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WE

HAVEN'T GAVELED IN YET BUT IF YOU ARE TESTIFYING AT THIS HEARING AND YOU HAVE RECEIVED A LINK TO THE WAITING ROOM, JUST A REMINDER YOU WILL BE ADMITTED FROM THE WAITING ROOM INTO ZOOM AT THE END OF THE HEARING WHEN WE TAKE PUBLIC TESTIMONY.

SO MANY THE MEANTIME WATCH THE HEARING HERE ON THE LIVE STREAM, THAT WOULD BE GREAT.

I THINK WE ARE GOING TO GET STARTED.

GAVELING THIS MEETING OF THE BOSTON CITY COUNCIL WAYS AND MEANS COMMITTEE TO ORDER.

MY NAME IS KENZIE BOK, I AM DISTRICT CITY 8 COUNCILOR AND ALSO CHAIR OF THIS COMMITTEE.

WE ARE TODAY HOLDING A PUBLIC HEARING THAT IS BEING RECORDED AND LIVE STREAMED AT BOSTON.GOV/CITY/COUNCIL-TV AND REBROADCAST ON COMCAST CHANNEL 8, RCN CHANNEL 82 AND VERIZON CHANNEL 1964.

WE ARE ASKING A BUDGET REVIEW PROCESS DESPITE EMERGENCY THAT WILL ENCOMPASS AROUND 27 HEARINGS OVER ROUGHLY SIX WEEKS. EVERYTHING IS CHANGING RIGHT NOW BUT ALSO THE CITY HAS TO HAVE A BUDGET, MORE, NOW MORE THAN EVER SO.

SO WE STRONGLY ENCOURAGE OUR RESIDENTS TO GIVE A MOMENT TO GIVE TESTIMONY FOR THE RECORD.

YOU CAN DO THIS IN ONE OF SEVERAL WAYS.

ONE IS TO ATTEND ONE OF THE VIRTUAL HEARINGS AND GIVE PUBLIC TESTIMONY, WHICH WE TAKE AT THE END OF EACH HEARING.

WHEN YOU ARE CALLED, I AND I KNOW THERE ARE SOME PEOPLE ALREADY IN THE HEARING ROOM FOR THIS HEARING AND HAVE STRONG INTEREST THIS PUBLIC WORKS ISSUES.

IF YOU ARE WONDERING WHY YOU ARE

NOT BEING ADMITTED FROM THE WAITING ROOM WE ADMIT PEOPLE AT THE END WHEN WE TAKE PUBLIC TESTIMONY SO I ASK YOU TO CONTINUE TO WATCH ON THE LIVE STREAM AND THEN WHEN YOU DO TESTIFY JUST STATE YOUR NAME AND AFFILIATION OR RESIDENCE AND LIMIT YOUR COMMENTS TO TWO OR THREE MINUTES TO MAKE SURE ALL COMMENTS AND CONCERNS CAN BE HEARD.

YOU CAN GET THAT ZOOM LINK IN THE PUBLIC NOTICE FOR PUBLIC HEARING.

AND YOU ARE ALSO WELCOME TO JOIN ONE OF OUR TWO REMAINING HEARINGS THAT WILL BE DEDICATED TO PUBLIC TESTIMONY, SO ON MAY 26 AT 6:00 P.M. FOCUSED ON BPS AND MAY 28 AT 6:00 P.M. FOCUSED ON ALL OF THE OTHER DEPARTMENTS.

IF NONE OF THOSE TIMES ARE CONVENIENT TO YOU YOU CAN E-MAIL THE COMMITTEE OR FILL OUT THE FORM ON OUR WEBSITE, SO IF YOU GO TO BOSTON.GOV/COUNCIL/FY 21 BUDGET THAT WEBSITE EXPLAINS THE WHOLE CITY BUDGET COUNCIL AND HOW YOU CAN TESTIFY AND ALSO HAVE A METHOD THIS YEAR FOR SUBMITTING VIDEOS SO YOU CAN SUBMIT A TWO-MINUTE TESTIMONY VIDEO AND WE WILL APPEND IT TO THE RELEVANT HEARING RECORDING. YOU CAN ALSO TESTIFY IN ANY LANGUAGE, WHETHER WRITTEN OR SPOKEN AND WE WILL MAKE SURE TO GET IT TRANSLATES FOR THE BENEFIT OF THE WHOLE COUNCIL AND WE ALSO INFORMALLY TAKE TWEETED QUESTIONS USING THE HASHTAG BOSTON BUDGET, BOS BUDGET. WE LOOK FROM, TO HEARING FROM YOU AND WE WILL TURN TO THE SUBJECT AT HAND TEMPERATURES TODAY'S HEAR IS ON DOCKETS 0588 TO 0590.

DOCKET 0591 TO 0592 ORDERS FOR CAPITAL FUND TRANSFER APPROPRIATE AND DOCKET 0593 TO 0596, THE ORDERS FOR THE CAPITAL BUDGET INCLUDING LOAN ORDERS AND

LEASE PURCHASE AGREEMENTS.  
SO TODAY'S HEARING WILL BE  
FOCUSED ON BOTH THE PUBLIC WORKS  
DEPARTMENT AND THE BOSTON  
TRANSPORTATION DEPARTMENT,  
TRADITIONALLY EACH OF THESE  
DEPARTMENTS WOULD HAVE HAD ITS  
OWN HEARING BUT BECAUSE OF THE  
EMERGENCY WE HAVE CONSOLIDATED  
SOMEWHAT SO WE HAVE THE WHOLE  
TEAM HERE.  
WHICH IS EXCITING, BUT IT DOES  
PRESENT A LITTLE BIT OF A  
LOGISTICAL CHALLENGE, SO JUST  
FOR EVERYONE'S REFERENCE, WE  
WILL BE FIRST HEARING FROM THE  
PUBLIC WORKS DEPARTMENT ON ITS  
OPERATING BUDGET, THEN FROM THE  
BOSTON TRANSPORTATION DEPARTMENT  
ON ITS OPERATING BUDGET, AND  
THEN -- AND THEN FROM THE  
COMBINATION TEAM ON THE CAPITAL  
PROJECTS, MANY OF WHICH ARE DONE  
IN COLLABORATION BETWEEN THE TWO  
DEPARTMENTS.  
SO NOW BEFORE WE ME TO THE  
PANEL, I JUST WANT TO  
ACKNOWLEDGE MY COLLEAGUES WHO  
HAVE JOINED US.  
SO IN IN ADDITION TO MINING,  
COUNCILOR MICHAEL FLAHERTY AT  
LARGE, ANDREA CAMPBELL, LIZ  
BREADON, MATT O'MALLEY,  
DISTRICT 6, COUNCILOR LYDIA  
EDWARDS, DISTRICT 1, COUNCILOR  
ANNISSA ESSAIBI GEORGE, AT  
LARGE, AND COUNCILOR JULIA  
MEJIA, ALSO AT LARGE ARE HERE  
WITH US RIGHT NOW AND I KNOW WE  
HAVE A COUPLE OF MEMBERS WHO ARE  
JOINING SLIGHTLY LATER.  
SO WITHOUT FURTHER ADO I WANT TO  
PASS IT OVER TO THE INITIAL  
PRESENTATION ON THE PUBLIC WORKS  
DEPARTMENT'S OPERATING BUDGET  
WHICH WILL COME FROM CHRIS  
OSGOOD OUR CHIEF OF STREETS AND  
MICHAEL BRU HILL SUPERINTENDENT  
OF STREET OPERATIONS FOR PWD, SO  
THEY WILL PRESENT ON ON THAT AND  
JUST FOR COUNCILOR'S REFERENCE,  
WE ARE DOING THESE THREE  
PRESENTATIONS AND THEN THREE  
WAVES OF QUESTIONS, SO I WILL

ASK FOLKS TO KEEP THE Q & A ABOUT, THIS Q & A AFTER THE FIRST PRESENTATION FOCUSED ON PUBLIC WORKS OPERATIONS AND THEN BTD OPERATIONS AND SAVE THE CAPITAL PROJECTS FOR THE END, WHICH ARE OBVIOUSLY I THINK THE LION'S SHARE OF A LOT OF THINGS COUNCIL SLORS ASKED ABOUT, JUST ASK PEOPLE TO BE MINDFUL OF THAT ORDER.

CHIEF OP, YOU HAVE THE FLOOR, THANKS FOR JOINING US.

>> THANK YOU.

AND AS YOU CAN SEE THE SCREEN, PUBLIC WORKS AND PUBLIC BUDGET HEARING, WE CAN.

>> YES WE CAN, FEATURING THE PUBLIC GARDEN.

IN MY DISTRICT.

THANK YOU SO MUCH, WONDERFUL TO SEE ALL OF YOU AND BE ABLE TO JOIN AND BE ABLE TO PRESENT THE PUBLIC WORKS AND TRANSPORTATION BUDGET COMBINED.

IT IS ABOUT \$170 MILLION, THE OPERATING BUDGET OF \$98 MILLION, CAPITAL BUDGET, AND AS YOU SAID WE ARE JUST GOING TO WALK THROUGH THIS SORT OF IN THREE WAYS.

FIRST WE WILL LOOK AT THE PUBLIC WORKS OPERATING BUDGET WITH OUR SUPERINTENDENT'S OF STREET OPERATIONS.

AND THEN TALK ABOUT THE TRANSPORTATION OPERATING THE BUDGET WITH ROONEY, FLAHERTY, OUR TRANSPORTATION ENGINEERING DIRECTOR, AMY CORDING AND OUR DIRECTOR OF POLICY -- CAN ADDING A FEW -- TO THE CONVERSATION FOR OUR CAPITAL BUDGET.

SO I AM GOING TO HOP INTO THE OPERATING BUDGETS.

ON THE LEFT YOU SEE ARE THE PRINCIPAL GOALS FOR THE PUBLIC WORKS TEAM.

FIRST AND FOREMOST IS ABOUT DELIVERING EXCEPTIONAL CITY BASIC SERVICES THAT EVERY SINGLE ONE OF YOUR RESIDENTS AND OUR CONSTITUENTS EXPECT FROM THE CITY.

WE THINK EVERYTHING FROM KEEPING  
OUR STREETLIGHTS ON TO KEEPING  
OUR STREETS CLEANING TO -- WE  
ALSO OFFICIALLY MAINTAIN AND  
MANAGE THE CITY OF NONPUBLIC  
SAFETY, NONEDUCATION FLEET.  
WE WILL TALK MORE ABOUT THAT.  
AND THIRD, WE BELIEVE THE  
CITY'S, WE LEAD THE CITY'S  
RESPONSE TO WINTER WEATHER.  
AND 4, TO GREAT CREDIT TO -- WE  
DESIGN GREAT CITY STREETS.  
WHICH WE WILL BE ABLE TO DO.  
ON THE RIGHT SIDE OF THE SCREEN  
YOU SEE A VERY QUICK SNAPSHOT OF  
OUR OPERATING BUDGET BOTH THE  
CURRENT FISCAL YEARS AND THE  
PROPOSED FY 21.  
YOU WILL SEE A SLIGHT INCREASE  
IN THE PUBLIC WORKS BUDGET, A  
SLIGHT DECREASE IN THE CENTRAL  
-- BUDGET, SLIGHT INCREASE IN  
THE SNOW REMOVAL BUDGET AND  
DEALING WITH -- ON THE OPERATING  
SIDE.  
THE PRINCIPAL COMPONENT OF THE  
PUBLIC WORKS OPERATING BUDGET IS  
OUR -- DIVISION.  
THERE IS A DIVISION THAT HANDS  
ALL OF THE COLLECTIONS,  
DISPOSAL, PROCESSING OF GARBAGE,  
RECYCLING AND COMPOSTING FOR  
EVERY SINGLE RESIDENT OF THE  
CITY OF BOSTON LED BY -- AND  
DENNIS ROACH AND JERI GORMAN AND  
STEVE -- THEY ALSO OVERSEE THE  
CODE ENFORCEMENT DIVISION AND  
MAKING SURE THE CODE ENFORCEMENT  
RULES ABOUT THE MANAGEMENT AND  
MAINTENANCE OF THE CITY STREETS  
ARE WELL PREPARED AND REALLY  
LEADING THE RESIDENTIAL SIDE OF  
THIS.  
IN THE VAST YEAR THERE ARE A  
NUMBER OF SIGNIFICANT CHANGES.  
WE PUBLISHED OUR PLAN AND ALSO  
LAUNCHED NEW CONTRACTS FOR BOTH  
COLLECTION AND DISPOSAL ACROSS  
THE CITY.  
STARTING OUR COLLECTION TIME AN  
HOUR EARLIER AT 6:00 A.M. WHICH  
HAS BENEFITS IN TERMS OF  
PREDICTABILITY AND GETTING MORE  
VEHICLES OFF THE STREETS BEFORE

THE P.M. RUSH.

AND WE ALSO MADE SOME CHANGES IN COUNCILOR EDWARD'S DISTRICT CHANGE A DATE FROM FRIDAY TO THURSDAY, TO NOT ONLY PROVIDE BETTER SERVICE ON THE WASTE COLLECTION SIDE BUT ALSO STREET CLEANINGS ON FRIDAY.

AND ALSO TOOK A LOOK HOW WE DO OUR CONTRACTS IN GENERAL.

WITHIN THIS DIVISION, AND WE PEELED OFF THE SOMETHING WHICH HAD BEEN A LARGER AND STAND-ALONE CONTRACT AND THAT WAS FOR DELIVERY OF RECYCLING CARTS.

IN THE PAST, RECYCLING CARTS, DELIVERY HAD BEEN SORT OF A NOT DONE ALL YEARLONG AND HAD BEEN DONE ONLY THREE QUARTERS OF THE YEAR.

WE MADE A STAND-ALONE CONTRACT AND DID THAT AWARDED TO TWO DIFFERENCE CONTRACTORS, BOTH WHO ARE MINORITY OWNED BUSINESSES.

ON THE RIGHT SIDE OF THE SCREEN YOU SEE A 21, OUR FISCAL 21 YEAR GOAL AND LARGELY CENTERED ON THE PIE CHART YOU SEE IN THE UPPER RIGHT. THIS IS A SNAPSHOT OF WHAT BOSTON THROWS AWAY. IT IS THE STUFF, NOT STUFF WE RECYCLE OR COME POST, COMPOST, 36 PERCENT -- THERE ARE SOME OPPORTUNITIES THAT WE ARE ADVANCING IN THIS FY 21 BUDGET SO THAT WE CAN REALLY BEGIN TO ADDRESS THOSE TWO PARTS OF THE PIE CHART.

THINGS WE ARE CURRENTLY -- WHAT WE ARE IN PARTICULARLY BRINGING IS GOING TO BE LAUNCH AGO CURB SIDE PILOT WHICH WE DID DURING THE COURSE OF THIS FISCAL YEAR. AWARDED TO COMPANIES THAT WILL BE STANDING UP OVER THE COURSE OF THE SUMMER AND IN THIS BUDGET IS A SUBSIDY THAT WILL ALLOW MORE PEOPLE TO BE ABLE TO -- CRAFTING THE SPECIFICS OF THIS PROGRAM RIGHT NOW.

THE IDEA IS TO HAVE A SUBSCRIPTION BASED CURB SIDE COLLECTION PROGRAM FOR RESIDENTS

IN OUR CITY WHO WANT TO BE ABLE TO -- WE WILL HAVE AN EXPANSION, DOUBLING IN SIZE OF WHAT IS OUR CURRENT FOOD SCRAP PROGRAM. A PROGRAM CALLED PROJECT OSCAR WHICH IS AVAILABLE IN FIVE NEIGHBORHOODS ACROSS THE CITY, EAST BOSTON, NORTH END, RIGHT OUTSIDE HERE OF CITY HALL, JAMAICA PLAIN, AND -- BRIGHTON, ACROSS THOSE LOCATIONS I THINK COUNCILOR ESSAIBI GEORGE ASKED THE QUESTION IN THE WORKING SESSION, WE ARE COLLECTING ABOUT 10 TONS OF FOOD SCRAPS EVERY MONTH BY A COMPANY CALLED -- COMPOSTING AND ARE TURNING IT INTO SOIL ADDITIVE ON THEIR LOCATIONS IN NORTH STORE SO WE WILL BE DOUBLING THE NUMBER OF THESE DROPOFF LOCATIONS ADMISSION TO THIS CURB SIDE COLLECTION.

AT THE BOTTOM YOU ALSO SEE A NUMBER OF INVESTMENTS THAT ARE GOING TO BE MADE THAT REALLY EXPAND THE, OUR ABILITY TO ENCOURAGE PEOPLE TO RECYCLE MORE AND REALLY RECYCLE RIGHT. MANY OF YOU, HOPEFULLY ALL OF YOU RECEIVE SOMETHING AT HOME THAT WE ARE BEING BOOKED WITH HOW BEST TO RECYCLE AND DEAL WITH FOOD WASTE, HAZARDOUS WASTE.

A EVERY SINGLE RESIDENT OF CITY BOSTON AND TRANSLATED THAT INTO TEN LANGUAGES AND WILL BE DISTRIBUTING THAT AS WELL AND BE DOING MORE OF THAT EDUCATION AND OUTREACH AS THE BUDGET ALLOWS US TO DO THAT.

AND ALSO GIVES US SOME FUNDING TO BE ABLE TO ASSESS THINGS LIKE OUR CURB SIDE COMPOSTING PILOT, HOW BETTER WE CAN DO EDUCATION AND OUTREACH AND ALSO AS COUNCILOR BAKER RAISED IN THE WORKING SESSION HELP US THINK THROUGH WHAT PARTS OF THE COMPOST RECYCLING TRASH RECYCLING PROCESS SHOULD THE CITY POTENTIALLY HAVE A GREATER STAKE IN OWNING AND MANAGING

THIS.

TO MAKE SURE THIS IS HAPPENING AND WELL SUPPORTED WE ADDED A NEW POSITION, IN THIS PARTICULAR DIVISION, FOCUSING SPECIFICALLY ON IMPLEMENTING THE MAYOR EASTER ROWTWASTE PROGRAM FOR RESIDENTS OF BOSTON.

THAT ACCOUNTS FOR MOST OF THE INCREASE, \$500,000 OF INCREASE IN THIS DIVISION.

THE REST OF THE INCREASE IS INCREASE IN THE OVERALL EXPECTED COSTS OF TRASH DISPOSAL AND RECYCLING DISPOSAL.

YOU ARE ALL WELL AWARE AND COUNCILOR O'MALLEY FREQUENTLY COMMENTS, IT WASN'T LONG AGO WE ACTUALLY MADE MONEY FROM OUR RECYCLING, LAST YEAR WE MADE ROUGHLY \$30 A TON, THIS YEAR WE ARE PAYING ROUGHLY 140, \$145 A TON FOR RECYCLING.

THE MARKET HAS COMPLETELY CHANGED FOR RECYCLING AND TRASH AND NOW THE DISPOSAL COSTS ARE AROUND \$145 A TON FOR RECYCLING AND AROUND \$90 FOR TRASH.

WE ARE ALSO SEEING A SIGNIFICANT INCREASE OVER THE COURSE OF THE LAST SIX WEEKS IN THE AMOUNT OF TRASH AND RECYCLING WE ARE PICKING UP CURB SIDE.

WE HAVE SEEN ABOUT A 25 PERCENT INCREASE IN RECYCLING VOLUME AND 20 PERCENT INCREASE IN TRASH VOLUME.

AND IF YOU THINK ABOUT WHAT THAT WOULD MEAN, IT IS BASICALLY AN INCREASE IN THE OVERALL NUMBER OF HOUSEHOLD MS. THE CITY OF BOSTON, AND IF YOU INCREASE THE NUMBER OF HOUSEHOLDS IN 20, 25 PERCENT IT IS THE EQUIVALENT OF ADDING THE ENTIRE TRASH COLLECTION OF THE CITY OF SPRINGFIELD AND YET WE HAVEN'T MISSED A BEAT.

SO THE THE BIGGEST CHANGES IN OUR BUDGET REALLY ARE IN THIS CATEGORY BUT THERE IS A LOT OF GOOD WORK DOING IN THE OTHER MAJOR DIVISIONS.

A GREAT EXAMPLE OF THIS -- THIS



MAINTAINS AND MANAGES AND HELPS  
PROCURE ALL OF THE VEHICLES FOR  
EVERY NONPUBLIC SAFETY, NONBTS  
DEPARTMENT IN THE CITY OF  
BOSTON.

WITH A PARTICULAR FOCUS ON  
GREENING THE MUNICIPAL STREETS,  
WHICH I KNOW CAME UP IN THE  
WORKING SESSION AS WELL, AND  
ALSO RUN PROGRAMS LIKE -- OVER  
THE COURSE OF THE LAST YEAR,  
THEY HAVE DEVELOPED A PLAN TO  
FULLY ELECTRIFY MUNICIPAL FLEET.  
WHERE POSSIBLE BY 2035, IT IS IT  
WILL A LITTLE DEPENDENT ON THE  
VEHICLE TYPES THAT BECOME THESE  
TYPE OF VEHICLES, GIVEN THE  
PARTICULAR TYPE OF EQUIPMENT  
THAT WE USE IN THE PUBLIC WORKS.  
THEY ARE ALSO TAKING SOME STEPS  
TO MAKE SURE WE HAVE THE RIGHT  
NUMBER OF VEHICLES AND THE RIGHT  
DEPARTMENTS AND THAT WE HAVE  
SORT OF OFFICIALLY MANNING OUR  
OVERALL.

THIS COMING FISCAL YEAR WE ARE  
ACTUALLY DOUBLING THE NUMBER OF  
ELECTRIC VEHICLES TO BE PART OF  
THE MUNICIPAL FLEET.

IN ORDER TO SUPPORT THAT WE ARE  
INVESTING ANOTHER \$100,000 TO  
BUILD OUT 36 CITY CHARGING  
STATIONS AT SIX MUNICIPAL SITES,  
THAT WILL ALLOW US TO SUPPORT  
NOT JUST THIS INCREASE OVER THE  
COURSE OF THIS YEAR, THE  
ELECTRIC VEHICLES, BUT  
SUBSEQUENT INCREASE IN YEARS TO  
COME AND GREAT CREDIT TO BILL  
COUGHLIN -- FOR THEIR WORK IN  
THIS DIVISION ON THAT.

MOVING ON TO OUR NEXT DIVISION  
WHICH IS STREETLIGHTING.  
STREETLIGHTING MAINTAINS ALL  
67,000 STREETLIGHTS ACROSS THE  
CITY OF BOSTON AND IMPORTANTLY  
-- THIS IS A TEAM THAT IS LED BY  
MIKE GONE AGREE AND JOE  
SULLIVAN.

BECAUSE OF LARGELY ENERGY  
EFFICIENCY SAVINGS WE ARE  
ACTUALLY SEEING A REDUCTION IN  
THIS BUDGET.

AND THIS IS A TEAM THAT IS

ACTUALLY SEND -- SPEND A --  
SPENDING A LOT OF TIME  
STRENGTHENING FURTHER THE  
PRACTICES FOR USING THIS  
PARTICULAR ASSET TYPE.  
THEY STARTED AN INVENTORY  
MANAGEMENT PROCESS AND INCREASED  
OUR STAFFING TO BE ABLE TO  
MANAGE THIS PART OF OUR  
STREETLIGHTING.

ASSET PORTFOLIO AND THAT IS THE  
ANTENNA SYSTEM, ANTENNA SYSTEM  
YOU HAVE PROBABLY SEEN ACROSS  
OUR CITY THAT ALLOW PEOPLE TO  
GET WIRELESS CONNECTIVITY ON  
THEIR PHONES.

AND THEY STARTED OVER THE COURSE  
OF THE PAST YEAR WITH A SET OF  
SORT OF NEXT GENERATION STREET  
LIGHT PILOTS.

STREETLIGHTS THAT WOULD ALLOW US  
TO BASICALLY -- LET US KNOW WHEN  
THEY ARE OUT SO WE ARE NOT  
WAITING FOR A 311 CALL AND KNOW  
AUTOMATICALLY WHEN A LIGHT MAY  
BEGIN TO FADE, ALLOWING US TO  
PROVIDE MORE EXPEDITIOUS SERVICE  
TO ALL OF THE LIGHTS -- ON THE  
TRYING SIDE YOU SEE SOME OF THE  
BIG THINGS WE ARE FOCUSED ON 21.

AT THE TOP OF THE LIST IS A  
FOCUS FOR US OVER THE LAST  
COUPLE OF YEARS AND BEEN A FOCAL  
POINT FOR COUNCILOR FLYNN.

A LOT OF THIS IS IN COORDINATION  
WITH MAKING SURE WE ARE  
INVESTING IN THE STREETLIGHT  
ASSETS WE HAVE, SO THAT ANY  
CHARGE -- SO THERE IS UNLIKELY  
TO BE STRAY VOLTAGE ACROSS OUR  
SYSTEM AND IN COMBINATION WITH  
-- WE ARE ALSO TAKING SOME  
ADDITIONAL STEPS TO EXPAND OUR  
ASSET MANAGEMENT PROGRAM.

THERE WERE SOME -- COMMENTS IN  
THE WORKING SESSION ABOUT MAKING  
SURE WE HAD CONSISTENCY OF  
LIGHTING STANDARDS AND LIGHTING  
LEVELS ACROSS THE CITY.

THAT IS SOMETHING WHICH IS OF  
GREAT IMPORTANCE TO US.

THIS ASSET MANAGEMENT PROGRAM  
WHICH IS ACTUALLY PART OF THE  
CAPITAL BUDGET WILL HELP ALLOWS

US TO DO THAT, ALLOW US TO IDENTIFY WITH EACH STREETLIGHT IN THE CITY, WHAT TYPE IT IS. THE COMPONENTS SO THAT WE CAN ENSURE WE ARE MAINTAINING IT AS WELL AS WE POSSIBLY CAN AND OVER TIME HAVING A COMMON LIGHTING STANDARD, LIGHTING DESIGN STANDARDS ACROSS THE CITY AND ALSO INVESTING IN ADDITIONAL PROFESSIONAL DEVELOPMENT FOR OUR TEAM WITHIN THIS DIVISION SO WE CAN BE EVEN MORE QUICK ON ENGINEERING REVIEW AND SOME OF THE OTHER EMERGING ISSUE THAT ARE HAPPENING, PARTICULARLY AROUND -- THE FOURTH DIVISION IS OUR HIGHWAY DIVISION, ALSO THE TEAM -- OUR RESPONSE TO WINTER WEATHER.

AGAIN, THAT IS -- NOT ONLY CREDIT TO MIKE BUT -- WHO LEAD THIS WORK.

THAT BUDGET, THE HIGHWAY DIVISION BUDGET IS A SLIGHT DEDUCTION BETWEEN FY-20 AND FY 21 IS LARGABLY BECAUSE OF ONE TIME EXPENSES IN FY 21 THAT WERE FOR SPECIFIC VEHICLES THAT ARE HELPING US TO MAINTAIN GOING LANES AND SOME OF THE ADDITIONAL SPACES THAT WE ARE CREATING IN THE CITY OF BOSTON AND ALSO SEEING A SLIGHT INCREASE IN THE SNOW BUDGET WHICH IS LARGELY DUE TO THE CONSUMER PRICE INDEX THAT IS BAKED INTO THE CONTRACT.

OVER THE COURSE OF THE LAST YEAR AND MIKE CAN SPEAK FAR BETTER ABOUT THIS THAN WE CAN WE CREATED A NEW DEDICATED CROSS DISTRICT TEAM WHICH IS ALLOWING US TO FOCUS ON SOME PARTICULAR AREAS IN THE CITY AND ONE OF THE AREAS WE ARE FOCUSING ON IS THE AREA AROUND MASS AVENUE. ALSO WE GOT THROUGH A WINTER WHICH HAD LESS SNOW THAN USUAL, WE SAW AROUND 16 INCHES OF SNOW IN THE DISTRICT NEIGHBORHOODS THAT -- BOSTON HARBOR AS WE GOT FURTHER AWAY WE HAD SNOW LEVELS CLOSER TO 22 INCHES WHICH IS ROUGHLY HALF WHAT A TYPICAL

SNOWFALL IS OVER THE COURSE OF THE WINTER. THIS WINTER WAS ALSO A STRONG REMINDER THAT SORT OF THE DIFFICULTY OF WEATHER CAN'T BE JUDGED BY INCHES OF SNOW.

IT IS ALSO SORT OF A HUGE NUMBER OF OVERNIGHT MIXED PRECIPITATION EVENTS, WHERE WE HAD TO HAVE THE TEAM IN, TEAM READY TO GO AND THE TEAMS STARTED SALTING STREETS AS WE SAW, SORT OF ICE, SLEET, RAIN, 30 DEGREES, 34-DEGREE TEMPERATURE RANGE, SOMETHING WHICH IS INCREDIBLY -- WE ALSO EXPANDED OUR INVESTMENT IN THE PUBLIC REALM OVER THE COURSE OF THE LAST YEAR AND WILL BE CONTINUING MORE OF THAT THIS YEAR IN SELLING BENCHES IN COLLABORATION WITH THE -- COMMISSION AND AGAIN SORT OF ADDED EQUIPMENT AND SORT OF ADDED SOME ADDITIONAL FOCUS MAINTAINING OUR TRANSPORTATION STRUCTURE AND PROTECTED BIKE LANES IN BOSTON.

ONE OF THE THINGS TO SPOTLIGHT THAT CAME UP IN THE WORKING SESSION THAT I THINK COUNCILOR EDWARDS RAISED WE WILL BE EXPANDING AND ACTUALLY UPGRADE A NUMBER OF THE TRASH CANS IN THE CITY OF BOSTON OVER THE COURSE OF THE NEXT YEAR WITH ROUGHLY 300, 330 IN TOTAL RECYCLING CANS COMING. THE FINAL I WILL TOUCH ON BRIEFLY BECAUSE MOST OF THEIR WORK IS SUBJECT OF A THIRD PART OF OUR AGENDA, THE CAPITAL BUDGET IS OUR CONSTRUCTION TEAM, OUR ENGINEERING TEAM AND BUILDING MAINTENANCE TEAM. THE CONSTRUCTION BUDGET IS DECLINING A LITTLE BIT LARGELY, MAINLY BECAUSE OF SOME ONE TIME EXPENSE MS. THE PREVIOUS YEAR BUT ACTUALLY ADDING SOME ADDITIONAL STAFF TO OUR CONSTRUCTION MANAGEMENT DIVISION AND ADDING AN ADA COORDINATOR WHO WILL BE HAVING A SPECIFIC FOCUS ON NOT ONLY THAT ACROSS

THE CITY BUT WORK AROUND PEDESTRIAN RAMPS AND AN AID THAT WILL HELP US ACCELERATE THIS WHICH WE WILL TALK MORE ABOUT IN THE THIRD PART OF OUR ENGINEER AND WE ARE ADDING A BRIDGE ENGINEER IN OUR UPCOMING BUDGET WITHIN OURS ENGINEERING TEAM, TO SUPPORT SOME OF THE SIGNIFICANT INVESTMENT THAT IS HAPPENING IN THAT AREA.

AND THE BUILDING MAINTENANCE BUDGET IS INCREASING SLIGHTLY AS TAKING ON SOME OF THE BUDGETARY RESPONSIBILITIES FOR SOME OF THE COMPONENTS OF OUR CENTRAL TEAM. AGAIN WE WILL COVER MOST OF THE SORT OF HIGHLIGHTS AND GOALS FOR THIS DIVISION.

ONE THING THAT CAME UP IN THE WORKING SESSION AND ONE THING THAT IS REALLY IMPORTANT TO US IS WE PUT SOME MONEY IN THIS BUDGET, \$15,000 TO HELP RUN A VERY SPECIFIC RECRUITING CAMPAIGN FOR, OFTEN HARD TO FILL POSITIONS AND ENGINEERING POSITIONS.

WE ACTUALLY HAD SOME VERY GOOD SUCCESS WITH THIS WHEN WE HAVE DONE INTENTIONAL RECRUITING CAMPAIGNS IN THE PAST.

IT WAS TWO YEARS AGO, A YEAR AGO THAT WE HAD AN INTENTIONAL RECRUITING CAMPAIGN REALLY FOCUSED ON A SET OF POSITIONS IN THE BOSTON TRANSPORTATION DEPARTMENT.

I HAD, AS YOU MAY RECALL WE BASICALLY EXPANDED ROUGHLY 20 POSITIONS ACROSS -- AS WELL AS POSITIONS IN PUBLIC WORKS TO BE ABLE TO ACCELERATE OUR VISION ZERO WORK.

THAT CAMPAIGN INCLUDED THINGS LIKE A RECRUITING VIDEO, DEDICATED WEBSITE, OUTREACH ACROSS THE CITY, OUTREACH ACROSS ACTUALLY THE NATION, TO PEER CITIES, LIKE THE NATIONAL -- AND THE -- ALL OF THAT SORT OF -- ALL OF THAT RESULTED IN A REALLY FANTASTIC COHORT OF EMPLOYEES JOINING THE PUBLIC WORKS.

WE EXPECT TO DO THAT SAME SORT OF INTENTIONAL RECRUITING EFFORT OVER THE COURSE OF THE YEAR AHEAD, FOCUSED ON A SET OF ENGINEERING POSITIONS, THE ONES YOU SEE HERE AS WELL AS SOME SPECIFIC POSITIONS WITHIN OUR HIGHWAY DIVISION THAT HAS BEEN DIFFICULT TO FILL OUT IN THE PAST YEARS.

SO WITH THAT, THOSE ARE QUICK SNAPSHOT OF THE PUBLIC WORKS OPERATING BUDGET AS A WHOLE. I WILL TURN IT OVER TO MIKE IF THERE IS ANYTHING YOU WOULD LIKE TO ADD AND OPEN IT UP FOR COMMENTS, QUESTIONS, ET CETERA.

>> THANK YOU.

I WOULD JUST SAY BECAUSE OF THIS COVID-19 WAS

COVID-19 ALL OF THE THINGS YOU JUST NOTED HAVE BEEN STOPPED.

SO THE MEN AND WOMEN OF PUBLIC WORKS ARE STILL OUT THERE DOING TODAY WHAT THEY DID IN

PREPANDEMIC TIMES AND, YOU KNOW, I JUST WANT THAT TO BE KNOWN.

I KNOW EVERYONE RECOGNIZES IT.

THE FIRST LINE, FIRST

RESPONDERS, THESE FOLKS ARE DOING GOOD WORK.

SO I JUST ADD THAT BUT THANK YOU YOU.

>> GREAT.

THANK YOU.

THANK YOU SO MUCH, CHIEF OSGOOD.

AND I WANT TO NOTE THAT WE HAVE BEEN JOINED SINCE I LAST LISTED

FOLKS BY COUNCILOR RICARDO

ARROYO, COUNCILOR FRANK BAKER,

AND COUNCIL COUNCILOR KIM JANEY,

COUNCIL PRESIDENT, THANKS TO ALL OF MY COLLEAGUES.

SO WHAT WE WILL DO, JUST FOR THE REFERENCE OF THE NEW FOLKS WHO

CAME INTO THE ROOM IS WE ARE

DOING JUST QUESTIONS RIGHT NOW

ON THE PUBLIC WORKS OPERATING

BUDGET AND THEN WE GET TO THE

SECOND PART OF THE PRESENTATION

ON THE BTD OPERATING BUDGET AND

END UP AT CAPITAL WHERE I KNOW A

LOT OF PEOPLE'S QUESTIONS ARE.

SO WE WILL -- THERE IS A ROUND

OF QUESTIONS NOW BUT ASK YOU TO FOCUS ON THIS FIRST BIT, THE PUBLIC WORKS DEPARTMENT AND WITH THAT, I WILL JUST ASK A QUICK, TWO QUICK QUESTIONS ON MY END. COUNCILOR -- I AM SORRY, CHIEF OSGOOD, YOU TALKED ABOUT THE OSCAR PILOT, YOU KNOW, EXPANSION AND I THINK THERE ARE A LOT OF PEOPLE REALLY EXCITED ABOUT THAT, CERTAINLY IMMEDIATELY PEOPLE'S QUESTIONS ARE, WHERE ARE THE ADDITIONAL LOCATIONS GOING TO BE AND WHAT IS THE PROCESS GOING TO BE TO SIGN UP AND I KNOW YOU SAID YOU GUYS ARE ALSO FIGURING THAT OUT AND THERE MIGHT BE SORT OF A MEANS TESTED ELEMENT TO ALLOW PEOPLE TO SIGN UP WITH LESS MEANS BUT I WONDER IF YOU COULD TALK MORE ABOUT THAT IN TERMS OF CONSTITUENCY, YOU SEE THIS IN THE BUDGET AND ARE ASKING US ABOUT WHAT THE ROLLOUT MIGHT LOOK LIKE.

>> SO ON PROJECT OSCAR, AGAIN, WITHIN THE PIE CHART YOU SEE IN UPPER CORNER OF THIS CHART, ROUGHLY 36 PERCENT OF WHAT IS THROWN AWAY IS DISPOSABLE, TWO-THIRDS IS FOOD WASTE AND YARD WASTE, WE ARE FOCUSED ON OSCAR AND THE COMPASSING PILOT ON THE SLICE WITHIN THE SLICE OF THAT COMPOSTING SECTION. IN TERMS OF THE LOCATIONS, WE ARE GOING TO WORK -- WHERE THE, WHERE TO SITE THE ADDITIONAL FIVE OSCAR BINS AND ALSO WORKING THROUGH WHAT THE RIGHT WAY IS FROM THIS PILOT THAT MEETS BOTH THE CAPACITY OF OUR PARTNERS, WHO HAVE BEEN SELECTED TO DO THE CURB SIDE PICKUP OF FOOD WASTE AND ENSURE WE ARE ACTUALLY LEARNING SOME OVER THE COURSE OF THIS YEAR TO FIGURE OUT HOW DO WE POTENTIALLY EXPAND OUR FOOD WASTE, COLLECTION OF FOOD WASTE, COMPOSTING IN THE CITY, WHETHER IT IS THROUGH -- FURTHER EXPANSION OF PROJECT OSCAR OR WHAT WE WILL PILOT OVER THE COURSE OF THIS YEAR.

