THE YEARS AHEAD.

THE OPENING OF THE CASINO, THERE'S COORDINATION WITH THE STATE AND THE BPD AND THE CASINO HOW TO MANAGE THAT AS WELL AS POSSIBLE.

>> SO I WANT TO MAKE SURE THAT THEY'RE READY.

WE'RE GOING TO ALWAYS HAVE

IMPROVEMENTS, WE'RE ALWAYS GOING TO HAVE TO BE DEALING WITH INVESTMENT.

IT'S NOT LIKE IT'S GOING TO CLOSE.

ONCE IT OPENS, IT'S ONLY GOING TO GROW IN TRAFFIC AND VOLUME.

A LOT OF PEOPLE ARE APPREHENSIVE ABOUT THAT.

JUST WANT TO LET YOU KNOW.

MORE COMMUNICATION, AGAIN, COMING TO THE NEIGHBORHOOD ASSOCIATIONS, TALKING ABOUT HOW WE'RE PLANNING FOR THAT AT OF VOLUME.

YOUR TEAM HAS DONE A GREAT JOB TALKING ABOUT IT.

INCREASED PRESENCE AS WE GET CLOSER AND CLOSER TO THE OPENING WILL HELP PEOPLE TO FEEL LIKE THERE'S A SENSE OF CONTROL.

SWINGING TO THE NORTH END.

I WANTED TO TALK ABOUT SOME OF THE FOLKS HAVE COME UP AND APPROACHED ABOUT PARKING ISSUES. ALSO PLANNING FOR AND LOOKING AT AREAS, PICK UP AND DROP OFF AREAS FOR TMCs.

ESPECIALLY SUCH AS THE NEIGHBORHOOD WERE SO MANY RESTAURANTS RESPONDED TO TRIPLE PARKING WHILE UBERS ARE WAITING FOR PATRONS TO COME OUT OF RESTAURANTS.

THEY'RE WONDERING IF THERE MIGHT BE A PLANNER OR A NEIGHBORHOOD COULD APPROACH WITH OLDER TAXI STANDS THAT ARE NOT BEING USED AS MUCH ON SALEM STREET, HANOVER STREET WHERE THE EXTREMES OR THE CITY COULD PLAN FOR WHEN THEY CAN PICK UP AND DROP OFF AT THE NEIGHBORHOOD LEVEL.

MASS PORT IS LOOKING AT IT IN TERMS OF AIRPORT.

>> WE HAVE A LOT OF -- AGAIN, THE FIRST STEP FOR US, EVALUATION, WHICH SHOULD BE WRAPPED UP SHORTLY.

THE PILOT WE'RE DOING AT THE FENWAY, MAKE SURE WE KNOW HOW TO DO THIS RIGHT OR DO IT WELL AND WHERE TO EXPAND IT.

THE NORTH END WOULD BE A GOOD

CANDIDATE FOR THAT.

GREAT TO HAVE YOUR FEEDBACK AND LOCATIONS THAT YOU'D HAVE AN INTEREST IN.

>> I KNOW THE TOPIC OF VISITOR PARKING OR AID, ASSISTANCE, HAVE COME UP.

I WAS WONDERING WHERE THE CITY IS.

I'M LOOKING AT THESE KINDS OF PARKING PERMITS OR PARKING PASSES.

>> SO IN THE PAST, WE WORKED WITH HOME HEALTH AIDS AND OTHER PROGRAMS AND HOME CARE PROVIDERS ON PLACARDS IN THE NEIGHBORHOOD WHEN VISITING THEIR CLIENTS. OBVIOUSLY SOMETHING THAT WE'RE OPEN TO DOING WITH OTHER ORGANIZATIONS.

WE NEED TO MAKE SURE THAT WE HAVE A BALANCE AND ENSURE THAT WE MANAGE IT TO WHERE THEY'RE ABLE TO HAVE ACCESS TO PROVIDE THE CARE THAT THEY NEED TO PROVIDE.

WE'RE ALSO NOT BURDENING THE RESIDENTS IN THE COMMUNITY AS WELL.

WE HAVE TO MAKE SURE THAT WE MANAGE IT WELL AND STRIKE THE RIGHT BELLS.

>> ONE EXAMPLE -- WE'VE HAD THIS CONVERSATION AND I LOOK FORWARD TO ENHANCING IT.

SHELTERS FOR INDIVIDUALS THAT ARE NOT FROM BOSTON.

WE HAD A WOMAN THAT WAS PLACED IN A BOSTON SHELTER.

THE ONE POSSESSION SHE HAD WAS A CAR.

SHE DIDN'T GET A STICKER.

THE MONEY THAT SHE MADE FROM UBER AND LYFT WERE CANCELLED BECAUSE SHE HAD A BOOT PUT ON. HER CAR IS GONE.

WE'RE TRYING TO FIGURE OUT WHEN PEOPLE COME IN, THE STATE ASSIGNS THEM IN TO BOSTON.

MANY OF THEM CAN'T AFFORD TO GET THE BOSTON REGISTRY.

I THANK YOU FOR YOUR

CONVERSATION ANDS WILL NOTE IT IS A PROBLEM FOR ANYTHING WITH A

SHELTER IN OUR DISTRICT.

>> COUNCILLOR JANEY.

>> FIRST, I WANT TO THANK YOU, CHIEF, AND YOUR ENTIRE TEAM FOR BEING A GOOD PARTNER IN THIS WORK.

I WANT TO THANK YOU ESPECIALLY FOR THE CROSS WALK AT ROCKLAND AND WALNUT FOR THE SENIORS.

AS I MENTIONED, GETTING THE WALK WALK WAS IMPORTANT FOR THE SENIORS IN THE AREA.

THERE'S STILL A VISIBILITY ISSUE.

I'D LIKE TO TALK ABOUT PHASE TWO OF THAT PROJECT AND DOING BUMPS OUTS TO INCREASE VISIBILITY THERE FOR THE SENIORS.

IN TERMS OF OTHER PROJECTS IN MY DISTRICT, CAN YOU JUST GIVE UPDATES?

I'D BE INTERESTING IN HEARING WHERE WE ARE IN TERMS OF THE INVESTMENTS IN DUDLEY SQUARE, TREMONT STREET AND -- CAN YOU GIVE A BRIEF UPDATE ON THOSE PROJECTS?

>> SURE.

SPECIFICALLY RELATED TO W SQUARE, STEPHANIE CAN GIVE A BETTER UPDATE ON TREMONT STREET. SO IN AROUND DUDLEY SQUARE, MADISON PARK, RECONSTRUCTION JUST WRAPPED UP.

WE HAVE THE SIDEWALK AND ROADWORK ON LENOX AND REID STREET, WHICH IS UNDERWAY RIGHT NOW.

THE FIRST PHASE OF W SQUARE , SORT OF THE SOUTHERN EXTENT, WE'LL BREAK GROUND THIS YEAR. AND THE WASHINGTON STREET SECTION WILL COME NEXT.

>> AND BREAK GROUND WHEN?

>> I'LL GET YOU EXACT DATE.

I THINK WE STARTED.

IT'S ON PAGE 1.

I'LL GET -- THAT -- OUR INTENT IS TO COMPLETE PHASE 1 BY THE END OF THE YEAR.

>> I THINK YOU WERE PART OF THE CONVERSATION OUT IN THE DISTRICT WORKING WITH BUSINESS OWNERS AND LANDLORDS.

THERE WAS CONCERN THAT THE PROJECT DIDN'T EXTEND FAR ENOUGH.

THAT IT NEEDED TO BE EXTENDED BECAUSE THAT WAS AN IMPORTANT GATEWAY FOR DUDLEY SQUARE. HAS THAT CHANGE HAPPENED IN TERMS OF BUILDING IN THAT FEEDBACK FROM FOLKS TO EXTEND BEYOND I THINK THE CURRENT PLAN, WHICH DIDN'T GO AS FAR?

>> YEAH.

ALL OF THEM HAVE TO BE RECONSTRUCTED, AS YOU KNOW. THE NORTHERN EXTENT OF DUDLEY PHASE TWO, MAY BE ONE BLOCK FURTHER.

WE'LL FIGURE OUT HOW WE'RE CONNECTING THOSE TWO PROJECTS.

>> WONDERFUL.

I'D LOVE TO FOLLOW UP OFF LINE TO MAKE SURE THAT WE ARE EXTENDING THE PROJECT FAR ENOUGH OUT TO INCORPORATE THAT INTERSECTION.

IN TERMS OF DEDICATED BUS LANE ON BLUE HILL.

WHERE ARE WE WITH THAT?

>> WE WOULD LIKE TO START THE PROCESS THIS FALL.

WE HAVE SOME FUNDING TO ENABLE THE COMMUNITY PROCESS.

THERE MAY BE SOME SHORT TERM THINGS THAT WE CAN DO LIKE FOR SAFETY, FOR EXAMPLE THAT CAN BE IMPLEMENTED IN THIS FISCAL YEAR GOING TO 2020.

WITH THE BUS LANE, WE HAVE TO MAKE SURE THAT WE HAVE SUPPORT AND UNDERSTANDING THE COMMUNITY ALONG THAT ENTIRE CORRIDOR. SO IT'S DEFINITELY A BIG FOCUS FOR US GOING FORWARD.

WE'RE HIRING A FULL-TIME PURPOSE THAT WILL LOOK ALONG THE COLUMBIA ROAD.

IT'S THAT PERSON'S RESPONSIBILITY TO MAKE SURE THAT SOMEBODY GETS UP IN THE MORNING AND THAT'S ALL THAT THEY THINK

ABOUT.

WE WANT TO MAKE SURE THERE'S GOOD OUTREACH.

>> WHAT IS THE TIMING?
>> THE POSITION IS UP ON OUR WEBSITE.
WE'RE TAKING APPLICATIONS RIGHT NOW.
>> IS THERE AN END DATE --
>> WE'RE WAITING FOR APPLICATIONS TO COME IN.
RIGHT NOW THERE'S NO END DATE.
WE'LL WAIT UNTIL WE HAVE A GOOD CANDIDATE.
>> COULD YOU SEND ME THE BLURB?
I'D LOVE TO SHARE THAT OUT.
IN TERMS OF YOUR SPEND, CAN WE GO OVER THE NUMBERS IN TERMS OF DISCRETIONARY SPEND, HOW MUCH OF YOUR MONEY IS SPEND WITH BUSINESSES OF COLOR, BUSINESSES OF WOMEN AND LOCAL RESIDENTS?
>> SURE.
>> THE MAJORITY OF THE SPENDING IS ON CONTRACTS THAT WE HAVE FOR PROCESSING AND PARKING VIOLATIONS.
SO WE HAVE APPROXIMATELY \$7 MILLION IN CONTRACT SPENDING.
WE ALSO HAVE ENGINEERING SERVICES, ET CETERA.
WE HAVE SEVERAL BUSINESSES IN DESIGN.
[INAUDIBLE]
AGAIN, BECAUSE OF THE LARGE CONTRACT --
[INAUDIBLE]
>> I'D APPRECIATE IT IF YOU CAN GET THOSE NUMBERS.
>> THANK YOU.
I'M GOING TO TAKE A BRIEF RECESS.
>> COUNCIL WILL BE BACK IN SESSION.
SORRY FOR THE DELAY.
WE HAD A TECHNICAL DIFFICULTY.
COUNCILLOR McCARTHY?
>> THANKS VERY MUCH.
I'LL BE VERY QUICK.
BIKE LANES REGARDING THE MTBA.
WE TALKED ABOUT IT AWHILE AGO.
THERE'S SECTIONS OF THE MTBA WHERE THE COMMUTER RAIL, THEY HAVE LARGE STRETCHES WHERE THEY -- WE COULD WORK WITH THEM TO PUT BIKE TRAILS IN THERE.
EVEN IF IT'S JUST A COUPLE MILES

OUT OF WHACK.

>> THERE'S BEEN SOME VERY GOOD COORDINATION ADVOCACY AS YOU'RE WELL AWAY.

LOOKING AT WHAT WOULD BE AN EXTENSION SOUTH OF THE SOUTHWEST CORRIDOR ALONG THE GATEWAY PATH. THERE'S SOME FUNDING AND WORK THROUGH THE COMMUNITY PRESERVATION ACT.

THAT IS NOT FUNDED THROUGH THE MTBA.

IT WILL HELP US TO GET FURTHER SOUTH.

WE THINK THERE'S A GREAT OPPORTUNITY FOR THAT COLLABORATION.

THAT'S THE NEXT GREEN LINK THAT WE WERE LOOKING AT.

>> THAT'S GREAT.

THE OUT OF THE BOX THINKING, I KNOW WE HAVE DONE A COUPLE IN ROSENDALE.

WE'RE WORKING ON THE MURALS, A BIG STORY WITH THE 3-D.

ARE WE LOOKING AT THAT?

>> THE 3-D PEDESTRIAN CROSS WALK.

>> IT'S BEEN RAINY --

>> YEAH.

>> IF YOU HAVEN'T BEEN AWARE.

>> ESPECIALLY THIS MORNING.

THAT'S IS SOMETHING THAT WE'RE WILLING TO PUT ANOTHER ONE NEAR THE MTBA STATION IN ROSALYNDALE. WITH OUR NEW GUIDELINES AND THROUGH THE LEADERSHIP, WE'RE SUPPORTING FOR FOLKS TO DO THAT.

>> LASTLY, THE CONTINUED WORK WITH THE BOSTON POLICE DEPARTMENT.

THIS ISN'T A POLICE HEARING.

THEY'RE NEXT WEEK.

THE TRAFFIC CAR, WE HAVE TO WORK CLOSELY.

WE HAVE TO CONTINUE TO BEEF THAT UP.

I'LL BE ASKING FOR ADDITIONAL FUNDS TO HAVE MORE TANGO CARS IN EACH DISTRICT.

ONE TANGO CAR IN ALL OF HYDE PARK IS NOT SUFFICIENT.

ESPECIALLY THE WAY THE DISTRICT IS CUT OUT.

ALL OF THE STREETS THAT I MENTIONED, BEECH, CORNELL, THOSE ARE IN EAT.

THAT STRETCH IS TOO LARGE. WORKING WITH YOU, KNOWING THE CRASH DATA, IT SEEMS TO BE A PERFECT BRIDGE THAT WE SHOULD BE ABLE TO HAVE.

THAT'S IT.

>> THANK YOU, TIM.

COUNCILLOR O'MALLEY.

>> THANK YOU, MR. CHAIRMAN.

THANK YOU ALL.

MOST IMPORTANTLY, THOSE THAT REMAIN IN THE AUDIENCE.

CAN YOU TALK ABOUT STREET CLEANING?

THAT'S UNDER YOU.

THE PILOTED PROGRAM -- YOU'RE THE RIGHT PERSON TO ANSWER.

>> YES.

>> THERE WAS A PILOTED PROGRAM IN CHARLESTOWN A COUPLE YEARS AGO.

IT'S EXTENDED CITYWIDE NOW?

>> YES.

ALL OVERNIGHT THE STREET SWEEPING IS BEING DONE.

>> IS THERE ANY INTEREST TO EXPAND THAT EVEN FURTHER?

I THINK IT MAKES SENSE.

>> WE'RE HAPPY TO GET FEED BACK FROM YOU AND OTHERS ABOUT WHERE THAT MAKES OPERATIONAL SENSE. WE HEAR FROM RESIDENTS.

WE WANT TO MAKE SURE WE CAN GET TO THE CURB.

IF YOU HAVE SUGGESTIONS FOR LOCATIONS, LET ME KNOW.

>> JAMAICA PLAINS WOULD BE AN IDEA AND TREMENDOUS SUPPORT FOR IT THERE.

THE OTHER PART, MAYBE AS PART OF THIS, REALLY ALMOST LIKE A BILL OF RIGHTS OR UNIFORMED RULES AND REGULATIONS FOR OUR TOW COMPANY. SOME REFUSE TO TAKE DEBIT CARDS, WHICH IS ILLEGAL.

>> YES.

IT'S IN THE CONTRACT.

>> BUT I KNOW THAT THERE IS RULES AND REGS AND THERE OUGHT TO BE.

>> WE'RE HAVING CONVERSATIONS

ABOUT HAVING CONSISTENT TOWING PRACTICES.

TOWING IS DONE BY PRIVATE TOW COMPANIES.

WE WANT TO ENSURE THAT WE HAVE HIGH QUALITY STANDARDS ACROSS ALL OF THOSE COMPANIES AND HOW THEY'RE TREATED.

>> GOOD.

BRIEFLY TALK ABOUT EV CHARGING STATIONS.

WHAT IS THE TIMELINE?

THERE CARS BE ABLE TO REMAIN -- WILL THEY BE ABLE TO EXTEND TWO HOURS?

>> WE HAVE IDENTIFIED SEVERAL OF OUR LOTS.

WE HAVE 32 MUNICIPAL LOTS THROUGHOUT THE CITY.

EVERSOURCE IS NOW EVALUATING THOSE LOTS TO SEE IF THEY'RE THE RIGHT FIT FOR THE EV CHARGING STATIONS.

WE HAVE LOTS ALL THE WAY FROM EAST BOSTON TO MATTAPAN AND FROM SOUTH BOSTON TO HYDE PARK.

WE HAVE THE CITY COVERED.

THEY SHOULD HAVE THAT EVALUATION DONE IN THE NEXT FOUR TO SIX WEEKS.

WE'LL BE PUTTING THE STATIONS IN.

THERE'S GRANT MONEY AVAILABLE FOR THE CONDUIT WORK TO MAKE THE CONNECTIONS.

WE HAVE MONEY IN OUR BUDGET TO BUY THE ACTUAL STATIONS. THE CHARGING STATIONS.

>> SOME OF THOSE ARE TWO-HOUR PARKING WOULD BE EXTENDED?

>> TWO HOURS, YES.

WE'LL FIND A WAY TO MAKE IT WORK FOR THE EV CHARGING.

>> HAVE YOU HAD AN ISSUE WITH NONELECTRIC CARS BANKING ON THOSE SIX OR EIGHT -- WHAT IS THE CASE -- I'VE SEEN IT.

I PARK THERE.

I CHARGE MY CAR.

I'VE SEEN NONELECTRIC VEHICLES THERE.

DO WE TICKET?

>> WE HAVE VERY LITTLE INFRACTIONS.

>> BUT WE WOULD TICKET IT?

>> YES.

>> OKAY.

GREAT.

CHIEF, WE'VE TALKED ABOUT THIS.

I WANT TO GO ON RECORD.

THERE'S IDENTIFY CONSTITUENT CONCERNS THAT I WANT TO SHARE.

ONE IS OUR REQUEST FOR A PEDESTRIAN SIGN AT BILLINGS PARK AND LaGRANGE.

AN UPDATED CROSS WALK TIMING FOR ROCKINGHAM AVENUE AND WASHINGTON STREET, DESO SO IN WEST ROXBURY, INSTALLED CROSS WALKS NEAR THE BEETHOVEN SCHOOL.

CROSS LAKES ALONG THE SOUTHWEST OF PARK AND JAMAICA PLAINS.

WE TALK ABOUT CENTER SOUTH STREET REDESIGN.

RADAR SPEED IN JAMAICA PLAINS, BLOCK HILL STREET IN JAMAICA PLAINS.

SAN BORN AVENUE IN WEST ROXBURY, STINSON STREET IN WEST ROXBURY.

CROSS WALKS AND CURB CUTS AT PICKFORD AND JAMAICA PLAINS AT THE HALEY HOUSING DEVELOPMENT AND INSTALLED CROSSWALKS AT CHESTNUT AVENUE AND A BICYCLE CORRAL THAT WE'VE OPINION WAITING FOR AT THE 741 CENTER STREET LOT, WHICH IS ONE OF OUR MUNICIPAL PARKING LOTS.

I HOPE TO ADDRESS THOSE IN THE WEEKS AHEAD.

>> GET ME THAT LIST.

THAT WOULD BE GREAT.

IN THIS BUDGET, THERE'S FUNDING FOR MANY OF THE SOUTHWEST CORRIDOR CROSSINGS, SPECIFICALLY -- WE HAVE FUNDING TO ENSURE THAT THE COMMUTERS ALONG THE SOUTHWEST CORRIDOR, MAINLY THE CROSS WALKS YOU MENTIONED, HAVE A GOOD EXPERIENCE.

>> TERRIFIC.

I'D SAY IN CLOSING, I APPRECIATE EACH AND EVERY ONE OF YOU.

I KNOW HOW COMMITTED YOU ARE. THIS IS THE MOST WELL-ATTENDED BUDGET HEARING AND WITH THE PUBLIC AS WELL.

YOU DO EXCEPTIONALLY IMPORTANT WORK.

CHIEF, YOU SET A GREAT EXAMPLE AND THOSE THAT ARE HERE.

THANK YOU.

>> GOOD TIMING.

BEFORE I RECOGNIZE COUNCILLOR WU, COUNCILLOR EDWARDS JUST HAS A FINAL STATEMENT BEFORE SHE RUNS OUT.

>> I'M SORRY, I HAVE TO RUN OUT. I WANTED TO MAKE SURE I GAVE A SHOUT OUT TO FOLKS IN YOUR DEPARTMENT THAT HAVE BEEN EXTREMELY HELPFUL.

WANTED TO THANK BRIAN McKINLEY, CARLA, JOHN, CHRISTINE FOR ALL OF THEIR INCREDIBLE RESPONSIVENESS WORKING WITH US, MAKING SURE WE KNEW WHAT WAS GOING ON.

IT'S IMPORTANT TO RECOGNIZE THEM.

I WANTED TO DO THAT BEFORE I LEFT.

THANK YOU.

>> COUNCILLOR WU.

>> I JUST WANTED TO FOLLOW UP WITH A COUPLE INFORMATION REQUESTS AND THEN QUESTIONS. THANK YOU, NEIL, FOR GIVING ME THE GENERAL VIEW OF THE PARKING METER FUNDS IN AND FUNDS OUT YEAR AFTER YEAR.

I WANTED TO -- I DIDN'T REALIZE THE HEARINGS WERE SO CLOSE TOGETHER.

THANK YOU.

FOLLOWING ON SOMETHING THAT STACY SAID.