MORE TO COME ON THE DESIGN OF THE CURB SIDE PILOT AND OPEN TO PUBLIC COMMENT ON PROJECT OSCAR.

>> GREAT.

MY OTHER QUESTION, I AM NOT SURE IF IT BELONGS THIS THIS SECTION OR ANOTHER.

I AND A NUMBER OF COUNCILORS ASKED ABOUT EQUITY IN PROCUREMENT AT BTB, POTENTIALLY AS WE ENTER SUCH A DIFFICULT ECONOMIC PERIOD WHERE I THINK CITY CAPITAL MONEY IS GOING TO BE IN MANY RESPECTS ONE OF THE MAIN SOURCES, WHEN WE THINK ABOUT INEQUITABLE RECOVERY THERE ARE REAL GAPS ON THAT VEIN BECOMING WORSE.

DO YOU WANT TO SPEAK TO THAT NOW OR LATER IN THE PRESENTATION BUT IT IS DEFINITELY SOMETHING WE WANT TO DISCUSS.

>> IN BOTH PLACES ONE OF THE THINGS WE HAVE BEEN ABLE TO DO OVER THE COURSE OF THE LAST YEAR REALLY THROUGH THE LEADERSHIP OF OUR ECONOMIC DEVELOPMENT CABINET WE HAVE SPENT A LOT OF TIME ATTENDING AND PRESENTING AND VARIOUS WORKSHOPS ABOUT OPPORTUNITIES WITHIN THE PUBLIC WORKS DEPARTMENT, THROUGH THAT, WE HAVE BEEN ABLE TO BRING ON CONTRACTORS TO DO THINGS LIKE AGAIN RECYCLING, CART DELIVERY EXPANSION, ALSO SOME ADDITIONAL AND IMPROVED LANDSCAPING WORK. THINGS WHICH ARE ALLOWING US TO PROVIDE BETTER SERVICES TO THE RESIDENTS OF THE CITY OF BOSTON AND WITH THOSE EXAMPLES WE RAN SPECIFIC WORKSHOPS TARGETED OUTREACH TO MAKE SURE WE HAD A BROADER MORE DIVERSE SET OF VENDORS WHO ARE RESPONDING. WE ARE GOING TO DO THAT AGAIN WITH A NUMBER OF THE CONTRACTS THAT ARE COMING UP OVER THE COURSE OF THIS YEAR, ONE THAT IMMEDIATELY COMES TO MIND IS ONE -- FUNDING FOR DIXON PARK AND IN YOUR DISTRICT -- WORK WITHIN THAT PARK. SO THERE ARE SOME OPPORTUNITIES



FOR THE SMALLER CONTRACTS.  
WE ARE VERY MINDFUL WITHIN THE  
PUBLIC WORKS DIVISION THE VAST  
MAJORITY OF THE PENNED IS  
ACTUALLY ON A SMALLER SUBSET OF  
VERY LARGE CONTRACTS HAVING TO  
DO WITH COLLECTION, WASTE  
DISPOSAL, WHICH ARE LONGER TERM  
CONTRACTS AND NOT UP TO BID IN  
THE COMING YEARS.

SNOWPLOWING, SNOW REMOVAL IS A  
SIMILAR SET OF CONTRACTS.

SO THERE IS SOME WORK THAT WE  
HAVE BEEN INTERESTED IN DOING ON  
THE CAPITAL SIDE AND ON THE  
LONGER TERM ON THE OPERATING  
SIDE OF HOW WE BROADEN OUR POOL  
AND DIVERSE GUY OUR POOL OF  
RESPONDENTS WHERE MORE  
COMPETITION WOULD CERTAINLY  
BENEFIT THE CITY AND HAVE A  
GREAT INTEREST IN FIGURING OUT  
HOW DO WE ACTUALLY DO THAT TO  
SORT OF BROADEN THE NUMBER OF  
PEOPLE WHO ARE REALLY  
RESPONDING.

>> THANK YOU.

YES.

AND MY LAST THING WILL JUST BE A  
COMMENT WHICH, YOU KNOW, THE  
6:00 A.M. START TIME DOES  
CONTINUE TO BE AN ISSUE FOR  
BEACON HILL WHICH IS RIGHT AT  
THE BEGINNING OF THE ORDER AND  
ONE OF THINGS I HEAR FROM THE  
BACK BAY IS JUST, YOU KNOW, THE  
UNPREDICTABILITY OF I FEEL LIKE  
I HAVE TO PUT MY TRASH OUT THE  
NIGHT BEFORE BUT THEN THE TRASH  
TRUCKS DON'T COME TO 11:00, I  
KNOW YOU ARE AWARE OF IT BUT  
SORT OF THE QUESTION OF, IF WE  
NEED KEEP THE CONTRACT AT THAT  
HOUR FOR THE EFFICIENCY GAINS  
WHETHER THERE IS A WAY TO MORE  
PRECISELY TARGET FOR  
NEIGHBORHOODS SORT OF THE  
EXPECTED PICKUP TIME FOR THEM,  
SUCH AS TO ENABLE MORE PEOPLE  
NOT TO PUT IT TOUT NIGHT BEFORE  
BECAUSE WE DON'T HAVE BINS IN  
MANY OF THE NEIGHBORHOODS.

>> MIKE CAN SPEAK TO. THIS  
THERE ARE SOME ADJUSTMENTS WE

ARE LOOKING TO MAKE TO BASICALLY  
PROVIDE THAT A MUCH HIGHER  
DEGREE OF PREDICTABILITY ACROSS  
EVERY NEIGHBORHOOD TO  
ESSENTIALLY -- WHAT WE ARE  
COLLECTING ON EACH DAY AND  
REALLY FOCUSING ON THE INTENT OF  
THOSE MAIN ROUTES SO THE  
VEHICLES IN THE EARLY HOURS, THE  
VEHICLES ARE ON THE HEAVIEST  
STREETS BEFORE THE A.M. RUSH.  
DOES THAT ANSWER THAT?

>> I WOULD SAY THE TIMELINE FOR  
THAT CONVERSATION IS JUST A  
LITTLE BUMPED OUT HERE WITH OUR  
CURRENT SCENARIO BUT THERE ARE  
SOME CONVERSATIONS BEING HAD TO  
PROVIDE AN OPERATION THAT ALLOWS  
FOR A MORE KNOWN TIME ON  
REABUNDANT -- REDUNDANT  
COLLECTION BUT THAT IS COMING ..  
THANK YOU.

THAT IS FIVE MINUTES AND NOW  
RECOGNIZE -- BEFORE I DO I WANT  
TO TELL COLLEAGUES SO I AM GOING  
TO BE RAISING MY GAVEL, I WILL  
BE DOING THAT REALLY AT THE FIVE  
MINUTE MARK NOW AND YOU WILL  
HEAR AN ALARM GO OFF WHEN YOU  
GET TO THAT MANY MINUTES AND  
START GAVELING FOLKS DOWN IF YOU  
GO BEYOND THAT BECAUSE WE HAVE  
SO MANY PEOPLE WAITING AND IT  
CAN BE A REAL CHALLENGE IN TERMS  
OF FAIRNESS SO I WILL FLAG THAT  
FOR EVERYBODY.

NEXT UP WILL BE COUNCILOR  
FLAHERTY AND THEN COUNCILOR  
CAMPBELL AND POST THE REST OF  
THE ORDER IN THE CHAT.  
COUNCILOR FLAHERTY, ANY  
QUESTIONS FOR PUBLIC WORKS.

>> THANK YOU.

AS I USUALLY DO THE ANSWERS  
COULD BE RAPID AS WELL.  
QUICK SHOUTOUT OBVIOUSLY TO MIKE  
AND HIS TEAM.  
I FIND MIKE TO BE SUPER  
RESPONSIVE.

CATHY CASTILLO WHO WORKS FOR HIM  
IS ACES AND I KNOW A COUPLE OF  
UNsung HEROES.  
PARKS AND -- IN PARTICULAR ON  
THE PUBLIC WORKS SIDE, ON THE

PICKUP SIDE.

I KNOW THEY ARE WORKING HARD TO KEEP OUR CITY CLEAN AND ALSO TAKING ON THE HUGE ROLE WITH THE PICKUP AND DISPOSAL IN LIGHT OF OUR ONGOING OPIOID EPIDEMIC SO A BIG SHOUTOUT TO THOSE FOLKS IN HIS WHOLE TEAM OVER THERE.

[ NEEDLE PICKUP.

[ I WANT TO TOUCH ON A COUPLE OF AREAS.

TRASH AND RECYCLING CONTRACT, WHEN IS IT UP AND HOW DO THE CHANGES IN THAT WORLD IMPACT THOSE CONTRACTS?

NUMBER ONE.

2.

POST COVID WHEN WE GET TO OPEN BACK UP, I SAID FROM A LONG TIME AGO I THINK A LOT OF FOLKS ARE GOING TO REVERT BACK TO THEIR VEHICLE AND/OR THEIR BICYCLE AND I THINK THAT IS GOING TO PLAY OUT.

I SAW RECENT SURVEY OR GOAL OTHER NIGHT THAT I THINK INDICATED SOMETHING CLOSE TO 80 PERCENT OF FOLKS THOUGH NOT GOING TO GO BACK TO PUBLIC TRANSPORTATION.

AGAIN THAT IS PROBABLY INITIALLY IN LIGHT OF EVERYTHING GOING ON, SO I WANT TO MAKE SURE OUR ROADS ARE IN TOP SHAPE TO BE ABLE TO HANDLE AS WELL AS OUR ENTER SUCCESSES IN MAKING SURE OUR ROADS WILL BE SAFE.

SO WE WILL SEE AN CRINE NECESSARY MOTOR VEHICLE AND INCREASE IN CYCLE, CLEARLY WE NEED TO MAKE SURE WE ARE LOOKING AT POST COVID AND WHAT IS GOING TO HAPPEN.

I THINK THAT IS GOING TO BE THE RESPONSE.

I THINK MORE PEOPLE WILL TAKE THEIR CAR AND/OR THEIR BICYCLE TO WORK AT LEAST FOR THE FORESEEABLE FUTURE UNTIL WE GET A VACCINE.

AND THEN I WANT TO TOUCH BASE, QUESTIONS FROM THE WORKING SESSION, I TALKED ABOUT THE PEED TO SIDEWALK REPAIR AND MAKING

SURE OUR CROSSWALKS ARE CLOSED,  
SO HAPPY TO SEE WORKING WITH  
COMMISSIONER POOL THERE HAS BEEN  
A SIGNIFICANT INCREASE IN  
SIDEWALK AND CROSSWALK REPAIR  
WITH THE GOAL TO BE 80 PERCENT  
RIGHT BEFORE THIS COVID STARTED  
THE SHUTDOWN.

THANK YOU FOR GREAT WORK ON THAT  
FRONT IN MAKING SURE WE HAVE  
CROSSWALKS THAT ARE CLEARLY  
VISIBLE AND I KNOW ON BEHALF OF  
THE CYCLE SIDE I KNOW THERE HAS  
BEEN SOME WHAT OF A COMPROMISE  
GIVEN THE COVID SHUTDOWN THAT  
THEY ARE HAPPY WITH THE  
INCREASE, I WISH IT WAS MORE  
LIKE -- AND THE NORTHERN AVENUE  
BRIDGE, I WANT TO KNOW THE EXACT  
PRICE TAG ON THAT AND I GUESS  
WHAT IS THE TIME FRAME IN TERMS  
OF HOW TO PAY FOR IT.

AND DO WE NEED STATE AND FEDERAL  
PARTNERS?

THANK YOU, MADAM CHAIR.

>> COUNCILOR, QUICKLY, IF I MISS  
ANYTHING, LET ME KNOW.

ON THE TRASH AND RECYCLING  
CONTRACT, IT IS A FIVE-YEAR  
CONTRACT WITH ONE, THREE-YEAR  
OPTIONS, WE ARE IN THE FIRST  
YEAR OF THAT SO FOUR MORE YEARS  
ON THE COLLECTION, DISPOSAL AND  
PROCESSING.

CONTRACTS.

MIKE, ANYTHING TO ADD ON THAT?

>> NOPE.

ON SORT OF THE -- CHIEF, IF I

MAY JUST INTERJECT ON THAT.

WE DO GET A LOT OF REQUESTS FOR  
TRASH CANS AND ALSO THE RECYCLE  
BINS SO SOMETIMES WE ARE BEING  
TOLD THAT THE REQUESTS ARE  
DENIED BECAUSE IT IS VIEWED  
ASSORT OF ADDING TRASH IN AN  
AREA THAT WILL INDUCE MORE TRASH  
IN A PARTICULAR AREA, SO I KNOW  
WE GET REPETEDLY ASKED FROM  
NEIGHBORHOOD GROUPS SO I JUST  
WOULD LIKE TO I GUESS, WHAT IS  
THE METHODOLOGY BEHIND WHEN  
SOMEONE GETS -- WHEN SOMEONE  
GETS A TRASH BIN AND WHEN THEY  
DON'T?

>> SURE.

SO I WOULD ASSUME THIS IS A LITER BASKET QUESTION, MORE LIKE THE PUBLIC SPACE --

>> YES.

CORRECT.

THANK YOU.

>> SO NOTICE THE QUESTIONS THAT COME IN, LEADING THAT EFFORT WE TAKE INTO A COUPLE OF THINGS INTO EFFECT.

ONE, FOOT TRAFFIC, OBVIOUSLY THE DEPOSITS OF THE STREET AROUND THAT AREA, COMMERCIAL LOCATIONS NEAR IT AND ALSO ANY PAST HISTORY, USUALLY IF WE GET A REQUEST ON SOMETHING, THERE USED TO BE A BARREL THERE SO WE CAN GO BACK AND FIND OUT WHY NOT. SOMETIMES IN -- A PIECE OF THE REASON THEY HAVE BEEN REMOVED IS THEY HAVE BEEN MISTREATED. FOLKS ARE PUTTING RESIDENTIAL TRASH BAG IN THERE OR COMMERCIAL LOCATIONS ARE PUTTING THEIR COMMERCIAL DEBRIS THERE, BASICALLY WE WILL CALL IT A FREE PICKUP FOR THEM AND WORK WITH THE CONSTITUENT, I AM SORRY, THE CONSTITUENT, AND TAKE A LOOK AT THE AREA.

WE ALWAYS TRY PUT ONE BACK OR PUT ONE WHERE WE NEED IT. THERE ARE TIMES WHEN WE DON'T PUT TELL BACK BECAUSE THE RESIDENT LIVING DIRECTLY AT THE LOCATION WOULDN'T WANT IT. THEY HAVE A PROBLEM WITH MAYBE TRAFFIC, WITH TRASH BEING PUT INSIDE THEIR LOCATION SO IT IS KIND OF A DOUBLE EDGED SWORD BUT IN CHRIS'S OPENING REMARKS, OVER 310 NEW BARRELS COMING IN, A LOT OF THOSE WE PLACED OUT AND AWAY TO ACTUALLY REPLACE THE SMALL ONES THAT WE HAVE THAT WE TOOK OFF ABOUT 14 YEARS AGO, SO THAT WILL DOUBLE THE CAPACITY THERE, BUT TO ANSWER YOUR QUESTION, COUNCILOR WE DO HAVE THE CAPACITY TO PUT MORE IN THE STREET IT JUST TAKES A CONVERSATION TO MAKE SURE WE ARE DOING THE RIGHT THING.

>> THANKS, COMMISSIONER.  
>> YOU ASKED ABOUT CROSSWALKS.  
GREG WILL TALK A LITTLE BIT.  
TALK ABOUT OUR CROSSWALKS, THE  
STRIPING WORK ON ROADS,  
OBVIOUSLY, AS COUNCILOR BOK WERE  
TALKING ABOUT BEFORE WE GAVELED  
IN, THERE IS AN OPPORTUNITY TO  
DO A LOT OF RESURFACING WORK AT  
THIS TIME, AS YOU KNOW WE NEED  
MAKE SURE WE ARE COORDINATING  
THAT WITH RESIDENT SO WE CAN  
ACTUALLY -- CARS CAN MOVE AND IT  
IS EASY FOR OUR CONSTRUCTION  
FOLKS, NORTHERN AVE, WE TALK  
ABOUT IT ON THE CAPITAL SECTION.  
BUT IT IS FUNDED ROUGHLY  
\$100 MILLION FOR ADDITIONAL --  
>> COUNCILOR FLAHERTY, ARE YOU  
ALL SET?  
>> YES.  
IN TERMS OF VEHICLE AND CYCLE  
INCREASES BASED ON THE POST  
COVID, AND AGAIN BASED ON THIS,  
BASED ON SURVEYS AND FOLKS ARE  
SAYING THEY DO NOT FEEL  
COMFORTABLE TAKING PUBLIC  
TRANSPORTATION IN LIGHT OF  
COVID-19 AND THAT THEY WILL BE  
LOOKING TO TEAR VEHICLE AND/OR  
THEIR CYCLE TO GET TO AND FROM  
WORK.  
SO YOU NEED TO MAKE SURE WE ARE  
PREPARED FOR THAT AS A CITY WHEN  
THE GREEN LIGHT GETS TURNED ON  
AND ALSO WHAT IMPROVEMENTS ARE  
WE MAYBING IN THOSE TROUBLE  
SPOTS TO MAKE SURE THAT WE DON'T  
HAVE CONFLICT BETWEEN VEHICLE  
AND CYCLE.  
>> SO ON THE CAPITAL SECTION WE  
WILL TALK MORE ABOUT THAT WORK  
BUT CERTAINLY WE ARE  
COORDINATING WITH HOW WE PLAN  
FOR THE MANAGEMENT OF OUR  
STREETS,  
THAT -- RELIABLE AND AS FREQUENT  
AND COMFORTABLE AS PER OUR FOLKS  
ACROSS THE CITY AND ACROSS THE  
REGION, BUT ALSO FOR EVERYBODY  
WHO CHOOSES TO WALK A BIKE OR  
DRIVE, THAT MAKE SURE THAT WORKS WITH  
THEM.  
SO THERE IS COORDINATION THAT IS

HAPPENING NOW BETWEEN THE CITY TEAM AND WITH THE STATE TEAM IN THE PUBLIC WORKS.

THANK YOU.

ONE LAST SHOUTOUT TO THE COMMISSION FOR THE WORK WITH THAT THEY DO UNDER TIGHT BUDGET CONSTRAINTS.

YOU DO GOOD STUFF.

>> SORRY.

COUNCILOR FLAHERTY, YOU CUT OUT THERE.

WE ARE PASTIME SO --

>> YES.

I WAS JUST GIVING A SHOUTOUT TO THE PUBLIC IMPROVEMENT COMMISSION.

>> GREAT.

WONDERFUL.

ALL RIGHT.

RECOGNIZING NOW COUNCILOR CAMPBELL AND THEN COUNCILOR BREADON.

>> THANK YOU.

A QUICK THANK YOU, CHIEF, TO YOU FOR YOUR WORK, OBVIOUSLY MIKE, ERIC AND -- YOU KNOW ARE VERY RESPONSIVE.

WE CALL AND THINGS HAPPEN.

SO THANK YOU AND YOUR TEAM AND I HOPE YOU AND YOUR FAMILIES ARE SAFE AND HEALTHY.

I ALSO OF COURSE WANT TO THANK THE CYCLES -- LIVEABLE STREETS -- AND ALSO MY CIVIC LEADERS AND RESIDENTS THEY CALL YOU GOES TOO AND WE DO THIS WORK IN PARTNERSHIP BECAUSE THEY TRULY ARE ON THE GROUND AND ALWAYS SENDING US CASES.

THERE ARE OBVIOUSLY A LOT OF STREETS IN MY DISTRICT AND I ASSUME, YOU KNOW, ACROSS THE CITY THAT HAVE TO WAIT SEVERAL YEARS BEFORE SORT OF THE DEEP MAINTENANCE WORK IS SORT OF BEING DONE SO I AM JUST CURIOUS, I WILL DRINK MY WATER IN A MINUTE, BUT JUST -- OUR INFECTION RATE, WHAT BUDGET WILL SORT OF LOOK LIKE, AND I WILL GIVE YOU AN EXAMPLE.

MULTISTREET, WHICH IS IN MY DISTRICT IN DORCHESTER, FOLKS

HAVE BEEN ADVOCATING FOR OVER YEARS, FOR OVER A YEAR FOR THAT STREET TO BE PAVED, MANY OF MY STREETS HAVE THE PATCHWORK DONE, RIGHT, BUT THE STREETS BEING REPAVED TAKES A SUBSTANTIAL INVESTMENT.

SO HOW DO WE -- WHAT DOES THE BUDGET HAVE TO LOOK LIKE TO SHOW A, SHORTEN A TIMELINE ON THOSE VERSUS THE YEARS FOLKS HAVE TO WAIT?

THAT COMES UP ACROSS MANY INTERSECTIONS AND STREETS IN THE DISTRICT, OF COURSE.

>> THE BUDGET WILL PICK UP SPECIFICALLY IN THE CAPITAL BUDGET SECTION BUT IN SHORT, WE -- EVERY YEAR WE SURVEY A THIRD OF THE CITY AND GENERAL WHRAIT WHAT IS CALLED A PAVEMENT INDEX, AN ASSESSMENT OF THE QUALITY OF THE PAVEMENT AND WE USE THAT TO GUIDE OUR -- WHERE WE ARE DOING RESURFACING AND WHERE WE ARE DOING DEEP MAINTENANCE AND WHERE WE ARE DOING RECONSTRUCTION. OVER THE COURSE OF THE LAST COUPLE OF YEARS WE ACTUALLY HAVE BEEN ABLE TO IMPROVE OUR ABILITY TO KEEP OUR PTI SORT OF STABLE. IT IS AN OPPORTUNITY FOR US IN THE YEARS AHEAD TO ACTUALLY START INCREASING.

ONE OF THE THINGS WE WILL START DOING TO ALLOW THAT TO HAPPEN IS WE HAVE BEEN IN THE PAST SOMEWHAT REACTIVE.

WE HAVE BEEN SAYING HEY UTILITY COMPANIES, WE WILL WAIT FOR YOU. WE ARE SETTING OUT AN APPROACH WHERE WE ARE GOING TO PUT OUT A FIVE-YEAR RESASSING PLAN AND UTILITIES NEED TO MAKE SURE THEY ARE IN SEQUENCE WITH US.

THAT WILL ALLOW US TO BE ABLE TO REPAVE A STREET AND SORT OF THE OPTIMAL TIMING RATHER THAN WAIT A FEW MORE YEARS BECAUSE WE THINK THERE ARE A COUPLE MORE THINGS HAPPENING IN THE STREET. I AM HAPPY TO SHARE SORT OF THE FIRST COUPLE OF YEARS THAT WE HAVE OF OUR FIVE-YEAR CAPITAL



PLAN, OUR FIVE-YEAR REPAVING PLAN.  
AND IN TERMS OF SORT OF NUMBERS, MONEY, YOU KNOW, WHAT DOES THAT BUDGET LOOK LIKE IN ORDER TO SORT OF MOVE THESE PROJECTS ALONG, THE REPAVING PROJECTS. SO IT IS AROUND 14 I DIDN'T \$14 MILLION ON THE CAPITAL SIDE WHICH IS \$7 MILLION FOR SORT OF BASIC RESURFACING, ANOTHER \$5 MILLION TO DO POTENTIALLY SORT OF LARGE PATCHWORK, LIKE LARGE REPLACEMENT OF UTILITY WORK AND ANOTHER \$2 MILLION A YEAR FOR CONTRACTED FOR GUARANTEE TEEN, GUARANTEED, WHERE WE ARE DOING CURB TO CURB WORK ALONG ENTIRE STRETCHES OF ROADWAY, AND CREDIT JOHN AND HIS TIME WHO IS PUTTING THAT TOGETHER.  
THERE THERE IS ADDITIONAL FUNDING THAT IS -- SOME OF THE FUNDING IS PULLED FROM THE CAPTAIN 90 -- FROM THE STATE, ANY ADVOCACY THIS BODY WOULD LIKE TO DO WITH OBVIOUSLY THE CITY AND THE CITIES AND TOWNS TO INCREASE THE ANNUAL ASSESSMENT, THE ANNUAL AMOUNT OF CHAPTER 90 INVESTMENT MAKES A BIG DIFFERENCE, THE STATE TYPICALLY FUNDS IT AT \$200 MILLION, THE CITY OF BOSTON GETS SEVEN PERCENT OF WHATEVER THE STATE'S ASSESSMENT IS. WE ARE ADVOCATING FOR \$300 MILLION -- OUR FUNDING OF THE --  
>> AND THEN MY LAST QUESTION IS, YOU KNOW, KATIE AND OTHER MEMBERS OF THE TEAM APPLIED THIS EQUITY TEN AFTER GOING INTO A CONFERENCE TO THE SIDEWALK PROJECT.  
SO, YOU KNOW, NOT LOOKING AT THE NUMBER OF CALLS I KNOW MY DISTRICT, SOME FOLKS DON'T CALL DOESN'T MEAN THE NEED ISN'T THERE.  
SO WE STARTED SEEING SOME REMARKABLE WORKS ON THE SIDEWALK PROJECT.  
HOW DO WE APPLY THE EQUITY LENS

TO OTHER PROJECTS COMING OUT OF YOUR DEPARTMENT?  
BECAUSE I THINK IT IS CRITICALLY IMPORTANT, PARTICULARLY IN CERTAIN NEIGHBORHOODS WHERE THE STREET MAINTENANCE AND THOSE -- WE SEE THE STREETS FOR EXAMPLE IN MY DISTRICT IT IS LIKE, YAY, FINALLY, HOW DO WE APPLY THE EQUITY LENS TO OTHER TYPES OF PROJECTS TO JUST FOCUS, HAVE A LITTLE MORE INTENTIONALITY ON THOSE NEIGHBORS, THAT JUST HAVE BEEN EXPERIENCING BAD STREETS FOR SOME TIME?  
THAT'S MY LAST QUESTION.  
THANK YOU.

WE HAVE ABOUT 3 AND A HALF MILLION DOLLARS THIS YEAR AND IT ESSENTIALLY GUIDES IT BASED UPON AN ENGINEERING ASSESSMENT. THE MAYOR'S OFFICE OF RACIAL EQUITIES -- SOCIAL VULNERABILITY AND THEN UTILIZATION METRIC FROM -- AND BRINGS THOSE TOGETHER, WE IDENTIFY THOSE NETWORKS WE SHOULD BE TESTING AND WE HAVE GONE THROUGH -- SIDEWALK MAINTENANCE, CONSTRUCTION PROJECTS -- AROUND BOWDEN STREET WE ARE TAKING THE SAME DATA DRIVEN APPROACH THINKING ABOUT WHAT OUR NEXT PROJECTS ARE IN THE CAPITAL BUDGET, SAFETY, AND THINK ABOUT EQUITY IN TERMS OF NEW PROJECTS WE BRING ON.

>> I JUST WOULD LOVE TO SEE THAT EQUITY LENS APPLIED, IT MAKES A REMARKABLE DIFFERENCE IN THE COMMUNITY AND THE RESPONSE TO IT IS INCREDIBLE.

SO THANK YOU, THANK YOU, COUNCILOR BOK.

>> THANK YOU SO MUCH, COUNCILOR CAMPBELL BELL, NEXT IS COUNCILOR BRAYDON AND THEN COUNCILOR O'MALLEY AND THEN --

>> THANK YOU.

THANK YOU ALL FOR THIS .. PRESENTATION.

I HAVE MANY QUESTIONS THAT WILL PROBABLY MAINTAIN MORE TO THE CAPITAL BUDGET.

ONE OF THE THINGS THAT HAS

HAPPENED IN THE LAST FEW YEARS  
IS THE MOBILITY STUDY.  
IT HAS GONE ON 418 MONTHS.  
WE HAVE HAD HUNDREDS OF HOURS OF  
PUBLIC MEETINGS AND THOUSANDS OF  
COMMENTS IN THE PUBLIC PROCESS.  
AND PEOPLE ARE VERY ENGAGED WITH  
THE HOPE THAT WE ACTUALLY WILL  
SEE SOME ACTION AT THE END OF  
IT.

I KNOW WHEN I PUT MY QUESTIONS  
THIS -- IT WAS A PLUMBING  
PROCESS.

BUT SOME OF THE MOBILITY STUDY  
HAS QUICK BUILD ITEMS ON IT, SO  
THEY ARE VERY LOW COST AND EASY  
TO DO.

IN TERMS OF PUBLIC CONFIDENCE IN  
THE PROCESS, IT WOULD BE GREAT  
IF WE COULD DELIVER SOME  
ACTIONABLE ITEMS THAT WILL GET  
COMPLETE ID PRETTY QUICKLY.  
JUST TO ENCOURAGE FOLKS THAT ALL  
OF OUR EFFORTS WERE WORTH IT AT  
THE END.

I REALLY ENCOURAGE YOU FOLKS TO  
LOOK AT THAT AND SEE WHAT WE CAN  
DO.

THERE IS ONE PARTICULAR QUESTION  
THAT WAS ON THE RAISED CROSSWALK  
ON WAVILY STREET IN NORTH  
BRIGHTON.

OBVIOUSLY IT WAS SLATED FOR  
ACTION TO BE COMPLETED EARLIER,  
AND NOW WE ARE IN EARLY 2020 AND  
I WOULD LOVE TO SEE, FIND OUT  
WHAT HAPPENED IN THAT INSTANCE  
AND WHY THAT PROMISE WASN'T  
COMPLETED.

AS WELL AS THE SMALL RESIDENTIAL  
STREETS, A HUGE AMOUNT OF  
TRAFFIC NEAR THE PUBLIC PARK AND  
THOUSANDS OF CARS A DAY GO  
THROUGH AND -- THAT ACTION WAS  
TAKEN AND ACTED ON.

I AM REALLY ENCOURAGED TO SEE  
YOU ARE INVESTING IN MORE YES,  
SIR CHARGING STATIONS.

I WONDER HOW MANY OF THOSE ARE  
GOING TO BE IN ALLSTON BRIGHTON.  
I HAVE A HYBRID.

I PLUG IN MY CHARGE AT HOME BUT  
I TRY TO FIND THE PLUG  
INSTATIONS IN THE NEIGHBORHOOD

AND THERE ARE NOT MANY.  
VERY FEW, ACTUALLY.  
ONE OR TWO.  
IN AN AREA OF 70,000 PEOPLE.  
SO I WOULD LOVE TO KNOW ABOUT  
THOSE.  
THE OTHER QUESTION I HAVE WAS  
WITH REGARD TO A MUNICIPAL  
PARKING LOT.  
I DON'T KNOW IF THAT IS  
SOMETHING -- WE HAVE A MUNICIPAL  
PARKING LOT IN BRIGHTON CENTER  
NEAR THE POLICE STATION.  
IT SALES THAT A LOT OF POLICE  
VEHICLES ARE THERE ALL THE TIME.  
I DON'T KNOW IF -- I DON'T  
UNDERSTAND THE SITUATION, WHY SO  
MANY POLICE VEHICLES -- IN  
REGULAR USE.  
I THINK THEY HAVE A SERVICE  
GARAGE THERE, BUT THERE IS A LOT  
OF EQUIPMENT AND A LOT OF POLICE  
VANCE AND WHATEVER THERE ALL THE  
TIME AND IT TAKES AWAY PARKING  
FROM OUR BUSINESS DISTRICT,  
WHICH IS VERY, VERY CONGESTED.  
AND LACKS A LOT OF PARKING.  
THE PEOPLE ARE ASKING US TO  
BUILD THE HIGH-RISE MUNICIPAL  
PARKING GARAGE AND WE DON'T WANT  
TO DO THAT, SO ANYWAY WE CAN  
AVOID THAT WOULD BE GREAT.  
AND THEN CROSSWALKS.  
CROSSWALKS AND STRIPING ARE  
REALLY IMPORTANT.  
WE HAVE SEEN AN INCREASE,  
ESPECIALLY IN COVID, DRIVERS  
SEEM TO BE DRIVING FASTER AND  
PEDESTRIANS, THERE IS AN  
INCREASED INSTANCE OF PEDESTRIAN  
ACCIDENT AND I HOPE THAT WE CAN  
BE MORE DELIBERATE ABOUT MARKING  
SIGNAGE OF CROSSWALKS IN OUR  
DISTRICT.  
AND WE HAVE A PROBLEM DOWN IN  
ALLSTON AND RESIDENTIAL AREAS,  
THERE IS ONE WAY TO MITIGATE THE  
PROBLEM WAS TO IMPROVE THE  
STANDARD OF THE TRASH CANS.  
I KNOW YOU HAVE A PARTNERSHIP  
YEARS AGO WITH HARVARD TO TARGET  
MORE TRASH CANS AND I THINK THEY  
PUT A LOT OF MONEY INTO  
DESIGNING TRASH CANS AND THE

SUGGESTION WAS TO DO PUBLIC EDUCATION AROUND, YOU KNOW, APPROPRIATE TRASH DISPOSAL AND THE OTHER OBJECTION WAS TO DO MORE FREQUENT TRASH PICKUPS AND AGAIN THAT MIGHT BE SOMETHING WORTH LISTENING IN TO TRY AND MITIGATE THE RODENT PROBLEMS WE HAVE IN NORTH ALLSTON.

AND THAT SEEMS TO BE ABOUT IT FOR NOW.

I HAVE OTHER QUESTIONS ABOUT CAPITAL PROJECTS.

>> THANK YOU.

I WILL GO THROUGH -- THIS WILL PROBABLY BE BETTER PICKED UP BY GREG BUT FIRST ON THE ALLSTON BRIGHTON MOBILITY PLAN, FIRST THERE ARE A LOT OF CONVERSATIONS, AND THERE ARE A LOT OF REALLY GOOD RECOMMENDATIONS.

MOVING FORWARD QUICKLY THERE IS ACTUALLY NEW MONEY IN THIS BUDGET, \$150,000 THIS FISCAL YEAR AND THE NEXT FISCAL YEAR ESSENTIALLY TO SUPPORT SOME OF THAT IMPLEMENTATION OF QUICK BILLS COMING OUT OF THE TRANSPORTATION ACTION PLAN SO WE WILL BE ABLE TO ACTUALLY WORK ON SOME OF THE RECOMMENDATIONS COMING OUT OF THAT AND THERE IS A FOCUS ON THAT SORT OF ALTON BRIGHTON MOBILITY CORRIDOR WHICH HAS BEEN THE PRINCIPAL PART OF THE CONVERSATIONS.

AND GREG CAN TALK MORE ABOUT THAT.

GREG ALSO CAN GIVE AN UPDATE ON OUR REVIVING PLAN, OUR INTENT IS TO GET TO ENSURE THAT AS COUNCILOR FLAHERTY REFERENCED THAT ALL OF OUR CROSSWALKS, ALL OF OUR LANE MARKINGS MAINTAIN IN GOOD REPAIR, AND EVERY SINGLE ONE IS WITHIN THE THREE-YEAR PERIOD.

AND THAT'S WHAT WHETHER HE FOCUS ON.

I WILL CHECK ON THE -- CROSSWALKS.

I DON'T KNOW THE STATUS OF THAT.

AND ON THE MINI LOT, I WILL --

GREG AND I CAN CONNECT ON THAT AND SEE HOW IT CAN BE BEST BE USED TO ENSURE IT IS SUPPORTING THE SMALL BUSINESSES IN THAT AREA AND I APPRECIATE THE NEEDS AND THE WAY WE HAVE BEEN COORDINATING WITH THE POLICE AND PARKING ACCESS.

>> CROSSWALK SITUATION, ESPECIALLY CROSSWALKS BETWEEN -- IT DOESN'T HAVE ANY CROSSWALKS, NONE.

IT IS CRAZY.

AND I WANT TO MAKE SURE THERE SHOULD BE A CROSSWALK THERE AND THEY ARE NOT MARKED AND THEY ARE JUST ABSENT AND WE HAVE BEEN TALKING ABOUT THIS FOR YEARS AND I WOULD LIKE TO SEE SOME ACTION ON THAT AREA AS WELL.

>> THAT SOUNDS LIKE A GOOD QUICK MOBILITY PLAN.

GREG AND I CAN --

>> THANK YOU.

>> THANK YOU SO MUCH.

>> THANK YOU, COUNCILOR.

>>

>> THANK YOU.

>> YES.

DO PEOPLE HEAR MY TIMER WHEN IT GOES OFF?

OKAY.

GOOD.

EXCELLENT.

YES.

I JUST WANT TO REMIND I COLLEAGUES THAT, YOU KNOW, WE HAVE MET THE ENEMY AND IT IS OURSELVES.

IF YOU SPEND YOUR FULL FIVE MINUTES ASKING THE QUESTIONS THEN LIKE THE GRACE PERIOD WILL BE ALL YOU HAVE TO ANSWER THEM AND I JUST REMEMBERED AND WILL REMIND EVERYBODY WE WILL BE GETTING TO ROUNDS OF QUESTIONS ON BPD AND CAPITAL AND PLEASE RAISE IT FOR THOSE ROUNDS INSTEAD OF ASKING OFF TOP.

NEXT UP, IS COUNCILOR O'MALLEY AND THEN IT WILL BE COUNCILOR LOHR EDWARDS AND THEN COUNCILOR ESSAIBI GEORGE.

>> THANK YOU, GOOD AFTERNOON,

LADIES AND GENTLEMEN,  
I WANTED TO JUST BEGIN BY  
ACKNOWLEDGING THE EXCEPTIONAL  
WORK OF THE MEN AND WOMEN OF THE  
DEPARTMENT OF PUBLIC WORKS HAVE  
DONE DURING THESE INCREDIBLY  
CHANNELING TIMES .. WE THINK  
ABOUT OUR FIRST RESPONDERS, WE  
THINK ABOUT OUR ESSENTIAL  
WORKERS AND I JUST WANT TO  
ACKNOWLEDGE AND REALLY HIGHLIGHT  
THE MEN AND WOMEN OF BPD AND --  
THEY HAVE DONE EXCEPTIONAL WORK  
AND VERY GRATEFUL FOR THAT.  
OBVIOUSLY, COVID-19 IS GOING TO  
DRIVE, CONTINUE TO DRIVE OUR  
BUDGETS FORECASTS AND OUTLOOKS.  
PERHAPS I AM AN OPTIMIST, WELL,  
NO, I AM AN OPTIMIST AND I AM  
HOPEFUL THAT AS WE BEGIN THE  
SHOW AND PAINFUL PROCESS OF  
REBUILDING WE CAN REALLY USE OUR  
REBUILDING TIM AS AN OPPORTUNITY  
TO BUILD A BETTER CITY AND  
INDEED A BETTER COMMONWEALTH,  
PARTICULARLY AS IT RELATES TO  
OUR INFRASTRUCTURE, IN  
PARTICULAR AS IT RELATES TO  
SUPPORT FOR OUR MULTIMODAL  
TRANSPORTATION OPPORTUNITIES AS  
IT RELATE TO CLIMATE  
RESILIENCY, THIS IS WHAT IS  
DRIVING ME AND I KNOW DRIVING  
ALL OF YOU AS WELL.  
SO I OBVIOUSLY HAVE QUITE A FEW  
TRANSPORTATION QUESTIONS, I WILL  
SAVE THAT FOR NEXT ROUND AND  
JUST FOCUS ON THE BPW, TO THE  
PREVIOUS SPEAKER, AS THE CHAIR  
OF THE COUNCIL ELECTRIC CAR  
CAUCUS I WANT TO ACKNOWLEDGE WE  
HAVE FOUR WONDERFUL CHARGING  
STATIONS ON CAMBRIDGE STREET  
JUST OUTSIDE OF CITY HALL, SADLY  
THEY HAVE BEEN OUT OF ORDER  
SINCE I THINK LAST FALL,  
PERHAPS.  
I AM HOPEFUL WHEN WE RETURN BACK  
TO CITY HALL THEY WILL BE FIXED.  
HAVE THEY BEEN FIXED YET, CHIEF  
OSGOOD?  
>> I DON'T KNOW.  
I WILL DOUBLE-CHECK.  
I APOLOGIZE, COUNCILOR PRESIDENT

DON, I WILL GET BACK TO YOU ON THAT ONE .. AS WELL AS COUNCILOR O'MALLEY.

>> FAIR ENOUGH.

I LOOK FORWARD TO SEEING THAT.

>> SPECIFICALLY ON TRASH RECYCLING COST THIS IS IS AN ISSUE I HAVE BEEN WORKING ON WITH YOU FROM THE BEGINNING. THE CURB SIDE COMPOST TO PUT IT IN PERSPECTIVE, IT WAS FIRST THE HEARING ORDER WITH THE BROTHER OF A CURRENT COLLEAGUE WHO USED TO SERVE ON THIS BODY POSTED TEN YEARS AGO, HAS BEEN REINTRODUCED WITH ANOTHER COLLEAGUE WHO IS NOW A MEMBER OF CONGRESS, SO WE HAVE BEEN WORKING ON THIS FOR A DECADE, DELIGHTING TO HAVE SEEN THE RFP'S LAST YEAR IN YOUR OPENING REMARKS THERE HAVE BEEN TWO VENDORS SO ONE IS A TIMELINE ON THAT, WHEN CAN I BID AND IT IS A SUBSCRIPTION SERVICE WHICH I THIS SITUATE THE RIGHT APPROACH FOR FOLKS SO THIS WILL COST ZERO MONEY TO THE CITY OF BOSTON, INDIVIDUALS WILL HAVE TO PAY FOR IT, BUT WE CAN LEVERAGE A BETTER RATE FOR THEM THROUGH OUR BULK PURCHASING POWER, WHEN I CAN START TO COMPOST -- WEST ROXBURY.

>> IT IS A GREAT QUESTION.

I DON'T HAVE A SPECIFIC DATE OUR EXPECTATION IS IT IS THIS SUMMER.

AND I KNOW WE ARE INVESTING THOUSANDS OF DOLLARS IN THIS SO IT CAN BE EVEN LOWER COST, AS YOU KNOW.

>> YES.

FAIR POINT.

>> LITTLE COST FOR TAXPAYER THE TAXPAYER. IN FACT 20% OF ALL WASTE IS ORGANIC WHICH COULD BE COME POSTED AT \$90 PER TON WE ARE ACTUALLY SAVING MONEY. THE OTHER ASPECT, I'VE BEEN TALKING ABOUT SOMETHING THAT ISN'T ALWAYS NECESSARILY POLITICALLY POPULAR BUT I THINK IT'S IMPORTANT. IT'S A WAY TO MOVE AWAY FROM SINGLE STREAM RECYCLING.



WE'RE DOING THAT SOMEWHAT WITH THE ORGANIC WITH THE COMPOSTING. OBVIOUSLY I'M OLD ENOUGH TO REMEMBER WHEN WE FIRST HAD THE LITTLE RECYCLE BINS AND WE WENT TO SINGLE STREAM RECYCLING IN THE CITY BUT WE'VE GOT SUCH A HIGH CONTAMINATION RATE THAT IT'S ONE OF THE FACTORS THAT IT'S CAUSING THE COSTS TO BE SO HIGH.

SO MY QUESTION IS TWOFOLD. IN A POST COVID 19 WORLD DO YOU SEE THAT AFFECTING THE RECYCLING MARKET AS A COMMODITY.

IS IT GOING TO MAKE IT MORE DIFFICULT PERHAPS BETTER FOR US, MORE FAVORABLE RATES, MORE FAVORABLE LOWER COSTS.

AND SECONDLY YOU SAID, WE HAD SOME QUESTIONS THAT YOU WERE ABLE TO ANSWER, THANK YOU TO THE CHAIR FOR FACILITATING THAT. THERE WAS NO EVIDENT OR NO PLAN TO MOVE AWAY FROM SINGLE STREAM BUT YOU WERE GOING TO INVEST I THINK A COUPLE HUNDRED THOUSAND DOLLARS OR MAYBE EVEN A MILLION DOLLARS ON EDUCATION AND SO CAN YOU TALK A LITTLE BIT ABOUT THAT.

SO FIRST OFF DO YOU SEE THE MARKET GETTING MORE FAVORABLE IN A POST COVID 19 OR WHAT?

>> THAT'S A GOOD QUESTION.

WE'VE BEEN LOOKING TO SEE IF THE MARKET WILL DIRECT [INDISCERNIBLE] TRACKING THAT MUCH [INDISCERNIBLE] EPA GROUP UNDERSTAND DIRECTIONAL MARKET COSTS.

[INDISCERNIBLE] WHETHER THE PROJECTIONS ON COVID 19 ITSELF MIGHT ADJUST OR ACCELERATE THE NETWORK INDUSTRY [INDISCERNIBLE].

WE ARE CERTAINLY WORKING STILL AT SINGLE STREAM ENCOURAGING PEOPLE TO RECYCLE.

YOU'RE CORRECT THOSE WITH SINGLE STREAM THE CONTAMINATION RATE IS HIGHER.

THE CONTAMINATION RATE IS 15 TO 20% RANGE AT THIS POINT.

WHETHER OR NOT IT'S A CONTRACTUAL BENEFIT FOR THE CONTAMINATION RATE IT'S CERTAINLY THE RIGHT THING TO DO AND THAT IS WHY I KNOW THAT EVERY SINGLE HOUSEHOLD IN THE CITY OF BOSTON [INDISCERNIBLE] A HUNDRED THOUSAND DOLLARS THIS BUDGET OPERATING BUDGET CAN EXPAND [INDISCERNIBLE] AND IMPORTANTLY OUR STAFF PERSONS WHO WORK WITH BRIAN TO BE ABLE TO ACTUALLY WORK ON THIS ISSUE AND MANAGE THE CURB COMPOSTING PILOT.

>> I THINK THAT'S A FAIR POINT. I WOULD JUST GENTLY PUSH BACK ON THE FACT I WOULD ARGUE THERE IS A FINANCIAL BENEFIT TO MOVING AWAY AND I'LL GIVE YOU THE EXAMPLE THAT TEXTILES ARE STILL A VERY VALUABLE COMMODITY AND THERE ARE VENDORS THAT WILL PAY MUNICIPALITIES TO RUN THEIR ENTIRE [INDISCERNIBLE] SO THAT WOULD REMOVE THE TEXTILES FROM RECYCLING WHILE GENERATING SOME REVENUE.

>> WE ARE CONTRACTING WITH A COMPANY CALLED HEALTHY SO ESSENTIALLY WE ARE SEGMENTING OUR WAVE STREAM [INDISCERNIBLE] YOU'RE GOING TO HAVE TWO BARRELS BUT WE WAIL HAVE A ROUTE AND TRADITIONAL ROUTE.

I'M HAPPY THAT WE HAVE EVALUATION MONEY IN OUR BUDGET AS WELL BECAUSE EVERYTHING'S IMPORTANT FOR US TO TRY THINGS OUT TO FIGURE OUT WHAT WORKS, FIGURE OUT WHAT COMMUNICATION MESSAGES WORK AND THEN --

>> UNDERSTOOD.

WE ARE COMPLETELY ON THE SAME PAGE ON THIS.

JUST TO BE CLEAR IS THE TEXTILE GOING TO BE CURB SIDE PICK UP OR THOSE BIN AT CENTRAL LOCATIONS.

>> HOPEFULLY THERE WILL BE SOME APPLICATIONS FOR CURB SIDE.

CALL IN ADVANCE CURB SIDE.

IT'S LIKE PICK UP.

>> THANK YOU CHIEF.

>> ONE COMMENT.

GOING AWAY [INDISCERNIBLE] THAT  
OPTION WILL BE ON THE TABLE WE  
JUST NEED THE INFRASTRUCTURE TO  
OBVIOUSLY TAKE THE MATERIAL.  
>> UNDERSTOOD, I'M PUSHING FOR  
THE CITY OF BOSTON FOR THE  
RECYCLING PLAN IT'S A DREAM OF  
MINE I'LL CONTINUE TO WORK ON  
IT.

ECONOMIC FORECAST IS DIFFICULT  
RIGHT NOW BUT IF WE COULD  
ACTUALLY DO THAT I THINK WE  
COULD SOLVE THE ISSUE AND  
PROVIDE BETTER SERVICE AND  
ADDRESS THE HUGE FACTOR OF  
CLIMATE CHANGE.

THANK YOU MIKE.

THANK YOU.

>> THANK YOU COUNCILOR O'MALLEY.  
NEXT UP IS COUNCILOR EDWARDS AND  
THEN IT WILL BE COUNCILOR  
ESSAIBI-GEORGE AND THEN  
COUNCILOR MEJIA.  
COUNCILOR EDWARDS.

>> THANK YOU VERY MUCH.  
I JUST WANT TO FIRST OF ALL  
THANK A LOT OF FOLKS PERSONALLY  
FOR ALL THE WORK IN THE DISTRICT  
THAT HAVE [INDISCERNIBLE], I  
WANT TO THANK [INDISCERNIBLE]  
ESPECIALLY.

THERE'S AN IMMENSE AMOUNT OF  
WORK ON THE GROUND AND THE WORK  
HONESTLY FOR THE PRADO IS SO  
MUCH INFRASTRUCTURE IN THE  
DISTRICT REALLY DEMONSTRATING  
PRESERVATION AND MAKING SURE IT  
IS DEFINING WHAT IT NEEDS TO BE.

I WANT TO THANK YOU FOR THAT.  
JUST REMINDING PEOPLE IN THE  
TOUGH TIMES THAT THE WORK HAS  
BEEN DONE.

I DO WANT TO GO AND ALSO SAY WE  
FINALLY GOT THE [INDISCERNIBLE]  
FIXED SO NO ONE WILL STEP OFF  
THE CURB.

THAT'S HOW BIG THE GAP WAS.

BUT, NO BUTs HONESTLY.

I KNOW YOU GUYS ARE GOING TO BE  
WORKING WITH EAST BOSTON TASK  
FORCE.

THERE WILL BE CAPITAL AND I SAW  
THAT ANSWER AND I APPRECIATE  
THAT SO I WILL BE TURNING TO THE

TASK FORCE AND HOPEFULLY, ARE YOU GUYS CONVENING THE TASK FORCE THAT'S ONE OF HIGH QUESTIONS -- MY QUESTIONS AND WHEN ARE YOU CONVENING THE TASK FORCE.

WE KNOW YOU'RE GOING TO BE WORKING WITH THEM.

IT IS ABOUT THE TRASH CANS, WE HAVE MUNICIPAL LOSS BUT I KNOW THERE ARE TWO RIGHT NOW THAT MIGHT LOOK TO DO THAT AND I APPRECIATE THAT ANSWER BUT I'M WONDERING HONESTLY, THERE'S GOT TO BE SOME OTHER WAY TO ASK FOR MORE TRASH CANS.

I CAN WALK FROM EAGLE HILL ALL THE WAY DOWN TO AIRPORT STATION AND THERE ARE FEW TRASH CANS AND THOSE THAT ARE THERE STILL THE TIPSY ONES AND I KNOW THERE'S STILL A PROGRAM TO GET RID OF THOSE BUT ALSO JUST ADD MORE. ANOTHER INFRASTRUCTURE I THINK IS WORTH INVESTING IS IN DOGGIE WASTE OR PET WASTE TRASH CANS THAT HAVE BAGS ON THEM.

WHY IS THAT IMPORTANT?

I WAS IF I THINK CHARLOTTE AND THEY HAVE THAT EVERY SO MANY FEET.

JUST THE TRASH ON TOP WITH THE REGULAR TRASH CANS.

DOGS DON'T KNOW THEY'RE IN THE DOG PARK OR NOT WHEN THEY HAVE TO GO TO THE BATHROOM.

THEY'RE GOING TO GO WHERE THEY GO AND THAT INCLUDES OUR CITY STREETS.

PEOPLE ARE NOT GOING TO PICK THAT UP AND WALK HOWEVER MANY FEET UNTIL THEY GET TO A TRASH CAN.

SOMETIMES THEY LOOK FOR WHATEVER GREENERY AND JUST LEAVE IT THERE.

FOR OUR CITIZENSHIP WE NEED TO BUILD THAT INFRASTRUCTURE AND HAVE DOGGIE WASTE CONTAINERS AND HAVE BAGS THAT ARE BIO DEGRADABLE AND THE WASTE CONTAINERS ARE SPECIFICALLY FOR THAT WASTE.

I DON'T THINK THEY ARE THAT

EXPENSIVE.

I WANT TO ALSO SAY THANK YOU AGAIN FOR ALL THE WORK ESPECIALLY ON THE BRIDGES I SEE EVERY DAY HOW MUCH THE NORTH END NORTH WASHINGTON BRIDGE IS GROWING AND WILL CONTINUE TO GROW.

I THINK IT'S GOING TO BE THE SHINING JEWEL HONESTLY IN THE TWO NEIGHBORHOODS. GIVEN IF WE COULD WORK THROUGH THAT TIME LINE ESPECIALLY NOW THAT WE HAVE THIS COVID.

I KNOW INSTRUCTION IS GOING TO BE ALLOWED STARTING ON THE 18TH OF MAY.

IS THAT THE PRIORITY.

I THINK I ASKED FOR THE PRIORITIZATION OF LISTS FOR THOSE BRIDGES AND DURING OUR KIND OF LAST SESSION.

SO WE HAVE THE BRIDGE IN BETWEEN EAST BOSTON AND CHARLES STREET.

WE HAVE THE BRINK WHEN CHARLESTOWN AND EAST BOSTON.

I THINK WE'RE WORKING ON THE UP AND DOWN BRIDGE OVER IN EAST BOSTON.

WHAT IS THE PRIORITIZATION.

WHERE ARE THE EMERGENCIES I THINK WE ARE DISCUSSING, YOU KNOW, HOW WE ARE MOVING FASTER AND WHAT IS GOING TO BE MOVED ON THE MOST.

I'LL LEAVE IT AT THAT.

I HAVE OTHER QUESTIONS I'LL COME BACK TO IN THE NEXT ROUND BUT I AM NOT GOING TO GET GAVELED OUT.

>> A COUPLE QUICK ANSWERS.

I THINK YOU MIGHT HAVE UNMUTED YOURSELF ON THAT LAST QUESTION.

TERMS OF THE EAST BOSTON TASK FORCE [INDISCERNIBLE] MAY COVER THIS AS WELL.

WE WANT TO MAKE [INDISCERNIBLE] IN EAST BOSTON TAKE THE TRANSPORTATION RECOMMENDATIONS AND MOVING FORWARD.

AGAIN THERE'S SOME MONEY TO BE ABLE TO MOVE FORWARD

[INDISCERNIBLE] WITH THEM AND IDENTIFY IN ADVANCE THE DESIGNS

AND OBVIOUSLY THIS CONVERSATION.

>> I THINK WE'LL BE MEETING IN JUNE.

-- ON ZOOM.

IS THAT WHAT YOU'RE SAYING THEY'RE GOING TO BE MEETING ON ZOOM SOON.

>> I DON'T KNOW IF WE'RE GOING TO CONVENE YET.

[INDISCERNIBLE].

>> [INDISCERNIBLE] FOR EAST BOSTON.

ARE WE SCHEDULED TO CONVENE YET BUT WE ARE HOPEFUL WE CAN DO THAT.

>> I SEE THE GAVEL.

I WANT TO APOLOGIZE GAVEL.

I'M SO SORRY.

>> NO WORRIES, PLEASE.

>> TRASH CANS OPPORTUNITY WE HAVE AGAIN THE 300-310

[INDISCERNIBLE] REFERENCED LOOKING FOR EXTENSION AS WELL.

THE OPENING COMMENTS WETH CREDIT WITH [INDISCERNIBLE]

COLLABORATION ON CENTRAL SQUARE. WE FOUND OUT THAT

[INDISCERNIBLE] OFFERS ONE IN THE PRESERVATION AWARD.

AND THEN ON BRIDGE

PRIORITIZATION, WE'VE GOT, WE CAN TALK MORE ABOUT THE BRIDGES WHEN WE GET TO THE CAPITAL SECTION BUT IT'S CERTAINLY UNDER WAY.

>> THANK YOU.

>> THANK YOU SO MUCH COUNCILOR EDWARDS.

NEXT UP COUNCILOR ESSAIBI-GEORGE AND THEN COUNCILOR MEJIA AND THEN COUNCILOR ARROYO.

COUNCILOR ESSAIBI-GEORGE.

>> THANK YOU MADAM CHAIR AND THANK YOU FOR THE PRESENTATION. IN THE MOST AND OVER THE LAST FEW YEARS WE HAVE LOST THE CONVERSATION ABOUT THE SAFETY PROPOSAL AND MY UNDERSTANDING IS THAT WHEN WE ARE COMING UP ON IMPROPERLY DISCARDED NEEDLES OFTEN REACHING OUT TO MOBILE SHOP TEAM AND WE TALKED ABOUT TRAINING THE NUMBERS OF ONE PUBLIC WORKS AND ACROSS THE BOARD.

I'M CURIOUS WHERE WE ARE ON THAT TRAINING AND HAVE WE, I KNOW THE ANSWER'S YES BUT CAN YOU TALK A LITTLE BIT ABOUT THE INCREASE ABOUT DECARDED NEEDLES AND WHAT WE'RE DOING THROUGH YOUR EFFORTS TO GET THEM OFF THE STREET AS QUICK AS POSSIBLE.

THANK YOU, CHIEF.

>> SO WE HAVE, WE DO WORK IN CLOSE RELATIONSHIP WITH [INDISCERNIBLE] WHO IS ALSO ON THE [INDISCERNIBLE] TEAM I THINK IN NOVEMBERISH.

MEMBERS OF THAT TEAM HAVE BEEN TRAINED AND THEY ARE SAFELY TRANSPORTING THEM TO THE SHOP TEAM IN THE STREET ON THAT AREA. WE HAVE ONGOING CONVERSATIONS ABOUT THE CITY WIDE EFFORTS. AS OF RIGHT NOW IT'S THE CITY ADDING THOSE [INDISCERNIBLE] INSIDE OF AN OUR TURN AROUND TIME.

WE DON'T HE SEE THE NEEDLES, THEY'LL PUT THEM SAFELY IN THE SAME AREA.

I GIVE A LOT OF CREDIT TO DENTURE [INDISCERNIBLE] SHE'S TAKEN AND HELPED A LOT AND GOTTEN CALL TAKERS TO KIND OF KNOW WHAT'S WHAT AND WHAT LEVEL OF IMPORTANCE.

AND THAT [INDISCERNIBLE] NOT ALWAYS ABOUT NEEDLES BUT DEVIN'S BEEN GREAT TOO ABOUT CLEAN UP IN ANY SPECIFIC AREA.

IT'S NOT JUST [INDISCERNIBLE] BUT UNFORTUNATELY THERE ARE SPOTS NEAR THE PARK [INDISCERNIBLE] AHEAD OF TIME THAT'S BEEN VERY HELPFUL.

BUT WE DID ROLL OUT SOME TRAINING ON THAT [INDISCERNIBLE] I WILL SAY THAT WITH A PAUSE BECAUSE OF THIS SITUATION TO PAUSE THAT EFFORT AS A WHOLE TO PUT THEM AND THE WHOLE KIND OF SOCIAL DISTANCE.

>> I APPRECIATE THAT EVIDENT FOR SURE.

IT SEEMS A DUPLICATION OF THAT PART IF WE HAVE TO CALL THE MOBILE SHOP TO DISPOSE OF THESE

NEEDLES.

THIS IS MY FIFTH CYCLE AND WE'VE TALKED ABOUT NEEDLES A NUMBER OF TIMES.

WE'VE GOT TO GET TO THE POINT WHERE OUR EMPLOYEES ACROSS THE CITY TO SAFELY DISCARD NAILGS INSTEAD OF CALLING IN THE MOBILE SHOP TEAM BUT THEY HAVE PICK UPS AND DOING ACTIVE ENGAGEMENT OUTREACH WITH OUR POPULATION EXPERIENCED IN HOMELESSNESS AND SUBSTANCE ABUSE DISORDERS.

I DON'T KNOW WE CAN SPEAK TO THE VOLUME AT ALL OF WHAT YOU ALL ARE DISCUSSING OR DOES THAT GO THROUGH MOBILE SHOP AND THE 4 TRAUMA AND THE HEALTH COMMISSION.

>> I DON'T KNOW THE VOLUME [INDISCERNIBLE] I CAN DEFINITELY APPRECIATE AND UNDERSTAND THE MOBILE SHOP TEAMS BEING STRETCHED TO CAPACITY.

THAT'S SOMETHING THAT OUR FOLKS DEAL WITH AS WELL.

I UNDERSTAND YOUR POINT OF THE WORK LOAD AND EFFORT BECAUSE WE ARE IN THE SAME BOAT SO I APPRECIATE THAT.

>> I DON'T KNOW IF THE CHIEF HAD SOMETHING TO ADD TO THAT? GREAT.

I APPRECIATE THE FOLLOWING UP WITH SOME OF THE QUESTIONS WITH OUR WORKING SESSIONS.

THE REST OF MY QUESTIONS AS IT RELATES TO PUBLIC WORKS I'M SORRY MOST OF THE REST OF MY QUESTIONS ARE IN CAPITAL.

I DO HAVE A QUESTION ABOUT RAISED CROSSWALKS.

HOW MANY DO WE HAVE IN THE CITY AND DO WE HAVE A PIPELINE PLAN FOR ADDITIONAL RAISED CROSSWALKS.

I'M A HUGE FAN OF THEM ESPECIALLY NEAR SENIOR HOUSING, PLAYGROUNDS AND AT THE VERY LEAST ELEMENTARY SCHOOLS WHERE LITTLE KIDS ARE.

>> SO WE HAVE A SPECIFIC [INDISCERNIBLE] WE ARE MAKING INTO A NUMBER OF OUR PROJECTS.



CENTER STREET BETWEEN JACKSON SQUARE AND HYDE SQUARE WE HAVE A LOT OF [INDISCERNIBLE] PART OF THE DESIGN FOR TREMONT STREET IN ROXBURY PART OF OUR INTERVENTION IN THE FUTURE LOOKING TO PUT IN [INDISCERNIBLE] AND SO LONG AS THE ISSUES COME UP THAT ARE NOT AN ISSUE OR CAN BE DAMAGED EASILY.

IT'S SOMETHING WE'RE LOOK TO GO PUT IN [INDISCERNIBLE] CERTAINLY YOUR POINT ON PAPER WE HAVE A \$900 TOY GRANT [INDISCERNIBLE] A WHOLE SET IN ROXBURY AND THAT WILL BE A MAJOR PART OF THAT MONEY.

>> THANK YOU MADAM CHAIR AND I'LL GET TO THE REST OF MY QUESTIONS IN CAPITAL.

>> EXCELLENT.

THANK YOU SO MUCH COUNCILOR ESSAIBI-GEORGE.

I DO WANT TO NOTE WE WERE JOINED BY COUNCILOR ED FLYNN.

RIGHT NOW THE NEXT UP IS COUNCILOR MEJIA AND THEN COUNCILOR ARROYO AND THEN COUNCILOR BAKER.  
COUNCILOR MEJIA.

>> YES.

THANK YOU CHAIRMAN BOK AND THANK YOU TO THE TEAM FOR YOUR PRESENTATION I REALLY DO APPRECIATE YOUR THOROUGHNESS AND THE EFFORT YOU'RE MAKING ON LANGUAGE TRANSLATION AND ACCESS. SO THANK YOU FOR ALL THAT.

I CERTAINLY APPRECIATE IT.

I JUST HAVE A FEW QUESTIONS.

COUNCILOR BOK YOU WILL BE HAPPY TO KNOW, ONE IS THE EXPERT PW YOUR FY BUDGET OUR GOAL IS TO WATCH THEM [INDISCERNIBLE] STILL NEIGHBORS.

WAS THAT CAMPAIGN MULTILINGUAL?

THE OTHER QUESTION IS TO CONTINUE ON COUNCILOR BOK'S QUESTION A LOT OF NEIGHBORHOODS DON'T HAVE RECYCLING BINS.

I KNOW THAT RESIDENTS CAN REQUEST BINS ON-LINE AND OVER THE PHONE BUT I'M WONDERING IS THAT POSSIBLY BEEN MADE

AVAILABLE IN OTHER LANGUAGES TO  
KNOW WHAT THE OUTREACH STRATEGY  
HAS LOOKED LIKE.

CAN YOU EXPLAIN HOW TO IMPLEMENT  
YOUR FY21 CONTRACT POLICY  
LOOKING TO EXPAND ON YOUR  
[INDISCERNIBLE] AND WHAT WILL  
THE PROCESS LOOK LIKE.

I'M JUST CURIOUS INCREASING  
DIVERSITY GOALS.

I'M A LITTLE CONFUSED ABOUT THE  
OVERTIME BUDGET.

THE BUDGET NARRATIVE STATES THAT  
PWB HAS TO SPEND SO MUCH BUT IN  
THE SUMMARY SECTION IT STATES  
YOU HAVE TO SPEND OVER A MILLION  
DOLLARS MORE THAN THE BUDGET.

CAN YOU JUST EXPLAIN THE REASONS  
FOR THAT DIFFERENCE IN THE  
AMOUNT REPORTED BECAUSE I'M JUST  
CURIOUS ABOUT THAT.

AND THEN I'VE JUST GOTTEN SOME  
QUESTIONS FROM CONSTITUENTS THAT  
SAID I'M THEIR VOICE AND I'M  
HERE TO AMPLIFY AND MAYBE YOU  
MIGHT RIVER ME SOMEWHERE ELSE  
BUT IT'S ABOUT SIDEWALKS, THE  
CURB CUTS I THINK THEY'RE CALLED  
THAT SOME HAVE ASPHALT, THE  
BLACK AND SOME ARE CONCRETE  
THERE'S DISCREPANCY WHICH ONES  
GET WHAT AND SOME PEOPLE WANT  
SOME CLARITY HOW THOSE DECISIONS  
ARE MADE AND THE OTHER PART OF  
THAT QUESTION IS THEY HAVE BEEN  
TOLD THAT I BEST THE NICER  
VERSION OF IT IS BASED ON  
WHETHER OR NOT THEY'LL GET THEIR  
PROPERTY TAXES ASSESSED.

THERE'S SOME ASSESSMENT THEY  
WILL DO WITH THE PROPERTY OWNERS  
I GUESS TO PAY ARE FOR THAT SO I  
DON'T KNOW HOW TRUE THAT IS TO  
BE ABLE TO MAKE STUFF UP SO IF  
YOU COULD JUST GIVE ME SOME CLARITY I  
COULD SHARE WITH FOLKS THAT  
WOULD BE EXTREMELY HELP.

MY LAST QUESTION IS IN REGARDS  
TO MORE TRASH CANS IN CERTAIN  
PARTS OF THE CITY.

I'M JUST WONDERING AND CURIOUS  
ABOUT HOW YOU DECIDE WHERE THESE  
TRASH CANS GO, IS IT BECAUSE  
THERE'S MORE GARBAGE ON THE

STREETS.

WHEN I AM IN CERTAIN PARTS OF  
THE CITY I SEE MORE TRASH CANS  
IN CERTAIN NEIGHBORHOODS AND NOT  
AS MANY IN OTHERS AND I'M  
WONDERING WHAT THE PROCESS IS ON  
THAT.

THE LAST QUESTION I THINK YOU  
ALLUDED TO IT WHEN YOU WERE  
TALKING ABOUT STREET LIGHTS I'M  
CURIOUS THERE ARE SOME  
NEIGHBORHOODS THAT I FEEL CAN BE  
BETTER LIT AND I'M JUST  
WONDERING WHAT ARE WE DOING TO  
MAKE SURE THAT THAT HAPPENS.

THAT'S IT.

THAT'S TWO MINUTES HERE  
COUNCILOR BOK, HOW DO YOU LIKE  
THAT?

>> TO GO THROUGH THOSE FIRST ON  
THE OT, ON ARE OH OVERTIME  
QUESTION I THINK WE PRESENTED  
THAT LARGER NUMBER WAS PRESENTED  
IS A REFLECTION OF ALL THE  
OVERTIME FOR PUBLIC WORKS  
INCLUDING OVERTIME WITH  
[INDISCERNIBLE] THE LOWER NUMBER  
IS SIMPLY THE OVERTIME  
ASSOCIATED WITH PUBLIC WORKS  
PROACTIVE DISCREPANCY AND  
[INDISCERNIBLE] FOLLOW UP WITH  
MORE DETAIL.

ON THE CAMPAIGN WE HAVE FUNDING  
\$15,000 IN THIS BUDGET CERTAINLY  
INTERESTED IN REACHING OUT TO A  
WIDE AUDIENCE WITH THE IDEA OF  
509 CAMPAIGN THERE AS WELL  
[INDISCERNIBLE] THINKING ABOUT  
RECRUITING CANDIDATES FOR SOME  
OF THESE POSITIONS.

REALLY IT'S ABOUT A SET OF  
ENGINEERING MOSES AND A SET OF  
JUST HEAVY MOTOR POSITIONS WITH  
OUR RENOVATIONS.

WITH RESPECT TO THE  
[INDISCERNIBLE] QUESTION, AGAIN  
THIS IS AN EXAMPLE OF A TIME  
WHERE WE BEFORE -- NINE MONTHS  
[INDISCERNIBLE]

>> EIGHT, YES.

>> OVER THE COURSE OF THE YEAR.  
THIS PAST YEAR MIKE AND BRIAN  
AND OTHERS PULLED THAT OUT OF A  
SEPARATE CONTRACT.

IT ACTUALLY HAD PERSONS OF COLOR  
AND THEY ARE ACTUALLY NOW  
PROVIDING SAME DAY OR  
[INDISCERNIBLE] FOR THE RESPONSE  
ON RECYCLING BIN REQUESTS PEOPLE  
SHOULD CALL IF THEY'VE GOT  
REQUESTS.

I DON'T KNOW IF YOU CAN MAKE  
THAT REQUEST ON-LINE IN MULTIPLE  
LANGUAGES [INDISCERNIBLE] ON  
THAT.

THERE IS SOME HISTORY, AND YOUR  
SIDEWALK QUESTIONS WHICH DO YOU  
WANT TO GIVE THE ANSWER TO THAT?  
I'M HAPPY TO GIVE MORE DETAIL.

>> YES, COUNCILOR

[INDISCERNIBLE] IMBEDDED IN  
[INDISCERNIBLE] BUT THE CONCRETE  
IS DIFFERENT IF WE JUST AS FAR  
AS THE CONCRETE [INDISCERNIBLE]  
ASPHALT IF THEY WANT TO CONVERT  
THAT TO CONCRETE AND THE CITY  
ITSELF [INDISCERNIBLE] AND THE  
REMAINING COSTS AMONG THE  
POLARITY OWNERS MOST TIMES IT  
COSTS \$500 AND THEY HAVE UP TO  
TEN YEARS TO PAY FOR IT.  
SO THAT'S THE -- WITH ALL THE  
DETAILS.

>> YOUR QUESTION TO OUR STREETS  
OF HIGHER STANDARDS  
[INDISCERNIBLE] STANDARDS WE ARE  
ALSO ALWAYS INTERESTED?  
SOME FEEDBACK BEFORE  
[INDISCERNIBLE] LIKE OUR  
ENGINEERING TEAM TO GO TAKE A  
LOOK AT THEY ARE HAPPY TO TAKE A  
LOOK AND SEE WHETHER IT NEEDS  
ADDITIONAL LIGHTS LIKE LIGHT  
LEVELS OR LIGHT TYPES AND THAT'S  
THE [INDISCERNIBLE] ADDITIONAL  
WORK ON AND THAT IS SOMETHING  
WHICH WE ARE INTERESTED IN  
PUTTING MORE ON THE STREETS.  
WE DO HAVE FUNDING TO PUT MORE  
ON THE STREET AND AS MIKE  
MENTIONED [INDISCERNIBLE].

>> GOOD JOB.

THANK YOU.

>> THANK YOU, THANK YOU  
COUNCILOR MEJIA.

ALL RIGHT NEXT UP IS COUNCILOR  
ARROYO AND THEN IT WILL BE  
COUNCILOR BAKER AND THEN

COUNCILOR JANEY.

COUNCILOR ARROYO.

>> THANK YOU SO MUCH AND I JUST WANT TO SAY THANK YOU TO THE FOLKS ON THIS CALL OR THIS ZOOM, RATHER.

DEFINITELY HAD ISSUES WHERE I HAD TO REACH OUT FOR VARIOUS RESPONSES AND I THINK SO FAR THE DEPARTMENT TO PRE ANSWER SOME OF THESE QUESTIONS JUST GOES TO THE EFFICIENCY WE REALLY APPRECIATE SO THANK YOU SO MUCH.

QUICK QUESTION TO FIGURE OUT WHETHER OR NOT THIS SET OF QUESTIONS IS FOR YOU ALL.

I KNOW CHRIS THAT YOU PLAYED A BIG ROLE IN THE CREATION OF 311 ITSELF.

WHO ACTUALLY RUNS THE 311 APP. SO IF I HAD A QUESTION OF THIS PLAN OR I HEARD OF PLANS TO RESTRUCTURE 311 AND BRING IT UP TO MODERN TIMES I THINK WE WERE FIRST OFF THE GATE AND NOW A COUPLE CITIES HAVE BETTER INVESTIGATORS OF THIS ESSENTIALLY.

WHO WOULD I GIVE THOSE QUESTION TO?

IS THAT PUBLIC WORKS OR SOMEBODY ELSE.

>> [INDISCERNIBLE] GO TO PUBLIC WORKS TRANSPORTATION THE POLICY DIRECTION FOR 311 IS REALLY SET BY CHIEF SMITH AND THE TEXT DIRECTION IS REALLY SET BOY DAVID, OUR CIO, OF THE CITY'S CIO.

SO I WOULD START WITH JEROME AND DAVID ABOUT A POLICY OR TEXT QUESTION.

WE PLAY AN INTEGRAL ROLE BECAUSE WE ARE THE [INDISCERNIBLE]

>> OKAY.

SO THAT'S ONE.

YOU HAVE BEEN ASKED ABOUT THE CONTRACT DIVERSITY.

I JUST WANT TO REITERATE THAT'S INCREDIBLE IMPORTANT TO ME AS WE GO FORWARD WITH POST COVID.

THIS IS REALLY YOU KNOW THE CITY HAS MINIMAL WAYS IN WHICH WE CAN REALLY INJECT CASH INTO THE

ECONOMY AND THIS IS ONE WAY TO DO THAT AND TO MAKE SURE WE EQUAL WAS ACTUAL DO THAT AND BECAUSE YOU ANSWERED IT AND WE'VE GOT CAN A TIME FRAME I'M GOING TO MOVE FORWARD ON THAT. FROM THE TRASH CAN THING WHICH WE HEARD QUITE A BIT, BARRELS AND TRASH CANS.

WASHINGTON STREET HAS A NUMBER OF BUSINESSES PRECOVID.

THE TRASH CANS ARE REMOVED BECAUSE OF ABUSES BECAUSE THERE'S A POLICY PEOPLE WERE DUMPING THING IN THE TRASH CANS THEY TOLERATE IT FOR A LITTLE BIT AND THEN THEY TAKE THE TRASH CANS.

IS THERE ANY WAY TO GET BIG BELLY SOLAR TYPE OF TRASH CANS WHICH REALLY HAVE THE PROTECTED OPENINGS AND MAKES IT HARDER FOR SOMEBODY TO ABUSE THAT?

IS THERE ANY WAY TO GET MORE IN THE CITY AND TWO SPECIFICALLY IN DISTRICT PARK.

TRASH CANS COME UP ALL OF THE TIME.

>> SO COUNCILOR I THINK I'M WELL AWARE EVEN THE LOCATION YOU'RE TALKING ABOUT AND YES THERE IS. SO WOULD THAT 310, I SHOULD GIVE CREDIT ARE TO THE MAYOR'S COUNCIL FOR FINDING THE FUNDING. ACTUALLY A CONSTITUENT OF YOURS COUNCILOR IN HYDE PARK [INDISCERNIBLE] TO GET THE MONEY WITH THE CLEANER STREETS APPROACH.