HAVE THE 20 POSITIONS THAT WERE BUDGETED, ARE THEY ALL FILLED NOW?

>> 16 ARE FILLED.

THREE WE'RE GOING THROUGH THE INTERVIEW PROCESS AND TWO ARE OUTSTANDING.

THAT SUM IS 21.

THERE'S MINOR ADJUSTMENTS.

THE TRANSIT TEAM, THE PLANNERS AND --

>> WOULD IT BE POSSIBLE TO GET THE ORG CHART?

>> YES.

>> THANK YOU.
AND THEN JUST IN TERMS OF GO
BOSTON 2030, THE VISION ZERO
ACTION PLAN, ALL THESE GREAT
PLANS THAT HAVE BEEN PUT
TOGETHER, WHAT IS THE BEST --
ARE YOU PLANNING ON DOING SORT
OF A SUMMARY LOOK NOW THAT WORE
A NUMBER OF YEARS OLD ON WHAT
THE STATUS IS OF PROGRESS AND
WHICH PROJECTS STARTED,
ET CETERA?

>> IT'S A GREAT QUESTION.
WE'LL ADD TO THAT.
SOMETHING THAT WE ARE VERY
INTERESTED IN DOING.
THE TEAM PUT TOGETHER A REPORT
ON VISION ZERO.
THE LAST WAS A 2017-18 REPORT.
THERE'S A COMPANION REPORT AS
WELL.

THERE'S SOME CONTENT ABOUT
PROGRESS IN 2030.
WE HAVE A LOT OF INTEREST THERE.
THE MAJORITY IS A PROJECT ON
POLICY.

THEY'RE ALREADY MOVING.
THERE'S MORE THAT WE CAN DO TO
GET A CLEAR UPDATE ON THAT.

>>
>> THAT'S WHAT THEY'RE WORKING
ON RIGHT NOW.

>> WHEN IS THE EXPECTED
TIMELINE?

>> I'D SAY SOMETIME IN THE FALL.
JUST ONE PIECE ON THAT.

IT'S ABOUT GIVING UPDATES ON
SPECIFIC POLICIES AND PROJECTS
AND GIVING UPDATES ON THE
OUTCOMES.

ARE WE INCLUDING SAFETY, ARE WE
INCLUDING LIABILITIES.

>> OKAY.
JUST ON BUS LANES, DEDICATED BUS
LINES.

THE MTBA, YOU KNOW, BIG REPORT
THEY PUT OUT IDENTIFYING THE TEN
MOST -- THE TEN RECOMMENDED
CANDIDATES FOR DEDICATED BUS
LANES, NINE BEING IN BOSTON, WE
HAVE JUST DONE ONE OF THEM SINCE
THEN.

LOOKS LIKE ONE OTHER ON THE LIST
IS ONE IN COMMUNITY -- WAS --

WAS -- BRIGHTON AVENUE.

ARE THERE PLANS FOR THE OTHER

OR --

>> NORTH WASHINGTON STREET IS ON THAT MAP.

IS ON THE LARGER LIST.

SO THERE'S TWO SECTIONS OF THAT.

ONE IS THE DEDICATED BUS LANE.

THEY HAVE BROKEN GROUND BUT A NUMBER OF YEARS BEFORE THE PROJECT IS DONE.

THE SECOND PIECE IS COMING THIS NATURAL, THE DEDICATED BUS LANE FROM KEENEY SQUARE TO THE MARKET.

IN --

>> THIS IS NORTH WASHINGTON STREET AT THE ROUTE 1 OFF RAMP. WILL THAT COVER THE WHOLE STRETCH?

>> YES.

>> GREAT.

>> AS PART OF THE OVERALL BUS ROUTE PLAN, THAT'S WHERE THE BUS LANE WOULD PICK UP AND TAKE US TO THE MARKET.

>> SO LOOKING AT 3 OF 9, ARE THERE PLANS -- WOULD THE NEXT STEP THE CITY TAKES ON BE THESE SIX OR --

>> THAT'S WHAT WE'RE DOING RIGHT NOW.

LAUREN STREET IS THE SIGNAL UP GREAT, WHICH MASS DOT AND THE CITY ARE DOING OVER THE COURSE OF THE YEAR.

THE OTHER ONES ON THERE.

AND THEN --

>> COLUMBUS AVENUE.

>> SORRY.

>> WHEN WOULD BE A SUCCESSFUL GOOD METRIC OF THE CITY, A TIMELINE WHEN WE WOULD BE THROUGH THESE, THAT HE IDENTIFIED?

>> WE ARE CURRENTLY MAKING A LOT OF HOW WE WANT TO PRIORITIZE. YOU KNOW, THE NEXT FAMILY OF BUS LANES.

SO OUR TEAM IS WORKING ON THAT HAND AND HAND WITH THE MTBA. SO WE DON'T WANT TO LOSE PACE. SO WE'RE IN DESIGN.

>> DOES THAT MEAN SOMETHING THAT

IS NOT ON HERE?

FOR EXAMPLE, THE 32 BUS THAT WAS BROUGHT UP EARLIER, JUST BY CHANCE OF MOVING FORWARD OR -- >> WE HAVE TO EVALUATE THAT. PRACTICALLY MEETING WITH THE MTBA TO MAKE SURE WE'RE MAKING PROGRESS.

>> FINALLY, HOW IS IT LOOKING IN TERMS OF THE CITY SEPARATION FOR AUTONOMOUS VEHICLES AND WHERE ARE WE PLANNING FOR THAT?

>> BE MINDFUL -- A COUPLE OF YEARS AGO THE MAJOR SIGNED AN EXECUTIVE ORDER ON IN FOR THE CITY OF BOSTON.

REALLY WITH A FOCUS ON THEM BEING ELECTRIC AND SHARED. WE'D HAVE TWO THAT WE'RE TESTING IN THE CITY OF BOSTON, OPT MUSCLE RIDE AND AUTONOMY. THEY'RE WORKING ON A GRADUATED TESTING PLAN WHERE THEY HAVE TO PROVE THEMSELVES IN A -- FIRST OFF STREET AND THEN IN A VERY SPECIFIC DESIGNATED IN THE WATERFRONT UNDER THEY LIGHT CONDITIONS AND IN GOOD WORK FOR A CERTAIN NUMBER OF MILES UNTIL THEY CAN GRADUATE TO DIFFERENT TIMES OF DAY.

REQUIRED TO SUBMIT REGULAR RECORDS TO US ABOUT WHAT THEY'RE DISCOVERING OVERALL.

I'D SAY FOR US, WE ARE -- ONE OF THE REASONS WE'RE INTERESTED IN AUTONOMOUS VEHICLES, WE'RE AROUND THE SAFETY, WHICH IS A HUGE PROMISE OF WHAT AUTONOMOUS VEHICLES CAN BRING.

WE WANT TO MAKE SURE THAT WE CAN USE THEM ON BOSTON STREETS. IT'S ALMOST SAFE TO SAY THAT AUTONOMOUS VEHICLES WITHOUT SOME SORT OF POLICY OR FRAME WORK WON'T DELIVER ON LOWER EBB MEIGSES ANOTHER BIG FOCUS IS MAKING SURE THAT WE'RE BUILDING THE POLICY FRAME WORK SO IT'S PART OF AN OVERALL TRANSIT METHOD THAT WE ONE, WHICH DOES NOT MEAN GETTING SO EXCITED ABOUT AUTONOMOUS VEHICLES THAT THERE'S A OPPORTUNITY MENTAL

IMPORTANCE IN OUR CITY.
FROM WHAT WE'VE SEEN, IF YOU
WANT TO ADDRESS CONGESTION ON A
MACROSCALE, IT'S THE SAME THING.
SO THAT'S A HUGE QUESTION THERE.

>> SO --

>> SORRY.

>> SO IS THERE ROOM FOR POLICY
DISCUSSION NOW BEFORE -- YOU
KNOW, IN THE THREE TO SEVEN
YEARS, SOME ORDINANCE OR SOME
DISCUSSION ABOUT HOW TO PUT IN
POLICY BEFORE THE INDUSTRY
STARTS DISINCENTIVIZING OR --
TIMES THAT THE VEHICLES ARE
OPERATING WITHOUT HUMANS INSIDE?

>> WE DO WANT TO BE -- WE WANT
FRAME WORK DURING THIS TESTING
PHASE BEFORE THEY'RE
COMMERCIALIZED.

>> THANK YOU.

>> COUNCILLOR CAMPBELL.

>> THANK YOU, COUNCILLOR CIOMMO.
JUST WANTED TO QUICKLY GO ON THE
RECORD WITH RESPECT TO SOMETHING
THAT WAS PREVIOUSLY SAID BY A
COLLEAGUE.

I WANT TO ECHO COUNCILLOR
O'MALLEY'S COMMENTS WITH RESPECT
TO AUTOMATIC ENFORCEMENTS.
REALLY SUPPORT THE CONCEPT OF
BROWNSBERG AND THIS IDEA OF
PILOTING IT.

WE TALKED OFF LIN ABOUT
RESIDENTS NOT UNDERSTANDING THIS
OR KNOWING THIS AND THE POWER IT
COULD HAVE IN TERMS OF
ENFORCEMENT.

HOW TO FOLLOW UP CONVERSATION
WITH BPD AFTER OUR ENFORCEMENT
HEARING AND BRING IT UP.

ONE THING THAT WE ALL AGREED ON
IS THE POSITION OF ENFORCING
TRAFFIC IN BPD AND LOOK AT THE
DATA AND HAVE MORE WORK AND
PARTNERSHIP WITH THE
TRANSPORTATION DEPARTMENT.
SO I WANTED TO BRING IT HERE,
EVEN THOUGH IT'S A CONVERSATION
FOR BPD.

ALSO, JUST WANTED TO QUICKLY
REQUEST SIMILAR TO A REQUEST
MADE YESTERDAY IN PUBLIC WORKS,
CONTRACTS OF \$100,000 OR ABOVE.

IF WE COULD HAVE ALL CONTRACTS
AND A LIST OF WOMEN AND PEOPLE
OF COLOR.

AND THEN I WANT TO ECHO IT HERE.
I BROUGHT IT UP IN PUBLIC WORKS.
YOU WERE HERE, CHIEF.

THE YOUNG GIRL WITH THE CROSS
WALKS AND THE 3-D LOOK AND
ADDING THAT TO A TOOL THAT WE
COULD USE IN OUR COMMUNITY TO
SLOW CARS DOWN.

ARE WE EXPLORING IT?

GREAT TO HAVE A CONVERSATION ON
THAT.

I WAS IN A ROOM AND THE STUDENTS
BROUGHT IT UP.

THAT WAS AN OPTION OF SOMETHING
THAT WE CAN USE AS A TOOL.

OBVIOUSLY LESS INVASIVE IN SOME
OF THE STRUCTURAL CHANGES THAT
STEPHANIE'S TEAM AND OTHERS HAVE
TO LEAD.

I HAVE SOME QUESTIONS THAT ARE
DISTRICT SPECIFIC.

BACK TO ENFORCEMENT.

ONE THING THAT CAME UP IN THE
MEETING, ON THE TICKET ITSELF,
COUNCILLOR ZAKIM BROUGHT THIS
UP, \$120 IS THE FINE.