THESE ARE DOZE, I CALL THEM THE [INDISCERNIBLE] IMPLEMENTED SLOWLY DOWNTOWN ABOUT 1 YEARS AGO AND THEY WORKED THEIR WAY OUT.

THAT STYLE SHOULD STOP EXACTLY WHAT YOU'RE TALKING ABOUT RIGHTLY THAT WAS THE REASON SOME OF THOSE OPEN ONES WERE TAKEN AWAY.

IN YOUR AREA AND THOSE SPOTS IN PARTICULAR ARE ON THAT LAST. IT'S A ROUGHLY \$1300 CONTAINER AS OPPOSED TO THE 7500 TO 10,000 FOR A BIG BELLY.

WE'VE GROWN TO LIKE THE NICE  
ORNAMENTAL THAT HAS A LARGE  
VOLUME CAPACITY.

IT HELPS THAT THEY ARE CHEAPER  
THAN THE BIG BELLY AND WE HAD  
SOME CONVERSATIONS WITH SOME  
FOLKS IN THE IMMEDIATE AROUND  
THE COVID SITUATION WITH THESE  
BIG BELLY [INDISCERNIBLE] SO I  
THINK WE'RE GOING TO SOLVE THAT  
PROBLEM WITH THESE NEW STYLES  
WE'VE GOT COMING IN THE NEXT SIX  
WEEKS BUT YOUR COMMENT'S WELL  
HEARD.

THAT WAS A LONG WAY OF ALLOWING  
THESE THINGS TO STAY UP THERE  
AND COLLECT ON A NORMAL REGULAR  
SCHEDULE.

>> YES THAT'S AWESOME, I'M GLAD  
TO HEAR THAT.

ONE IT'S CHEAPER AND TWO IT'S  
BETTER.

THAT WORKS GREAT.

AND THEN JUST A QUICK QUESTION  
ON A DIVERSITY NUMBERS WITHIN  
PUBLIC WORKS ITSELF.

DO YOU HAVE THOSE OFFHAND OR IS  
THAT SOMETHING THAT'S JUST  
E-MAIL IN TERMS OF HOW MANY OF  
THE FOLKS WORKING IN PUBLIC  
WORKS ARE DIVERSE.

>> WE CAN GET THAT TO YOU.  
I HAVE IT CLOSE AT HAND BUT NOT  
IMMEDIATELY AT HAPPENED.

>> WE CAN SAVE THAT BECAUSE I  
KNOW YOU'RE RESPONSIVE.

I THINK I HAD ONE OTHER  
QUESTION.

YOU DID THE CONTRACTING.

THE COVID FUNDING, RIGHT.

THERE'S SOME NEEDED COVID  
EXPENDITURES, RIGHT.

ONE OF THE THINGS WE'RE HEARING  
A LOT ABOUT ARE LIKE MASKS AND  
GLOVES ARE THROWN ON THE FLOOR  
THE BARRELS ARE LIKE THIS TOO  
BUT MASKS AND DPLUFS ARE GETTING  
THROWN AROUND.

THERE'S A NUMBER OF DIFFERENT  
WASTE THINGS I'M SURE ARE COMING  
UP THAT THE CHIEF BROUGHT UP,  
RIGHT AND I SAW.

FOR ASKING QUESTIONS TO ALLOW ME  
TO KIND OF BUILD OFF IT AND NOT

USE ALL OF THIS TIME.

I APPRECIATE ALL THAT TOO.

>> THANK YOU COUNCILOR ARROYO.

NEXT UP IS COUNCILOR BAKER AND

THEN COUNCILOR JANEY AND THEN

COUNCILOR FLYNN.

COUNCILOR BAKER.

>> THANK YOU MADAM CHAIR.

CHRIS, COUNCILOR FLAHERTY HAD

ASKED ABOUT THE RECYCLING IN THE

TRASH CONTRACT.

IS THAT UP THIS YEAR?

WE NEVER GOT AN ANSWER ON THAT.

WHAT CAN WE EXPECT THERE IF WE

WERE [INDISCERNIBLE] TRASH AND

140 IN RECYCLING, WHAT CAN WE

EXPECT FOR THOSE NUMBERS.

>> THE CONTRACT WOULD BE LAST

YEAR.

THIS IS YEAR ONE OF A FIVE YEAR

CONTRACT FOR THREE ONE YEAR

EXTENSIONS.

THE TRASH DISPOSAL THE \$92

NUMBER THAT IS FIXED.

THE RECYCLING NUMBER IS FLOATING

DEPENDING UPON WHETHER THERE'S A

COST OF THE VALUE OF THE

COMMODITY.

IF THE VALUE OF THE COMMODITY IS

ZERO BASIC CREE THEY'RE NOT

MAKING ANY MONEY OFF OF IT, THE

ACTUAL COST IS \$125.

BUT IT ACTUALLY COSTS MONEY TO

GET RID OF RECYCLABLES TO GET

SOMEBODY TO TAKE IT.

WE ACTUALLY GET CHARGED THAT

DIFFERENCE UP TO 165.

SO RIGHT NOW IT'S AROUND 140 OR

145 FOR EVERY TON OF RECYCLING

THEY'RE TAKING IN, THEY'RE

HAVING TO PAY SOMETHING TO TAKE

IT OFF THEIR HANDS.

IF THAT BECOMES TO COUNCILOR

O'MALLEY'S MARKET WHICH PART

[INDISCERNIBLE] THEN WE'LL SEE

IDEALLY THE COST LOWER FROM 125.

>> RAPID FIRE QUESTION.

THE COMPOST RESTRICTIONS IS THAT

GOING TO BE AVAILABLE CITY WIDE,

RAISED CROSSWALKS YOU TALKED

ABOUT QUITE A FEW YOU NAMED A

WHOLE BUNCH OF NEIGHBORHOODS.

D STREET WAS NOT MENTIONED IN

THERE.



I WAS A PROPONENT AND PUSHING  
THE CLOSED STREETS MY ENTIRE  
CAREER HERE.

STREET LIGHTING, HOW ARE THEY  
DOING.

ONE ALMOST A MILLION DOLLARS  
LESS IN PAYMENT GOING THERE.  
ARE YOU HIRING FROM CITY ACADEMY  
THE CEO WE ARE TRAINING WITH  
BECAUSE I MEAN I THINK THAT'S IN  
LINE WITH WHAT PEOPLE ARE  
TALKING ABOUT DIVERSITY IN THESE  
NEW HIRINGS.

AND ALSO DOUBLE POLES CHRIS YOU  
GO AROUND THERE'S DOUBLE POLES  
EVERY PLACE.

WE'VE BEEN COMPLAINING ABOUT  
THEM MYSELF FOR TEN YEARS AND  
HAVEN'T HAD ONE SINGLE REMOVED  
BUT IN THE LAST YEAR THEY'VE  
COME AROUND, THEY'VE DRIVEN LIKE  
ALMOST LIKE A MEDAL PILE ON DOWN  
NEXT TO THEM AND TRACK THEM,  
THEY ARE TERRIBLE LOOKING.

HOW DO WE GET RID OF THOSE, HOW  
DO WE GET RID OF THE DOUBLE  
POLES.

WHY IS THAT [INDISCERNIBLE] ABLE  
TO COME IN AND DO THAT?

DOES THEY ASK YOU IF THEY COULD  
DO THAT?

DID YOU WRITE THOSE DOWN.

>> ALL RIGHT.

SO HOPEFULLY I'VE GOT THEM ALL.  
CITY ACADEMY, BILL COUGHLAND  
FROM OUR CENTRAL STREET DIVISION  
WAS GOING TO BE SORT OF EARLY  
PARTNERS ON CITY ACADEMY AND  
[INDISCERNIBLE] WAS A HUGE  
BELIEVER IN THE TRAINING AND  
MENTORSHIP AND HAS A LONG TERM  
PARTNERSHIP AROUND THAT SO  
THAT'S -- HUGE PIPELINE FOR  
POSITIONS IN PUBLIC WORKS.

>> HAVE YOU HIRED FROM IT?

>> YES.

>> I'LL JUMP IN.

I'M SORRY, COUNCILOR.

WE HAVE VERY SUCCESSFULLY.  
THEY'VE BEEN AN INCREDIBLE  
ADDITION.

THEY'RE A WELCOME SITUATION  
WHERE OUR SALES ARE WHAT IT IS  
WE DON'T GET PEOPLE BUT WE DON'T

LOSE PEOPLE ON THAT.

>> [INDISCERNIBLE] PLACES LIKE THAT.

>> IT'S BEEN AN INCREDIBLE PIPELINE.

WE HAVE BEEN HIRING THEM. IT'S BEEN A RESOURCE THAT WE HOPE -- I'M SORRY, CHIEF.

>> THANK YOU, MIKE.

>> THE BUDGET HAS GONE DOWN THE LINE ITEM WITHIN THE BUDGET HAS GONE DOWN AS THE UTILITY ITEMS AND I'LL BREAK THAT DOWN FOR YOU.

IT'S NOT THE ACTUAL SORT OF COST OF THE STREET LIGHTS THEMSELVES POWERING THE STREET LIGHTS. THAT IS WHAT WE'RE REDUCING IN THIS BUDGET.

I CAN GET YOU SOME MORE DETAIL ON THAT.

>> THAT'S JUST LIKE AN ENERGY BILL.

>> EXACTLY.

[INDISCERNIBLE]

>> A HUNDRED PERCENT CORRECT.

I'LL JUST ADD IN THAT THIS IS ACTUALLY TO THE POINT BEFORE. WE'VE HAD A TOUGH TIME HIRING IN THAT BUCKET WITH SOME DIFFERENT QUALIFICATIONS WE LOOKED AT. SO THE WORK FORCE IS LOWER THAN WHAT WE WOULD WANT IT TO BE AND JOE SULLIVAN [INDISCERNIBLE] PIPELINE WITH A WORKER OR [INDISCERNIBLE] SYSTEM SO THERE'S A DEFICIENCY THERE WE SHOULD WORK ON.

>> ON DOUBLE POLES I DON'T KNOW THE ANSWER.

I'LL GET BACK TO YOU ON THAT. THE SPECIFIC FOR [INDISCERNIBLE] I WONDER IF WE CAN PULL THAT AS PART OF OUR -- WE HAVE A TEAM THAT IS BASICALLY DOING MORE MANAGEMENT AND AUDITING OF UTILITY COMPANIES AND THE LIGHTS THEY ARE PUTTING IN ON CITY STREETS WE ARE ABLE TO EXPAND THAT OUT.

MORE ANTENNAS --

>> ARE YOU FAMILIAR WITH WHAT I'M TALKING ABOUT WHERE THEY DRIVE THE METAL, IT'S TERRIBLE

LOOKING.

THEY SHOULD HAVE TO COME TO US  
TO DO THAT SORT OF STUFF.

>> AND THEN ON RAISED  
CROSSWALKS, I DON'T KNOW IF MIKE  
WILL HAVE THE ANSWER BUT IT  
SOUNDS LIKE IT'S A  
[INDISCERNIBLE] CONVERSATION  
TALKING THROUGH THE SERVICING  
PLAN AND WHERE THIS FITS IN THE  
RESURFACING PLAN.

WE HAVE THIS CONVERSATION WITH A  
NUMBER OF COUNCILOR WHERE WE  
REBUILD RAMPS AND RESURFACE  
THREE IS CERTAINLY PREFERRABLE  
BUT WE GET THE SPECIFICS.

>> AGAIN I'VE BEEN ADVOCATING IN  
MY NEIGHBORHOOD FOR YEARS FOR  
SPEED BUMPS OR ANYTHING WE CAN  
DO BUT TO MAKE WALKING MORE  
SAFE.

YOU KNOW THAT.

SO IF I CAN GET SOME HELP AROUND  
THAT THIS YEAR.

I MEAN PEOPLE TALKING ABOUT IT'S  
TAKING A YEAR TO PAVE THE  
STREETS TAKEN ME TEN YEARS TO DO  
CERTAIN THINGS LIKE THIS.

SO I'M GOING TO BE HAMMERING YOU  
ON THAT.

THANK YOU.

THANK YOU MADAM CHAIR.

>> THANK YOU COUNCILOR BAKER.  
NEXT UP IS COUNCILOR JANEY AND  
THEN IT WILL BE COUNCILOR FLYNN  
AND THEN WE'LL GO TO THE  
PRESENTATIONS.

SO COUNCILOR JANEY YOU HAVE THE  
FLOOR.

>> THANK YOU SO MUCH MADAM  
CHAIR.

LET ME FIRST THANK THE  
ADMINISTRATION CHIEF YOU AND THE  
ENTIRE TEAM THAT IS ONE OF MY  
FAVORITE TIMES OF YEAR REALLY  
THINKING ABOUT THE NEIGHBORHOOD  
PROJECTS AS A DISTRICT  
COUNCILOR, IT'S EXCITING TO SEE  
THESE PROJECTS UNDER WAY AND  
EXCITING TO SEE WHEN THEY ARE  
FINALLY COMPLETED.

SO THANK YOU FOR THE WORK THAT  
YOU DO.

I WANT TO START BY FOLLOWING UP

AND TRYING TO GET CLEAR INFORMATION ON JUST WHERE WE ARE IN TERMS OF SPENDING AND CONTRACTING AND HOW MUCH IS GOING TO, AND I THINK YOU KNOW A COUPLE COUNCILORS ALLUDED TO IT EARLIER.

I DON'T THINK I HEARD A CLEAR RESPONSE ON THIS CALL SO IF IT'S NOT READILY AVAILABLE I'LL BE HAPPY AFTER THE FACT BUT I WOULD WANT THE INFORMATION LOOKING BACK BECAUSE I WANT TO MAKE SURE AS WE MOVE FORWARD THAT WE ARE DOING BETTER ON THAT SPEND. AND I WOULD BE INTERESTED IF YOU COULD SPEAK TO IN THE CALL ANY PLANS FOR IMPROVING BECAUSE I KNOW WHATEVER IT IS, IT ISN'T WHERE IT NEEDS TO BE BECAUSE WE KNOW THAT THESE DEPARTMENTS THAT WE'RE DISCUSSING IN THE HEARING OBVIOUSLY HAS A LOT OF DISCRETIONARY SPENDING BUT HAVEN'T ALWAYS MET THE MARK IN TERMS OF THE GOAL AND I KNOW PEOPLE ARE COMMITTED TO TRYING TO IMPROVE IN THAT AREA. SO I WOULD BE INTERESTED IN ANY THINKING ABOUT HOW TO IMPROVE BUT I WOULD WANT TO GET THOSE FIGURES.

AND THE SAME WOULD BE TRUE AND I DON'T KNOW IF IT IS FOR THE CAPITAL SIDE OF THE CONVERSATION BUT ON THE BRJP GOALS, I WOULD BE INTERESTED JUST AGAIN COMPARING WHERE WE WERE WITH WHERE WE ARE AND MOVING FORWARD HOW WE IMPROVE.

IN TERMS OF LIKE JUST SOME PUBLIC WORKS STUFF I AM INTERESTED IN UNDERSTANDING WHAT IS NEEDED AROUND CAPACITY FOR SNOW REMOVAL.

THANKFULLY THIS WINTER WAS PRETTY LIGHT BUT YOU KNOW ALWAYS WANT TO MAKE SURE THAT THINGS ARE, THAT THE SNOW IS BEING TAKEN CARE OF IN MY DISTRICT IN TERMS OF NEEDLES I'VE RAISED CONCERNS BEFORE AROUND ORCHARD GARDENS.

MY MEMORY IS THAT THERE WAS SOME

INVESTMENT THERE IN TERMS OF  
NEEDLE PICK UP, I WOULD BE  
INTERESTED IN HEARING WHAT THAT  
IS AND WHAT THE SITUATION IS  
OVER THERE.

THIS IS PROBABLY GOING INTO THE  
TRANSPORTATION SO I WON'T GET  
INTO IT HERE BUT I DO LOVE ALL  
THE OTHER THINGS LIKE THE  
FLASHING BEACON THINGS.

SO I'LL PAUSE THERE AND HEAR A  
RESPONSE AND THEN TRY TO SAVE  
OTHER QUESTIONS FOR OTHER  
ROUNDS.

THANK YOU MADAM CHAIR.

>> SO THE [INDISCERNIBLE] PIECE  
AND THEN [INDISCERNIBLE].

WE'LL GET THE SPECIFIC FIGURES  
OF BOTH HISTORICAL AND CURRENT  
ON [INDISCERNIBLE] AND BRJP.

OUR APPROACH HAS BEEN TWOFOLD.

THE WORK WE'VE BEEN DOING AND  
CONTINUE TO DO IS DO A LOT OF  
OUTREACH, PUBLIC WORK SHOPS.

I THINK [INDISCERNIBLE] TALKING  
ABOUT THE OPPORTUNITIES WITH THE  
CITY OF BOSTON AND SOME OF THE  
SPECIFIC WORK WE NEED DONE  
[INDISCERNIBLE] JUST ON PARKS OR  
THE DELIVERY OF THE  
[INDISCERNIBLE] OPPORTUNITIES  
THAT WE WANT TO MAKE SURE  
[INDISCERNIBLE].

WE'RE ALSO VERY MINDFUL WITHIN  
PUBLIC WORKS THAT OUR  
CONTRACTORS ARE BY DOLLAR VALUE  
BY A SMALL NUMBER OF CONTRACTS  
THAT PROVIDES A SIGNIFICANT  
PORTION OF OUR BUDGET.

WE BEGIN TO THINK THOSE LONGER  
TERM CONTRACTS COME UP OVER THE  
NEXT COUPLE YEARS AS GROUND WORK  
TO HAVE [INDISCERNIBLE] MORE  
DIVERSE CONTRACT.

I'M HAPPY TO THINK THROUGH WHAT  
THAT MIGHT LOOK LIKE WITH THE  
YEARS AHEAD.

>> I'M HAPPY TO DO THAT CHIEF.  
IN TERMS OF I DO HAVE SPECIFIC  
DISTRICT SEVEN PROJECTS I WOULD  
LIKE TO TALK ABOUT.

I DON'T KNOW IF WE SHOULD SAY  
THAT FOR THE CAP SIDE OF IT BUT  
OBVIOUSLY THERE'S THE

[INDISCERNIBLE] WHITTIER, THERE ARE A BUNCH OF THINGS I COULD SAY FOR [INDISCERNIBLE] OR CAPITAL OR WHEREVER THEY BELONG CHAIRWOMAN BOK.

THANK YOU.

I DIDN'T MEAN TO CUT YOU OFF, CHI, SO IF YOU HAD MORE OTHER MEMBERS OF THE TEAM WANT TO ADD, THAT'S FINE.

>> I'M THINKING IF I'M REMEMBERING CORRECTLY IN THE WORKING SESSION [INDISCERNIBLE] A LOT OF THOSE BUT HAPPY TO TALK TO THE FRONT LINE.

>> FRONTLINE AND PROCESS SO I WOULD BE INTERESTED IN THE RP AND WHO WE'RE REACHING OUT TO REALLY AGAIN SO THAT WE'RE IMPROVING IN THESE AREAS. SO HAPPY TO THINK THAT THROUGH WITH YOU.

I APPRECIATE YOUR RESPONSE AND ALL OF YOUR WORK.

THANK YOU SO MUCH CHIEF AND MEMBERS OF YOUR TEAM.

THANK YOU.

>> I'LL PUT YOU IN TOUCH WITH [INDISCERNIBLE] THERE WAS SOME WORK DONE THERE [INDISCERNIBLE] TAKE CREDIT FOR.

IT SEEMS DEVIN AND [INDISCERNIBLE] CHIEF MARTINEZ, I THINK STEVEN FROM PARKS, THEY ADDED BOTH RESOURCES AND SOME CONTAINMENT OVER THERE BUT I THINK IT'S [INDISCERNIBLE] REAL QUICK.

WE ARE TALKING 12 MONTHS OF THE YEAR WHAT COULD COME OUT GROWL WITH THE EQUIPMENT LAST YEAR HOPEFULLY THIS YEAR SNOW BUDGET OBVIOUSLY [INDISCERNIBLE] THAN MOST SEE WHAT'S WRONG WITH THAT. BUT WE HAVE DIFFERENT THINGS [INDISCERNIBLE] JUST DIFFERENT DEVELOPMENTS THROUGHOUT THE CITY WHAT USED TO BE A SNOW FARM IS NOW A HIGH RISE OR A DEVELOPMENT OR BUILDING OVER SOME SORT. SO WE'RE ALWAYS LOOKING AT DIFFERENT OPTIONS SNOW MELTING HAS BEEN ON MY MIND LATELY AS YOU NEED A NO FUND CAPACITY BUT

TO ANSWER YOUR QUESTION MADAM  
PRESIDENT IT'S A DISCUSSION I'M  
ALWAYS CONCERNED ABOUT IT.

>> I APPRECIATE THAT.

I DON'T WANT THAT BELL TO GO  
OFF.

THANK YOU SO MUCH.

THANK YOU MADAM CHAIR.

THANK YOU.

>> THANK YOU MADAM PRESIDENT.

ALL RIGHT NEXT UP IS COUNCILOR  
FLYNN.

COUNCILOR FLYNN YOU HAVE THE  
FLOOR.

>> THANK YOU COUNCILOR BOK AND  
THANK YOU TO THE PUBLIC WORKS  
AND THE TRANSPORTATION TEAM AND  
CHIEF OSGOOD.

THANK YOU.

THIS ONE WILL FOCUS ON PUBLIC  
WORK.

I WANT TO SAY THANK YOU FOR THE  
PUBLIC WORKS TEAM THAT I SEE OUT  
HERE EVERY DAY.

THEY'RE DOING AN OUTSTANDING  
JOB.

THEY WORK HARD, VERY  
PROFESSIONAL AND THEY REALLY REP  
THE CITY EXTREMELY WELL.

GETTING [INDISCERNIBLE] BUT I

ALSO LOVE TALKING TO THE

[INDISCERNIBLE] I SEE ON ANDREW

ARE SQUARE AND I SEE THEM IN  
CHINATOWN AND THERE'S NO BETTER  
REPRESENTATIVE FOR THE CITY OF  
BOSTON THAN THOSE DEDICATED  
WORKERS.

SO ON PUBLIC WORKS, I'M PART OF  
A WORKING GROUP WITH THE  
CHINATOWN COMMUNITY ON CLEAN  
STREETS.

THE [INDISCERNIBLE] ARE DOING  
THE BEST THEY CAN.

PUBLIC WORKS IS DOING THE BEST  
THEY CAN.

AS YOU KNOW CHALLENGES WITH  
RESTAURANTS.

CAN WE WORK, CAN WE DO MORE WORK  
CLANKING OUT STREETS WORKING  
WITH THE RESTAURANTS BEING MORE  
PROACTIVE.

AGAIN THE PUBLIC WORKS IS DOING  
VERY WELL BUT WE NEED TO DO A  
BETTER JOB OF EDUCATING

RESIDENTS AND EDUCATING OWNERS  
OF RESTAURANTS.

THAT'S ONE ISSUE.

RESIDENTS IN SOUTH BOSTON ASKING  
ME TRASH CANS ON BROADWAY AND  
THERE ARE SOME CHALLENGES ABOUT  
THAT.

I WANTED TO HIGHLIGHT THAT  
ANYWAY.

I'M OFTEN IN VILLA VICTORIA.

ONE ISSUE I'M ALWAYS CONCERNED  
ABOUT IS SIDEWALKS.

VILLA VICTORIA THE SIDEWALKS IN  
VILLA VICTORIA NEEDS SOME WORK  
[INDISCERNIBLE] OVER THERE HAS  
ALSO ASKED ME ABOUT IT RECENTLY  
SEVERAL TIMES.

WHAT ABOUT PERSONS WITH  
DISABILITIES GETTING IN AND  
AROUND THE VILLA VICTORIA AREA.

I KNOW YOU TALKED ABOUT THE  
TREMONT STREET AS WELL.

IT'S SAFER FOR THE RESIDENTS.

JUST THOSE ISSUES I WANTED TO  
HIGHLIGHT BRIEFLY AND IF I HAVE  
OTHER QUESTIONS I'LL JUST  
FORWARD THEM TO YOU GUYS BUT ANY  
COMMENTS ABOUT THOSE WILL BE  
HELPFUL.

>> GO CAN AHEAD, MICHAEL.

>> SO I THINK COUNCILOR FLYNN I  
GREATLY APPRECIATE THE TOWN  
COMMENTS IN THE WAY YOU FRAME IT  
IN CORED NATIONS CONTEXT IT'S  
VERY HELPFUL.

THERE'S BEEN SOME WORK IN THE  
PAST.

I THINK WE CAN, YOU CAN STEP IT  
UP AND INCREASE THAT CODE  
ENFORCEMENT CLEANING  
COMMUNICATION PIECE.

I WOULD LOVE YOUR HELP ON THAT.

I THINK, I ALWAYS GO BACK TO THE  
[INDISCERNIBLE] IN CHINATOWN AND  
DIFFERENT NEIGHBORHOODS IF YOU  
COULD HELP FACILITATE THAT  
CONVERSATION WHETHER OR NOT WE  
USE THAT [INDISCERNIBLE] CODE  
ENFORCEMENT [INDISCERNIBLE] I  
DEFINITELY LEAN BACK ON YOUR  
HELP IN ANY WAY.

AND THE TRASH CANS ON BROADWAY  
AS YOU KNOW YOU TALK TO DANNY A  
LOT [INDISCERNIBLE] I'M SORRY



AND AGAIN IT ALWAYS BASED OFF OF  
IT'S NOT EXPANSION WE'RE NOT  
GOING TO BE ABUSED.  
I'VE HEARD THAT THROUGHOUT THIS  
HEARING WHICH IS GOOD TO HEAR.  
WE CAN FURTHER THAT CONVERSATION  
[INDISCERNIBLE]

>> PICK UP ON THE OTHER TWO  
ISSUES VILLA VICTORIA SIDEWALKS  
AND TREMONT STREET IN THIS  
CAPITAL BUDGET THERE'S A  
SIGNIFICANT EXPANSION OF FUNDING  
FOR TREMONT STREET ABOUT THE  
PEDESTRIAN SAFETY DESIGN CAN  
MOVE FORWARD.  
I'LL TAKE A LOOK AT THE  
SIDEWALKS IN VILLA VICTORIA I  
KNOW YOU HAD THAT IN THE WORKING  
SESSION.

WE EXPANDED OUR TOOL KITS THIS  
YEAR TO BE ABLE TO DO SIDEWALK  
[INDISCERNIBLE] SIDEWALKABLE  
STREET PROGRAMS WE TALKED ABOUT  
EARLIER AFTER A MORE  
COMPREHENSIVE APPROACH TO  
REBUILDING SIDEWALKS.  
WE'VE GOT SOME NEW THINGS IN OUR  
OUR -- OUR TOOLKIT  
[INDISCERNIBLE] AND OTHERS.  
AFTER THAT WE HAVE  
[INDISCERNIBLE] I'LL TAKE A  
LOOK.

>> THANK YOU.  
AND I LOVE SEEING THAT POWER  
WASHING CREW OUT IN THE CITY AS  
WELL, NOT ONLY ARE THEY CLEANING  
THE STREETS EFFECTIVELY BUT IT'S  
ALSO AN AWESOME IMAGE AND IT'S A  
PUBLIC EDUCATION CAMPAIGN AS  
WELL LETTING PEOPLE ENCOURAGING  
PEOPLE TO TAKE PRIDE IN THEIR  
NEIGHBORHOOD [INDISCERNIBLE]  
PUBLIC AWARENESS, PUBLIC  
EDUCATION IS ALSO CRITICAL.  
I SEE MY COLLEAGUE WILL BE  
BLOCKED WITH GAVEL HERE.  
THAT'S ENOUGH FOR ME SO AGAIN  
THANK YOU FOR ALL YOUR HARD  
WORK.

>> THANK YOU SO MUCH COUNCILOR.  
COUNCILOR WU HAS ALSO JOINED US  
AND THEN WE'LL BE BACK TO  
[INDISCERNIBLE].  
COUNCILOR WU YOU HAVE THE FLOOR.

>> THANK YOU VERY MUCH MADAM CHAIR AND THANK YOU TO THE CHIEFS AND COMMISSIONERS AND VARIOUS OTHERS WHO ARE ON THIS CALL .

I WANT YOU TO KNOW IT WAS A GREAT PRESENTATION ON THE 4TH AVENUE BRIDGE WEBINAR LAST NIGHT SO I KNOW HOW HARD YOU'RE YOU'RE WORKING INTO THE EVENINGS AS WELL.

I HAVE ONE QUESTION IN TERMS OF THE SNOW REMOVAL FUND, WHERE DOES THAT STAND IN THIS MOMENT, HOW MUCH IS THE SORT OF STAGE GIVEN MILD WEATHER AND ARE THERE ALREADY MEDIA PLANS FOR HOW THAT WOULD BE REDIRECTED?

>> SO COUNCILOR, WE'VE SPENT ROUGHLY \$10 MILLION RIGHT NOW BUT THAT DOES NOT INCLUDE THE CHARGE BACK FROM THE STREET WORK THAT'S BEEN DONE OVER THE WINTER KEEPING UP OUR EQUIPMENT.

ALSO TAKEN ACCOUNTS FROM OTHER DEPARTMENTS OFFERING THAT BUDGET SO THOSE HAVEN'T BEEN INCLUDED. I'M GOING TO GIVE A BALLPARK SAY BETWEEN 12 AND 13 MILLION. WHEN THIS IS DONE, AT LEAST 12 TO 13, 11 TO 12 MILLION IS AVAILABLE.

IT'S BUT MY PAY RATE TO FIND OUT WHAT GOES ON WITH THAT MONEY BUT IT'S WELL THOUGHT OF BY MANY BUT THAT'S KIND OF WHERE WE ARE AT THE MOMENT.

>> THANK YOU.

AND I KNOW THERE WILL BE FURTHER CONVERSATIONS ACROSS THE CITY BUDGET IN TERMS OF WHAT WASN'T USED.

THE LAST THING I'LL SAY IN THIS SECTION IS THAT WE'VE GIVEN [INDISCERNIBLE] WITH WAYS AND MEANS JUST FOUND A DATE.

THANK YOU SO MUCH FOR OUR HEARING ON STATE STREETS WHICH WILL BE NEXT TUESDAY EVENING AT 5:30.

I KNOW YOU HOW HOOPY YOU ARE BUT I KNOW THE ADMINISTRATION WILL JOIN US FOR THAT CHIROPRACTIC AS WELL.

A -- FOR THAT CONVERSATION AS WELL.

>> THANK YOU SO MUCH COUNCILOR WU.

WE'LL MAKE A SLIGHT MODIFICATION WHICH IS I'M GOING TO SUGGEST THAT CHIEF'S TEAM PRESENT WHAT IS OPERATING AND THEN POWER JOINS AND SHIFTS INTO CAPITAL AND THEN WE DO A ROUND OF QUESTIONS OF BOTH.

LOOKING AHEAD I THINK WHAT WE'RE TALKING ABOUT IN CAPITAL IS TRANSPORTATION RELATED ANYWAYS AND I WANT COUNCILOR TO BE ABLE TO ASK CAPITAL QUESTIONS IN THEIR NEXT ROUND.

SO I THINK WE'LL DO THAT.

>> MADAM CHAIR WE DON'T NEED THE WHOLE PANEL.

ARE SOME OF THEM RELEASED.

>> YES.

WE'VE ALREADY STRUCTURED IT THIS WAY PARTLY SO SOME PUBLIC WORK FOLKS WHO HAVE BEEN SITTING WATCHING CAN MOVE ON AND THEN YES, I THINK I TRUST CHIEF OSGOOD RETAIN WHAT HE NEEDS TO RETAIN FOR CAPITAL.

IS THAT ALL RIGHT WITH YOU CHIEF.

>> THAT'S TOTALLY FINE.

>> GREAT, EXCELLENT.

SO WHY DON'T YOU GUYS JUMP IN.

>> I'LL SHARE MY SCREEN AGAIN AND THEN TURN IT OVER TO GRERK WHO -- GREGORY AGAIN WHO WILL WALK US THROUGH THE QUESTIONS.

>> THANK YOU CHIEF.

GOOD MORNING.

I THINK IT'S STILL MORNING COUNCILORS.

>> BARELY.

>> BARELY, YES.

THANK YOU FOR THIS OPPORTUNITY TO SPEAK WITH YOU TODAY ABOUT THE RECENT ACHIEVEMENT AND FUTURE GOALS WITH A WITH THE BOSTON TRANSPORTATION DEPARTMENT.

IN THE INTEREST OF TIME I WILL BE BRIEF WITH MY OPENING REMARKS.

ONE YEAR AGO YESTERDAY MAYOR

WALSH GAVE ME THE PRIVILEGE OF RETURNING TO THE DEPARTMENT THAT I PROUDLY SERVED IN FOR NEARLY A DECADE.

SINCE THEN I'VE BEEN HUMBLLED BY THE WORK ON A DAILY BASIS AND I'M EXCITED ABOUT THE GROUNDBREAKING PROJECTS BEING DONE TO IMPROVE TRANSPORTATION IN BOSTON.

THE TWO MONTHS REINFORCED MY SENSE OF PRIDE BEING A PART OF THIS TEAM AND THE INCREDIBLE UNDERTAKEN BY THE WGBH AND MEN OF BPD UNDER THE CIRCUMSTANCES. COLLECTIVELY WE'VE WORKED TIRELESSLY TO HELP MEDICAL PROFESSIONALS WITH TRANSPORTATION MARKING WITH CARE FOR OUR FELLOW BOSTONIANS WITH FOOD ACCESS AND FOOD BANKS SERVING DEMANDS TO SERVE THOSE IN NEED AIDED WITH THE SET UP OF DRIVE THROUGH TESTING FACILITIES THROUGHOUT THE CITY, SUPPORTED RESTAURANTS TO CONDUCT BUSINESS BY IMPLEMENT IS 65 MINUTE PICK UP DELIVERY ZONES.

THIS NUMBER CONTINUES TO INCREASE.

ACTIVELY WORKING TO REPURPOSE OUR STREETS AND SIDEWALKS TO ALLOW FOR MORE SOCIAL DISTANCING AND TO ASSIST RESTAURANTS AND OTHER SMALL BUSINESSES AFTER THEY REOPEN ALL WHILE MAINTAINING CONTINUITY IN ORDER TO ENSURE THE QUALITY LIFE NEEDS OF OUR RESIDENTS ARE MET.

IN ACCORDANCE WITH GO BOSTON 2030 THE CITY'S TEAM IS MAKING EVERY EFFORT TO ENSURE SAFE RELIABLE AND EFFECTIVE TRANSPORTATION NETWORK IN THE CITY.

I JOINED STAFF FROM ALL BT DECISIONS ENFORCEMENT ADMINISTRATIONS OFFICE OF THE PARKING CLERK, ENGINEERING POLICY AND PLANNING AND THE ADMINISTRATION AND FINANCE UNIT AND THANKING MAYOR WALSH CHIEF OS GOOD AND MEMBERS OF THE BOSTON CITY COUNCIL EACH AND

EVERY DAY.

IT'S IMPORTANT TO REMEMBER THAT THE BOSTON TRANSPORTATION DEPARTMENT'S POSITION FOR BUILD BOSTON 2030 IS SAFE RELIABLE AND EQUITABLE ACCESS FOR USE IN THE BOSTON STREETS.

IT IS THE BPD RESPONSIBILITY TO PROVIDE TRANSPORTATION OPPORTUNITIES FOR PEDESTRIANS, BICYCLISTS, TRANSPORTATION RIDERS AND MOTORISTS.

IN ADDITION ABSCESS TO THE CURB BETWEEN RESIDENTIAL AND COMMERCIAL INTEREST.

[INDISCERNIBLE] MADE SOMETHINGANT PROGRESS AND WE ENTHUSIASTICALLY CONTINUE THIS MOMENTUM.

I'LL TOUCH BRIEFLY ON SOME OF OUR MAJOR ACCOMPLISHMENTS ON FY206 AND OUR GOALS FOR FY21.

IN FY20 WE CREATED OUR TRANSIT TEAM AND THAT TEAM WAS ABLE TO MOVE FORWARD WITH THE

INSTALLATION OF NEW DEDICATED BUS LANES AND BRIGHTON AVENUE, NORTH WASHINGTON STREET AND SUMMER STREET AMONG OTHERS.

OUR ACTIVE TRANSPORTATION UNITS EXPANDED THE BIKE SHARE NETWORK WITH THE INSTALLATION OF 40 NEW STATIONS.

WE MADE PROGRESS ON THE BIKE CAR ACCELERATOR NETWORK THROUGH THE SOUTHWEST CORRIDOR EXTENSION INTO DOWNTOWN AND MAJOR CORRIDORS INCLUDING MASS AVE, CHAMBER STREETS AND

[INDISCERNIBLE] VISION ZERO WE HAVE NO STREETS [INDISCERNIBLE] THAT BEGINS CONSTRUCTION IN FY21.

WE INSTALLED 33 NEW FEEDBACK SIGNS BRINGING THE TOTAL TO THE 9.

MADE SIGNIFICANT PROGRESS ON REDESIGNING THE CITY'S MOST CHALLENGING CORRIDORS AND INTERSECTIONS TO TACTICAL INTERVENTION AND SUPPORTIVE PASSAGE OF THE HANDS FREE DRIVING LAW.

OUR OPERATIONS UNIT IS

UPDATED WITH THE CITIES  
INVEST INVESTMENT IN THE PAST  
TWO YEARS.

WE MADE A PORTION OF OUR  
[INDISCERNIBLE] IS INCREASE FROM  
38% TO 70%.

WE'VE UPGRADE FLASHING SIGNS  
CITY WIDE.

INSTALLATION OF ELECTRIC VEHICLE  
CHARGING STATIONS THROUGHOUT SIX  
MEUS LOTS IS UNDER WAY AND WE'VE  
SCUTD 18 TRANSPORTATION

ACCESSION AWE GREETED IN FY20 AND  
PROJECTING SIX TO EIGHT

ADDITIONAL AGREEMENTS TO BE  
COMPLETED BY JUNE 30TH.