I THINK POLICE OFFICERS OR THOSE
THAT DO ENFORCEMENT, THE TICKET
ITSELF DIDN'T HAVE AN ACTUAL BOX
FOR THAT.

IF THEY'RE WANTING TO GIVE A
VIOLATION FOR SOMEONE STOPPED IN
A BIKE LANE, THERE'S NONE ON THE
TICKET FOR THEM TO CHECK-OFF.

SO THAT CAME UP WITH RESPECT TO
SOME FOLKS IN MY DISTRICT
TALKING TO OFFICERS AND SAYING
IT'S NOT EVEN AN OPTION ON OUR
TICKET.

I WANTED TO BRING THAT HERE.
SO THAT WE CAN DO ENFORCEMENT.
I'LL ALSO BRING THE UP IN BPD AS
WELL.

SPECIFICALLY WITH RESPECT TO
PROJECT IN MY DISTRICT.

IN MY FIRST YEAR, FIRST TERM ON
THE COUNSEL, I PUSHED FOR A
TRANSPORTATION STUDY.

IT WAS \$50,000 BUT NOTHING HAS
EVER HAPPENED WITH THAT.

WHERE ARE WE?

IS THERE ANY TIME LINE ON WHEN THE STUDY CAN HAVE IN THE GENEVA AREA, THAT INTERSECTION THERE THAT IS ALWAYS OF CONCERN?

>> ED.

>> WE DON'T HAVE ANYTHING GOING ON RIGHT NOW BUT WE'LL MAKE A NOTE TO START SOMETHING IN LATE SUMMER, EARLY FALL.

>> JUST WANT TO ECHO CONCERN FROM THE FOLKS IN THE COMMUNITY. 100 NOW IS 50.

NO TIME LINE.

SO JUST WANT TO SAY THIS IS REALLY IMPORTANT.

QUESTION QUESTION AROUND TOWING AND STREET CLEANING.

WHAT'S THE CURRENT PROTOCOL IF YOU GET TOWED OR TICKETED?

THERE SEEMS TO BE CONFUSION ON THE RESIDENT'S PERSPECTIVE.

JUST CURIOUS WHAT THE PROTOCOL IS WITH RESPECT TO THAT.

>> SURE.ÑiÑi

>> THE INTENT IS SIUAYS TO TICKET AND TOW.

t

NEED TO BE FACTORED FOR THE TOW TRUCK DRIVERS.

THERE'S TICKETS THAT WE TICKET SOMEBODY AND THEY SHOULD HAVE BEEN TOWED BUT THEY DON'T GET TOWED BECAUSE THE TOW DRIVER DOESN'T GET BACK IN TIME.

>> I BRING IT UP BECAUSE THERE'S SOME FOLKS, SOME STREETS WHERE THEY SEE IT INCONSISTENTLY.

IT'S LIKE I WAS TOWED ONE DAY

AND I WASN'T -- I DON'T THINK ANYBODY WANTS TO BE TOWED.

IT COMES UP AS A CONCERN IN OUR OFFICE.

WANT TO BRING IT TO YOU GUYS.

IT'S NOT ALWAYS CONSISTENT.

MOVING ALONG.

QUICK QUESTION WITH RESPECT TO THE REDESIGN OF MATTAPAN SQUARE.

BIKE LANES.

WHAT WILL THE COMMUNITY PROCESS BE FOR THIS, WHAT DOES THAT LOOK LIKE?

>> A COUPLE WEEKS AGO WE HAD A BRIEFING.

FOR MATTAPAN SQUARE, WE DO WANT

TO START A COMMUNITY PROCESS.
WE HAD SOME INITIAL IDEAS.
WE'RE HAPPY TO START THAT OFF
THE BAT AS SOON AS YOU WANT.
WE'RE READY TO DO THAT.

>> OKAY.

I'M GLAD WE'RE CLEARING THIS UP.
SO THAT PART IS -- OBVIOUSLY I
COVER A LARGE PART OF MATTAPAN,
McCARTHY.

WE HAVE QUESTIONS.
SO MY CONVERSATION IS ABOUT WHAT
COUNCILLOR JANEY BROUGHT UP, THE
CORRIDOR AS A WHOLE AND LOOKING
AT WHAT PUBLIC WORKS IS DOING
AND SOME EXCITING IDEAS THAT
THEY HAVE, MAKING SURE IT'S ALL
COORDINATED WITH PLANS THAT BPD
HAS.

OF COURSE, LOOKING AT A
DEDICATED BUS LANE AND THE
CONVERSATION AROUND RAPID
TRANSIT.

YOU NAME IT, IT NEEDS TO BE ON
THE TABLE.

SO I WANT TO CONTINUE THAT.
THERE'S A LOT OF PLAYERS AND
STAKEHOLDERS THAT WE NEED TO
BRING IN AT THE OUTSET, NOT JUST
KEY SOLUTIONS BUT NOT KEY
SOLUTIONS TO GET RESIDENTS FROM
MY DISTRICT AND COUNCILLOR
McCARTHY TO JIVE.

WE'LL CONTINUE THAT.

THERE'S QUESTIONS AROUND THE
TIMELINE FROM BTD'S PER SMIRKIVE
ON THAT MATTAPAN SQUARE
REDESIGN, WHEN THAT MIGHT
HAPPEN, WHAT THE PROCESS MIGHT
BE.

>> RIGHT.

AS I MENTIONED FOR THE MATTAPAN
SQUARE, WE'RE READY TO START AS
SOON AS YOU'D LIKE US TO.

WE HAVE IDEAS TO SHARE WITH THE
COMMUNITY.

LOOKING AT PROVIDING BETTER
ACCESS FOR THE BUSES TO GET OVER
THE RIVER AND BACK AND PROVIDING
LANES FOR BICYCLES.

MORE IMPORTANTLY, WE'RE
IMPROVING PEDESTRIAN SAFETY.
IN MATTAPAN SQUARE, IT CAN BE A
CHALLENGE SOMETIMES.

SO WE'RE READY TO START THAT
PROCESS WITH THE COMMUNITY.

>> AND I'LL CONNECT WITH
COUNCILLOR McCARTHY AND THE AT
LARGES AS WELL.

I CAN WAIT FOR THE NEXT ROUND.

THANK YOU.

>> COUNCILLOR ESSAIBI-GEORGE.

>> THANK YOU.

WE'VE HAD A FEW ROUNDS.

I STEPPED OUT TWICE.

SO THIS QUESTION MAY HAVE BEEN
ASKED.

IF IT HAS, TELL ME.

SOMETHING I DON'T THINK WE TALK
ABOUT IS THE RESIGNALIZATION OF A
OUR TRAFFIC LIGHTS, ESPECIALLY
AROUND MAJOR ARTERIES ACROSS THE
CITY.

WAS THAT QUESTION ASKED?

>> NO.

GREAT.

CAN YOU TELL ME ABOUT THAT AND
WHAT WE'RE DOING AND DO WE DO
IT, HOW OFTEN DO WE DO IT?

THANK YOU.

>> THREE SEPARATE THINGS.

ONE IS WE HAVE 850 SIGNALS.

EVERY YEAR WE WILL RETIME
ROUGHLY 60.

THINK YEAR WE EXPECT TO DO
AROUND 57, WHICH WE'VE DONE
ABOUT 60% OF THOSE RIGHT NOW.

>> RETIRED?

>> RETIMED.

>> OH, RETIMED.

>> SO 10%.

IS THAT A STANDARD OR LESS THAN
10%.

>> WE HAVE BEEN TRYING OUT HOW
TO INCREASE THAT.

WE HAD A COMMENT EARLIER, WHICH
QUARTERS DO WE CHOOSE TO DO IT.

RIGHT NOW WITH MBT, WE'RE
LOOKING AT THE STANDARDS TO
RETIME GOING FORWARD.

SEPARATELY, THERE'S A BROADER
PROJECT TO LOOK AT THE NEXT
GENERATION OF TRAFFIC SIGNALS
AND SEE HOW THEY MIGHT WORK IN
THE CITY OF BOSTON.

SOMETHING CALLED ADAPTIVE
SIGNALS.

THIS IS A -- THIS IS HOW OUR

ROADWAY NETWORK CAN WORK IN
GENERAL BETTER AND FOLKS USING
TRANSIT.

>> I'M SORRY.

ALLERGIES OR A COLD.

MY HEARING IS OFF A LITTLE BIT.

SO WE'RE RETIMING HOW MANY?

>> 60.

>> THAT'S LESS THAN 10%.

WHAT IS THE INDUSTRY STANDARD?

SEEMS LIKE A KNOW NUMBER.

I'M NOT A TRANSIT PROFESSIONAL.

>> I DON'T KNOW WHAT OTHER

MUNICIPALS DO.

WE WANT TO INCREASE IT.

WE WANT TO HAVE POLICIES THAT WE

USE AS WE RETIME OUR SIGNALS.

IT'S THE WORK THAT WE'RE TAKING

ON RIGHTS NOW.

WE WANT TO RAM UP UP THE NUMBER

THAT WE'RE RETIMING ON AN ANNUAL

BASIS.

>> AND REFOCUS ON MAJOR ARTERIES

WHERE THE CONGESTION BUILDS UP.

IT CREATES DANGEROUS SIGNALS FOR

PEDESTRIANS AND BICYCLES.

>> AND I CAN -- PART OF THIS

GENERAL CAPITAL PROJECTS WE DO,

PART OF THE WORK THAT STEPHANIE

IS DOING, WE'RE DOING WHAT

YOU'RE SAYING.

MORE FOCUSED, RETIMING EFFORTS.

SOME OF THE CORRIDORS WE'RE

WORKING ON --

>> CAN BE ANY PROJECT THAT WE'RE

DOING ANYWHERE IN THE CITY.

LOOKING AT SIGNAL RETIMING AND

REPHASING IS PART OF THAT.

IN ADDITION TO THE 60 THAT HE

MENTIONED.

>> AND YESTERDAY IN PUBLIC WORKS

HEARING, I WANT TO CELEBRATE

ADDING CROSS WALKS.

TALK ABOUT THAT.

>> SURE.

WE ARE INTRODUCING MORE RAISED

INTERSECTIONS.

THEY'RE IN THE DESIGN PHASE.

ONE OF THEM IS A RAISED

INTERSECTION.

IT'S ON THE MAJOR'S AGENDA.

BE ABLE TO USE PHOTO ENFORCEMENT

TO ENFORCE THE KEY INTERSECTIONS

THAT WE KNOW THAT ARE CAUSING
CONGESTION CHALLENGES IN THE
CITY.

>> THAT'S IT FOR ME, CHAIR.

>> THANK YOU.

COUNCILLOR BAKER.

>> THANK YOU.

TO WHOEVER THE QUESTION IS, WHAT
IS THE STATUS OF YOUR FLEET?

ARE WE IN GOOD SHAPE WITH YOUR
FLEET?

IN PARTICULAR, THE TOW TRUCKS.

>> WE HAVE 11 NEW TOW TRUCKS
THIS YEAR INCLUDING THREE RAMP
TRUCKS.

OVERALL, BTD --

>> 11 NEW ONES?

>> YES.

>> HOW MANY IN TOTAL?

>> I THINK IT'S 22.

IF I'M NOT MISTAKE.

24 MAYBE.

WE HAVE TWO SHIFTS OF TOW
DRIVERS.

>> HAVE THE VEHICLES BEEN
DELIVERED YET?

>> I'M SOME HAVE.

NOT ALL.

>> OKAY.

THERE'S SOME CONCERN ABOUT
HAVING TOW TRUCK DRIVERS WITHOUT
TRUCKS.

ARE WE WORKING ON THAT?

ARE WE AWARE OF THAT PROBLEM AND
WORKING ON IT?

>> YES.

PREVIOUSLY -- THIS GOES BACK.

THERE WAS AN OVERLAP ON THE
SHIFT.

RIDERS WOULD HAVE TO DOUBLE UP
THE TIMING HAS BEEN RESOWED.

>> AND DO WE TOW -- DO WE TOW IF
A CITY VEHICLE IS BROKEN DOWN?

DO WE AUTOMATICALLY GET THAT?

DO YOUR TOW TRUCK -- GREG, TO
YOUR TOW TRUCK DRIVERS GET THAT

CALL ALL THE TIME, IF IT'S A

PUBLIC WORKS VEHICLE OR LIKE

SHARED VEHICLE?

DO WE GET THAT?

>> YES.

WE ALWAYS WORK WITH CENTRAL
FLEET MINUTE MAIN TO ASSIST WITH

CITY VEHICLE TOWS.

>> DO OUR TOW TRUCKS WORK SO THE TRANSPORTATION DEPARTMENT -- THAT -- ARE THEY WORKING TO SUPPLEMENT THE CONTRACTOR OR DO THE CONTRACTORS SUPPLEMENT THEM?

>> IT'S STRICTLY CITY TOWS.

FOR PARADE, VICTORY PARADE, THINGS LIKE THAT.

DURING A SNOW EMERGENCY, THE CITY IS DIVIDED BETWEEN BOSTON POLICE AND BTD.

BTB TOWS THE ROUTES UNOUR CONTROL AND PRIVATE CONTRACTORS TOW IN SOME OF THE FURTHER REACHING NEIGHBORHOODS.

IT'S AN ISSUE OF CAPACITY AND MANPOWER.

WE CAN'T TOW THE ENTIRE CITY.

>> BUT WE CAN KEEP OUR GUYS BUSY ON SPECIAL EVENTS AND SNOWSTORMS.

WHEN WE SAY SPECIAL EVENTS, WE DO THAT?

>> YES.

>> BECAUSE, YOU KNOW, I'VE GONE THROUGH IT A LOT.

WONDERING WHETHER THE PRIVATE CONTRACTORS WITH POLICE OR WHATEVER -- AND CHRIS AND I HAVED THAT CONVERSATIONS. SOMETIMES YOU'RE TOO FAR AWAY FROM FRONTAGE.

I WOULD LIKE TO SEE MAYBE MORE SUPPORT FOR KEEPING THINGS -- CHRIS KNOWS WHERE I AM.

I'D LIKE TO KEEP WHATEVER I CAN IN HOUSE FOR AS MUCH AS WE CAN.

NOW THAT WE HAVE MORE TOW TRUCKS COMING IN.

SO CHRIS, YESTERDAY WE TALKED ABOUT THE WRECKERS THAT THE PUBLIC WORKS DEPARTMENT HAS. ANY LARGER VEHICLES, THAT TOW TRUCK IS GOING OUT?

>> OKAY.

>> CAN WE TALK ABOUT -- A LITTLE MORE ON AUTONOMOUS HEARING.

I HAD AN ORDER FOR A HEARING.

MAYBE ONE MORE COMMENT BEFORE YOU GET INTO YOUR COMMENTS.

I THINK IF THEY'RE COMING HERE, WE SHOULD CHARGE THEM UP FRONT.

THE AUTONOMOUS VEHICLES.

THE TAXIS LOST ALL OF THEIR

INCOME BASICALLY IN THEIR
INDUSTRY.

UBER AND LYFT, THEY PROVIDE
JOBS, BUT I THINK THE FUTURE OF
THAT INDUSTRY IS ALL AUTONOMOUS
VEHICLES.

THE PEOPLE THAT WORKING UBER AND
LYFT WILL BE IN THE TAXI
POSITION.

CAN WE KEEP AN EYE ON THEM?

ARE THEY TESTING ANYPLACE IN THE
CITY?

WHAT DO YOU THINK SOME OF THE
REQUIREMENTS SHOULD BE BEFORE
THEY'RE ALLOWED TO TEST AND COME
HERE.

>> THEY ARE ACTIVELY TESTING.
YOU CAN GO TO BOSTON.GOV.

>> THE SEAPORT?

>> THEY START IN THE INDUSTRIAL
PARK AND THE GEOGRAPHIC AREAS
EXPANDS TO THE SOUTH BOSTON
WATERFRONT AND A BROADER SECTION
OF THE CITY.

AFTER THEY HAVE HAD SUCCESS AND
SHOWN THAT THEY CAN WORK IN A
VARIETY OF CONDITIONS, THEY HAVE
CONFERENCE CALLS WITH THE TEAM.
ONE OF THE THINGS THAT WE'RE
MINDFUL UP AND BELIEVE IN,
PROBABLY 40 STATES, 38 STATES IN
THE UNITED STATES, THE SINGLE
LARGEST CATEGORY OF PROFESSION
IS DELIVER.

SO THERE'S DEFINITE WORK FORCE
IMPLICATIONS THAT HAPPENS TO BE
KEY.

I'M SURE THE DRIVER IS VERY HIGH
ON THE LIST.

SO WE WALKED THROUGH THIS POLICY
CONVERSATION.

IT'S VERY IMPORTANT FOR US.

WE MAKE SURE THAT WE HAVE TO
HAVE A POLICY FRAME WORK ABOUT
IT.

>> CAN I HAVE TWO MORE MINUTES?
YOUR EARLIER COMMENT SOUNDED
LIKE THAT WE'RE NOT JUST JUMPING
IN ON THE AUTONOMOUS VEHICLES
BECAUSE THEY'RE NOT DOING
ANYTHING FOR OUR TRAFFIC OR
CONGESTION.

ONE LAST QUESTION.

DO WE HAVE ANY UPDATES ON THE

TAXI INDUSTRY?

HAVE WE LOOKED AT SOME OF THE
CHANGES?

WHAT IS THE LARGEST?

401?

>> COULD BE.

>> SO THAT WE HAVE CONTROL OF
IT.

HAVE WE GONE INTO THAT AND SEE
IF THERE'S CHANGES TO MAKE TO
HELP THE TAXI INDUSTRY?

>> WE'VE HAD A NUMBER OF

CONVERSATIONS.

ON GOING DIALOGUE WITH THE TAXI
INDUSTRY ABOUT HOW TO HAVE
POLICIES WORK BETTER.

POTENTIALLY COLLABORATION AROUND
COMMUNICATION, MESSAGING AND
ADJUSTMENTS ON THE ROAD.

THERE'S BEEN SOME CHANGES.

DOING WORK WITH NOW ON
ADJUSTMENTS THERE.

>> IS THAT WORK A HEARING?

SHOULD WE GET HACKNEY IN HERE TO
SO WHAT THEY THINK?

>> I DEFER TO HACKNEY.

OBVIOUSLY, I WANT TO MAKE SURE
THAT WE HAVE THE RIGHT STRUCTURE
FOR TAXES.

>> THANK YOU.

>> COUNCILLOR FLAHERTY.

>> THANK YOU.

>> CHIEF OF COMMISSIONER IS IN
AND OUT.

IT'S CRAZY.

HECTIC.

THERE'S SOME CONTENTIOUS ISSUES
UP THERE.

COUNCILLOR FLYNN HAD SOME SCHOOL
CHILDREN IN.

SO ROUND TWO.

WANT TOPIC UP WHERE COUNCILLOR
BAKER MENTIONED.

HAVE WE REEVALUATED THE TAXI
STANDS?

MANY TIMES THEY'RE COMPLETELY
EMPTY.

THEY'RE LONG IN LENGTH.

THERE'S ONE UP HERE AROUND
FEDERAL STREET.

IT'S ALMOST A BLOCK LONG.

NEVER SEE A TAXI THERE.

SAME TIME, WE HAVE UBER AND

LYFT.
I'M NOT SAYING THEY SHOULD BE SHARING SPACE.
BUT THEY JUST PULL OVER AND LET PEOPLE OUT AND CAUSE ACCIDENTS AND WHATEVER.
WHAT IS THE PLAN TO ADDRESS UPPER AND LYFT?
WHAT IS THE OVERALL PLAN FOR -- SO THE TAXI STANDS AND THE -- THE MEDALLIONS ARE NOT WORTH WHAT THEY USED TO BE.
I'M NOT SURE HOW MANY PEOPLE ARE SIGNING UP TO GET A MEDALLION. I DON'T KNOW IF WE NEED AS MANY TAXI STANDS AS WE HAVE CONFIGURED.
IS THAT SPACE BETTER FOR ADDITIONAL PARKING METERS TO RAISE REVENUE?
SHOULD WE BE USING IT FOR SPECIAL SPACES FOR UNLOADING PRODUCTS DOWNTOWN?
YOUR THOUGHTS ON THAT.
>> FIRST, PICK UP AND DROP OFF. AS WE DISCUSSED, WE'RE DOING THE PILOT RIGHT NOW AT FENWAY. WE'LL DO THE EVALUATION SHORTLY. FIGURE OUT HOW TO TWEAK THAT AND EXPAND THAT.
GETTING MORE SPACE CURB SIDE AND MANAGE IT WELL AND PICK UP AND DROP OFF WHETHER IT'S TAXI, UBER, LEFT.
IT'S IMPORTANT TO US.
WE SHOULD HAVE MORE OF AN UPDATE AFTER THE EVALUATION OVER THE COURSE OF THE SUMMER.
IF YOU HAVE SPECIFIC IDEAS, LOCATIONS WOULD IT WOULD MAKE A DIFFERENCE IT WOULD BE VALUABLE.
IN THE BROADER QUESTION, THERE IS \$225,000 FOR A CURB STUDY THAT WOULD LOOK AT THESE QUESTIONS YOU'RE RAISING IN THE HIGH CONGESTED AREAS.
A LOT OF CURB DEMAND AND METER PARKING, ET CETERA.
HOW DO WE REFUND THAT BALANCE AND RETHINK HOW WE LOOK.
>> CAN YOU GET MANY A MAP OF THE TAXI STANDS CURRENTLY ARE IN OUR CITY?
I ASSUME WE HAVE THAT

INFORMATION.

THEN I CAN WORK WITH YOU TO SEE WHICH ONES NEED TO BE LENGTHENED, WHICH NEED TO BE SHORTENED AND CONVERTED TO PARKING SPACES AND/OR COMMERCIAL.

WHERE THE WE STAND WITH THE SAFE ROOTS TO SCHOOL COORDINATED PORTION?

WE SPEAK AT THE LAST BUDGET HEARING.

WHERE DOES THAT STAND?

>> I WORK WITH BPS.