OUR GOAL FOR FY21 INCLUDES THE  
TRANSIT TEAM AND THE PLANNING  
PROCESS PRODUCE EARLY ACTION  
ITEMS IN THE FALL OF 2020.

COLUMBUS ARCH CONCEPT DESIGN  
ADVANCE WITH THE GOAL OF

[INDISCERNIBLE] 20206789 OVAL WE  
PLAN TO MAKE SIGNIFICANT

PROGRESS ON THE TEN DEDICATE BUS  
LANES IN OUR DA SIGN PIPELINE.

ON THE TRANSPORTATION FRONT THE  
CONSTRUCTION ON CAMBRIDGE STREET

IN AUSTIN BEACON STREET IN

FENWAY, MASS AVE IN DORCESTER

AND ROXBURY AND HARRISON AVENUE

IN CHINATOWN AND [INDISCERNIBLE]

IN SOUTH BOSTON AND SOUTH END.

BIKES IS AGING TO ADD

APPROXIMATELY 25 NEW

ADMINISTRATIONS INCLUDING AN

EXPANSION IN HYDE PARK FOR THE

FIRST TIME.

WE WERE SLATED TO HOST THE 2020

CONFERENCE.

UNFORTUNATELY DUE TO THE CURRENT

E VNGTS THIS YEAR'S CONFERENCE

HAS BEEN SCHEDULED AND A PLAN TO

RESCHEDULE FOR 2022.

VISION ZERO INSTRUCTED FIVE

NEIGHBORHOOD FLOW STREETS WITH

THE GOAL BEGINNING CONSTRUCTION

ON 10 EXISTING FLOW STREET

ZONES.

30 TO 40 ADDITIONAL FEEDBACK

SIGNS CONTINUE TO PROACTIVELY

REDESIGN A MORE CHALLENGING

INTERSECTIONS AND CORRIDORS WITH

A FOCUS ON STEWARD STREET AND

CENTER STREET ROXBURY, BOYLSTON  
STREET AND HARRISON AVE.

WE'LL BE CONTINUING WITH THE  
EXPANSION OF THE CHARTER  
STATIONS, THE ES CHARGING  
STATIONS PROGRAMS IN MUNICIPAL  
LOTS AND WE'LL EXPAND OUR  
INTELLIGENCE TRAFFIC SIGNALS IN  
THE SEAPORT.

THAT'S JUST A BRIEF SUMMARY OF  
SOME OF THE ACCOMPLISHMENTS AND  
GOALS OF THE TRANSPORTATION  
DEPARTMENT.

I WOULD LIKE TO ACKNOWLEDGE JUST  
A HANDFUL OF OUR STAFF.

I COULDN'T REALLY SINGLE OUT  
EVERY INDIVIDUAL BUT ON THE  
SEPARATION SIDE LED BY  
COMMISSIONER BRAD GARRITY, DON  
FOUND ASK MIKE HAVE DONE A  
TREMENDOUS WORK IN POSTING FOR  
THE RESTAURANTS AND OTHER NO  
PARKING RESTRICTIONS FOR THE  
TESTING SITES AND OTHER  
LOCATIONS [INDISCERNIBLE] ALONG  
WITH JOE SMITH HAVE DONE A  
TREMENDOUS JOB.

THE PARKING CLERK STEVE MCGUIRE,  
[INDISCERNIBLE] TRAFFIC  
MANAGEMENT CENTER, STEPHANIE ON  
THE POLICY AND PLANNING SIDE AND  
[INDISCERNIBLE] FLYNN ON THE A  
AND F SIDE.

WITH THAT WE'RE EAGER TO  
CONTINUE THIS IMPORTANT WORK AND  
ARE HAPPY TO ANSWER ANY  
QUESTIONS MAY HAVE.

THANK YOU.

>> COUNCILOR BOK, DID YOU WANT  
US TO GO THROUGH THE CAP AS WELL  
AND THEN DO A ROUND OF QUESTIONS  
OR WHAT'S YOUR PREFERENCE?

>> YES, I WOULD PREFER THAT JUST  
BECAUSE I THINK PEOPLE WILL HAVE  
QUESTIONS AND ALSO I WILL LOT OF QUESTIONS  
AND I'LL SAY, IT HAS STAYED ON  
THE LEAD SLIDE ALL THE TIME.  
I'M NOT SURE -- I JUST WANTED TO  
NOTE IF A FOR YOU ALL.

>> A LOT OF THESE ARE ALSO -- WE  
CAN REFER BACK TO IT AS WE GET  
QUESTIONS.

THERE'S SPECIFIC QUESTIONS ON A  
LOT OF THINGS THAT HE COVERED.

I'LL BE QUICK IN A SUMMARY OF THE CAPITAL BUDGET, WHICH YOU SAID IN THE BEGINNING THAT WE SHARE RESPONSIBILITY BETWEEN THE PUBLIC WORKS AND TRANSPORTATION DEPARTMENT.

AS WE LOOK AT HOW WE'RE SPENDING OUR CAN TALL BUDGET AND THE NEW PROJECTS COMING UP, WE'RE FOCUSED ON THESE THREE SPECIFIC GOALS AND VALUES.

ONE IS THE GOAL WHICH EVERY ONE OF US SHARES.

ZERO DEATHS ON THE STREETS AND ZERO INJURIES.

SECOND IS TO FACILITATE A GREENER CITY, A HEALTHIER CITY, A GROWING CITY BY INCREASING MORE PEOPLE WALKING, BIKING AND MASS TRANSIT.

THE THIRD THAT HAS COME UP, MAKING SURE THAT WE'RE EXPANDING ACCESS TO THE HIGH QUALITY TRANSPORTATION FOR EVERY RESIDENT ACROSS THE CITY.

TOUCHED ON A SET OF NEW FUNDED CAPITAL PROJECTS AND PROGRAMS.

THESE ARE THINGS THAT ARE A LITTLE DIFFERENT IN THE BUDGET FROM THE PREVIOUS YEARS.

WE'VE ADDED A NEW PROJECT IN EAGLE SQUARE, FOR EXAMPLE, ONE OF THE STREET PIECES THAT WE'RE TALKING ON, WHICH WILL HELP IMPROVE SAFETY IN THIS PARTICULAR AREA, PARTICULARLY AS THE POLICE SUBSTATION COMES ONLINE.

AND COUNCILLOR JANEY KNOWS DURING ADDITIONAL WORK, TIED TOGETHER A SET OF DIFFERENT CAPITAL PROJECTS.

REINVESTMENT IN THE SQUARE, THE RUGGLE STREET PROCESS AND THE WASHINGTON STREET LINK IS A NEW PIECE.

AS GREG REFERENCED, THERE'S A \$5.5 MILLION INVESTMENT ON THE CITY SIDE AROUND RESURFACING AND SIDEWALKS AND RAMPS ALONG MATTAPAN SQUARE TO GROVE HALL. AS WELL AS THE NEW MARKET ONE WAYS PROJECT.

THIS IS A PROJECT FOCUSED ON THE



SAFETY OF THE OAKLAND WAY AND SOUTHAMPTON STREET.

A PROJECTS THAT CONNECTS WITH EXISTING WORK NORTH ON MASS AVE TO SOUTHBOUND MASS AVENUE.

ALSO, A PAIR OF NEW PROGRAMS THAT WE'LL BUDGET.

ONE IS A NEIGHBORHOOD SAFETY PROGRAM, WHICH IS GOING TO BE LED BY THE BOSTON TRANSPORTATION DEPARTMENT.

THIS IS TO BRING THE SORT OF THINGS THAT WE KNOW ARE A GREAT INTEREST TO THE COUNCIL.

THINGS LIKE CROSS WALKS AND THINGS REFERENCED AS SPOT INTERVENTION IN OUR NEIGHBORHOODS.

PARTICULARLY IN RESPONSE TO COMMUNITY MEETING, ET CETERA. AND THEN A DEDICATED BUS LANE AND BUS IMPROVEMENT PROGRAM THAT COMPLEMENTS COMPANION INVESTMENTS BY THE MTBA.

WALK THROUGH SOME OTHER SPECIFIC THINGS.

AS WE LOOK AT SAFETY, ONE OF THE PRINCIPAL PROGRAMS IS THE HIGH CRASH NETWORK.

THE MAP YOU SEE ON THE LEFT. THAT MAP SHOWS ESSENTIALLY THE 7% OF BOSTON STREETS WHERE YOU HAVE THE HIGHEST NUMBER OF CRASHES FOR THE PEDESTRIAN, CYCLISTS AND VEHICLES.

THIS IS REALLY GUIDED BY MAJOR CORRIDOR WORK.

A PROJECT ON THE RIGHT SIDE AT THE BOTTOM.

THE PROJECT THAT WE'VE COMPLETED ELEMENTS OF.

TWO MAJOR PROJECTS, ONE UNDER CONSTRUCTION.

A WHOLE SET OF PROJECTS THAT ARE FAMILIAR TO EVERY ONE OF YOU.

THE NEXT CORRIDOR WITH THE HIGH CRASH NETWORK THAT WE'RE TAKING ON ALL OF THE FOCUS INCLUDING SAFETY IN OUR CITY.

WE HAVE CHANGES IN THE BUDGETS THAT WE MENTIONED, COUNCILLOR JANEY MENTIONED AND MAKE SURE THAT WE HAVE THE FUNDING TO MOVE FORWARD.

IN ADDITION TO THAT, WE'RE INVESTING IN A RECONSTRUCTION AND REIMAGINATION OF 45 MILES OF NEIGHBORHOOD STREETS AS GREG MENTIONED THROUGH THE LEADERSHIP OF STEPHANIE.

RIGHT NOW WE'VE IDENTIFIED 12 OF 15 NEIGHBORHOODS AS PART OF THE FLOW STREET PROGRAM.

THE CORNER PROGRAM IS THE HIGH CRASH NETWORK PROGRAM, THE MAJOR CORRIDOR.

THIS IS ABOUT THE RESIDENTIAL SIDE STREETS.

YOU CAN SEE ON THE LEFT, THE TWO AREAS THAT ARE SUBSTANTIALLY COMPLETE.

ADDITIONAL WORK WILL BE HAPPENING IN THE TRIANGLE.

AND THE PROJECT FOR CONSTRUCTION IN FY-21.

WE'RE WRAPPING UP THE DESIGN. IT'S BEEN A HIGH PRIORITY FOR THIS PARTICULAR PHASE OF THE LAST COUPLE WEEKS.

HOW TO MAKE THE MOST OF THE SHORTENED CONSTRUCTION SEASON IN FRONT OF US THIS YEAR.

THE RIGHT SIDE, REINFORCING SORT OF HOW THESE AREAS ARE SELECTED.

WE'RE FOCUSED ON THOSE PLACES WITH THE MOST NUMBER OF CRASHES. FOLKS UNDER 18, FOLKS UNDER 65. RESIDENTS WITH DISABILITIES AS WELL AS A HIGH NUMBER OF PLACES LIKE PARKS AND LIBRARIES AND COMMUNITY CENTERS.

THESE MEASURES THAT INFORM WHICH PLACES WE'RE FOCUSED ON FIRST.

AS FOLKS KNOW, WE HAVE AN INTERESTING IN COMPLETING 15 ZONES BY THE END OF 2021 AND MORE TO COME FROM THERE.

IN ADDITION TO THE WORK AROUND NEIGHBORHOOD FLOW STREETS, THE NEW PROGRAMS THAT WE'LL BE DOING IN THE CORRIDOR WORK, FOR US IS BUILDING OUT THE STRATEGIC BIKE NETWORK.

THE LEFT YOU CAN SEE HOW IT'S GROWN DOUBLING EVERY TWO YEARS.

THE RIGHT YOU CAN SEE IMAGES OF THE NEXT PROJECTS MOVING FORWARD.

PROJECT WHICH IS HIGH PRIORITY FOR THE COUNCIL AND FOR US, AN EXTENSION OF HIGH QUALITY BIKE FACILITIES NORTH TO MASS AVE AND COLUMBIA ROAD ON THE SOUTH. AN IMPORTANT IMPROVEMENT IN ALSTON ON CAMBRIDGE STREET. \$6.3 MILLION IN THE STRATEGIC BIKE NETWORK LIKE.

THIS IS A CORE PART OF SO MANY PROJECTS CONNECTING TO DOWNTOWN, TREMONT STREET AND MORE. BETTER BIKE FACILITIES ARE COMING TO EACH OF THOSE PROJECTS.

IN ADDITION, OBVIOUSLY THE WORK AROUND BUSES.

GUIDING OUR FOCUS ABOUT WHERE WE'RE LOOKING AT THINGS LIKE PRIORITY BUS LANE IMPROVEMENTS ARE THE ANALYSIS OF WHERE WE HAVE THE MOST NUMBER OF BUS RIDERS.

ON THE LEFT, ALL OF THE PROJECTS THAT WE'VE DONE OR IN SOME FORM OF PLANNING RANGING FROM THE FIRST ONE WE DID A NUMBER A FEW YEARS AGO NOW IN ROSENDALE GOING INBOUND FROM ROSENDALE SQUARE TO FOREST HILLS TO SIMILAR RUNS THAT ARE IN PLANNING.

GREG MENTIONED A COUPLE OF THOSE.

I CAN REVIEW THIS IN MORE DETAIL.

IT'S IMPORTANT TO NOTE THAT AS WE ARE DOING THIS WORK, OUR SORT OF -- THE INTERVENTIONS THAT WE'RE USING, THE THINGS THAT WE'RE DOING TO MAKE OUR STREETS LOOK BETTER IS EVOLVING AS WELL.

TWO YEARS AGO, THAT FIRST PROJECT IN ROSEN DALE WAS DONE.

IN 2019, THE WORK THAT YOU SEE HERE ON NORTH WASHINGTON STREET, BRIGHTON AVENUE, AMONG PLACES IS DONE IN RED PAINT.

WE'RE LOOKING AT THE NEXT GENERATION LOOKING AT CENTER-RUNNING BUS LANES AND RECONFIGURING THE STREETS AND MAKE SURE THAT YOU HAVE A HIGHER LIABILITY FOR OUR RIDER WHOSE ARE NEEDING TO TAKE THE BUS.

IN ADDITION TO THE WORK, PEOPLE HAVE MOVED TO PUBLIC TRANSIT, IT'S A LOT OF WORK TO MAKE SURE OUR STREETS ARE IN A STATE OF GOOD REPAIR.

WE COVERED THIS IN THE PUBLIC WORKS SECTION.

THIS BUDGET HAS A \$10 MILLION INVESTMENT IN THIS COMING YEAR AROUND PEDESTRIAN RAMPS.

WE'LL BE DOING WORK TO MAKE SURE THAT ALL OF OUR RAMPS, EXISTING ONES AND AS CAME UP IN THE WORKING SESSION, PLACES WE DON'T HAVE RAMPS BUT WE NEED THEM, WE'RE LOOKING TO HAVE BY 2030 ALL OF THOSE RAMPS BUILT IN COMPLIANCE.

THE MIDDLE COLUMN AROUND RECONSTRUCTING SIDEWALKS, THE FLAG SHIP PROGRAM, THE WALKABLE STREETS PROGRAM WITH \$3.5 MILLION WITH 1 MILLION TO DO MORE NEIGHBORHOOD SPECIFIC AND LOCATION SPECIFIC REPAIRS.

YOU CAN SEE THIS PARTICULAR PHOTOGRAPH.

AND \$14 MILLION DEDICATED TO RESURFACING ROADS ACROSS THE CITY.

IN ADDITION TO THE GOOD REPAIR AROUND STREETS, WE'RE FOCUSED ON BRIDGES.

THE NORTHERN AVENUE BRIDGE CONVERSATION LAST NIGHT, WE HAD 40 BRIDGES IN THE CITY'S PORTFOLIO.

THEY RUN THE GAMUT AND STRETCH ACROSS THE CITY.

OF THOSE 40, SEVEN ARE THE CORE FOCUS THE LAST TWO YEARS.

THE CORE FOCUS OF THE NEXT TWO. THREE OF THEM ARE SUBSTANTIALLY COMPLETE.

WE REBUILT AND DEDICATED THE GRIMKE SISTERS BRIDGE IN HYDE PARK.

CORRECT ME ON THIS.

BUT TWO WEEKS LATER, WE REBUILT THE MAJOR SECTIONS OF THE MASS AVE AND THE BRIDGE THAT CONNECTS CHARLESTON AND TOWARDS EVERETT.

WE HAVE TWO BRIDGES IN CONSTRUCTION.

ONE THAT COUNCILLOR EDWARDS  
REFERENCE, THE NORTH WASHINGTON  
STREET BRIDGE PROJECT IN TERMS  
OF DOLLAR VALUE THE MOST  
SIGNIFICANT BRIDGE PROJECT ON  
THIS PAGE.

AND WE'RE ALSO MOVING AHEAD WITH  
THE DALTON STREET BRIDGE AND THE  
BACK BAY.

TWO BRIDGES IN DESIGN, THE  
NORTHERN AVENUE BRIDGE AND THE  
LONG ISLAND BRIDGE.

THE LONG ISLAND BRIDGE A NUMBER  
OF QUESTIONS ON THIS.

HAPPY TO ABOUT THEM ABOUT WHERE  
WE ARE.

THIS BRIDGE IS FULLY DESIGNED.  
WE'RE JUST GOING THROUGH THE  
PERMITTING PROCESS AT THIS  
POINT.

JUST TO TOUCH BRIEFLY ON  
SOMETHING THAT WILL HAVE SOME  
IMPACT TO THE COVID-19 PANDEMIC.

ONE IS THAT WE ARE OBVIOUSLY  
HAVING A LITTLE DELAYED  
CONSTRUCTION START HERE IN THE  
CITY.

SO OUR TYPICAL CONSTRUCTION  
MORATORIUM ENDS ON APRIL 15.  
THE MORATORIUM RUNS FROM  
NOVEMBER 15th TO APRIL 15th TO  
ENSURE WORK DONE IN THE CITY IS

DONE.

WE'RE HAVING A LITTLE DELAYED  
START RIGHT NOW, PROJECTING THE  
CONSTRUCTION WILL RESTART ON MAY  
18.

ANY WORK HAPPENING IN THE CITY,  
ANY CONSTRUCTION WORK, WHETHER  
IT'S OUR WORK OR PRIVATE  
CONSTRUCTION, UTILITY  
CONSTRUCTION, HAS TO FOLLOW  
COVID-19 SAFETY PLANS.

DEVELOP A PLAN THAT ENSURES THE  
WORKERS, FAMILIES, COMMUNITIES  
ARE SAFE AND HEALTHY AND THAT --  
THERE'S A LOT OF ON-SITE  
PREPARATION THAT IS DONE AND  
PROGRAMS PROVIDED TO ENSURE THAT  
SAFETY IS PRIORITIZED.

AND THEN THERE MAY BE SOME  
POTENTIAL SUPPLY CHAIN IMPACT AS  
WE LOOK AT THE BRIDGE PROJECT,

THE MOST COMPLICATED PROJECT.  
A BID TO COUNCILLOR O'MALLEY'S  
QUESTION ABOUT COVID-19 ON THE  
MARKETS.  
SOMETHING THAT WE'RE MINDFUL OF  
AS WE THINK ABOUT OUR BRIDGE

PROJECT.

IN GENERAL, THE \$98 MILLION  
INVESTED IS CRITICAL TO  
ACHIEVING LONG-TERM OBJECTIVE  
THAT WE LAID OUT IN GO BOSTON  
2030, THE THING OUR RESIDENTS  
PRIORITIZES.

TO HAVE STREETS THAT ARE SAFER,  
TO HAVE TRAVEL PARTICULARLY ON  
THINGS LIKE BUSES, MAKING SURE  
THEY'RE RELIABLE AND OUR STREETS  
MORE ACCESSIBLE TO EVERYBODY.  
SO WITH THAT, I'M GLAD TO TURN  
IT OVER TO EVERYBODY FOR  
QUESTIONS AND COMMENTS AND TO  
HAVE THE PUBLIC WORKS TEAM TO  
HELP ANSWER THEM.

>> GREAT.

THANK YOU, CHIEF.

THANK YOU, COMMISSIONER ROONEY.  
I THINK PEOPLE KNOW THE SLIDE  
ACCESS HAS BEEN PRESENTED AND  
INCLUDING THE MIDDLE IS IN YOUR  
INBOX.

MICHELLE PRESENTED IT THIS  
MORNING.

NEIL JUST RESENT IT.

I'M SURE THE CHIEF CAN BRING IT  
UP AS NECESSARY.

GREAT.

SO I'LL JUMP IN TO MY QUESTIONS.  
TIME MYSELF.

MAKE SURE I SET A GOOD EXAMPLE  
HERE.

SO I JUST WANTED TO THANK YOU  
ALL FOR ANSWERS TO MANY OF MY  
QUESTIONS.

I HAD A FAIRLY REASONABLE NUMBER  
IN THE WORKING SESSION.

SO I APPRECIATE HOW MANY YOU  
ANSWERED AND THAT I THINK I'VE  
HAD THE CHANCE TO SIT DOWN WITH  
SOME BTD TEAM NOW.

I'VE HAD ABOUT FOUR, MAYBE FIVE  
MEETINGS THAT LAST OVER AN HOUR  
ON PARTICULAR ISSUES IN MY  
DISTRICT AND I WON'T REPEAT THAT

HERE.

ONE THING I WANTED TO HIGHLIGHT IS THIS QUESTION AROUND SIGNALIZATION AND REFORMING OUR WHOLE SIGNALIZATION POLICY. TO MANY ONE OF THE THINGS THAT I REALIZED AS A DISTRICT COUNSELOR IS THAT COUNCILLOR BAKER'S POINT, I COULD SPEND MY WHOLE CAREER HERE WORKING INTERSECTION BY INTERSECTION AND YET THERE'S SO MANY NEIGHBORHOODS WHERE THE SAME ISSUES ARE COMING UP ABOUT THE LENGTH OF TIME PEDESTRIANS HAVE TO CROSS AND IN GENERAL TO MAKE SURE WE DO HAVE CARS NIPPING ON PEOPLE'S HEELS. I'M GLAD YOU'RE LOOKING AT THE MOST DANGEROUS INTERSECTIONS AND WORKING ON THAT POLICY. I'D LOVE TO KNOW ON THE WIDER POLICY UPDATE LIKE THE TIMELINE FOR THAT IS.

RIGHT NOW FEELS LIKE WE'RE ONLY SEEING MORE DANGEROUS INTERSECTIONS.

THERE'S GOOD DATA TO SUBSTANTIATE THAT.

I LOOK TO UNDERSTAND WHAT THE KIND OF TIMELINE IS FOR MAKING THAT POLICY CHANGE TO ALLOW MORE TIME FOR SOME OF OUR NONFOUR-WHEEL ROAD USERS.

>> I WILL START, BUT AMY, GREG, FEEL FREE TO ADD IN.

THE WORK WHICH IS HAPPENING NOW AROUND THE SIGNAL POLICY IS BOTH ABOUT THOSE SPECIFIC LOCATIONS THAT COUNCILLOR, YOU MENTIONED AS WELL AS UPDATING THE POLICY OVERALL SO WE'RE APPLYING THAT AS WE LOOK AT OUR REGULAR RETIMING PROGRAM.

I DON'T KNOW THE GREG OR AMY YOU HAVE A TIMELINE ON THE POLICY.

>> SO EVERYTHING IN THE DOWNTOWN CORRIDOR, BUT AMY MAY BE ABLE TO SPEAK MORE INTO SOME OF THE SPECIFICS WITH THAT PLAN.

>> YEAH.

WE'RE GOING THROUGH THE TOP 15 INTERSECTIONS THIS SUMMER AND FALL AND LOOK TO EXPAND IT. WE'RE STARTING TO EVALUATE THE

WORST ONES FOR EXCLUSIVE VERSUS CONCURRENCE.

THE TOP 15 INTERSECTIONS WE'LL LEARN FROM THEM AND SHOULD BE EASY TO TACKLE A LITTLE BIT MORE GOING FORWARD.

>> AM I RIGHT UNDERSTANDING THAT FROM THE 15 INTERSECTIONS THAT YOU'LL UPDATE THE POLICY GUIDE LINES?

>> CORRECT.

WE'RE EVALUATING THE 15 INTERSECTIONS TO HELP US FORMULATE NEW GUIDELINES SO MOVING FORWARD ALL OF OUR SIGNALS WILL HAVE KIND OF A PREDICTABLE OPERATION AND ENHANCED SAFETY.

>> GREAT.

THANK YOU.

I HAVE BEEN ENCOURAGED BY THE NEWS THAT YOU ALL HAVE ADJUSTED MORE OF THE TRAFFIC SIGNAL SCHEDULES TO MIDDAY PATTERNS INSTEAD OF RUSH HOUR PATTERNS TO MAKE IT EASIER FOR MOTORCYCLES AND PEOPLE TO CROSS DURING THIS LOW TRAFFIC PERIOD.

JUST WANTED THAT.

GRATEFUL FOR THAT.

DID HAVE A QUESTION ABOUT -- I HAD SEEN A NUMBER OF BUTTONS THAT PEDESTRIANS ARE MEANT TO PUSH BUT MUCH OF THE CITIES DON'T GENERATE ANY CHANGE IN THE TRAFFIC PATTERN HAVE REMOVED.

I NOTICED THAT WALKING.

WAS THAT AN ACROSS-THE-BOARD POLICY CHANGE OR THINKING ABOUT REMOVING THOSE BUTTONS MORE WIDELY WHEN THE SIGNALS ARE ALREADY BEING SET REMOTELY? COULD SOMEONE ANSWER THAT?

>> I DON'T KNOW ABOUT THAT.

I'LL GET BACK TO YOU ON THAT.

I DON'T KNOW THIS IT'S PART OF A MORE COMPREHENSIVE PIECE OR LOCATION SPECIFIC.

>> I THINK WE'RE EVALUATING EVERYTHING CITYWIDE.

OUR SIGNALS ARE IN A VARIETY OF STATES.

SOME ARE CONNECTED TO THE SYSTEM, SOME ARE NOT CONNECTED



TO THE SYSTEM.

SOME HAVE THESE PHASES IN WHICH THEY CAN COME UP AND NOT HAVE MAJOR IMPACTS TO OTHER TRAFFIC THAN JUST HAVING THIS COME ON REGULARLY.

SO WE'RE EVALUATING IT ANYWHERE THAT IT'S A POTENTIAL AND FOR THE SPACES THAT WE CANNOT DO IT FROM THE CENTRAL COMPUTER, WE'RE EVALUATING WHAT ARE OUR MAJOR INTERSECTIONS THAT WE MIGHT WANT TO LOOK AT CHANGING SOME OF THESE THINGS THAT WOULD INVOLVE SENDING ACTUAL SIGNAL INSPECTOR OUT THERE TO MAKE SOME CHANGES IN THE CABINETS.

WE'RE TRYING TO IDENTIFY THOSE INTERSECTIONS NOW TO SEE IF ANY OF THESE, YOU KNOW, NEEDS SOME ADDITIONAL PEDESTRIAN TIME OR WE WANT TO REMOVE THE NECESSITY OF PRESSING A BUTTON.

>> GREAT.

THANK YOU.

AND YEAH, I'LL JUST NOTE, I KNOW WE HAVE COUNCILLOR WU ALLUDED TO THE HEARING NEXT TUESDAY.

I APPRECIATE THAT I DID INCLUDE SOME COVID-RELATED QUESTIONS IN MY QUERIES AND APPRECIATE THE EFFORTS ON THE STREETS THAT WE NEED TO SLOW DOWN, STREETS FOR PLAY.

WHAT IS INTERESTING FOR ME, I'VE BEEN THINKING ABOUT STREETS TO HIGHLIGHT FOR YOU ALL ON THAT FRONT THERE CONSISTENTLY THE STREETS THAT WE ALREADY HAVE CONVERSATIONS GOING ABOUT THE FACT THAT THEY'RE -- THE SPEEDWAYS AROUND THE PARKS. LIKE THERE'S AN OPPORTUNITY TO SLOW THOSE.

SO I JUST -- I GUESS I'M REALLY -- I'M INTERESTED IN FOLLOWING UP IN THAT HEARING ABOUT WHAT WE'RE THINKING THERE AND HOW WE ACCELERATE SOME OF THAT WORK IN A WAY THAT COULD HAVE LONG-TERM BENEFITS.

THE FOLKS THAT I REPRESENT, MANY OF MANY OF WHOM GET AROUND THE CITY BY WALKING.

SO THAT'S MY FIVE MINUTES.  
SO I WANT TO GO TO MY  
COLLEAGUES.  
COUNCILLOR FLAHERTY, YOU'RE UP  
NEXT AND THEN COUNCILLOR  
CAMPBELL AND COUNCILLOR BREADON.  
>> THANK YOU VERY MUCH, MADAM  
CHAIR.  
WHO IS TIMING THE TIMEKEEPER?  
JUST CHECKING.  
YOU'RE DOING A GREAT JOB.  
QUICK QUESTION.  
FIRST, A COMMENT TO THE FOLKS ON  
HERE.  
GREG HAS BEEN SUPER RESPONSIVE  
AS WELL.  
HANDS ON.  
GETS OUT THERE.  
HAS BEEN CONFRONTING SOME HOT  
BUTTON ISSUES AND HAS NOT SHIED  
AWAY FROM IT.  
I APPRECIATE HIM.  
I CAN SPEAK FOR MYSELF AND MY  
STAFF IN PARTICULAR IN TERMS OF  
HOW QUICK HE IS TO RESPOND TO  
CONSTITUENT REQUESTS AND GET THE  
INFORMATION BACK AS QUICKLY AS  
POSSIBLE.  
ALSO ROLL UP THE SLEEVES AND  
WORK WITH FOLKS TO FIND THAT  
BALANCE AND THAT COMMON GROUND.  
HE DOESN'T DO IT ALONE.  
HE'S GOT A GREAT TEAM WITH HIM.  
I JUST WANT TO MENTION THAT.  
I WANTED TO TOUCH BASE ON THE  
COVID-19, THE DELAYS,  
PARTICULARLY THE CONSTRUCTION  
SIDE OF THE HOUSE AROUND WHETHER  
OR NOT THAT WILL HAVE THE IMPACT  
ON MITIGATION FUNDS FOR THE  
TRANSIT UPDATES.  
I THINK THAT'S IMPORTANT TO  
ADDRESS.  
BECAUSE PEOPLE ATTEND HOURS OF  
COMMUNITY MEETINGS DURING THEIR  
FREE TIME.  
NOW THEY'RE ATTENDING HOURS ON  
ZOOM.  
THEY ADVOCATE FOR THEIR FUNDS TO  
TRANSIT UPDATES AND STREET  
SAFETY AND ET CETERA.  
THEY'RE CONCERNED.  
THEY WANT TO KNOW WHAT THE  
SCHEDULE WILL BE AND HOW

SIGNIFICANT, YOU KNOW, THOSE IMPACTS ON THOSE DELAYS WILL BE. I'M HAPPY THAT THE RAMPS ARE GETTING LOVE.

GREAT NEWS FOR THE CITY, PARTICULARLY THE PERSONS WITH DISABILITIES.

A SHOUT OUT TO KRISTEN FOR THE WORK THAT SHE DOES.

SECOND IS THE METER FUND.

IT'S A VERY IMPORTANT SOURCE OF REVENUE FOR US.

I WANT A SENSE.

MAYBE YOU DONE AN AUDIT OF THE METERS IN THE CITY AND HOW MANY MORE WE INTEND TO ADD GIVEN IT'S A VITAL REVENUE SOURCE FOR THE TRANSPORTATION DEPARTMENT AND OUR CITY AND IDENTIFYING MAYBE NEW AREAS THAT ARE BEING CREATED AROUND WHERE WE COULD INSTALL METERS?

MAY HELP OUR LOCAL BUSINESSES WITH RESPECT TO TURNOVER, TO HAVE METERS.

WE MAY WANT TO FIND A WAY TO HELP OUR MUNICIPAL LOTS AND MUNICIPAL GARAGE TO SEE WHETHER OR NOT WE CAN PROVIDE OVERNIGHT PARKING FOR THOSE DENSELY POPULATED NEIGHBORHOODS THAT PARKING IS A PREMIUM AND WAYS TO GENERATE ADDITIONAL REVENUE. SHIFTING TO OUR OUR CAB STANDS AND THE NEED TO IDENTIFY SPACE FOR UBER AND LYFT AND OTHER RIDE SHARE COMPANIES.

DOES IT MAKE SENSE TO HAVE AS MANY CAB STANDS AS WE HAVE? SHOULD WE BE CONSOLIDATING OR SHOULD WE BE ALLOWING UBER AND LYFT AND OTHER RIDE SHARES TO DROP PEOPLE OFF SAFELY SO THEY'RE NOT CLOGGING UP OUR NEIGHBORHOODS, STREETS, ET CETERA.

IF SOMEONE CAN TOUCH BASE ON THE LONG ISLAND BRIDGE AS TO WHAT IS THE STATUS AND MOVING FORWARD WHAT DO WE NEED TO DO TO WORK TOGETHER TO TRY TO MAKE THAT A REALITY FOR OUR MOST VULNERABLE POPULATION WITH RESPECT TO THE HOMELESS AND THOSE WITH

SUBSTANCE ABUSE ISSUES.

THANK YOU, MADAM CHAIR.

>> IN TERMS OF COVID-19 PUTTING  
CONSTRUCTION FUNDING AT RISK, WE  
HAVEN'T SEEN THAT YET.

WE DO WANT TO MAKE SURE THAT  
IT'S AN OPPORTUNITY FOR US TO BE  
INVESTING IN OUR CITY AND AS WE  
DO THAT, JUST -- THAT ALL OF THE  
WORK SITES AND OUR WORKERS ARE  
HEALTHY AND SAFE.

SO GETTING THE COVID-19 SAFETY  
PLANS INSTITUTED IS REALLY  
IMPORTANT.

THERE'S A LIMIT TO SOME DEGREE  
ON CONTRACTOR CAPACITY.

SO EVEN IF WE'RE ABLE TO GO  
QUICKLY, THERE ARE SOME LIMITS  
ON WHAT WE CAN GET DONE.

CERTAINLY WE KNOW THERE'S A HUGE  
OPPORTUNITY FOR US TO BE  
REBUILDING RAMPS AND IMPROVING  
SIDEWALKS AND RESURFACING OUR  
STREETS.

WE HAVE SEEN WAYS TO DO THAT  
EFFICIENTLY.

LONG ISLAND AND UBER, LEFT AND  
THEN OVER TO THE METER FUND.

LONG ISLAND, CREDIT GREG AND HIS  
TEAM ON THIS.

FULLY DESIGNED AND IN FACT FULLY  
DESIGNED FOR EIGHT MONTHS AT  
THIS POINT IN TIME AND GOING  
THROUGH THE PERMITTING PROCESS.

THERE'S THREE MAJOR LOCAL  
PERMITS.

OF THE THREE PERMIT WE RECEIVED  
FROM THE STATE, THE SUPERSEDING  
ORDER ON TOURISM AND THE THIRD  
IS TIED UP IN THE COURTS.

THE STATE LEVEL, TWO CRITICAL  
PERMITS.

ONE FROM NEPA AND ONE IS A  
CHAPTER 91 LICENSE.

WE'RE MOVING FORWARD WITH NEPA.  
THE CHAPTER 91 LICENSE IS BEING  
HELD UP.

THE FEDERAL LEVEL THERE'S ONE  
MAIN PERMIT.

THAT WON'T GO FORWARD UNTIL THE  
LOCAL STATE PERMITS HAVE BEEN  
RESOLVED.

AS YOU KNOW, WE'RE READY TO GO  
WITH MOVING THIS BRIDGE FORWARD.

WE THINK THE DESIGN WE HAVE IS ENVIRONMENTALLY FRIENDLY. WE CAN BUILD IT WITHOUT DISRUPTION TO RESIDENTS OF QUINCY AND TO THE ENVIRONMENT AT EVERY TURN.

WE'RE EXPERIENCING APPEALS FROM QUINCY.

WE HAVE BEEN TO QUINCY CITY HALL.

MY GUESS IS PROBABLY FOUR OR FIVE TIMES AT THIS POINT FOR A PUBLIC HEARING.

WE WANT TO WORK THROUGH ANY ISSUES OR CONCERNS THAT QUINCY HAS.

BUT OBVIOUSLY WE'RE NOT YET MOVING AT THE PACE WE WANT TO ON THE LONG ISLAND BRIDGE.

UPPER AND LYFT AND CAB STANDS. WE'VE BEEN PILOTING A WHOLE SET OF TMC PICKUP OR PICKUP DROP OFF AREAS.

FIRST FROM THE FENWAY, THE WATERFRONT.

WE'VE BEEN INTERESTED IN EXPANDING THAT PROGRAM, JUST TO MAKE BETTER USE OF THE CURB KNOWING THAT THERE'S A HUGE WAY FOR PEOPLE TO TRAVEL AND ALLOWS FOR PEOPLE TO SAFELY GET TO THE CURB FOR DROP OFF.

GREG I DON'T KNOW IF THERE'S ANYTHING YOU'D ADD.

>> WE OBVIOUSLY HAVE A CURB MANAGEMENT TEAM THAT IS LOOKING AT CURB SIDE USE PRE-COVID-19 AND AS WE EMERGE AND START TO REOPEN, THOSE MEETINGS WILL TAKE ON A HEIGHTENED AMOUNT OF URGENCY BECAUSE WE WANT TO MAKE SURE THAT WE WORK WITH THE SMALL BUSINESSES AND CONTINUE TO WORK WITH THE RESTAURANTS.

SO THE WORK IS CRITICAL.

WE DO WANT TO WORK ON AN INCREASING NUMBER OF PICK UP AND DROP OFF SPOTS.

WE CAN WORK WITH DPD HACKNEY ON THE TAX STAND ISSUE.

MAYBE WE CAN DO SOME CONSOLIDATION.