WE APPLIED FOR A \$1 MILLION GRANT FROM THE PROGRAM AT THE STATE LEVEL, WHICH WE ARE OPTIMISTIC.

WE'RE HOPFUL FOR IT, WHICH WOULD ALLOW US TO INVEST IN A NUMBER OF PHYSICAL CHANGES TO THE STREET TO HAVE SAFER CROSSINGS FOR THE SCALES.

>> VERY GOOD.

UPDATE ON THE TOW ROAD OR THAT BPD?

>> BPD?

WORKING WELL?

GENERATING INTEREST IN REVENUE IN ABANDONED VEHICLES?

>> YES.

JUST A RECENT CAPITAL INVESTMENT IN THE BUILDING.

ISSUES THAT WERE IN DIRE NEED OF ATTENTION WERE A DOCTORED. FUNCTIONING AS NEEDED AND THAT'S WHERE THE ENFORCEMENT DIVISION IS HOUSED.

THAT'S WHERE ALL THE ENFORCEMENT OFFICERS ARE DEPLOYED FROM A DAILY BASIS.

>> I KNOW WE TOOK IT OFF THE BOARDS IN THE PREVIOUS ADMINISTRATION.

THIS ADMINISTRATION PUT IT BACK. IT GENERATE AS LOT OF INTEREST OVER THERE, PARTICULARLY ON SATURDAYS WHEN THEY HAVE THE ARCHES.

AROUND THE PDAs, JUST WANT TO GET A CONFIDENCE LEVEL.

A MULTI-JURISDICTIONAL OVERLAP.

WE'RE MAKING ROOM FOR INFRASTRUCTURE AND IMPROVEMENTS.

IF WE'RE GOING TO TALK ABOUT
GREATER EFFORTS ABOUT VISION
SERIES, ARE THOSE DISCUSSIONS
TAKING PLACE?

WHEN THE A DEVELOPER COMES IN,
HOW MUCH AFFORDABLE HOUSING AND
HOW BIG AND HOW MANY UNITS?
I THINK OFTENTIMES IT GETS LOST
IN THE DISCUSSION THAT OUR
INFRASTRUCTURE IS AGING AND IN
DIRE NEED OF A PRIVATE
INVESTMENT.

THAT'S OUR OPPORTUNITY TO CAP
SURE SOME MITIGATION THERE.

ARE YOU IN THE ACTIVE
DISCUSSIONS AS -- WE'RE
EXPERIENCING UNPRECEDENTED
DEVELOPMENT AND I DON'T THINK
WE'RE GETTING THE ROAD
IMPROVEMENTS.

>> WE AGREE THERE'S AN
INCREDIBLE OPPORTUNITY THERE AND
GOOD COLLABORATION WITH SOME
DEVELOPERS.

OF THE 16 POSITIONS, ONE OF THEM
IS TO WORK ON EXACTLY WHAT
YOU'RE TALKING ABOUT.
HOW TO HAVE THE RIGHT TYPE OF
WORK THROUGHOUT THE PROCESSES
AND MAKE SURE WE'RE MAKING A
DIFFERENCE ON OUR SPACE.

>> AND ON A WEEKLY BASIS,
THERE'S INTERDEPARTMENTAL
MEETINGS BETWEEN BPDA AND THE
TRANSPORTATION DEPARTMENT TO DO
THAT, TO IDENTIFY THE STREETS
THAT THE DEVELOPERS CAN MAKE.
NOT NECESSARILY, BUT FOR SURE
AROUND THE BUILDING.

SOMETIMES A COME OF BLOCKS MAKES
A DIFFERENCE.

SO THAT'S -- THOSE DISCUSSIONS
GO ON REGULARLY PROJECT BY
PROJECT.

WE HAVE A MEETING OF BPD STAFF
AND MANAGERS WHERE WEE IDENTIFY
OUTSTANDING ISSUES THAT WE CAN
RESOLVE STRAIGHTAWAY.

>> SAME TYPE OF COLLABORATION
WITH THE STATE.

SAY DCR AND MTBA.

A LOT OF OVERLAP STARTED.

WE DID THE ROAD DIET WORKING
WITH STATE LEADERS AND OUR

CONGRESSMEN TO GET IT UNDER CONTROL AND WE AS THE SPEED HUMPS.

ANY COMMENTS ON WHETHER -- YOUR OPINION ON THAT, WHETHER IT'S BEEN SUCCESSFUL?

IS THAT SOMETHING THAT WE AS A CITY WOULD LIKE TO REPLICATE?

WE'RE EXPERIENCING TRAFFIC, SPEEDING VEHICLES, CUTTING UP AND DOWN ON THE STREETS AND PUTTING PEDESTRIANS AND OTHER MOTORISTS IN HARM'S WAY.

I KNOW ROAD DIETS SEEMS TO WORK. THE SPEED HUMPS SEEM THE BE WORKING IN THE SPRING AND SUMMER MONTHS.

ANY THOUGHTS ON EXPANDING THAT?

>> OUR SENSE OF THAT, THOSE THAT HAVE MENTIONED AND 2 WORKED WELL, SOME FEEDBACK ABOUT THE TRANSITION POINTS FOR CYCLISTS THAT WE'RE MINDFUL OF.

WE HAVE VERY GOOD -- MADE A REFERENCE EARLIER, REGULAR COORDINATION WITH THE MBTA AND MASS DOT.

WE THINK ABOUT THAT TRANSITION, THERE'S SOME WORK TO MAKE SURE THAT ENTIRE CORRIDOR WORKS.

>> COUNCILLOR JANEY.

>> THANK YOU, MR. CHAIR.

I KNOW COUNCILLOR EDWARDS THANK ADD LOT OF FOLKS FROM YOUR TEAM.

I WANTED TO MAKE SURE TO MENTION CARLA AND TRACY WHO CAME IN.

AND HE'S NOT ON YOUR TEAM, BUT EVERYBODY HAS BEEN SO GREAT.

I WANTED TO SHOUT THEM OUT.

THE INTERIM COMMISSIONER.

WELCOME.

HOW ARE YOU?

>> GOOD.

HOW ARE YOU?

>> I LOOK FORWARD TO MEETING WITH YOU AND WORKING WITH YOU MOVING FORWARD.

I WAS INTERESTED IN KNOWING WHAT THE PLANS ARE TO FILL THIS

POSITION, WHETHER OR NOT THERE WILL BE A NATIONWIDE SEARCH.

WHAT IS YOUR THINKING?

THIS IS NO REFLECTION ON YOU, COMMISSIONER.

YOU CAN BE IN THE RUNNING.
I JUST WANT THE UNDERSTAND.
>> WE HAVE A MOMENT THAT WE CAN
THINK ABOUT THE RIGHT WAY THE
ACHIEVE THE GOAL THAT WE ALL
SHARE, HOW WE MANAGE OUR STREETS
WELL, BUILD THEM WELL, MAINTAIN
THEM WELL.
WE'RE GOING TO TAKE A MOMENT TO
FIGURE OUT WHAT ARE THE
STRUCTURAL CHANGES THAT WE WANT
TO THINK ABOUT.

>> AND DO YOU HAVE A TIMELINE?
ED.

>> FAIRLY QUICK.
MY SENSE IS THE NEXT -- OVER THE
COURSE OF THIS CALENDAR YEAR.

>> AND SEVERAL PEOPLE HAVE
MENTIONED THE 3-D CROSS WALK,
WHICH I ABSOLUTELY LOVE AND
ADORE.

ANYTHING THAT CAN GET US TO A
PLACE THAT WE CAN SHARE OUR
ROADS?

I LOVE THE IDEA OF 3-D, THE
RAISED CROSSWALKS, THE FLASHING
BEACONS.

I LOVE THAT.

I'D LOVE TO SEE THAT MORE
THROUGHOUT THE CITY AND IN MY
DISTRICT.

IN TERMS OF PARKING, PARKING
PERMITS IN PARTICULAR, YOU KNOW,
WHAT IS THE PLAN MOVING FORWARD?
THIS PROBABLY CAME UP BEFORE I
GOT IN THE ROOM.

NOBODY DARED TO ASK ABOUT

PARKING?

I'M KIDDING.

DO WE HAVE AN AUDIT TO
UNDERSTAND HOW DOES YOUR OFFICE
DETERMINE WHICH NEIGHBORHOODS --
I RAISED THIS WITH YOU BEFORE.

IN MY DISTRICT, DOWN DUDLEY AND
THE HEART OF ROXBURY, THERE ARE
PARKING SIGNS, RESIDENTIAL
PARKING SIGNS THAT SAY THE SOUTH
END.

THAT LITTLE SCHOOL BUS YARD IS.
SO HOW DOES THE CITY DETERMINE
WHICH NEIGHBORHOOD?

I DON'T KNOW HOW THIS HAPPENED,
BUT THOSE SIGNS -- IF WE'RE

GOING TO HAVE PARKING SOONS,
THEY NEED TO HAVE IT CORRECTED.
HOW DO DETERMINE WHICH
NEIGHBORHOOD?

>> MY UNDERSTANDING, THERE WAS
AN -- THAT PARTICULAR CASE THERE
WAS AN APPLICATION THAT CAME
FROM RESIDENTS AND A PETITION
WAS FOR THE SOUTH END.

WE'RE LOOKING TO ALIGN THE WAY
WHICH WE'RE THINKING ABOUT
NEIGHBORHOOD BOUNDARIES AND THE
WAY THE CITY DOES.

>> SO WHAT IS THE TIME LINE FOR
THAT?

IN MY MIND CERTAINLY YOU HAVE TO
LOOK AT THAT AND FIGURE IT OUT.

I SUPPORT THAT.

IN THE IMMEDIATE FUTURE, WE NEED
TO RECTIFY AND CONTRACT WHAT HAS
HAPPENED IN THIS AREA.

IN OTHER PLACES WHERE THERE'S
SIGNS THAT HAVE THE WRONG
NEIGHBORHOOD, THEY MAY NEED TO
BE A LONGER CONVERSATION WHERE
THERE'S MORE RESIDENTS LIVING IN
THAT AIR AND MAY IDENTIFY THEIR
NEIGHBORHOOD OVER ANOTHER
NEIGHBORHOOD.

WE'RE TALKING WASHINGTON STREET,
WE'RE TALKING A MAJOR CORRIDOR
IN OUR CITY.

WE'RE TALKING A COMMERCIAL
DISTRICT THAT IS CLEARLY
ROXBURY.

SO I'D LIKE TO UNDERSTAND WHEN
THOSE SIGNS WILL BE RENEWED
AND --

>> CHANGED.

>> YEAH.

>> SO WE MET A COUPLE TIMES ON
THIS.

ONE OF THE NEXT STEPS IS TO
BE -- FOR THAT AREA AT TREMONT
HAND WASHINGTON AND THAT --

>> MASS AVENUE.

>> WE TRYING TO FIGURE OUT HOW
WE DO A TRANSITION IN THAT AREA.

WE'RE PULLING A LIST OF
EVERYBODY THAT HAS A STICKER
AROUND WORK WITH THAT TRANSITION
PROCESS.

DON'T HAVE A TIMELINE YESTERDAY.

>> THAT WOULD BE REALLY HELPFUL.

IN TERMS OF THE SAFE ROUTES PROGRAM AND I HEARD SOMEONE MENTION IT.

SO YOU'VE MADE IT TO NEXT ROUND. THIS CAME UP IN HOUR BPS TRANSPORTATION HEARING FOR SURE. SO YOU MADE IT TO THE NEXT ROUND.

ANYTHING THAT YOU NEED FROM FOLKS FROM THE ADVOCACY COMMUNITY, COUNSELORS, LETTERS OF SUPPORT?

>> WE'VE HAD A TREMENDOUS AMOUNT OF SUPPORT FOR THAT APPLICATION.

>> WONDERFUL.

PARKING IS A CHALLENGE IN DUDLEY SQUARE, THE COMMERCIAL DISTRICT. THE COMMERCIAL PARKING LOTS ARE COMING UP FOR BID SOON.

TWO ARE OUT TO BID RIGHT NOW.

THERE'S A THIRD ONE SOON.

SO WE'RE LOSING A LOT OF THE PARKING IN THE AREA.

BUSINESS OWNERS HAVE RAISED THIS AS A DEEP CONCERN.

WHAT IS THE OVERALL PLAN?

IS IT CONNECTED TO THE PARKING AUDIT?

ARE YOU LOOKING AT DOING MORE RESIDENTIAL STICKERS?

ARE YOU LOOKING AT DOING METERS?

WHAT IS THE OVERALL PARKING PLAN FOR DEADLY SQUARE?

>> THIS CAME UP LAST NIGHT.

THE COMMUNITY MEETING.

THERE'S WORK WITH EACH

DEVELOPMENT THAT WE'RE DOING TO FIGURE OUT WHAT THE RIGHT

BALANCE IS.

BE MINDFUL THAT WE NEED TO

FIGURE OUT WHAT IS THE

AVAILABILITY OF SPACES TO BETTER MANAGE THOSE SPACES AND WHAT IS THE RIGHT WAY FOR ALTERNATIVES IN THAT AREA.

THERE'S PROBABLY A \$40 MILLION INVESTMENT --

>> THAT'S VERY IMPORTANT.

WE THINK ABOUT THE NEW DEVELOPMENT COMING.

THEY HAVE TO LOCK AT A WHOLE HOST OF THINGS.

NOT JUST THE PARKING PLAN.

IT'S DOWN DUDLEY, A MAJOR BUS

TERMINAL.

WE HAVE TO MAKE SURE THAT WE
LOOK AT THE INFRASTRUCTURE FOR
PEDESTRIANS AND CYCLISTS.
BUT BUSINESS OWNERS KEEP RAISING
THIS AS AN ISSUE AS WELL AS THE
OTHER GROUPS.

RESIDENTS TO CONTINUE TO RAISE
PARKING BEING A CONCERN IN
DEADLY.

GIVEN THAT WE HAVE PARKING LOTS
THAT CARS ARE PARKING NOW THAT
WILL NO LONGER PARK THERE IN THE
FUTURE, THEY HAVE TO UNDERSTAND
WHAT THE THINKING IS AND WHAT
THE PLANS ARE MOVING FORWARD.

>> SO OBVIOUSLY THIS IS AN ISSUE
THAT HAS COME UP ALL OVER THE
CITY.

WE HAVE TO FIND A WAY TO MANAGE
OUR EXISTING SUPPLY OF PARKING
SPACES MORE EFFICIENTLY.

SO IT'S NOT SOMEBODY PARKING
THERE THE WHOLE DAY.

SO ONE WAY TO DO THAT HAS BEEN
TO INSTALL METERS.

SO THAT'S -- I HEARD FROM MANY
EXPERIENCE IN THE DEADLY SQUARE
AREA, SOMEBODY THAT THEY MIGHT
BE OPEN TO.

MAKES A BIG DIFFERENCE.

IT'S NOT -- IT'S ABOUT
TURNOVERS.

>> YEAH.

AND I JUST THINK MOVING FORWARD,
VERY IMPORTANT TO ENGAGE VARIOUS
STAKEHOLDERS.

>> IT'S BEEN -- IT CONTINUES TO
REMAIN A PARKING GARAGE.

SO ADVERTISING THAT -- PEOPLE
MIGHT HAVE TO WALK AND EXTRA
THREE OR FOUR MINUTES TO GET TO
A BUSINESS.

IN THE PAST, WE TRIED TO CREATE
A MAP OF THE PARKING GARAGES
THAT ARE MUNICIPALLY OWNED.
SO PEOPLE ARE AWARE OF THEM AND
CAN PARK THERE.

>> THANK YOU.

>> I'M GOING TO CALL THREE
FOLKS.

THEY DIDN'T CHECK THE BOX.

ELISA PARRARD, EMANUEL DeBALLOS.

SARAH FREEDMAN.

>> [INAUDIBLE].

>> OKAY.

AMY WHITFLER.

IS AMY HERE?

>> HI.

I'M SARAH FREEMAN, JAMAICA

PLAINS.

I LIVE ON THE ARBOR WAY.

I'LL TRY NOT TO REPEAT WHAT HAS
BEEN SAID.

THANK YOU FOR WHAT YOU ARE
DOING.

I KNOW IT SOUNDS LIKE WE
COMPLAIN A LOT AT THESE EVENTS.
YOU'RE MAKING PROGRESS.

I WOULD SAY WE NEED MORE PEOPLE
HERE, INCREASE FUNDING.

I'LL QUOTE A FORMER LAYER.

THE CURVE IS NO LONGER IN
BOSTON.

I DON'T REMEMBER HOW MANY YEARS
AGO THAT WAS BE, STILL FEELS

LIKE THE CURVE CAME IN BOSTON.

IN MY PERSONAL ACQUAINTANCES,
MORE PEOPLE ARE BIKING.

MORE WOULD BIKE AS COUNCILLOR
O'MALLEY WOULD SAY IF THEY FELT
SAFE.

I'M 68 YEARS OLD.

HE I DON'T HEAL UP.

I'M AFRAID TO GO CERTAIN PLACES.

PAINT DOESN'T MAKE YOU FEEL
SAFE, ESPECIALLY WHERE I LIVE.

SO EVERY TRIP I TAKE STARTS
WITHIN MY HOUSE.

THERE ARE FOUR STREET LIGHTS
THAT HAVE BEEN KNOCKED DOWN BY
CARS.

THAT DOESN'T MAKE YOU FEEL LIKE
SAFE IF YOU'RE BETWEEN THAT CAR
AND THE POLE.

IT A BIG BROADCAST THAT CARS
DON'T STAY ON THE ROAD HERE,
WHICH IS ANOTHER WHOLE ISSUE.

OKAY.

SO MY BIGGEST BONE TO PICK IS
THE GAPS.

YOU'VE TALKED ABOUT BEING
STRATEGIC AND LOOKING AT
CORRIDORS.

ONE GAP CAN BE ENOUGH TO
DISCOURAGE SOMEONE FROM MAKING A
TRIP.

WHAT ELSE DID I WANT TO SAY?

OH, ABOUT THE TIMING.
I KNOW -- STREAMLINING IS NOT AS
GOOD AS IT SOUNDS, BUT I THINK
IT'S TWO YEARS AGO WHEN THERE
WAS A CITY FORUM.
ALL THE DEPARTMENTS WERE
PRESENT.
MIGHT HAVE BEEN JUNE OF 17.
WE ARE HEARD THAT THE SOUTH
STREETSCAPE, THE HYDE PARK
FUNDED FOR REDESIGN.
IT WOULD BE SO HELPFUL TO KNOW,
WE HAVE THIS SCHEDULED FOR TWO
YEARS FROM NOW.
LIKE PEOPLE UNDERSTAND, YOU
CAN'T DO IT ALL AT ONCE.
PEOPLE JUST HAVE A FEELING OF
CONFIDENCE THAT IT'S GOING TO
HAPPEN, BUT MAYBE NOT RIGHT
AWAY.
IS THAT TWO MINUTES?
STEPHANIE AND A COUPLE OTHERS
THAT WERE IN HERE TODAY, THEY'RE
ON A WALK.
THIS IS ALSO DCR BUT WE'RE
BOSTON RESIDENTS.
THE ARBORETUM, A PLACE THAT YOU
EXPECT PEDESTRIAN CRASH.
THIS IS MARCH OF 18.
OVER A YEAR AGO.
WHEN DCR REPAVED A STREET OR NOT
SURE IF IT WAS CITY OR DCR,
CENTER STREET, THIS WEREN'T
RAMPS.
SO THE CROSSWALKS DIDN'T GET
REPAINTED, A YEAR LATER --
THAT'S BEEN SOME TIME.
THE CROSS WALK IS STILL NOT
THERE.
NOW THERE'S ANOTHER ONE MISSING
ACROSS THE ARBOR WAY COMING UP
FROM FIRST HILL ON THE
RESIDENTIAL LANES.
SAME THING.
THEY REPAVED, THE ISLANDS ARE
NOT PAINTED.
THE CROSS WALK DIDN'T GET BACK.
I'LL SEND YOU A PHOTO.
IT'S AN OCEAN OF PAVEMENT AND NO
PAINT.
THE PEOPLE DIDN'T GET AWAY.
JUST THE CROSS LOCKS.
DOW TIME FOR RED LIGHT CAMERAS?
I'M NOT KEEPING AN EYE ON THE

TIME.
I'M SORRY.
MAKES NO SENSE.
EITHER YOU HAVE THEM OR YOU
DON'T.
IF YOU USE THEM FOR TOLL
EVADERS, USE THEM FOR SAFETY.
THE MONEY AND THE SAFETY ARE
BEING TREATED DIFFERENTLY.
THANK YOU.
>> THANK YOU.
MARA HOLLAND AND RYAN CRISTMAN.
OKAY.
>> THANK YOU FOR HAVING ME.
I'M EMANUEL.
I'M A RESIDENT IN BOSTON AND A
COMMUNITY ORGANIZER.
I'M A BLUE BIKE AMBASSADOR.
SINCE HIGH SCHOOL, I'VE BEEN
ADVOCATING FOR EQUITY IN BOSTON
FOR JOBS AND JOBS IN THE BIKE
SECTOR AND UNIFORM HOUSING.
I WORK, GO TO SCHOOL AND LIVE IN
DORCHESTER AND ALSO IN THE AREA
WHERE I LIVE IN BOSTON AND ALSO
NOW, I NOW LIVE IN CHARLESTON.
'S BEEN THERE A YEAR NOW.
I GET AROUND THE CITY ON MY BACK
AND USE PUBLIC TRANSPORTATION.
I STARTED BIKING WHEN I WORKED
THE NIGHT SHIFT.
I START IN THE NIGHT AND END IN
THE MORNING.
AROUND THAT TIME, THE MT IS NOT
RUNNING SO THE BLUE BIKE IS
AVAILABLE FOR ME TO GET TO WORK
AND BACK HOME IN THE MORNING.
ALSO NOW I'M LIVING IN
CHARLESTOWN.
THERE'S A LOT OF BIKE LANES AND
BIKE ROUTES.
THANKS TO THE MEMBERS OF THE
COUNCIL THAT MET WITH THE BOSTON
CYCLER'S UNION.
AND THERE'S A -- THOSE THAT WERE
HEARD FROM THE UNION, WE'RE
1,200 MEMBERS AND HOPE YOU STAND
WITH US FOR THE CONNECTED BIKE
ROUTES.
AND PROJECTS TO FILL UP THE
CRITICAL GAPS IN THE NETWORK.
GOOD FOCUS WOULD BE ON
CONNECTING MATTAPAN, DORCHESTER,
ROXBURY AND HYDE PARK.