I THINK AS WE START TO REALLY COME OUT OF THIS CURRENT

SITUATION THAT WORK WILL BE  
CRITICAL TO MANAGE THE CURBSIDE.

>> GREAT.

THANK YOU COMMISSIONER AND CHIEF  
OSGOOD AND COUNCILLOR FLAHERTY.  
NEXT UP THE COUNCILLOR CAMPBELL  
AND THEN COUNCILLOR BREADON AND  
COUNCILLOR O'MALLEY.

COUNCILLOR CAMPBELL?

>> THANK YOU, COUNCILLOR BOK AND  
COMMISSIONER ROONEY AND YOUR  
INCREDIBLE TEAM.

I HAVE TO GIVE SPECIAL  
SHOUT-OUTS TO CARLA WHO I FEEL  
LIKE SHE'S ON OUR STAFF WE  
E-MAIL HER SO MUCH.

CARLA IS AMAZINGLY RESPONSIVE  
AND GETS THINGS DONE.

I WANT TO GIVE HER A SPECIAL  
SHOUT OUT.

STAFF ANY AND THE SLOW STREETS  
TEAM ARE AMAZING.

THEY DO GREAT WORK.

JACOB AND I HAVE TO THANK STEVE,  
DANNY AND BRIAN.

MY TEAM WAS TEXTING ME SAYING  
YOU FORGOT ALL THESE OTHER  
PEOPLE, A LOT OF FOLKS IN YOUR  
RESPECTIVE DEPARTMENTS THAT ARE  
EXTREMELY RESPONSIVE AND HELP US  
DO OUR JOB WELL.

THANK YOU TO THEM.

OF COURSE, MAKING SURE THE  
EMPLOYEES IN YOUR DEPARTMENTS  
ARE SAFE.

I JUST HAVE A FEW QUESTIONS.

OBVIOUSLY WE KNOW HOW IMPORTANT  
THE SLOW STREET PROGRAM IS.

AND I GIVE ALL THE MONEY TO SLOW  
STREETS WHEN THESE PROJECTS COME  
ONLINE, THEY'RE REMARKABLY  
HELPFUL AND IN OUR

TRANSPORTATION CONVERSATIONS  
AROUND SAVING LIVES AND SLOWING  
DOWN CARS AND ALLOWING FOR  
DIFFERENT MODES OF  
TRANSPORTATION.

ONE OF THE QUESTIONS I HAVE IS  
THE STATUS OF THE PROJECTS.

STEPHANIE HAS BEEN OUT THERE.

WHAT DOES IT MEAN IN DISTRICT 4  
FOR THESE PROJECTS?

A LOT OF MY CIVIC ASSOCIATION  
LEADERS HAVE DONE A LOT OF WORK

TO GET US APPROVED FOR THESE PROJECTS.

THE SECOND IS, OUTREACH, WE'RE STILL HEARING FROM A LOT OF FOLKS.

HOW DO WE ENSURE THAT MORE COMMUNITIES AND NEIGHBORHOODS KNOW ABOUT THIS INCREDIBLE PROGRAM.

THEN I HAVE TWO CAPITAL QUESTIONS.

ONE IS ON THE BOWDEN PROJECT. THERE WAS A STUDY MY FIRST YEAR AND NEW UPDATES ON THAT WOULD BE EXTREMELY HELPFUL.

LASTLY, REDESIGN OF "AMERICAN LEGION" HIGHWAY.

THAT INTERSECTION, A LOT OF ACCIDENTS AT ROCK HILL.

WHAT IS GOING ON WITH RESPECT TO REDESIGNED PROJECT FOR THAT HUGE INTERSECTION THAT WE GET A LOT OF COMPLAINTS RELATED TO ACCIDENTS.

>> STEPHANIE COULD BE MORE DETAILED THAN I AM.

SO ON NEIGHBORHOOD SLOW STREETS, TWO ARE SUBSTANTIALLY COMPLETE.

ONE THAT IS IN YOUR DIRECT.

MORE WORK THAT IS HAPPENING.

YOU'LL SEE SORT OF AN IMAGE OF ONE OF THE FEATURES THAT IS BEING IMPLEMENTED THERE ON SOUTHERN, WHICH IS A NEW ROUNDABOUT FEATURE.

WE'RE PRIORITIZED IT WITH CREDIT TO STEPHANIE AND THE TEAM, GETTING THE DESIGNS READY SO WE CAN GET AS MANY THINGS IN THE GROUND AS QUICKLY AS POSSIBLE.

STEPHANIE, I DON'T KNOW IF THERE'S ANYTHING YOU'D ADD.

>> ALL OF THOSE SELECTED IN 2017 ARE LIKE FINAL DETAILS, ENGINEERING.

THE OTHERS ARE JUST BEHIND WHAT WE WOULD CALL 100%.

SO VERY CLOSE.

THEN WE DO HAVE CONSTRUCTION AWARDED PRIOR TO THE PANDEMIC.

SO WE'RE READY TO GO AS SOON AS THE CONSTRUCTION CAN HAPPEN.

AND THEN AS FAR AS MAKING SURE MORE COMMUNITIES KNOW ABOUT THE

ASSOCIATES PROGRAM.

WE DO HAVE -- WE WANT TO BE  
THOUGHTFUL ABOUT WHAT KIND OF  
ENGAGEMENT CAN BE HAPPENING AND  
WHEN IT CAN HAPPEN.

WE'RE READY TO GO ON OPENING UP  
A PROCESS AGAIN LATER IN 2020.  
HOPEFULLY WITH MORE MATERIALS  
AND MORE LANGUAGES AND SOME MORE  
OUTREACH TO MAKE SURE AS MANY  
COMMUNITIES AS POSSIBLE COULD  
NOMINATE THEMSELVES FOR THIS  
PROGRAM.

>> THANK YOU, STEPHANIE, AND  
YOUR TEAM FOR THE WORK AND THE  
COMMUNITY, OF COURSE.

WE'VE HEARD A LOT OF GREAT  
THINGS.

>> THE QUESTION ABOUT BOWDEN  
STREET, THE PLANNING STUDY  
THERE?

>> YES.

THANK YOU, COUNCILLOR, FOR  
BRINGING THAT QUESTION UP.  
WE HAVE IN FACT BEEN IN TOUCH  
WITH THE BOWDEN FOLKS.  
WE'VE ATTENDED TWO MEETINGS WITH  
THEM.

THE FOCUS RIGHT NOW IS TO  
DEVELOP A SCOPE ON HOW WE CAN  
SPEND THE MONEY SET ASIDE FOR  
THIS AREA.

WE'RE AS MUCH FOCUSED ON DOING  
IMPROVEMENTS RATHER THAN A  
STUDY.

THAT'S AN ONGOING DISCUSSION  
THAT WE HOPE TO HAVE IN THE  
SUMMER.

>> COUNCILLOR, I BELIEVE WE HAD  
A FOURTH QUESTION BUT I  
APOLOGIZE.

>> AROUND THE "AMERICAN LEGION"  
HIGHWAY AND CUMMINGS AND THAT  
INTERSECTION.

>> I'LL HAVE TO GET BACK TO YOU  
ON THAT AND LET SOMEBODY ELSE ON  
THE TEAM AND KNOW THE STATUS OF  
THE "AMERICAN LEGION" HIGHWAY  
WORK.

WE'LL GET BACK TO YOU ON THAT.

>> THANK YOU.

THANK YOU, VINEET AND TO YOUR  
TEAM AROUND THE AVE WORK AS  
WELL.



>> THANK YOU, COUNCILLOR  
CAMPBELL.  
NEXT UP, COUNCILLOR BREEDEN AND  
O'MALLEY AND EDWARDS.  
COUNCILLOR BREEDEN, YOU HAVE THE  
FLOOR.

>> THANK YOU SO MUCH.  
I MUST SAY THAT I THANK YOU  
ALL -- I GIVE YOU A GLOBAL THANK  
YOU.

I HAVEN'T HAD A CHANCE TO MEET  
YOU AFTER REMOVING OURSELVES  
FROM CITY HALL.

I WAS IN THE PROCESS OF GOING  
THROUGH A LONG LIST OF PEOPLE  
THAT I NEEDED TO TALK TO AND YOU  
FOLKS WERE ON THE TOP OF THE  
LIST.

LET'S SEE.

BACK TO CAPITAL.

I REALLY FEEL THAT SO MANY OF  
OUR CAPITAL PROJECTS RELATED TO  
TRANSPORTATION ET CETERA IN  
AUSTIN BRIGHTON WERE PUT ON THE  
BACK BURNER UNTIL THE UNTIL THE  
FINDINGS OF THE ALSTON BRIGHTON  
MOBILITY STUDY WAS PRODUCTIONED.  
THERE WAS A LOT OF EXPECTATION  
AND EXCITEMENT AND WHAT IS NEXT.  
WE'RE GOING TO COME WITH A LONG  
LIST OF REQUESTS IN THE COMING  
DAYS AND WEEKS AND YEARS  
PROBABLY.

THE SLOW STREET PROJECT, WE  
REALLY LIKE TO SEE SOME SLOW  
STREETS PROJECTSES IN ALSTON  
BRIGHTON.

THIS ONE PARTICULAR AREA ON  
WASHINGTON STREET, 20 APARTMENTS  
BETWEEN COM AVE, HIGH DENSITY OF  
ELDERS AND FOLKS WITH  
DISABILITIES.

WE HAD A SITE VISIT.

OBSERVED.

IN AN HOUR, TWO PEOPLE NEARLY  
GOT KILLED ON THE ROAD.

AND THEN THE TURN OFF ON EGLIN  
STREET THERE, PEOPLE SWING RIGHT  
AND KNOCKED OVER PEDESTRIAN,  
FOLKS IN WHEELCHAIRS AND  
CYCLISTS AS ONE OF THE FOLKS OF  
THE SITE VISIT OBSERVED  
DIRECTLY.

SO WE WOULD LIKE TO SEE SOME

TRAFFIC CALMING IN THAT AREA AND  
A SERIOUS LOOK AT OTHER TRAFFIC  
CALMING IN ALSTON BRIGHTON.  
THE ADA CURB CUTS, ONE  
OBSERVATION WE'VE SEEN  
INTERFERES WITH THE DRAINAGE.  
IN THE WINTERTIME, YOU GET  
PUDDLES OF WATER.  
IF IT FREEZES, YOU HAVE ICE  
RINKS.  
SO WE'VE HAD FEEDBACK ABOUT  
THAT.  
THE OTHER QUESTION I HAD WAS  
ABOUT THE BUS LANE INTEGRITY.  
WE'RE PROUD OF OUR LOVELY BUS  
LINE ON BRIGHTON AVE.  
BUT THE INTEGRITY OF THE BUS  
LANE IS TOTALLY BLOCKED BY A  
CONSTRUCTION PROJECT ON BRIGHTON  
AVENUE AND ONE CONSTRUCTION HAS  
TAKEN AWAY THE ENTIRE BUS LANE  
AND ANOTHER PART IS NARROWED BY  
HALF.  
WE'RE WORKING WITH THE BPDA,  
ET CETERA.  
WE SHOULD BE ENSURING THERE'S  
SETBACKS SO BUILDINGS DON'T  
IMPINGE ON THE ROADWAY.  
IF A CONSTRUCTION SITE NEEDS TO  
TAKE OVER HALF OF A WHOLE BUS  
LANE, IT BEGS THE QUESTION HOW  
DID THAT HAPPEN.  
WE HAVE THIS -- THE TRAFFIC  
STUDY -- THE MOBILITY STUDY HAS  
THROWN UP SOME INTERESTING DATA.  
SO MANY FOLKS CUT THROUGH OUR  
NEIGHBORHOOD FROM POINTS WEST TO  
AVOID THE MASS PIKE.  
WE'VE RECORDED SPEEDS ON 45  
MILES AN HOUR ON NARROW  
RESIDENTIAL STREETS.  
REALLY FEEL IT MORE -- PUTTING  
MORE IN THE DEVICES AND MORE LAW  
ENFORCEMENT WOULD HELP.  
LET'S SEE WHAT ELSE.  
YEAH, THE STRATEGIC NETWORK --  
I'M HAPPY TO SEE THE ALSTON  
STREET PROJECT GOING AHEAD.  
A LOT OF NEED FOR THAT TO MAKE  
IT SAFER FOR BICYCLE.  
IT WOULD SPEED UP THE BUS  
NETWORK AS WELL.  
AND THEN I WONDER -- I CAN'T  
REMEMBER THE NAME.

BROOKLINE HAS A REVENUE SHARING PROJECT IN THEIR BUSINESS DISTRICT IN BROOKLINE VILLAGE. SOME OF THE MONEY GOES TOWARDS IMPROVING THAT BUSINESS DISTRICT TO IMPROVE STREET SCAPES, SIGNAGE, WHATEVER. THAT IS SOMETHING THAT WE SHOULD LOOK AT IN BOSTON AND ALSTON BRIGHTON WOULD BE HAPPY TO PILOT IT FOR YOU. I REALLY DON'T HAVE MORE QUESTIONS. JUST TO THANK YOU FOR THE INCREDIBLE WORK YOU'RE DOING. I LOOK FORWARD TO THE MOBILITY STUDY PRODUCING SOME CONCRETE PROJECTS THAT WE CAN IMPLEMENT. THANK YOU.

>> A COUPLE OF QUICK QUESTIONS. ON THAT STRETCH IN WASHINGTON STREET, I THINK THERE WILL BE SOME IMPROVEMENT ASSOCIATED WITH MITIGATION ON THAT. I THINK A GOOD EXAMPLE TO AGAIN, SORT OF A NEW PROGRAM IN THIS BUDGET, WHICH IS THAT THERE ARE A NUMBER OF SAFETY INTERVENTIONS THAT WE CAN MOVE FORWARD ON WITH THIS NEW INVESTMENT THAT BTM WHERE WE CAN DO SPECIFIC INTERVENTIONS. A WAY THAT WE CAN ADDRESS THE ISSUES WITH EVERY ONE OF YOU, YOUR CONSTITUENTS. A DIFFERENT WAY TO GET THOSE. IN TERMS OF PONDING AND PEDESTRIAN RAMPS, WE WILL GET OUR CONTACTS ON THAT. THAT'S SOMETHING THAT WE OUGHT TO ASSESS. FEEDBACK SIGNS -- GREG, TELL ME IF I'M RIGHT ON THIS. WE'RE AT 99 RIGHT NOW. BE INTERESTED IN LOWERING SPEEDS. HAPPY FOR COUNCILLOR BREADON TO GIVE US SUGGESTIONS AND WHERE THEY SHOULD GO. OBVIOUSLY SOMETHING THAT WE'RE ALWAYS REVIEWING CONSTRUCTION MANAGEMENT PLANS WITH BUILDINGS. GREG AND HIS TEAM WILL GET ON THAT PIECE.

WE'LL TAKE A LOOK AT ADJUSTMENTS THERE.

>> THANK YOU.

AND THE ALSTON BRIGHTON MOBILITY UPDATE?

>> SURE.

I THINK AS MENTIONED, THE TRANSPORTATION DEPARTMENT STAFF HAS BEEN WORKING HAND AND HAND WITH THE BPDA ON AND OFF AS THE MOBILITY STUDY WAS STARTED.

WE HAVE A GOOD UNDERSTANDING OF THE RECOMMENDATIONS THAT ARE COMING OUT OF THE STUDY.

THERE'S SOUND RECOMMENDATIONS IN THAT STUDY RELATED TO TRAFFIC CALMING THAT WE CAN TRY TO ADDRESS.

WE'LL TRY TO -- AS MENTIONED EARLIER, WE HAVE SOME FUNDING SET ASIDE THAT ALLOWS US TO FOLLOW UP ON PROJECTS THAT ARE COMING OUT OF BPDA PLAN INITIATIVES AND ALSTON BRIGHTON IS ONE OF THOSE.

SO WE HAVE FUNDING TO DO SOME SHARP TOWN PROJECTS AS WELL AS THE \$2 MILLION THAT THE CHIEF MENTIONED THAT IS AVAILABLE FOR INTERVENTIONS.

WE'RE ALSO WORKING WITH THE BPDA AND LOCAL COMMUNITY TO IDENTIFIED ONE -- PROJECTS.

PRIORITIZED AND AVAILABLE FOR FUNDING FOR FUTURE CAPITAL BUDGETS.

WE HAVE TO GO THROUGH THE PROPER ADVERTISING, THE FULL LIST OF PROJECTS OUT OF THE ALSTON BRIGHTON STUDY.

>> GREAT.

THANKS SO MUCH.

THANK YOU, COUNCILLOR BREADON.

I WANT TO RECOGNIZE COUNCILLOR O'MALLEY AND COUNCILLOR EDWARDS AND COUNCILLOR ESSAIBI-GEORGE. COUNCILLOR O'MALLEY?

>> THANK YOU, MADAM CHAIR AND THANK YOU, LADIES AND GENTLEMEN, FOR YOUR EXCEPTIONAL WORK WITH BPDA IN ADDITION TO BPD.

I APOLOGIZE IF THIS REPETITIVE BUT I SUPPORT THE INCREASE AND THE STRATEGIC BIKE NETWORK AS

WELL AS THE INCREASE IN VISION  
ZERO FUNDING.

THESE ARE ALL THINGS THAT WE  
FEEL PASSIONATELY ABOUT.

AS I MENTIONED, THE NEED TO TAKE  
THIS CRISIS PANDEMIC TO TRULY  
MAKE A BETTER CITY, BEING  
COGNITIVE OF THE FACT THAT  
PEOPLE ARE MORE LIKELY TO USE --  
MORE PEOPLE WILL BE DRIVING AS  
OPPOSED TO TAKING THE T  
INITIALLY.

MORE OPPORTUNITY FOR FOLKS TO  
USE OTHER MODES OF  
TRANSPORTATION.

WE'RE TALKING ABOUT ELECTRIC  
SCOOTERS AN ASSIST BIKES AND  
ET CETERA.

WE'LL TALK ABOUT MICRO MOBILITY  
IN A SECOND.

CAN YOU TALK ABOUT HOW THIS  
BUDGET VERY BRIEFLY REALLY ECHOS  
OUR CALL AS IT RELATES TO MOVING  
PEOPLE AROUND THE CITY IN A POST  
COVID-19 WORLD?

>> SURE.

I'LL START AND OTHER FOLKS CAN  
JUMP IN.

AS GREG NOTED IN HIS REMARKS AND  
CREDIT STEPHANIE AND HER TEAM.  
WE'RE CONTINUING TO EXPAND THE  
BLUE BIKE NETWORK.

WE SAW BY FAR THE HIGHEST  
RIDERSHIP EVERLAST YEAR.

WE'RE NOT ONLY ADDING DENSITY  
DOWNTOWN BUT EXPANDING OUR REACH  
IN DORCHESTER, MATTAPAN AND HYDE  
PARK THROUGH THIS PARTICULAR  
ROUND OF INVESTMENT.

COMPLEMENTING THAT WITH BUILDING  
THESE KEY CORRIDORS THAT WE'VE  
BEEN TALKING ABOUT LIKE THE MASS  
AVE SOUTH PROJECT.

TRAVEL BY BIKE IS MORE AVAILABLE  
AND COMFORT FOR MORE PEOPLE,  
WHICH IS GREAT FOR US.

AND IN ADDITION TO THAT, THE BUS  
WORK IS STILL VERY IMPORTANT.

I KNOW THAT THERE'S OBVIOUSLY  
GOING TO BE PEOPLE THAT WILL BE  
WORKING FROM HOME OR WILL BE  
LOOKING TO DRIVE, BUT THERE'S  
SOME PEOPLE THAT ARE STILL TODAY  
RELYING ON THE BUS.

THE PROJECTS THAT WE HAVE IN OUR PORTFOLIO ARE REALLY IMPORTANT TO GO FORWARD.

AS YOU SUGGESTED, COUNCILLOR O'MALLEY, ONE OF THE BEST WAYS TO ENSURE POTENTIALLY GOOD AVAILABILITY ON THE BUSES IS HAVE BUSES BE MORE FREQUENT. IF THEY'RE NOT CAUGHT UP IN TRAFFIC, THEY'LL BE MORE FREQUENT AND ALLOW PEOPLE TO TRAVEL COMFORTABLY.

SO OBVIOUSLY SUPPORT OUR CONTINUED MODESHIP BEYOND. SO THE PROJECTS THAT GREG HIGHLIGHTED HELP US AS WE MOVE TO -- AS WE THINK ABOUT THIS NEXT PHASE IN OUR RESPONSE AND RECOVERY FROM THE COVID-19 PANDEMIC.

SET US UP FOR THE CONTINUES GROWTH AND EQUITABLE GROWTH IN OUR CITY.

>> I WOULD JUST SAY OBVIOUSLY THE WORK IS VERY IMPORTANT. WE FULLY OUR -- OUR INTENTION IS TO MOVE FORWARD. WE'RE CONCERNED ABOUT HOW PEOPLE WILL TRAVEL AFTER WE REOPEN BUSES.

SO THIS IS GOING TO BECOME MORE CRITICAL.

WE'RE LOOKING AT A LOT OF PEOPLE ARE CONCERNED ABOUT GETTING BACK ON PUBLIC TRANSIT.

WE'RE CONCERNED ABOUT THE CAPACITY OF THE MBTA.

OBVIOUSLY THEY'LL HAVE TO IMPLEMENT SOME SORT OF SOCIAL DISTANCING STANDARDS, WHICH WILL REDUCE THE NUMBER OF PASSENGERS THAT WILL BE ON BUSES AND TRAIN CARS.

SO THE WORK WILL CONTINUE TO UNDERSTAND HOW THEY'RE GOING TO REOPEN AND MOVE FORWARD WITH THESE PROJECTS.

THEY WILL TAKE ON A GREATER SENSE OF URGENCY TO GET PEOPLE TO SHIFT MODES.

WE KNOW A LOT OF PEOPLE MAY FEEL MORE COMFORTABLE IN THEIR CAR, BUT CERTAINLY THAT CREATES OTHER PROBLEMS THAT WE'RE TRYING TO V

SO.

SO THE WORK IS CRITICAL AND IT WILL CONTINUE.

>> SO JUST TO BE CLEAR, YOU BROUGHT UP A GREAT POINT AS IT RELATES TO WORKING WITH PARTNERS.

I'M NOT SUGGESTING THAT WE SHOULD ABANDON THE T.

BUT ONE CHANGE WILL BE ADDED BUSES AND CARS TO THE SUBWAY TO ALLOW FOR BETTER DISTANCING AND BETTER SERVICE.

TO THE CHIEF'S POINT, HAVING MORE INFRASTRUCTURE AND DEDICATED BUS LANES IS GOING TO HELP FACILITATE THOSE BETTER.

I AGREE WITH WHAT YOU SAID. WE USED TO MEET MONTHLY ON THE MICROMOBILITY.

SOMETHING THAT I'M EXCITED ABOUT, LOOKING AT SCOOTERS.

WE HAD TO PUT A PAUSE IN THAT.

BUT I THINK WE CAN TAKE THAT ISSUE BACK UP AND COME UP WITH SOME GOOD LINES TO CREATE A PILOTED PROGRAM.

THAT'S ANOTHER WAY THAT WE CAN HELP MOVE PEOPLE AROUND THE CITY, GET THEM FROM POINT A TO POINT B AND SAFE WAYS OF DOING THAT.

LOOKING FORWARD TO THAT.

IF YOU CAN BRIEFLY DELVE INTO A COUPLE MORE SPECIFICS ON THE SCOPE OF WORK.

THE MILLION DOLLARS ALLOCATED FOR THE AM WAY STREET PROJECT.

>> THAT IS CONNECTING THE JACKSON SQUARE KEY STOP AND THE WORK JUST SOUTH OF THAT ALONG THE ORANGE LINE.

ENSURING THAT THAT LAST LITTLE BIT IS FORMING A GOOD CONNECTION FOR EVERYBODY IN THAT --

>> CONNECTIVITY THERE IS HUGE.

WE'VE INVESTED SO MUCH THERE, MIXED INCOME HOUSING IN JACKSON SQUARE.

IT'S REMARKABLE HOW THAT CHANGED.

THANKS FOR YOUR PATIENCE.

CENTER STREET JAMAICA PLAINS AND WEST ROXBURY.

COMBINED ABOUT A MILLION FOR  
SAFETY IMPROVEMENTS.  
CAN YOU TALK ABOUT J.P. AND THEN  
CENTER STREET AND THEN I'LL  
YIELD THE BALANCE OF MY TIME.

>> SURE.

VINEET?

>> SURE.

WE HAVE SOME FUNDING TO CONTINUE  
THE DESIGN OF SOUTH STREET?

JAMAICA PLAINS.

THIS IS ESSENTIALLY HYDE SQUARE,  
THAT SECTION.

WE HAD SO DESIGNS, ONGOING  
DISCUSSION ABOUT PARTNERING  
INCLUDES BICYCLE FACILITIES,  
HELP IN THAT CORRIDOR AND WHAT  
THAT MEANS TO OTHER USES AND  
FUNCTIONS, PARTICULARLY THE  
IMPACT OF PARKING.

SO THAT'S AN ON GOING DISCUSSION  
THAT WE'RE HOPING TO CONTINUE ON  
THAT SECTION.

>> AND GREG, FEEL FREE --

THERE'S A NUMBER ALREADY OF  
QUICK SAFETY IMPROVEMENTS.  
WE'RE ALWAYS TALKING ABOUT THAT.

>> THANK YOU.

I WILL HAVE THE COMMUNITY  
CONVERSATIONS IN BOTH  
NEIGHBORHOODS.

IT'S SOMETHING CRUCIAL THAT WE  
FIND COMMON GROUND.

THANK YOU ALL.

>> THANK YOU, COUNCILLOR  
O'MALLEY.

COUNCILLOR EDWARDS IS NEXT AND  
THEN COUNCILLOR ESSAIBI-GEORGE  
AND COUNCILLOR MEJIA.

COUNCILLOR EDWARDS?

>> I'M GOING TO ADD TO MY LIST  
OF THANK YOUS OF INDIVIDUALS.

I WANT TO ECHO THANKS TO CARLA.  
I THINK EARLY LAST YEAR SHE CAME  
OUT AND WORKED WITH US TO START  
A CONVERSATION IN EAST BOSTON  
ABOUT TRAFFIC, PARKING, DESIGN  
AND METERS.

WE HOPE THE CONVERSATION  
CONTINUES.

WE KNOW IT WILL ON HOW TO AND  
WHERE TO PLACE METERS AROUND ONE  
TRANSPORTATION AND LOOKING AT  
ANGLE PARKING AND SO ON AND SO



FORTH.  
JUST PAULY, LORENZO AND NICK FOR  
ALL THE WORK IN LIGHTING AND  
JUST TRYING TO HELP MAKE US MOVE  
BETTER.  
AND ERIC I HOPE KATIE IS STILLDIWc6  
WITH YOU GUYS.  
THEY WERE ALL AMAZING AND  
HELPFUL.  
IT'S IMPORTANT TO NAME FOLKS AND  
BEYOND YOU GUYS.  
YOU'VE ALL BEEN OPEN AND  
ACCESSIBLE.  
SOMETIME THE RANK AS FILE NEEDS  
A SHOUT OUT.  
GOING BACK TO EAST BOSTON AND  
TRAFFIC IN GENERAL.  
WE HAVE NEVER HAD --  
IS GREAT RIGHT NOW.  
WE HAVE NO DELAYS.  
THE ISSUE IS WHEN WE START  
MOVING AGAIN, WE'RE NOT GOING TO  
BE MOVING IN EAST BOSTON BECAUSE  
WE WEREN'T BEFORE.  
THE ISSUE IS NOT A  
CITY-PARTICULAR ISSUE IN DESIGN  
BUT LET'S BE HONEST, THE WAY THE  
TUNNEL HAS BEEN REDONE AND DONE  
HAS STILL RESULTED IN A LOT OF  
PEOPLE USING OUR LOCAL ROADS AS  
PASS-THROUGHS CAUSING BACKUPS.  
I LIVE ON LONDON STREET THAT  
EMPTIES INTO THE TUNNEL.  
I'VE BEEN LATE TO WORK.  
WE'VE LOOKED AT THIS WITH NO  
TRAFFIC.  
WHAT IS OUR RESPONSE?  
IT CAN'T BE A PANDEMIC IS THE  
ONLY RESPONSE TO REDUCING  
TRAFFIC.  
WHAT ARE WE GOING TO DO?  
ESPECIALLY PEOPLE DRIVING.  
HOW WE GOING TO GET PEOPLE OUT  
THERE?  
HUGE PROPS TO BPD.  
THEY'VE BEEN OUT THERE  
PHYSICALLY.  
THAT'S A TEMPORARY MEASURE.  
SO I WANTED TO -- WHAT IS OUR  
SYSTEMIC RESPONSE TO TRAFFIC  
ESPECIALLY IN EAST BOSTON  
BECAUSE OF THE TUNNEL AND THE  
HIGHWAY.  
ALSO, WHAT ARE WE -- I THINK

THERE WAS A SYSTEMIC RESPONSE  
HANDS THANKS FOR YOUR DESIGN OF  
IF RUTHERFORD CIRCLE.  
THE CASINO.  
WE'VE SEEN IT WORK.  
I MOVED THE TRAFFIC.  
SO WHEN THE CASINO CAME IN, WE  
WERE EXPECTING A STANDSTILL.  
HONESTLY WE DIDN'T SEE IT.  
SO KUDOS TO YOU AND THANK YOU  
ALL FOR THAT.WHAT ARE WE GOING  
TO DO IN EAST BOSTON TO MAKE  
SURE PEOPLE KEEP MOVING?  
AS WE'RE TALKING ABOUT MASTER  
PLANS, I THINK BPD HAD A MASTER  
PLAN IN CHARLESTON.  
I CAN'T RECALL IF BPD WAS THERE.  
I WAS CURIOUS IF YOU'RE WORKING  
WITH THAT GROUP AND SPECIFICALLY  
ABOUT TRAFFIC IN CHARLESTOWN.  
AND THEN THE BUS LANES HAVE COME  
IN TO THE NORTH.  
THEY WERE TEMPORARY ON THE  
WEEKEND AND I'M ASSUMING THEY'RE  
GOING TO CONTINUE TO GROW ON  
WASHINGTON STREET.  
SO TALK TO ME ABOUT ANY OTHER  
EXPANSION OF BUS LANES DOWN THAT  
CORRIDOR OR IF YOU'RE LOOKING AT  
COMMERCIAL.  
I'M CURIOUS.  
I'LL LEAVE IT AT THAT FOR NOW.  
>> I WILL START.  
FEEL FREE TO ADD.  
THE EAST BOSTON THIS HAS BEEN  
FORMED, THEY TENDED TO HAVE  
LONG-TERM CHALLENGES THAT YOU  
MENTIONED, COUNCILLOR.  
WE'VE HAD CONVERSATIONS ABOUT  
THAT.  
REALLY IMPORTANT ABOUT SHIFTING  
PEOPLE MORE TO PUBLIC TRANSIT.  
OBVIOUSLY THE CONVERSATIONS ARE  
ON FREQUENCY WILL MATTER A LOT.  
MATTERS TO PEOPLE THAT ARE  
FEELING THAT CRUSHED CAPACITY  
TODAY.  
PREPANDEMIC LEVELS LIKE MAVERICK  
STATION.  
THE BOND BILL WILL MAKE A  
SIGNIFICANT DIFFERENCE.  
PEOPLE FROM POINTS NORTH,  
INCREASE FREQUENCY ON THE ROCK  
PORT LINE, THE COMMUTER RAIL OR

PROPOSED BUS IMPROVEMENTS AND TRANSFER IMPROVEMENTS.

OTHER ALL THINGS THAT CAN SHIFT MORE PEOPLE TO PUBLIC TRANSIT OR RELIEVE WHAT YOU'RE EXPERIENCING, WHICH IS A HUGE TRAFFIC PRESSURE.

OBVIOUSLY A COORDINATION WITH PASSPORT AND HOW PEOPLE ACCESS THE AIRPORT, WHICH IS CAUSING VERY SIGNIFICANT ADDITIONAL PRESSURE IN THE TUNNEL ITSELF. THE WORK IS ON GOING TO BUILD OUT A FERRY TERMINAL AT THE END OF LEWIS MALL TO CREATE THAT INNER HARBOR CONNECTION AND PARTICULARLY THINK ABOUT HOW RESIDENTS CAN ACCESS PLACES MORE EASILY ARE PART OF THE NEARER TERM AND TRANSIT CONVERSATION.

I THINK THAT EAST BOSTON ADVISORY GROUP WILL REALLY BE A GOOD WAY FOR US TO CREATE A VERY SPECIFIC PLAN QUICKLY AND THE LONGER TERM STRATEGY.

BUS LANES, THE NEXT MAJOR PIECE IS THE NORTH WASHINGTON STRETCH THAT HAS BEEN CREATED.

THAT CONNECTS WITH THE NORTH WASHINGTON STREET TO THE NORTH. AND THE PLAN TO FOLLOW.

SO YOU'D HAVE BUS LANES.

WE'VE MADE THE COMMITMENT THAT IF A BUS LANE COMES DOWN RUTHERFORD AVENUE WE'LL HAVE A BUS LANE FOR THAT.

THAT IS A ROUTE THAT MAKES SENSE.

SOUTH THOUGH OF HEY MARKET, A LOT OF WORK IS HAPPENING THOUGH.

IN COORDINATION WITH THE MTBA, HOW WE CAN CREATE A BUS CONNECTION BETWEEN NORTH STATION AND THE SOUTH BUTTON WATERFRONT, WHICH IS AN EXTENSION OF THE EXISTING INFRASTRUCTURE, WHICH IS IN YOUR DISTRICT.

I'M SURE I MISSED LOTS OF THINGS.

GREG, ANYTHING YOU GUYS WOULD ADD?

>> THANK YOU.

I WANTED THE THANK VINEET IN PARTICIPATING IN THE HEARING,

THE TRANSFER BENEFIT.  
I APPRECIATE THAT.  
YOU MENTIONED A POTENTIAL  
PROGRAM THAT YOU WERE THINKING  
ABOUT AND HELPING TO SUBSIDIZE  
TRAFFIC, TRAFFIC FOR CITY  
WORKERS OR FOR SOME PROGRAM  
BASED OFF OF DMC DOLLARS.  
I KNOW I HEARD IT BUT IF YOU CAN  
ADD, IF THERE'S ANY POTENTIAL  
FOR THE TAPA AGREEMENTS, SMALLER  
DEVELOPMENT PLANS MAYBE.

>> SURE.

YES.

SO PART OF THE SOLUTION IS  
HAVING EMPLOYERS OR EMPLOYEES,  
YOU KNOW, TAKE PUBLIC  
TRANSPORTATION AND TO THE EXTENT  
THAT IT'S SAFE AND RELIABLE.

AS WELL AS USE THE BLUE BIKE  
SYSTEM FOR EAST BOSTON.

WE ARE EXPLORING A PROGRAM TO  
SUBSIDIZE SMALL BUSINESSES FOR  
FLOWERS TO HELP THEIR EMPLOYEES  
AND TAKE BLUE BIKE PASSES.

SO THAT'S SOMETHING THAT WE WANT  
TO EXPLORE IN THE NEXT TWO OR  
THREE MONTHS.

WE HAVE SOME FUNDING TO DO THAT.  
THAT WILL BE USEFUL AT THIS  
PARTICULAR TIME.

>> VERY EXCITED TO HEAR ABOUT  
IT.

THANK YOU.

>> THANK YOU SO MUCH, COUNCILLOR  
EDWARD.

ALL RIGHT.

COUNCILLOR ESSAIBI-GEORGE AND  
COUNCILLOR ARROYO.

>> THANK YOU, MADAM CHAIR.

I APOLOGIZE.

I HAD SOME INTERNET ISSUES.

I MISSED THE QUESTION BUT I HAVE  
NOTES ON RESPONSE TO THE LONG  
ISLAND BRIDGE AND THE PROCESS  
THERE.

I HAVE THE RESPONSE COUNCILLOR  
FLAHERTY HAD ASKED ABOUT IT.

I'M CURIOUS ABOUT THE ONE PERMIT  
PIECE THAT'S BEEN HELD UP IN  
COURT.

DO WE HAVE ANY SORT OF PLAN FOR  
THAT AND THEN ALSO WHAT IS THE  
COST ASSOCIATED WITH THIS DELAY?

I KNOW WE PLANNED ON ONE PARTICULAR COST ON THE LONG ISLAND BRIDGE AND THE TOLL. WE KNEW DELAYS WOULD COST MORE. THAT'S ONE QUESTION. THE OTHER QUESTION IS ABOUT SAFE ROUTES TO SCHOOL AND HOW BPS AND BPD ARE WORKING TOGETHER. THAT'S IT FOR RIGHT NOW. THANK YOU.

>> FEEL FREE TO ADD TO THIS. COUNCILLOR, WE CAN GIVE YOU A MORE DETAILED UPDATE ABOUT THE STATUS OF THE PERMITS.

THE LOCAL PERMIT AND THE CERTIFICATES ARE THE ONES THAT ARE CURRENTLY IN COURT AT THIS POINT IN TIME.

WE CAN GIVE YOU AN UPDATE ON THE NEXT STEPS.

THERE'S A COST OF DELAY, THE CONSTRUCTION COSTS AND VINEET CANE! ABOUTTHE [INDISCERNIBLE]

>> GREAT, THANK YOU FOR THAT. DO YOU HAVE ANY IDEA ON THE TIME LINE WITH THIS ONE?

LIKE IS THERE AN AVERAGE TIME LINE THIS IS GOING TO GO THROUGH THE COURT SYSTEM.

>> THERE IS ONE [INDISCERNIBLE] MORE THAN THAT.

ONE OF THE THINGS WE'RE EXPERIENCING IS SOME OF THE CORPORATE [INDISCERNIBLE] AS I UNDERSTAND IT A LITTLE MORE DELAYED DURING THE COURSE OF THE PANDEMIC WHICH IS SLOWING THINGS UP.

BUT WE CAN GIVE YOU AN ESTIMATED TIME LINE FOR THAT COURT PROCEEDINGS.

AGAIN OUR INTEREST HERE IS WE VERY MUCH WANT TO KNOW WHAT IS THE RIGHT WAY TO WORK WITH THIS AND ADDRESS THE CONCERNS [INDISCERNIBLE].

ON PAPER FOR SCHOOLS [INDISCERNIBLE] THE PRINCIPAL PROJECT, THE PRINCIPAL PROJECT WILL BE COMING UP IN THE COURSE OF THIS YEAR LEAD BY [INDISCERNIBLE] IN COLLABORATION WITH THE BOSTON PUBLIC SCHOOLS. THAT'S SORT OF A NETWORK OF

STREETS NORTH OF [INDISCERNIBLE]  
AND TO THE LEFT OF THAT  
ESSENTIALLY WILL BE LOOKING AT  
THOSE STREETS AND HOW WE CAN  
MAKE [INDISCERNIBLE] FOR THE  
NEXT QUARTER.

[INDISCERNIBLE].

>> I THINK IN ADDITION OBVIOUSLY  
FOR THE WORK THAT CHARLOTTE'S  
DOING AND WE ALSO CONTINUE TO DO  
THIS SAFETY IMPROVEMENTS IN  
CONJUNCTION WITH THE LOCATIONS  
THAT ARE BEING IDENTIFIED SO  
IT'S KIND OF A JOINT EFFORT.  
CHARLOTTE'S DONE A GREAT JOB  
LEADING THAT PROGRAM.

>> GREAT.

FOR ME, WE SEND TO THE CITY A  
LOT OF MONEY ON SCHOOL BUS  
TRANSPORTATION.

OF OUR KIDS DO LIVE WITHIN  
WALKING DISTANCE TO OUR  
COMMUNITY.

WE TALK ABOUT PHYSICAL FITNESS  
AND GETTING OUR KIDS TO WALKING.

THIS IS GREATER EVIDENT WE CAN  
PUT IN TO THE SAFETY OF THE  
SCHOOL PIECE.

I'VE PARTICIPATED IN A NUMBER OF  
THE WALK TO SCHOOL DAY EFFORTS  
DONE BY THE SAFE STREETS, SAFE  
COORDINATORS THROUGH THE STATE  
AND I THINK IT'S SOMETHING WE  
SHOULD BE EXPANDING AS A CITY.  
AND ON THE LONG ISLAND BRIDGE  
PIECE, IT'S FRUSTRATING I KNOW  
FOR ALL OF YOU TO HEAR OF  
CONTINUED DELAYS ESPECIALLY FROM  
QUINCY BECAUSE WE KNOW THAT LONG  
ISLAND WILL BE A REGIONAL CAMPUS  
NEEDING HELP WITH THE OPIOID  
EPIDEMIC AND IT WOULD CERTAINLY  
BE, IT WOULD BE A KEY RESOURCE  
AT THIS MOMENT IN TIME DURING  
THE PANDEMIC, IF THAT WERE OPEN.  
AND GRANTED EVEN IF WE HAD  
APPROVAL INITIALLY WE WOULD NOT  
BE OPEN FOR BUSINESS TODAY BUT  
THE RESOURCE AND THE ASSET THAT  
THAT PROPERTY IS IN OUR CAMPUS  
WOULD BE FOR THE COUNTLESS  
INDIVIDUALS NOT JUST RESIDENTS  
FOR THE CITY OF BOSTON.  
IT'S REALLY A SHAME WE AREN'T

FURTHER ALONG ON THAT PROCESS  
BOTH FROM THE HUMANITY  
PERSPECTIVE AS WELL AS THE  
BUDGETARY PERSPECTIVE.  
SO THANK YOU FOR THAT CONTINUED  
WORK.

I LOOK FORWARD TO RECEIVING  
INFORMATION ON THAT TIME LINE  
AND ANY EFFORT THAT I CAN  
PARTAKE IN IN SPEEDING THIS  
PROCESS UP, I WANT TO BE A PART  
OF THAT.

SO THANK YOU ALL, THANK YOU VERY  
MUCH.

>> THANK YOU SO MUCH COUNCILOR  
ESSAIBI-GEORGE.

COUNCILOR MEJIA, COUNCILOR  
ARROYO AND THEN COUNCILOR BAKER.

>> I'M TRYING TO FIND MY LITTLE  
WINDOW HERE.

CAN YOU HEAR ME.

>> WE CAN HEAR EVERYTHING.

>> OKAY.

REALLY QUICK THANK YOU AGAIN  
EVERYONE.

I'M GOING TO THANK EVERYBODY,  
I'LL GET TO KNOW YOU ALL DURING  
MY TENURE.

SO I'M GOING TO SAY THANK YOU TO  
EVERYBODY ON YOUR TEAM AND YOUR  
STAFF AND ALL THAT GOOD STUFF SO  
THANK YOU ALL AROUND AND WE  
APPRECIATE ALL THE WORK YOU'RE  
DOING.

NEXT TIME I WILL NAME YOU ALL  
INDIVIDUALLY BECAUSE I'LL GET TO  
YOU KNOW YOU BETTER.

BUT FOR NOW I JUST WANT TO THANK  
YOU.

OKAY, QUESTION.

AROUND THE BOSTON TRANSPORTATION  
DEPARTMENT ONE OF THE GOALS  
STAYED BY THE DCD WAS TO PUT IN  
MORE BLUE BIKE STATIONS WHICH IS  
REALLY EXCITING AND I KNOW FROM  
MY EXPERIENCE IN MY NEIGHBORHOOD  
THAT JUST BECAUSE YOU BUILD  
SOMETHING DOESN'T NECESSARILY  
MEAN THAT PEOPLE WILL USE IT.

SO WITH THAT SAID JUST CURIOUS  
ABOUT WHAT TYPE OF FUNDING'S  
AVAILABLE TO ACTIVELY ENCOURAGE  
PEOPLE OUT OF THEIR CARS AND ON  
TO THESE BIKES IN THESE

CORRIDORS.

WITH THAT I ALSO WANT TO MAKE SURE THAT WHATEVER IT IS, THE CONTENT IS CULTURALLY COMPETENT AND IN MULTILANGUAGES.

I'M CURIOUS ABOUT WHAT THAT EVIDENT LOOKS LIKE.

I'M ALSO CURIOUS ABOUT LIKE HOW ARE WE TRACKING THE USES OF THESE BIKES.

ARE THERE CAMPAIGNS TO GET PEOPLE TO USE THESE BIKES IN MULTIPLE LANGUAGES?

I'M JUST CURIOUS IN LIKE DIFFERENT TYPE OF THE CITIES THERE'S DIFFERENT TYPE OF LANGUAGES BEING SPOKEN SO JUST WONDERING HOW TARGETED ARE WE BEING IN TERMS OF OUR MARKETING AND OUTREACH STRATEGIES.

AND THEM I ASK THE SAME QUESTIONS TO THE PUBLIC WORKS DEPARTMENT AND YOU GUYS WHAT IS YOUR PLAN IN TERMS OF RECRUITMENT FOR THESE HARD TO FILL POSITIONS.

I UNDERSTAND THAT HIRING COULD BE DIFFICULT BUT I'M JUST CURIOUS ABOUT WHAT ARE WE DOING TO INCREASE DIVERSITY.

WHERE ARE YOU RECRUITING FROM. HOW DOES YOUR CAMPAIGN INCLUDE REACHING OUT TO EMPLOYEES OF COLOR.

I'M JUST REALLY CURIOUS ABOUT YOUR NON-PROFIT ORGANIZATIONS. I KNOW GOODWILL HAVE A CAREER LINK.

JUST CURIOUS THERE ARE SO MANY PEOPLE WHO ARE UNEMPLOYED, WHAT TYPE OF WORK IS BEING DONE TO RECRUIT PEOPLE WITH SKILLS.

GO AHEAD.

WE COULD ANSWER THOSE AND SEE IF SOMETHING ELSE COMES UP.

>> TALKING MORE ABOUT THE EXPANSION AND THEN MAYBE GREG CAN TALK ABOUT THE HIRING WITHIN PBD.

WE CERTAINLY WANT TO FIGURE OUT THE RIGHT WAY TO BE ABLE TO ENCOURAGE MORE AND IMPORTANT PEOPLE TO BE ABLE TO PUTTING UP MORE [INDISCERNIBLE] FEEL



COMFORTABLE AND ALSO IT'S REALLY ABOUT THAT FLAGSHIP PROGRAM FOR US FOR HAVING BIKE SHARE BE AVAILABLE AND WALK MORE RESIDENTS ACROSS BOSTON. SO THAT [INDISCERNIBLE] TRANSPORTATION DIRECTOR AND OUR TEAM.

IF YOU WANT TO KNOW ABOUT THE EXPANSION WHAT'S HAPPENING WITH THE SCHOOL BIKES AND SCHOOL STRUCTURE OR MEMBERSHIP STRUCTURE.

>> YES.

WE ARE CONTINUING TO EXPAND OUR BLUE BIKES THIS YEAR WITH NEW STATIONS INCLUDING OUR FIRST STATION AT HYDE PARK AND SOME IN-FILL IN NEIGHBORS.

OUR SYSTEM IS GENERALLY ACCESSIBLE IN BOTH ENGLISH AND SPANISH AT THE KIOSK AND IN THE APP.

WE DO HAVE AN ADVERTISING CAMPAIGN OF PSA TESTING STATIONS THAT ARE IN OTHER LANGUAGES.

WE TRY TO TARGET BOTH LANGUAGES TO MATCH THE NEIGHBORHOOD OUR PATIENTS ARE IN SO YOU'LL SEE THERE'S ONE IN CHINATOWN THAT WILL BE IN SIMPLIFIED CHINESE BUT THEN SOME THAT ARE NOT IN VIETNAMESE, FOR EXAMPLE.

WE ALSO PROVIDE DISCOUNT PROGRAMS FOR THOSE ON [INDISCERNIBLE] SNKS.

SNKS -- INCOMES.

THAT'S \$5 A MONTH OR \$50 A YEAR.

OUR CALL CENTER IS ABLE TO DO A LIVE RELAY WITH INTERPRETERS IN WHICHEVER LANGUAGE IS NEEDED AND WE ARE VERY INTERESTED IN HAVING AN OPERATIONS CONTRACT.

AS FAR AS UPTAKE, BECAUSE OF THE SPIKE IT TAKES A LITTLE BIT OF TIME TO GET USED TO.

WE HAVE NEIGHBORHOODS WE EXPANDED TO IN 2017 ROXBURY, EAST BOSTON.

THOSE HAVE EITHER DOUBLED OR TRIPLED IN RIDERSHIP SINCE THEN AND RESIDENTS HAVE GOTTEN USED TO STATIONS BEING THERE.

WE'VE GOT SOME RIDES AND OTHER

ACTIVE TEASE TO ENCOURAGE THEIR  
USE -- ACTIVITIES TO ENCOURAGE  
THEIR USE.

AS THE CHIEF MENTIONED WE ARE  
INVESTING SIGNIFICANTLY IN WORK  
THAT'S MORE APPEALING AND  
COMFORTABLE PEOPLE FROM EACH  
ABILITY [INDISCERNIBLE]

>> I SEE THE GAVEL AND I DON'T  
KNOW WHAT THAT MEANS, COURTROOM  
BOK.

>> YOU HAVE A TWO MINUTE GRACE  
PERIOD.

>> ALL RIGHT.

SO THEN MOVE ON TO -- I  
APPRECIATE THAT THERE'S BEEN  
SOME EFFORTS.

I'M CURIOUS ABOUT THE OTHER  
QUESTIONS BECAUSE I DO WANT TO  
GET ONE MORE IN.

LET'S SPEED IT UP YOU ALL SO I  
CAN GET MY 30 SECONDS IN HERE.

>> OBVIOUSLY IN ADDITION TO  
WORKING WITH OUR HUMAN RESOURCES  
UNIT AND CENTRALLY, WE WORK WITH  
THE ECONOMICS DEVELOPMENT DEM  
EQUITY AND IN-- DEPARTMENT AND  
EQUITY INCLUSION UNIT TO MAKE  
SURE WE'RE DOING BROAD OUTREACH.  
WE ARE ALSO IN THE PURCHASING TO  
ENSURE WE DON'T -- REACHING  
[INDISCERNIBLE] AND ATTRACTING  
MINORITY OWNED BUSINESSES.

IT'S A GOAL OF OURS OBVIOUSLY TO  
HAVE A DIVERSE WORK FORCE AND TO  
ENSURE [INDISCERNIBLE] SMALL  
MORE THANNTY OWNED BUSINESSES  
IN THE CITY -- MINORITY-OWNED  
BUSINESSES IN THE CITY.

>> I DO APPRECIATE COUNCILOR  
ESSAIBI-GEORGE'S COMMENTS TO GET  
PEOPLE TO KIND OF WALK TO SCHOOL  
BUT IT'S ALSO REALLY IMPORTANT  
TO STRESS THAT IN SOME  
NEIGHBORHOODS IT'S NOT REALLY  
SAFE FOR US TO DO SO AND I JUST  
WANT TO BE ABLE TO KIND OF  
UPLIFT THIS AND HOW TO DO THIS  
IN A WAY OF PUBLIC SAFETY IN  
THESE CONVERSATIONS SO THAT WE  
CAN FEEL MORE COMFORTABLE AND  
CONFIDENT IN BEING ABLE TO DO SO  
IN CERTAIN PARTS OF THE CITY.  
I THINK I'M DONE.

DID YOU GUYS ANSWER ALL OF MY QUESTIONS?

>> IF NOT THOUGH, WE CAN DEFINITELY FOLLOW UP.

>> THANK YOU SO MUCH.

>> THANK YOU COUNCILOR MEJIA. COUNCILOR ARROYO AND THEN COUNCILOR BAKER AND COUNCILOR JANEY.

COUNCILOR ARROYO.

>> THANK YOU SO MUCH.

I WOULD LIKE [INDISCERNIBLE] VERY WELL DONE.

SO WITH THAT, THIS IS LIKE TWO OF MY FAVORITE THINGS I'VE HOUNDED CHRIS IN ABOUT.

THE BOSTON TRANSPORTATION IS THE LIFE BLOOD OF THE CITY AND HOW THE CITY WORKS SO WE'VE GOT SOME NEW CHALLENGES.

I'LL TRY TO KEEP THIS BRIEF BUT I'LL PROBABLY NEED TO SECOND ROUND TO BE HONEST.

SO MY FIRST QUESTION ON THIS, I TALKED TO YOU ABOUT IT CHRIS SO I'M GOING TO TALK ABOUT SIGNALS AND PILOTS ON SIGNALS AND ALL THOSE DIFFERENT THINGS.

A QUICK UPDATE ON WHAT WE ARE ON THAT MUCH HAS COVID CHANGED ANY OF THAT AND B HOW DO I GET THOSE.

FRANKLY FOR ME AND I'M PREACHING TO THE CHOIR HERE BUT WE HAVE SIMILAR TO EAST BOSTON AND HOW COURTROOM EDWARD EXPLAINS HOW PEOPLE COME TO THE SIDE STREETS. WE HAVE ABOUT THREE MAJOR ARTERIES WAS HAVE HYDE PARK AVE WASHINGTON STREET AND BLUE HILL AND YOU HAVE SOME LESS MAJOR BUT STILL MAJOR ARTERIES AMERICAN LEGION THAT BRINGS YOU UP TO BLUE HILL.

WHAT ENDS UP HAPPEN IN MY DISTRICT IS PEOPLE CUT THROUGH ALL OF THESE RESIDENTIAL AREAS BECAUSE THEY ARE TRYING TO BEAT THE TRAFFIC BECAUSE THE PAIN STREETS DON'T WORK -- MAIN STREETS DON'T WORK THE WAY THEY NECESSARILY SHOULD AND WHAT ENDS UP HAPPENING WE END UP WITH THE SPEEDING COMPLAINTS, THE STOP

SIGN COMPLAINTS AND EXCESS I  
TRAFFIC THROUGH RESIDENCES THAT  
NEVER HAPPENED BEFORE.  
SO FIXING OUR MAIN STREETS.  
ONE OF THE MAIN ASPECT FOR MES  
HOW WE DO OUR TRAFFIC LIGHTS.  
THEY ARE NOT TIMED WITH EACH  
OTHER.  
THERE'S A LOT OF RESPONSIVENESS  
THAT COULD BE BETTER.  
I KNOW THERE'S BEEN, THIS IS A  
PROBLEM THE TRANSPORTATION  
DEPARTMENT IS AWARE OF AND THERE  
WERE SOME SOLUTIONS.  
GIVE ME AN UPDATE WHERE WE ARE  
ON THAT AND HOW WE CAN MAKE THAT  
BETTER IN THIS BUDGET.  
>> TWO THINGS.  
AND GREG DEFINITELY FEEL FREE TO  
JUMP IN AND ADD.  
ONE IS THE CONVERSATION ABOUT  
AND WE APPRECIATE YOUR ADD CAN  
CAN YOU TELL SEE ON AROUND  
[INDISCERNIBLE] SHIFT IN GENERAL  
SO THE PLANNING ALREADY HAPPENED  
IN HYDE PARK AVE.  
THE NEXT PHASE IS WASHINGTON  
STREET AND OBVIOUSLY SOMETHING  
WHICH IS A PRIORITY FOR US WHICH  
IS HIGHER [INDISCERNIBLE] BETTER  
PORTABILITY [INDISCERNIBLE] TO  
BE ABLE TO TRAVEL FROM PLACES  
THROUGHOUT THE CITY AND  
NEIGHBORHOODS AND POSURES OF OUR  
CITY TO DOWNTOWN AND VICE VERSA  
MORE EFFICIENCY.  
IN TERMS OF SIGNALS GREG AND  
ANDY CAN TOUCH MORE ON THE  
SPECIFICS OF THE YOU PROJECT  
WE'VE GOT IN FRONT OF US.  
WE HAVE REVIEW OF THE POLICY AND  
MAKING SOME SPECIFIC CHANGES  
[INDISCERNIBLE] INITIALLY IN THE  
CITY OF BUSTON.  
AND THEN SLIGHTLY MORE FUTURE  
FOCUS GREG REFERENCED WE ARE  
ALSO WORKING WITH MASS DOT AND  
MASS TRANSPORTATION ABOUT  
TRAFFIC SIGNALS AND SIGNALS THAT  
CAN [INDISCERNIBLE] IN TERMS OF  
NUMBER OF PEDESTRIANS, NUMBER OF  
VEHICLES AND BE ABLE TO MAKE  
ADJUSTMENTS IN REAL TIME TO MAKE  
SURE THERE IS NO OF PEOPLE ALONG

THE COURT DERS.

ANYTHING TO ADD.

>> I'LL MENTION THE TRAFFIC MANAGEMENT CENTER IS MAKING THOUSANDS OF ADJUSTMENTS A MONTH WHEN THEY ARE MONITORING TRAFFIC BETTER THROUGHOUT THE CITY.

AMY GAVE A NICE OVERVIEW OF SOME OF THE WORK WE'RE DOING SO MAYBE SHE CAN JUST GIVE A BRIEF SUMMARY WHAT SHE SAID A LITTLE EARLIER IN THE HEARING.

BUT OBVIOUSLY WE'RE DOING MORE AND MORE TO UPGRATE OUR SYSTEM AND AMY CAN YOU JUMP IN AND GIVE A LITTLE UPDATE WHAT YOU SAID EARLIER.

>> YES.

THIS SUMMER AND FALL WE'RE LOOKING AT OUR 15 PROBABLY WORST INTERSECTIONS ON AND I THINK AT THAT TIME NOT ONLY ARE WE EVALUATING THEM FOR HOW THEY SHOULD BE MAYBE [INDISCERNIBLE] BUT ALSO USING THEM TO GUIDE US FOR HOW WE WANT TO EVALUATE OUR SIGNALS GOING FORWARD.

SO I THINK THAT THESE WILL BE A GREAT TEST FOR US AND THEN HOPEFULLY WE CAN KIND OF MOVE THROUGH OTHER SIGNALS AT A LITTLE BIT QUICKER OF A PACE. WE ARE TRYING TO BALANCE THE NEEDS OF GETTING THE TRAFFIC MOVING APPROPRIATELY SO THAT PEOPLE AREN'T CUTTING THROUGH BUT BALANCING THAT WITH THE NEEDS OF SAFETY AND PEDESTRIANS AND CYCLISTS THAT MIGHT BE ON THOSE, YOU KNOW, MAJOR ROADWAYS. SO I THINK THAT WE'RE TRYING TO STRIKE THE BALANCE AND HOPEFULLY OUR EVALUATION OF THESE 15 SIGNALS WILL GIVE US A GOOD IDEA OF WHAT WORKS WITH OTHER WORK AND HOW WE WANT TO MOVE FORWARD AS FAR AS GUIDELINES AND THRESHOLDS.

>> THANK YOU.

AND THEN SECONDLY, THERE'S BEEN A LOT OF TALK ABOUT FOCUSES AVOIDING MBPA POST COVID AND TRYING TO FIND OTHER WAYS. I ACTUALLY THINK THAT'S A

PRIVILEGED CONVERSATION.

THERE'S A LOT OF MY CONSTITUENCY  
WON'T BE ABLE TO AVOID PUBLIC  
TRANSPORTATION.

IN FACT THEY WEREN'T ABLE TO  
AVOID IT DURING COVID.

IF THEY ARE CERTAINLY NOT GOING  
TO BE ABLE TO AVOID IT AFTER.

ONE OF THE THINGS I THINK WE CAN  
DO TO MAKE THIS MORE EFFICIENT  
IS THE BUS LANES SPECIFICALLY.

I KNOW THAT WE WERE SUPPOSED TO  
HAVE ONE ON WASHINGTON STREET  
THAT WAS SCHEDULED I THINK FOR  
AN INTERIM TEST IN JUNE.

IS THAT STILL ON?

>> IT'S MY UNDERSTANDING OF 2020  
WE WILL BE DOING THE OUTBOUND ON  
WASHINGTON STREET BETWEEN YOWSH  
AND -- [INDISCERNIBLE] AND I  
COMPLETELY AGREE.

DO YOU HAVE AN UPDATE.

>> THAT'S EXACTLY IT SOMETIMES  
IN 2020 WE'LL DO THE PIECE ON  
WASHINGTON STREET.

>> MAKE THE MOST OF MY TIME  
BECAUSE IF IT COMES IN 2020 JUNE  
THAT ANSWERS MY QUESTION.  
HYDE PARK AVE YOU'RE PART OF THE  
STUDY ON THAT [INDISCERNIBLE] MY  
QUESTION ON THAT IS THERE'S ZERO  
DOLLARS ALLOCATED TO THAT IN  
THIS BUDGET OR IN THE CAPITAL  
BUDGET.

IT'S A BIG GOOSE EGG FOR  
SOMETHING THAT'S BEING STUDIED  
AND HADN'T BEEN WORKING ON IT  
AND SO ON AND SO FORTH.

WHAT ARE WE LOOKING AT IN A TIME  
LINE FOR PUTTING CAPITAL MONEY  
FROM THE BUDGET ON THAT AND THE  
TIME LINE ON THAT PROJECT.

>> SO GREG CORRECT ME IF I'M  
WRONG.

IN TERMS OF TIME LINE THIS IS  
2021 OR 2020 BUT THERE IS  
FUNDING FOR IT ESSENTIALLY IN  
THE CAPITAL BUDGET AND ONE IS  
THAT YOU CAN SEE AND ONE IS  
ACTUALLY THE STATE.

THE NEW DEDICATED BUS LINE  
PROGRAM FUNDED ABOUT \$14 IS  
FULL FUNDING THAT ALLOWS US TO  
BE ABLE TO DO THING IS TO

[INDISCERNIBLE] OR GETTING A BUS  
ON A PROJECT EXACTLY LIKE THIS  
ONE.

THE STATE HAS BEEN A VERY  
COLLABORATIVE PARTNER ON OUR BUS  
PROJECT PARTICULARLY IN DESIGN  
FUNDING AND CONSTRUCTION  
FUNDING.

AND SO WHETHER THAT PROJECT WILL  
GET FUNDED THROUGH THE CITY'S  
CAPITAL BUDGET OR THE STATE I  
DON'T KNOW BUT I THINK THERE'S  
AN OPPORTUNITY TO BE ABLE TO  
FUND IT THROUGH THE STATE RATHER  
THAN THROUGH THE CITY.

GREG ANYTHING ON THIS  
SUFFICIENT.

>> NO BUT 2021 FUNDING IS  
AVAILABLE.

>> FANTASTIC.

I SEE THE GAVEL.

HOW MUCH ACTUAL TIME I HAVE IN  
THAT GRACE PERIOD BECAUSE I  
MIGHT NEED A SECOND ROUND.  
I DON'T WANT TO TAKE TOO MUCH  
TIME.

>> COUNCILOR [INDISCERNIBLE]

>> YOU MISSED THE ALARM JUST  
WENT OFF COUNCILOR ARROYO.

>> I HAVE QUESTIONS ON BIKE  
LANES FOR THE NEXT ROUND JUST TO  
GIVE YOU GUYS A HEAD'S UP AND  
SOME QUESTIONS SPECIFIC ABOUT  
DIVISION ZERO WITH DISTRICT FIVE  
AND YOU KNOW I'LL HIT THAT UP ON  
THE SECOND RO>> GREAT.

>> THANK YOU.

>> GREAT, THANK YOU COUNCILOR E  
ROW OH.

COUNCILOR BAKER AND COUNCILOR  
JANEY AND THEN IT WILL BE  
COUNCILOR FLYNN.

COUNCILOR BAKER YOU HAVE THE  
FLOOR.

>> THANK YOU.

CHRIS OR GREG, WHOEVER, WITH THE  
CONSTRUCTION GETTING RID OF THE  
DATA ON THE 18TH WHO WILL BE  
REVIEWING THE CONSTRUCTION PLAN  
FOR MANAGEMENT PLAN.

I KNOW YESTERDAY, ARE WE GIVING  
HIM SUPPORT SO WE CAN MOVE  
THINGS ALONG.

>> SO WE WILL BE [INDISCERNIBLE]

AND HIS TEAM AND [INDISCERNIBLE]  
OBVIOUSLY WE EXPECT IN THIS  
WORKS IT WILL OPEN UP WITH THE  
PEOPLE'S FLOOD GATES OPEN SO  
GEARING UP FOR THIS AND TRYING  
TO GET AHEAD AS MUCH AS THEY  
REQUEST.

>> SO THEY WILL BE READY FOR  
THAT.

>> YES.

>> OKAY, THANK YOU.

CAN I GET AN UPDATE ON THE MASS  
AVE BIKE LINE FROM EDWARDS  
EVERETT SQUARE.

I'M GETTING SOME COMPLAINTS THEY  
DON'T FEEL THEY'RE BEING HEARD.  
I DON'T KNOW IF THERE ARE PLANS  
READY TO GO YET.

WE'RE SUPPOSE TO DO HAVE SOME  
NEIGHBORHOOD MEETING IN THE  
SPRING THAT ALL GOT PUT OFF.  
SO JUST A BRIEF OVERVIEW OF THAT  
BECAUSE I HAVE A BUNCH OF STUFF  
I WANT TO GET INTO.

>> GO AHEAD, GREG.

>> YES OBVIOUSLY THE TIME LINE  
ON THAT PROJECT HAS BEEN  
IMPACTED BECAUSE OF THE  
OUTREACH.

THERE HAD BEEN A SIGNIFICANT  
AMOUNT OF OUTREACH IN THE MONTH  
PRIOR TO THE CURRENT SITUATION.

WE STILL AREN'T AT A 25% DESIGN  
SO THERE'S STILL GOING TO BE A  
COMMENTARY.

DENISE, I DON'T KNOW IF YOU WANT  
TO ADD ANYTHING BUT OBVIOUSLY  
THE TIME LINE OF THIS PROJECT IS  
DEFINITELY RULED OUT.

>> THERE'S ONLY A 25%.

>> THERE'S 25% AT THIS TIME.

ONCE THEY HAVE SOMETHING THAT WE  
CAN, HAS SOME DEFINITE DESIGN  
RULES WE CAN SHARE THAT WITH THE  
COMMUNITY.

WE'RE JUST ABOUT TO SET THAT UP  
AND [INDISCERNIBLE] HAS BEEN  
TAKING THE LEAD ON THAT AND MAKE  
ONE OF THE CONTACTS AS WELL AS  
THE COVID SITUATION IMPROVES  
THEN GO BACK TO COMMITTEE  
MEETINGS.

>> OKAY, THANK YOU.

THE TOW TRUCKS.



DO THEY HAVE, I KNOW WE WERE  
LOOKING AT REPLACING THE FLEET  
LAST YEAR TBREG AND THEY HAD A  
COME CANAL TRUCKS ON ORDER.  
ALL THOSE TRUCKS COME IN FOR  
GUYS THAT ARE LOOKING TO BE IN A  
TRUCK THEY ALL HAVE A TRUCK.

>> I BELIEVE WE RECEIVED FOUR  
FROM LAST YEAR'S BUDGET AND SO I  
THINK WE HAVE FOUR COMING NEXT  
YEAR.

SO OUR FLEET'S BEEN PRETTY GOOD  
STATE OF REPAIR AND WE DO HAVE  
ADEQUATE VEHICLES FOR THE  
STAFFING.

>> YES.

AND AGAIN BACK TO DOING OUR OWN  
WORK, YOU NEVER SEE -- WELL I  
SHOULDN'T SAY NEVER, THAT'S  
FINE.

YOU REALLY, YOU HARDLY ARE EVER  
SEE A BTD TRUCK PAIRED WITH THE  
POLICE DOING OUR WORK.

AGAIN THAT'S SOMETHING AND CHRIS  
THAT'S SOMETHING I TALK TO YOU  
ABOUT ALL THE TIME.

HOW DO WE USE OUR OWN SERVICES  
AND GET AWAY FROM THAT MODEL OF  
CONTRACTING THINGS OUT JUST IF  
YOU CAN THINK ABOUT THAT A  
LITTLE BIT GREG MAYBE GIVE ME AN  
UPDATE ON HOW THE TOE OPERATIONS  
TOE OPERATIONS -- TOW OPERATIONS  
ARE DOING.

CHRIS ALONG THAT ALSO WE HAD  
TALKED ABOUT STRIPING AND  
CROSSWALKS IN THE LEAD TIME YOU  
NEED TO JUST GET A COMPANY HEAR.  
NO LOCAL COMPANY HERE.

HAVE WE LOOKED AT MAYBE GETTING  
SOME OF THAT INFRASTRUCTURE AND  
MAYBE PUTTING SOME OF OUR CREWS  
ON THAT.

>> WE'VE HAD SOME GENERAL  
CONVERSATIONS BUT GREG I DON'T  
THINK WE'VE GONE FURTHER THAN  
THAT.

TO YOUR POINT THERE'S A VERY  
SMALL VENDOR POOL OF PEOPLE WHO  
DO STRIPING THAT IS USED BY VERY  
LARGE MUNICIPALITIES IN THE  
STATE AND THAT'S [INDISCERNIBLE]  
WE WANT TO DO AND SO  
[INDISCERNIBLE] CONVERSATION AND

YOUR POINT COUNCILOR BRINGING  
MORE THINGS IN THERE.

>> BRINGING MORE THINGS.

AND AGAIN MORE THINGS IN HOUSE.

WE HAVE A DISCUSSION ABOUT  
FRONTAGE ROAD I THINK LAST YEAR,  
WHATEVER THERE WERE GROUPS IN  
THERE, ENVIRONMENTAL GROUPS THAT  
WANTED US TO TURN IT INTO  
BUTTERFLY PARKS AND WETLANDS.  
WE CANNOT DO THAT.

ARE YOU HAVING A DISCUSSION,  
CHRIS, ABOUT CITY OPERATIONS  
BUILDING A NEW OPERATION THERE  
WHICH WOULD BE WE COULD DO  
RECYCLING, WITH A COULD DO  
COMPOST, WE COULD DO REAL  
TOWING.

IS THERE ANY DISCUSSION GOING ON  
HIGH LEVEL ABOUT THAT PARK THERE  
AND ABOUT MAKING OUR INTRA  
STRUCTURE BETTER?

>> WE DID ENGAGE AND PUT  
TOGETHER A REPORT LOOKING AT  
FRONTAGE ROAD AS WELL AS SOME  
OTHER LOCATIONS TO I THINK ABOUT  
HOW WE COULD REIMAGINE THE POINT  
THROUGH CITY SERVICES.

THROUGHOUT THE PUBLICATION WE'VE  
ALSO BEEN HAVING LIKE TRASH AND  
COMPOSTING INTRA STRUCTURE AND  
WITH SOME OF THAT MONEY THAT'S  
IN THIS BUDGET AND THE  
PRODUCTION LINE WE MIGHT WANT TO  
START EXPLORING IS THAT AN AREA  
WORTH IT TO BE PARTNERING ON  
UNDER THE VIRALLAL SECTION  
[INDISCERNIBLE].

>> YES.

SO YOU'VE DONE SOME WORK AND I  
KNOW WHEN I SAW THE PLACE YOU  
HAD COLLAPSED LANE  
[INDISCERNIBLE].

HAVE WE FIXED THOSE?

I THINK THERE WAS AN INTRA  
STRUCTURE.

>> ON THOSE DRAIN PIPES IT IS  
SPECIFICALLY --

>> AGAIN, I DON'T NEED THE  
ANSWER ABOUT THE DRAIN PIPES  
BECAUSE IT'S THAT INTRA  
STRUCTURE.

IN MY LAST POINT [INDISCERNIBLE]

I'M NOT EVEN ASKING ANYBODY TO

FILE THOSE APPLICATIONS BECAUSE IT'S BEEN A COUPLE YEARS.

THE LEGISLATION STARTED IN MY OFFICE AND YOU'VE SET TO RECEIVED [INDISCERNIBLE] IN DISTRICT THREE.

I DON'T BELIEVE I HAVE.

SO TO USE THE [INDISCERNIBLE] IMPROVEMENT AGAIN CHRIS I'M GOING TO BE LOOKING FOR SHORT TERM IMPROVEMENTS.

>> AGAIN THE CAPITAL FUNDING [INDISCERNIBLE] AND WE WANT TO BE ABLE TO EXPAND THE NUMBER OF WAYS WE'RE MAKING TARGETED SAFETY IMPROVEMENTS ACROSS THE SO.

THAT'SING WE'VE ALWAYS BEEN ABLE TO DO BUT NOW WE HAVE THE TWO MILLION DOLLARS THE MAYOR SET ASIDE ON THIS PROJECT.

>> AND THE LAST THING YOU TALK ABOUT UBER DROP OFF PICK UP. UBER TO ME LOOKS LIKE ALL FOUR BEHAVIORS.

ARE WE GOING TO NOW HAVE TO PAY FOR THEM?

WE'RE GOING TO PAY TO GIVE THEM PICK UP TRUCK DROP OFF SPACES OR ARE THEY PUTTING ANYTHING IN TOWARDS THAT.

AND AGAIN WE'RE GETTING RID OF TAXI INTRA STRUCTURE TO GIVE IT TO UBER.

IS UBER PAYING FOR THEIR DROP OFF PICK UP LOCATION?

>> THE PICK UP DROP OFF LOCATIONS ARE PUBLICLY ACCESSIBLE SO, ALTHOUGH THE UBER WE'RE MAKING SOME ADJUSTMENTS ON THEIR APPS -- WITH CUSTOMERS THERE.

BUT THEY ARE GENERALLY SPHRAL FOR WHETHER IT'S A CAB, PERSONAL VEHICLE OR ANY OF THOSE THINGS. THERE ISN'T A PAYMENT -- GETTING CURRENTLY FROM UBER AND LYFT WOULD BE CONSENT FOR RIDES ASSESSMENTS IN THE CITY OF BOSTON.

THERE'S THE LEGISLATION IN THE STATE HOUSE I WOULD INCREASE THAT FOR A \$1 [INDISCERNIBLE] FOR SHARED RIDE.

NOT NECESSARILY THE  
[INDISCERNIBLE] PORTION BUT THAT  
IS SOMETHING THAT THE MAYOR'S  
BEEN VERY [INDISCERNIBLE]

>> THANK YOU, I'LL PROBABLY SEE  
YOU IN THE SECOND ROUND.

>> GREAT, COUNCILOR JANEY, FLYNN  
AND WU.

COUNCILOR JANEY.

>> THANK YOU SO MUCH.

I JUST HAVE TO GET MY PAGE UP.

I APPRECIATE YOU.

ME DON'T START THE CLOCK JUST  
YET.

HERE WE GO.

I'M GOING TO JUST AS A WARNING I  
WANT TO GO QUICKLY BECAUSE I  
WON'T HAVE TIME FOR ANOTHER  
ROUND.

I DON'T KNOW IF YOU'RE GOING TO  
DO ANOTHER ROUND BUT I WON'T  
HAVE TIME.

I'M HOPING THAT MEMBERS OF THE  
TEAM CAN KEEP UP AS I MOVE  
QUICKLY THROUGH THE LIST.

I AGAIN WANT TO START WITH  
APPRECIATION TO EVERYONE.

KUDOS ON THE WASHINGTON LINK.

I ADD SKATED FOR THAT, YOU --  
ADVOCATED FOR THAT AND YOU GUYS  
LISTENED WHICH IS IMPORTANT FOR  
INCREASING THE ECONOMIC  
OPPORTUNITIES IN MY DISTRICT SO  
THANK YOU.

I HAVE THE VERY SAME QUESTIONS  
AROUND THE HISTORY OF  
PROCUREMENT IN BRJP GOALS AS FAR  
AS THE ANY CURRENT PROJECTS.

I WOULD LOVE AN UPDATE ON  
D PROJECTS.

I HAVE A SPECIFIC QUESTION ON  
THE TIME LINE FOR THE DUDLEY  
CONSTRUCTION AND WHETHER NEAR  
THE UNION SCWHRAIR NEAR THE  
LIBRARY WHETHER THOSE TWO THINGS  
ARE ALIGNED AND WILL BE FINISHED  
AROUND THE SAME TIME.