TO LIKE MAJOR BIKE NETWORKS FROM
DOWNTOWN, EVEN ALL THE WAY
BEYOND THAT, NORTH OF BOSTON,
CHARLESTOWN.

ALSO WITH THE -- I KNOW BLUE
BIKES WILL BE ADDING MORE
STATIONS.

ONE THING THAT IF YOU'VE THOUGHT
OF, WHEN I WAS STATIONED AT
MATTAPAN, AROUND GROMMET SQUARE,
PEOPLE SAY HOW BAD OUR STATIONS
WERE.

THEY WERE OUTSIDE OUR SYSTEM.
EVEN THOUGH THE STATIONS WOULD
BE MORE DENSE, THEY WOULD
GUARANTEE PEOPLE TO HAVE ACCESS
AND EVEN A FORD ABILITY.

THERE'S A LOW INCOME PROGRAM
WITH BLUE BIKES.

>>>>>

>> HI EVERYONE MY NAME IS
CHARLOTTE.

I LIVE IN JAMAICA PLAIN.

I'M A STUDENT AT BOSTON
UNIVERSITY STUDYING PUBLIC
HEALTH I'M ALSO MEMBER OF THE
BOSTON -- SIPS I'VE BEEN HERE
PAST TWO YEARS I'VE BECOME AN
AVID CYCLIST, IT'S NOT JUST AN
AFFORDABLE MODE OF TRANSPORT
IT'S ALSO ACT WILLING TO TAKE
PART IN ACTIVITY THAT DOMINATED
BY MEN.

THERE ARE ARE YOU FEW FACTORS
THAT WILL PREVENT ME FROM
CYCLING NOT EVEN THE RAIN OR
BOSTON WEATHER IN THE WINTER.

I HIT MY HEAD ON THE ROAD.

I ENDED UP IN THE HOSPITAL CAME
OUT WITH A FRACTURED FINGER AND
INJURED SHOULDER AND BRUISED
BODY.

SINCE THEN I'VE BEEN UNABLE TO
STUDY OR WORK DUE TO THE PAIN.
BUT WHAT IS WORSE THAN THIS IS
EMOTIONAL TORMENT THAT BIKE
ACCIDENTS CAUSE.

NOW JUST CROSSING THE STREET AS
PEDESTRIAN I'VE LOST SLEEP WITH
WORRY ABOUT WHO PAYS FOR ALL
THIS.

THESE THINGS WILL TAKE TIME TO HEAL.

I'M NOT ONLY ONE WHO HAS BEEN INVOLVED IN A BIKE ACCIDENT. IN THE PAST YEAR THERE HAVE BEEN 19 BIKE ACCIDENTS ON THAT SAME STREET WHERE I GOT HIT.

THESE ARE REPORTED CRASHES WITH NUMBERS ACTUALLY MUCH HIGHER.

I WAS HIT ON STREET CENTER STREET.

THERE ARE PAINTED LANES.

PAINTED LANES ARE NOT ENOUGH.

WE NEED PROTECTED BIKE LANES TO PREVENT.

THIS MEANS PLANT THAT'S RIGHT SEPARATE CYCLISTS FROM CARS AND NOT PAINTED BIKE LANES.

IN 2013, BOSTON BIKE PLAN ALSO COMPLETING 21 MILES OF PROTECTED BIKE LANES BY 2018.

BOSTON HAS BARELY SIX SINCE THEN.

OTHER CITIES -- NEW YORK CITY BUILT MORE THAN 20.

I URGE BOSTON CITY, TO 1 \$1 MILLION AND STRATEGIC BIKE NETWORK TO \$4 MILLION AS SUGGESTED BY BOSTON CYCLIST UNION.

THIS INCREASE FUNDING WOULD CREATE MORE PROTECTED BIKE LANES, TO PREVENT CYCLIST INJURIES AND FATALITIES.

IT INCREASE FUNDING THAT WILL PUT ME BACK ON MY BIKE AND ALLOW CYCLIST TO -- WITHOUT FEAR.

THANK YOU.

>> MY NAME IS KEN, I AM ELECTED DIRECTOR AT WESTERN PLACE WHICH IS BOSTON'S APOLOGY TO THE WEST ENDERS FOR RAISING THEIR NEIGHBORHOOD.

I REPRESENT THE MIXED INCOME AND MIXED AGE COMMUNITY WITH A LARGE NUMBER OF PEOPLE WHO ARE MOBILITY IMPAIRED.

SHARING MY STORY, THREE WEEKS AGO I WAS HIT BY A CAR WITH MY PUPPY WHILE WE WERE CROSSING THE THREE LANES OF TRAFFIC IN FRONT OF OUR BUILDING.

COUPLE MONTHS AGO, NOVEMBER,

I -- VERY LAST TESTAMENT THAT OFFERED THIS RULE WHEN HE WAS STRUCK AND KILLED OUTSIDE MUSEUM OF SCIENCE.

LAST YEAR I WAS HIT BY CAR WHILE BIKING DOWN CAMBRIDGES THE CAR INSERTED -- THE DRIVER INSERTED HERSELF BETWEEN THE TRUCK TO MY LEFT AND MYSELF PUSHING MYSELF INTO THE PARKED CARS.

IN APPROXIMATELY TAPE OF LAST YEAR, I REAR ENDED A CAR WHICH BY COLLEGE OF MUSIC, TURNED IN FRONT OF ME WHILE I WAS RIDING ON THE GREEN PAINT AT MASS AVE. IN ALL THESE CIRCUMSTANCES, THE OTHERS, WHERE I HAVE BEEN LUCKY AND OTHERS HAVE NOT BEEN SO LUCKY THEY HAVE BEEN KILLED, ONES WHO HAPPENED BY APPROXIMATE TOILET BOSTON UNIVERSITY, ONE AT BOSTON GARDEN.

THESE SITUATIONS THEY'RE DIFFICULT TO UNDERSTAND. THEY OBVIOUSLY AFFECT ME PERSONALLY BUT THEY AFFECT US. SOMEWHERE ALONG THE WAY, WE WANT TO DESIGN SYSTEMS WHERE WE'RE NOT ONE MISTAKE AWAY FROM FAILURE.

I'M A PILOT. I'M A SAILOR I TEACH MYTH STUDENTS TO SAIL 115-YEAR-OLD BOAT ALL THESE SYSTEMS ANY TIME THERE WAS ONE MISTAKE AWAY WE HAVE SOME WITH EXTREME TRAINING OR SYSTEM WHERE WE THINK, BECAUSE ONE MISTAKE SHOULD NEVER COST A HUMAN LIFE ESPECIALLY WHEN THAT ONE MISTAKE IS NATURAL.

WHAT'S WORSE SOMEBODY ELSE'S MISTAKE SHOULD NEVER COST YOU YOUR LIFE.

SO WE CAN ENGINEER AROUND THIS. HOW DO WE DO THIS?

I THINK FOR STARTERS, WE SHOULDN'T HAVE THE BOSTON TRANSPORTATION DEPARTMENT WOULD SHOULD HAVE BOSTON MOBILITY DEPARTMENT.

ACCOMPLISHES MANY OF THE SAME THING BUT THE WAY WE THINK ABOUT MOBILITY IS A HUMAN RIGHT.

TRANSPORTATION ON SEVERAL WHEELS
WHETHER THEY BE ONE, TWO, FOUR
OR MORE IS NOT A HUMAN RIGHT.
THE MOBILITY IS A BASIC HUMAN
RIGHT, ABILITY TO MOVE OURSELVES
AS BEST WE CAN.

I'D LIKE TO SEE A BOSTON
MOBILITY DEPARTMENT IF YOU
WANTED TO SPEND A LITTLE BIT OF
MONEY TO SEE WHETHER THAT WOULD
WORK IN A POLITICAL AND CIVIC
LEVEL, THAT WOULD BE A GREAT USE
OF SOME OF YOUR FUNDING THIS
YEAR.

I WOULD ALSO LIKE TO SEE A
CONVERSATION ABOUT HOW WE DEFINE
FAIR.

WHAT IS FAIR.

WHEN WE TALK ABOUT PARKED CARS
ON THE SIDE OF THE STREET.
AND THOSE PARKED CARS PREVENT ME
FROM HAVING A BIKE LANE WHEN
THERE'S PARKED CARS PREVENT
WORKERS FROM BEING ABLE TO GET
TO THEIR JOBS FASTER BECAUSE OF
THE LACK OF BUS LANE.

WHAT IS THE ECONOMIC COST.

HOW DO WE DEFINE FAIR STOW THAT
FAIR ISN'T JUST IN TERMS OF
EVERYBODY FOLLOWING EXACT SAME
RULE ABOUT RED LIGHTS, EVERYBODY
FOLLOWING EXACT SAME RULES ABOUT
FINANCES.

LASTLY, MOST IMPORTANTLY AS
SCIENTIST, AS AN ENGINEER, I
DON'T GET ANYTHING DONE IF I
DON'T HAVE A DEFINITION OF WHAT
DONE IS.

I FEEL SO MUCH FOR YOU GUYS
BECAUSE YOU'RE WORKING IN THIS
DOMAIN WHERE YOU HAVEN'T BEEN
GIVEN CLEAR DEFINITIONS OF WHAT
DONE IS.

WHEN ARE YOU DONE WITH
ELIMINATING PARKING OR ADDING
BIKE LANES, WHEN ARE YOU DONE
WITH EXPANDING A ROAD OR
IMPROVING STOP LIGHTS.

I WOULD LOVE TO SEE A DEFINITION
OF WHAT DONE LOOKS LIKE FOR THE
BIKE NETWORK.

THEN WORK TOWARD THAT, LOVE TO
SEE WHAT DID HE HAVE IN THIS
CASE OF LOOKS LIKE FOR SPEED

ACROSS THE CITY WORK TOWARD THAT
USE EVERY TOOL WHETHER IT'S
CONGESTION FEES, CAMERAS, WIDER
ROADS, IF YOU DON'T KNOW WHAT
DONE LOOKS LIKE HOW CAN WE AGREE
AND SUPPORT YOU IN YOUR TRIP.
THANK YOU VERY MUCH.

>> THANK YOU.

LET ME ADJOURN THIS HEARING BY
SAYING WE THANK YOU, YOUR ENTIRE
429 EMPLOYEES.

ESPECIALLY CARLA SHE GOT
NUMEROUS SHOUT OUTS.

I WANT TO GIVE ONE TO STEVE,
TOO, WHO HAS BEEN A GREAT
PARTNER WHEN WE DID THE --
BOSTON LANDING SITE THOSE ARE A
HUGE ENDEAVOR HE PLAYED A KEY
ROLE SO WITH THAT I WANT TO
THANK YOU FOR YOUR TIME,
ATTENTION AND TALENTS TODAY.
THIS HEARING IS ADJOURNED.