I'M REALLY INTERESTED IN WHERE  
WE ARE ON PLANS FOR THE LAB AND  
KIND OF DIVING A LITTLE DEEPER  
THERE.

IMAGINE WHAT IT WOULD BE LIKE IF  
WE HAD A DEDICATED BUS LANE AND  
A 328 BUS.

THAT COULD BE A REAL GAME  
CHANGER WITH THE ECONOMIC  
CORRIDOR CONNECTING BACK  
COMMUNITIES IN [INDISCERNIBLE]  
AND MEMORANDA PAN.

WE KNOW BLACK PEOPLE SPEND 64  
MORE HOURS ON BUSES THAT ARE  
RELIABLE.

I WANT TO IS IN THE IMPACT OF  
COVID AND PHYSICAL DISTANCING ON  
OUR BUSES AND BUS STOPS AND  
ROADS AND HOW WE FIGURE THAT  
OUT.

PARKING IN [INDISCERNIBLE]  
SQUARE.

I'M NOT A BIG PARKING CHALLENGER  
BUT THIS IS A CHALLENGE FOR OUR  
BUSINESSES AND KEEPS COMING UP  
AND GROWING AND MANY  
DEVELOPMENTS UNDER WAY ARE  
PLANNED FOR SPACES CURRENTLY  
USED FOR PARKING AND EVEN THOUGH  
THE MAJOR BUS TERMINALS THERE,  
THIS IS STILL AN ISSUE FOR THE  
SMALL BUSINESS OWNERS.

EQUITY ON FLOW STREETS AND HOW  
WE EXPAND THAT PROGRAM.

EQUITY IN OUR MOSTLY MODE  
TRANSPORTATION AND KIND OF  
GETTING BEYOND JUST CARS.

FOR SAFENESS TO SCHOOL.

HOW WILL CHILDREN PHYSICALLY  
DISTANCE ON SCHOOL BUSES.

IF THE BUSES ARE STILL HALF  
EMPTY MAYBE IT'S NOT A NON-ISSUE  
BUT FOR THOSE THAT ARE WALKING  
THEY'VE GOT TO BE ABLE TO DO SO  
SAFELY IN THEIR NEIGHBORHOODS  
ESPECIALLY POST COVID WAS WE  
STILL HAVE THE NEED TO PHYSICAL,  
TO BE PHYSICALLY DISTANT FROM  
EACH OTHER.

IN TERMS OF UBER AND LYFT I  
WONDER HOW WE PRIORITIZE BOSTON  
DRIVERS AS WE KIND OF OPEN UP  
THE ECONOMY I KNOW MORE PEOPLE  
WANT TO DO IT AND I CAN IMAGINE  
LIKE CARS FLOODING TO THE CITY  
AND I WOULD HATE TO SEE ALL OF  
THE SLOW DOWN JUST BEING, THE  
NEXT THING WE'LL JUST SEE A  
ZILLION CARS IN OUR CITY.

I WOULD LOVE TO CONTINUE TO  
THINK ABOUT HOW WE PRIORITIZE

BOSTON DRIVERS AND NOT JUST THE PICK UP SPOTS.

I THINK THOSE ARE GREAT BUT I'M THINKING MORE AROUND A THIRD PRICING.

I THINK WE'RE ALREADY DOING IT ON WHERE THE CARS ORIGINATE, WHAT TOWNS THEY ARE BUT I WOULD LOVE MORE INFORMATION THERE AND FOR ALL OF THIS I'M INTERESTED IN PROCESS.

WHERE WE ARE IN TERMS OF DIFFERENT RSP'S WHO IS ON THE DESIGN TEAM WHO IS ON THE APPROVED LIST, HOW WE EXPAND THAT, WHERE WE'RE GETTING COMMUNITY VOICE AND HOW WE'RE BUILDING THERE.

THANK YOU.

>> I WILL --

>> I HOPE THIS WAS, I HOPE IT WASN'T TOO FAST.

THANK YOU.

>> FEEL FREE TO JUMP IN MANY.

ON THE PUBLIC WORKS SIDE WE'LL GET BACK TO YOU ON THE HISTORY ON IT AND TODAY I WILL DETERMINE [INDISCERNIBLE] ON UNION SQUARE THOSE PROJECTS AND THE LIBRARY PROJECTS.

THE LIBRARY PROJECTS WERE BEFORE THE ROAD PROJECT.

THERE'S A REALLY IMPORTANT [INDISCERNIBLE] THAT'S BEING WORKED ON TRANSITION LINE IS BEING WORKED ON THAT IS PART OF THE PROJECT TO COME AFTER THEY ARE COMPLETED THEY WILL WORK WELL TOGETHER.

THAT'S ONE OF UNION SQUARE AND FOLLOW A [INDISCERNIBLE] ROAD NETWORK AFTER THE TODAY.

WE HAD A MEETING TWO AND-A-HALF MONTHS AGO WE WERE LOOKING AT TWO DIFFERENT CONCEPTS, CONCEPTUALLY AND CONSENT FOUR LOOKING AT THE LOCATION OF THE BUS LANE AND BIKE FACILITIES AND [INDISCERNIBLE] WORK THROUGH THAT CORRIDOR.

WE'RE LOOKING AT BOTH OF THOSE [INDISCERNIBLE] FEEDBACK FROM THAT PUBLIC MEETING.

AND BUT STOPS AND BUSES WE TALK

ABOUT A LITTLE BIT WITH  
COUNCILOR ARROYO'S QUESTIONS.  
ONE OF THE THINGS WHICH WE ARE  
LOOKING TO DO PLACES WHERE THERE  
ARE BUTTAL STOPS WHICH IS  
GRADED, WE CAN REUSE SOME OF THE  
OTHER ASPHALT IN THE AREA  
[INDISCERNIBLE] AND AGAIN  
KNOWING THAT AS A LITTLE BIT  
CONSTRAINING WITH THE BUSES  
[INDISCERNIBLE] TO ENSURE ON  
BUSES IS TO INCREASE THE  
FREQUENCY OF BUSES TO INCLUDE  
BUS LIABILITY AND DEDICATED BUS  
LANES.

PARKING IN UNION SQUARE I KNOW  
THAT'S PART OF THE WORK THAT THE  
TEAM IS DOING BEEN LOOKING AT  
THAT AND MAY HAVE MORE UPDATES  
THAN I DO.

ON THE [INDISCERNIBLE] FOCUSING  
ON THE MOST VULNERABLE ROAD  
USERS.

PLACES THAT ARE THE MOST  
VULNERABLE RESIDENCES IN THE  
LOCATIONS WITH MOST CRASHES A  
GOOD RATE OF PRIORITIZING MY  
INVESTMENT PLACES WHERE WE'VE  
GOT A LOT OF SENIORS AND A LOT  
OF USE -- AND HIGH NUMBER OF  
CRASHES.

THE PLACES WE'VE BEEN LOOKING AT  
I'M HAPPY TO HAVE THAT  
CONVERSATION.

UBER AND LYFT PRIORITIZING  
BOSTON DRIVERS.

WE HAVE THE PUBLIC DISPLAYS AT  
THE STATE LEVEL IS REALLY THE  
GOVERNING AUTHORITY AND NOT THE  
CITY IN TERMS OF ALL OF THE  
RULES ASSOCIATED WITH  
TRANSPORTATION NETWORK COMPANIES  
AND THINGS LIKE UBER AND LIGHT.  
THAT NOTION THOUGH OF -- UBER  
AND LYFT.

THAT NOTION THOUGH IS SOMETHING  
THAT THE MAYOR HAS DIFFERENT  
APPROACHES THAN THE CURRENT  
APPROACH ABOUT BIKING TRIPS  
WHICH IS ENCOURAGED MORE  
SHARED TRIPS -- CIRCLING WITHOUT  
A PERSONNEL DURING RUSH HOUR AND  
[INDISCERNIBLE] CONTINUING TO  
HAVE CONVERSATIONS AROUND HAVING

THE RIGHT PROCESS ON ANY OF OUR PROJECTS GOING FORWARD PARTICULARLY IF WE THINK ABOUT THE DIFFERENT RULES OF PUBLIC HEALTH PERMITS THAT ARE REALLY NECESSARY.

I PROBABLY MISSED LOTS OF QUESTIONS.

>> EVEN IF YOU DID, CHIEF OSGOOD I'M GRATEFUL TO YOU COUNCILOR JOHNNY.

NOW TO COUNCILOR FLYNN AND THEN COUNCILOR WU.

I'M GOING TO GIVE AN EXTREMELY ABBREVIATED OPPORTUNITY FOR PEOPLE TO ASK A THIRD THING BUT IT WILL NOT BE A THIRD ROUND OF FIVE MINUTES OF QUESTIONS.

WE HAVE TWO MORE PUBLIC HEARINGS TODAY AND WE'VE HAD THE [INDISCERNIBLE] TEAM FOR MORE THAN THREE AND-A-HALF HOURS NOW.

SO I'M GOING TO CALL ON COUNCILOR FLYNN.

COUNCILOR FLYNN, YOU HAVE THE FLOOR.

>> THANK YOU COUNCILOR BOK. AGAIN THANK YOU TO THE MAYOR WALSH'S TEAM.

I FAILED TO MENTION MATTE WALSH AS WELL AT PUBLIC WORKS THE JOB HIS TEAM IS TO GO AS WELL.

THANK YOU DENISE.

AND [INDISCERNIBLE] AND THE ENTIRE TEAM WE APPRECIATE EVERYTHING THAT YOU'RE DOING.

I'LL TRY TO SPEAK GENERALLY.

I KNOW YOU GAVE A PRESENTATION ON THE STREET LIGHTING, THAT'S AN IMPORTANT ISSUE FOR ME.

I FOLLOW THAT VERY CLOSELY.

IT'S AN IMPORTANT PART OF PEDESTRIAN SAFETY.

THERE'S NO ISSUE I SPENT MORE TIME ON THAN PEDESTRIAN SAFETY.

L STREET I'M STILL VERY CONCERNED ABOUT WE WORK ON THIS OFTEN.

WE ARE MAKING PROGRESS.

WE JUST HAVE A HUGE AMOUNT OF CARBONS COMING FROM THE SOUTH SHORE GOING UP L STREET INTO DOWNTOWN BOSTON SPEEDING.

THE SPEED LIMIT IS TOO FAST.



WE NEED MORE ENFORCEMENT AS WELL  
BUT YOU KNOW IF YOU CAN'T CUT  
THROUGH SOUTH BOSTON WITHOUT  
TREATING OUR NEIGHBORS WITH  
RESPECT, MAYBE IT'S NOT THE  
PLACE TO GO THROUGH.

IF YOU WANT TO DRIVE UP L STREET  
50 MILES AN HOUR.

I HAVE ELDERLY PEOPLE TRYING TO  
CROSS THE STREET AND KIDS TRYING  
TO GO TO SCHOOL.

THAT'S PROBABLY NOT THE  
NEIGHBORHOOD YOU NEED TO GO  
THROUGH.

BUT I NEED MORE HELP IN SOUTH  
BOSTON ON PEDESTRIAN SAFETY  
ISSUES.

I'M ALSO CONCERNED ABOUT THE  
KIDS WALKING, STUDENTS WALKING  
FROM MURIEL AND MCCORMICK AS YOU  
KNOW CROSSING INTO THAT ROAFT  
RE.

THERE ARE STREET ISSUES WITH THE  
POLICE AND DCR.

I'M VERY CONCERNED ABOUT THAT  
AREA BUT THE CONCURRENT  
JURISDICTION IS WELL WITH STREET  
LIGHTING.

ES STILL A MAJOR CONCERN TO ME  
WHERE A CAR AND PEDESTRIANS CAN  
GO AT THE SAME TIME.

I HIGHLIGHT THE EXAMPLE OF ON  
HYDE STREET WHICH IS IN MY  
DISTRICT BOSTON YOU TAKE A RIGHT  
ON TO HIDE STREET, ON TO  
CONGRESS STREET.

THAT'S CONCURRENT JURISDICTION.  
SO THE PEDESTRIAN CAN, THE  
PEDESTRIAN CAN CROSS THE STREET  
AND THE CAR CAN GO DOWN CONGRESS  
STREET.

ALL AT THE SAME TIME.

I KNOW YOU HAVE A LIST OF 15  
DANGEROUS JURISDICTION BUT THOSE  
ARE SOME OF MY QUESTIONS OVERALL  
GENERALLY SPEAKING BUT I NEED A  
LOT OF HELP ON PEDESTRIAN SAFETY  
ISSUES, IT'S A BIG CONCERN OF  
MINE.

I KNOW IT'S A CONCERN OF YOURS  
AS WELL.

>> COUNCILOR I CERTAINLY  
APPRECIATE YOUR LEADERSHIP AND  
USUAL INCREDIBLE FOCUSED ON

ISSUES [INDISCERNIBLE] AND REALLY APPRECIATED BY OUR ENTIRE TEAM.

WE ARE OBVIOUSLY WORKING WITH HOW WE USE ENFORCEMENTS AND CONTINUE TO MAKE THE ENGINEERING CHANGES THAT CAN IMPROVE SAFETY ON OUR CITY STREETS.

WITH L STREET WE CONTINUE TO WORK WITH COMPONENTS MAKING THE CORRIDOR SAFER I DON'T KNOW IF IT WAS YOU OR COUNCILOR BAKER RAISED TO [INDISCERNIBLE] MORE PEOPLE IN OUR PLANNING CONVERSATIONS [INDISCERNIBLE] AND REACHING SOUTH BOSTON IN THAT DIRECTION AFTER A MORE COMPREHENSIVE LOOK AT HOW THAT NETWORK IS LOOKING SO THAT WE CAN REALLY FOCUS ON THAT CORRIDOR.

AND THEN TO YOUR POINT AND AS GREG AND AMY HAVE SPOKEN ABOUT, WE ARE LOOKING AT OUR SYNAPSE AND LOOKING AT HOW OUR POLICIES CAN BEST MEET OUR GOALS.

SO APPRECIATE COMING FROM THAT. GREG OR DENISE OR STEPHANIE [INDISCERNIBLE]

>> I KNOW YOU'RE MAKING IMPROORMTS IN THE HARRISON AVENUE, WASHINGTON STREET [INDISCERNIBLE] OBVIOUSLY TREMONT STREET.

WHAT'S YOUR MAJOR GOAL IN TERMS OF PEDESTRIAN SAFETY MAKING SURE THE TRAFFIC SLOWS AT A REALLY SPEED BUT ALSO ENSURING PEDESTRIAN SAFETY IS STILL THE NUMBER ONE TOP PRIORITY FOR THE SOUTH END RESIDENTS.

>> REALLY APPRECIATE THE QUESTION.

I WANT TO GIVE A LOT TO CREDIT TO STEPHANIE WHO HAS BEEN LEADING THE ENTIRE REDESIGN CONVERSATION IN TREMONT STREET AND PROBABLY HAVE [INDISCERNIBLE] SOUTH END BUSINESSES HAVE DONE A LOT OF OUTREACH THERE.

WITH ADDITIONAL [INDISCERNIBLE] CAPITAL BUDGET THIS YEAR AND THE FUNDAMENTAL GOALS OF THAT

PROJECT IS ABOUT PEDESTRIAN SAFETY AND [INDISCERNIBLE] SO WE ARE CONTINUING TO MOVE THAT PROJECT FORWARD.

TO YOUR POINT THERE ARE ADDITIONAL ROADWAY IMPROVEMENTS SOME WHICH ARE HAPPENING NOW AND SOME WHICH WILL HAPPEN THE BUILDOUT OF THE NETWORK [INDISCERNIBLE].

STEPHANIE HAS AN UPDATE IF YOU WANT TO GIVE IT ON TREMONT STREET.

OKAY.

>> THANK YOU.

I THINK I HAVE ONE MORE MINUTE. I DID A WALKING TOUR WITH WALK BOSTON ON SUMMER STREET I DID SEVERAL TOURS WITH THE PSYCH COLLISIONS UNION, PEDESTRIAN -- CYCLISTS UNION, PEDESTRIAN [INDISCERNIBLE] I KNOW A BUS ROUTE FIRST CONNECT CANNING A BUS ROUTE FROM THE NORTH STATION AREA INTO THE SOUTH BOSTON WATER FRONT, WHAT ARE YOU THINKING ABOUT IN TERMS OF GETTING PEOPLE THERE SAFELY, GETTING, PROTECTING THE CYCLISTS BUT ALSO PROTECTING RHESUS RESIDENTS THAT ARE WALKING, PEDESTRIAN SAFETY THAT'S CERTAINLY A TOP PRIORITY OF YOURS AS WELL.

>> DO YOU WANT TO TALK ABOUT WHERE WE ARE WITH NORTH STATION AND THE SOW BOSTON WATER FRONT LAND INTO THE BROADER PLAN AS YOU KNOW COUNCILOR [INDISCERNIBLE] TRANSIT PLAN.

>> YES.

SO WE HAVE FUNDING AND I HAVE PREPARED TO HIRE A CONSULTANT TEAM [INDISCERNIBLE] THAT YOU MENTIONED AND WE'RE GOING TO DO THAT IN TANDEM WITH THE BPD HAS PLANNED DOWNTOWN PROCESS.

THAT'S WELL ON ITS WAY.

WE WANT TO MAKE SURE THAT ANY BUS LANE ISSUES FOR EXAMPLE THAT ARE CONSIDERED LEADING TO SOUTH STATION SEAPORT AND OTHER SOUTH STATIONS ARE SEEN IN THE CONTEXT OF OPEN SPACE IMPROVEMENT AS

WELL AS THE BICYCLE NETWORK THAT IS VERY IMPORTANT FOR THAT WHOLE CONNECTION.

THERE ARE MANY PEOPLE WITH BIKES TO GET AROUND THE DOWNTOWN AREA. SO THAT'S DEFINITELY SOMETHING THAT THAT WILL BE INITIATED THIS YEAR.

>> THANK YOU AND THANK YOU COUNCILOR BOK FOR GIVING ME AN EXTRA MINUTE.

>> YES.

MY AWE LURL WENT OFF SO YOU COULDN'T HEAR IT.

I'LL PASS IT ON TO COUNCILOR FLYNN.

THE CROSSWALK IN HIS DISTRICT ACROSS ARLINGTON STREET AND MELROSE AND ISABELLA STREET I PROMISED MY MOTHER I WOULD BRING UP IF HE DIDN'T.

IT'S LONG PROMISED FOR REPAIR.

I THINK YOU'RE FAMILIAR WITH IT

THE WHOLE NEIGHBORHOOD SO INFORMATION EXPECTS IT TO BE WORKED ON AND THERE'S A QUESTION WHETHER OR NOT IT'S IN THE PLAN FOR THIS SUMMER.

I JUST WANTED TO FLAG.

>> DO YOU HAVE ANYTHING ON THAT.

>> I HEARD ACCORDING TO PUBLIC WORKS THAT IT WOULD BE ONE OF THE FIRST DEVELOPMENT PROJECTS AS IT RELATES TO PUBLIC WORKS ONGOING PROJECTS.

>> THAT'S MY UNDERSTANDING AS WELL.

>> THANK YOU [INDISCERNIBLE] VERY SUPPORTIVE OF IT AND MY FRIEND NANCY AT THE PAY VILLAGE AS WELL ASKING FREQUENTLY ABOUT IT SO I APPRECIATE.

THANK YOU FOR BRINGING IT UP.

OUR PARENTS [INDISCERNIBLE] I HAVE TO MAKE SURE I WATCH OUT FOR THEM TOO.

>> THAT WAS A BLATANT USE OF CHAIR PREROGATIVE WHICH I WILL RARELY DO.

GREAT.

SO WE HAVE A NUMBER OF ADVOCATES WHO HAVE BEEN VERY PATIENTLY WAITING TO TESTIFY AND WE'RE GETTING VERY CLOSE TO THE 2:00

HEARING.

SO IF YOU'RE STILL ON THE LINE  
IF YOU HAVE A THIRD ROUND  
QUESTION PLEASE RAISE YOUR BLUE  
HAND I'LL CALL ON PEOPLE IN  
ORDER BASED ON WHO RAISES THEIR  
BLUE HAND AND I'LL TAKE LIKE A  
ONE MINUTE QUESTION.  
BUT NOT A WHOLE SPECIES OF  
SPEECH.

A ONE MINUTE QUESTION WE'LL GET  
AN ANSWER AND DO THE OTHERS AND  
DO A QUICK FIRE ROUND.

FIRST PERSON WITH A HIS HAND UP  
IS COUNCILOR ARROYO.

KOICIALG ARROYO YOU HAVE THE  
CLOCK.

>> QUICK QUESTION WHEN YOU SAID  
RAPID FIRE ROUND WHAT DO YOU  
MEAN BY THAT.

>> YOU CAN ASK THE QUESTION FOR  
ONE MINUTE.

THE RAPID FIRE IS ME GOING TO  
OTHER PEOPLE.

IT'S NOT YOU ASKING A RAPID  
QUESTION.

>> I DIDN'T KNOW WHAT YOU MEANT  
BY THAT I JUST WANT TO CONFIRM.

>> YOU CAN ASK MULTIPLE  
QUESTIONS IF THEY FIT INTO ONE  
MINUTE BUT THAT'S IT.

SO ALL RIGHT.

I'M GOING TO START THE TIMER  
NOW.

>> I WANT TO FOCUS ON SOMETHING  
I THINK MAKES MOST SENSE.

BIKE LANES INCREDIBLE IMPORTANT  
WITHIN THE CITY AS A WHOLE BUT  
IN DISTRICT KNIFE WE HAVE A  
COUPLE SPACES WHERE WE COULD  
REALLY USE THEM [INDISCERNIBLE]  
COMES TO MIND HELPS WITH BLUE  
BIKES BUT ALSO AMERICAN LESION  
COMES ALL OVER AND OVER AND OVER  
AGAIN IS A REAL DANGEROUS PLACE  
FOR BIKES ESPECIALLY WHEN THEY  
MERGE ON TO BLUE HILL.

BUT WHAT PLANS DO WE HAVE IN THE  
SHORT TERM.

I UNDERSTAND THERE MIGHT BE SOME  
LONGER TERM VISIONS BUT IN THE  
SHORT TERM WHAT PLANS DO WE HAVE  
TO PROTECT BIKES FOR FOLKS WHO  
ARE TRYING TO FIGURE OUT

DIFFERENT WAYS TO COMMUTE RIGHT NOW THIS MOMENT WANT TO DO SO SAFELY.

WHAT SHORT TERM PLANS DO WE HAVE IN DISTRICT FIVE SPECIFICALLY FOR MAKING THE [INDISCERNIBLE] >> [INDISCERNIBLE] MODIFICATIONS WITH HIGHWAYS AND GOVERNMENT [INDISCERNIBLE] I DON'T KNOW THE CURRENT STATUS OF ADDITIONAL PLANNING ON THE [INDISCERNIBLE] I DON'T KNOW IF GREG MADE ASSESSMENTS WITH AN UPDATE THERE COUNCILOR.

IF NOT I'LL GET BACK TO YOU ON THAT.

>> THANK YOU.

I'LL BE IN TOUCH CHRIS WITH THE REST OF MY QUESTIONS BECAUSE I HAVE A NUMBER OF AND WE'LL WORK IT THAT WAY FOR MY CONSTITUENTS. THANK YOU SO MUCH.

I'LL LET COUNCILOR BOK LET SOMEBODY ELSE GO.

>> THANK YOU COUNCILOR ARROYO. WE'LL FOLLOW ALSO AND FOLLOW UP WITH QUESTIONS THAT PEOPLE HAVE THAT HAVEN'T GOTTEN A CHANCE IN THIS SUCCESSION.

>> MADAM CHAIR, I DON'T THINK THIS WAS ASKED EARLIER WHEN I SCULPTED OUT.

HOW MANY ELECTRICAL VEHICLES DO WE HAVE IN OUR FLEET AND HOW MANY DO WE PLAN ON PURCHASING AS A PERCENTAGE OF OUR WHOLE.

THANK YOU.

>> SO WE HAVE 22 I BELIEVE TODAY.

THE PLAN IS TO PURCHASE ANOTHER 20.

WE HAVE A LOT OF [INDISCERNIBLE] BUT THIS WILL BE ALL ELECTRIC. SO NEARLY DOUBLING.

WHAT I DON'T KNOW THE PERCENTAGE OF SORT OF THE POTENTIAL VEHICLES THAT IS AND THAT IS PART OF WHAT WE'RE LOOKING AT.

HOW DO WE MAKE SURE [INDISCERNIBLE] MOST EFFICIENT BUT WE'RE THINKING HOW WE MODIFY WHAT OUR STREET ASSIGNMENTS ARE [INDISCERNIBLE]

>> GREAT, THANK YOU FOR THAT.

THE REST OF THEM I'LL SUBMIT.

>> PERTHANK YOU SO MUCH  
COUNCILOR ESSAIBI-GEORGE.  
COUNCILOR BAKER.

>> THANK YOU MADAM CHAIR.  
CHRIS I DIDN'T HEAR AN ANSWER  
YOU GUYS WERE HAVING HIGH LEVEL  
DISCUSSIONS ABOUT  
[INDISCERNIBLE] GROVE AND THEN  
ALSO I WANT TO THANK YOU BETWEEN  
THE DEN THERE'S A LOT OF  
MESSAGING GOING ON, A LOT OF  
DIFFERENT LANGUAGES THAT WE HAVE  
TO BE SENSITIVE ABOUT IF YOU  
HAVE A PRINTING BUDGET.  
WHAT DO YOU GUYS DO FOR  
PRINTING.

>> YES.  
WITH THE ANNOUNCEMENT, WE'VE HAD  
OTHER FORMAL SETTINGS  
[INDISCERNIBLE] WHICH WAS  
COMPLETED.

THERE IS MONEY THAT'S IN THE  
[INDISCERNIBLE] BUDGET MIGHT  
HELP US BE ABLE TO EXPLORE HOW  
DO WE BRING IN HOUSE A PARTNER  
ON TRASH RECYCLING OR --

>> WAS THE U TURN STUDY ON HOW  
WE GET A HANDLE AROUND RATES?  
WHAT ABOUT THE ACTUAL BUILDING.

>> [INDISCERNIBLE] CHANNEL 3 AND  
HOW THOSE SPACES COULD BE SORT  
OF BETTER USED, BETTER MANAGED.

>> SO MAYBE IF I CAN GET A RUN  
DOWN ON THAT AND YOU CAN ANSWER  
THE PRINTING QUESTION JUST SEND  
ME AN E-MAIL.

>> YES, I WILL.

>> THANK YOU.

>> GREAT, THANK YOU COUNCILOR  
BAKER.

>> THANK YOU MADAM CHAIR.

>> COUNCILOR MEJIA.

>> HI, YES.

ONE LAST QUESTION AND I'M NOT  
SURE IF THIS FITS WITHIN THIS  
DEPARTMENT BUT I'M JUST REALLY  
CURIOUS ABOUT IF THERE'S ANY  
OPPORTUNITY TO KIND OF COOL  
THINGS DOWN DURING THE SUMMER  
THROUGH SOME OF THE EFFORTS.  
I THINK IT'S ASPHALT IN CERTAIN  
NEIGHBORHOODS THIS GETS A LITTLE  
BIT HARDER AND THEN BECOMES

OFTEN TIMES THERE MIGHT BE  
CORRELATION WITH SOME OF THE  
VIOLENCE WE SEE IN OUR STREETS.  
THERE'S NO REAL SPACE TO COOL  
THINGS OFF.

IS THIS PART OF YOUR  
JURISDICTION?

>> IT'S IN COLLABORATION IN SOME  
WAYS WITH THE ENVIRONMENT OPEN  
SPACE AND ENERGY CABINETS.  
WE ARE LOOKING AT URBAN  
[INDISCERNIBLE] WHICH IS ONE OF  
THE THINGS OF THE DESIGN AND  
THINK ABOUT HOW WE BETTER DESIGN  
THE [INDISCERNIBLE] WHICH CAN  
THEN HELP KEEP OUR STREETS  
[INDISCERNIBLE] CLEANER.

>> OKAY.

AND THEN ONE LAST QUESTION.  
I STILL HAVE A MINUTE.

NO, I DON'T.

>> IF YOU'RE VERY BRIEF.  
LIKE 10 SECONDS.

GO.

>> I'M JUST CURIOUS ABOUT IN  
CERTAIN NEIGHBORHOODS YOU HAVE A  
LITTLE BUSES HAVE A LITTLE  
CANOPY WHERE THEY CAN, IS THAT  
SOMETHING THAT YOU GUYS RUN OR  
IS THAT THE STATE?

>> IT'S BOTH.

WE HAVE A CONTRACT WITH A  
COMPANY CALLED [INDISCERNIBLE]  
AND THE STATE IS CONTRACTED WITH  
[INDISCERNIBLE] SO SOME DEMAND  
BY [INDISCERNIBLE] AND BY THE  
STATE.

>> CAN WE GET MORE SHELTERS?

>> YES.

WE HAVE A LITTLE FLEXIBILITY ON  
THAT BUT I'LL BE HAPPY TO FOLLOW  
UP ON HOW THAT'S DONE.

>> THANK YOU VERY MUCH.

>> EXCELLENT.

THANK YOU COUNCILOR MEJIA.  
MY ONLY CHIEF OSGOOD IS THAT I  
SAW THE BUDGET TRYING TO GET  
[INDISCERNIBLE] ON THIS SIDEWALK  
TRIBE STRIPING BUT AS YOU  
MENTIONED THERE'S A REAL  
LIMITATION BEING ABLE TO DO  
THAT.

I'M JUST WONDERING IF THERE'S A  
REALISTIC PLAN TO GET A THREE



YEAR CYCLE ON THAT?

>> [INDISCERNIBLE] SPERNT A LOT OF WHICH IS A PRIORITY OF THE MAYOR.

>> WE'RE PRETTY CONFIDENT WITH THE ADDITIONAL FUNDING, WE WILL HAVE A THREE YEAR REPLACEMENT AND REFRESHING OF THE [INDISCERNIBLE]

>> THAT'S FANTASTIC TO HEAR. THANK YOU SO MUCH. ALL RIGHT.

WE'RE NOW GOING TO GO TO OUR OTHER CITATION ADVOCATES HERE SO I'M GOING TO ADMIT FROM THE WAITING ROOM.

I'LL ADMIT A FEW PEOPLE AT ONCE AND I'LL TELL YOU THE ORDER. THE.

>> FOR EVERYONE THAT'S BEEN ADMITTED ONE NOTE IS TO MAKE SURE YOU TURN OFF THE LIVE STREAM YOU'VE BEEN WATCHING BEFORE YOU START TESTIFYING OTHERWISE IT CREATES A BAD FEEDBACK LOOP.

WE'LL START WITH [INDISCERNIBLE] WHO I SUS PECK IS UNDER THE BOSTON CYCLE.

THERE WE GO.

WE'LL START WITH ALLAY AWE AND LOUISA AND MATTHEW AND BRENDA.

IF YOU HAVEN'T BEEN CALLED YOU'LL BE RIGHT AFTER.

SO ELIJAH.

INTRODUCE YOURSELF AND KEEP THIS BRIEF TWO TO THREE MINUTES.

THANKS SO MUCH.

ELIJAH YOU HAVE THE FLOOR.

>> HI, THANKS SO MUCH CHAIRWOMAN BOK AND ALL THE COUNCILORS.

HERE ON BEHALF OF THE BOSTON CYCLING AND 1200 MEMBERS IN METRO BOSTON THANK YOU FOR A LOT OF THE BUDGET COMMITMENTS ESPECIALLY THE [INDISCERNIBLE] BIKES NETWORK AND VISION ZERO.

WE'RE ALSO REALLY EXCITED TO SEE TEAM [INDISCERNIBLE] FUNDS DIRECTED TO STATES BPS RECYCLING PROGRAM AND TO OFFER THE BIKE PASSES IN THE MAIN STREET DISTRICT AND THE EXPANSION OF THE BLUE BIKES IN HYDE PARK AND

OTHER NEIGHBORHOODS HAVING ACCESS.

I THINK THERE WILL BE BLUE BIKE SESSIONS AND SEVERAL COUNCILOR RAISED AND [INDISCERNIBLE] WE REALLY NEED TO THINK ABOUT WHAT ARE THE STREETS IN THOSE DISTRICTS THAT ARE GOING TO BE SAFE FOR PEOPLE TO RIDE ON NEAR THEM AND WHERE DOES IT MAKE SENSE FOR THEM TO GO IN -- MAKE SENSE FOR THEM TO GO IN.

OVERALL I JUST WANT TO SAY THAT WE'RE EXCITED ABOUT THIS BUDGET. WE SEE TAKING ALL THE DIFFERENT PROJECTS TOGETHER ABOUT SIX MILES OF PROTECTED BIKE LANES THAT COULD GO IN THIS YEAR AND ANOTHER APPROXIMATELY SIX NEXT YEAR WHICH WOULD GET US CLOSE TO THE SHORT TERM GOALS LAID OUT IN GO BOSTON 2030 FOR THE BIKE NETWORK.

MY CONCERNS ARE THAT THERE HAVE BEEN COMMITMENTS AND HIGHER LEVELS IN PAST YEARS AND ACTUAL EXPENDITURES HAVING REACHED THAT AND IN 2019 THERE'S ONLY ONE MILE [INDISCERNIBLE] THERE WAS SOME OTHER PAINTED LANES. SO THE MAIN THING I WANT TO SAY IS THAT IS.

I'M GRATEFUL TO THE COUNCILOR RAISING THE BIKE NETWORK. WE'RE GOING TO WANT TO SEE THIS BUDGET APPROVED AND BEYOND THE APPROVAL OF THE BUDGET WE'RE GOING TO NEED THE SUPPORT AND THE LEADERSHIP OF THE CITY AND COUNCILORS TO MAKE THESE PROJECTS HAPPEN AND BRING THEM TO FRUITION AND MAKE SURE THAT WE HAVE THE LEADERSHIP AND THAT THEY ARE SEEN TO COMPLETION. THAT HAPPENS AT A QUICKER PACE. WHEN THAT HAPPENS THERE WILL BE LESS NEIGHBORHOOD PUSH BACK LIKE WHY IS THIS HAPPENING FOR HALF A MILE ON MY NEIGHBORHOOD AND [INDISCERNIBLE] WHICH WILL ENCOURAGE US TO DO MORE PROJECTS.

FINALLY I WANT TO SAY AFTER LAST NIGHT'S [INDISCERNIBLE] PUBLIC

MEETING IT STILL REMAINS REALLY  
UNCLEAR TO ME WHAT THE BENEFIT  
OF ADDING VEHICLES ON THE BRIDGE  
AND WE REALLY NEED TO CONSIDER  
AWE PROVING THE BUDGET WITH THE  
COMINGS OF A BIKE SIDE GRID.

>> GREAT THANKS SO MUCH ALLAY  
YEAH.

I WANT TO RECOGNIZE  
[INDISCERNIBLE] FROM MULTIPLE  
STREETS AND THEN  
[INDISCERNIBLE].

YOU HAVE THE FLOOR.

>> THANK YOU.

GOOD AFTERNOON I'M LOUISA  
[INDISCERNIBLE] I'M THE PUBLIC  
POLICY DIRECTOR ON THE LOVEABLE  
STREETS AND MEMBER OF THE  
MASSACHUSETTS ZERO VISION  
COALITION AND THANK YOU SO MUCH  
FOR THE OPPORTUNITY TO PROVIDE  
COMMENT TODAY.

I JUST WANT TO START BY SAYING  
WE UNDERSTAND THAT RIGHT NOW A  
LOT OF PUBLIC WORKS AND  
TRANSPORTATION HAS TO GO TO THE  
COVID 19 RESPONSE.

WE WANT TO ACKNOWLEDGE THE GREAT  
WORK THAT STAFF IS DOING SETTING  
UP TESTING SITES AND THINGS LIKE  
THAT.

I WANT TO SAY HOW GRATEFUL WE  
ARE TO THE WORK WE'RE GETTING  
DONE BUT AS WE TRANSITION OUT OF  
THE STAY AT HOME ADVISORY THE  
CITY'S GOING TO START MORE  
CAPACITY TOWARDS THE BUDGET AND  
THE COMING FISCAL YEAR.

SIMILARLY TO ELIJAH'S COMMENT WE  
KNOW WHAT WE NEED TO GET DONE  
AND THE PANDEMIC HAS MADE  
CERTAIN PROJECTS MORE IMPORTANT  
THAN EVER LIKE BUILDING OUT THE  
BIKE NETWORK SO WORKERS CAN GET  
TO WORK SAFETY, IMPROVING MAIN  
STREET AREAS MAKING THEM MORE  
BIKE FRIENDLY AND BOOSTING  
BUSINESSES [INDISCERNIBLE]  
TRAVELING STAR.

IMPROVING SAFETY IN CORRIDORS AT  
MASS AVE WHICH IS THE SITE OF A  
FATAL CRASH TWO WEEKS AGO AND  
[INDISCERNIBLE]

AND OF COURSE, ON COMMONS

HIGHWAY HAD CONSISTENCY SINCE  
STAY AT HOME.

THE COLUMBIA ROAD DESIGN WHICH  
HAS BEEN FUND THE LAST TWO YEAR  
BUT YET TO SEE ACTION.

WE KNOW THE CITY HAS THE  
RESOURCES TO DO THESE PROJECTS  
AND WE'RE PLEASED TO SEE AN  
INCREASE IN FUNDING THIS YEAR,  
BUT IT IS A MATTER OF  
IMPLEMENTATION AND HOW THE CITY  
IS SPENDING MONEY.

AND BECAUSE OF COVID 19 FOR THE  
FORESEEABLE FUTURE, WE'LL NEED  
TO BE SMARTER ABOUT HOW WE  
OPERATION LIZE THINGS AND USE  
LIMITED RESOURCES AND WE NEED TO  
BE FOCUSED ON PROJECTS KEEPING  
PEOPLE SALE.

SIMILARLY I WANT YOU TO BRING UP  
THE NORTHERN BRIDGE AND THE CITY  
IS PLANNING TO SPENT MORE THAN  
\$100 MILLION BUT CHOOSING TO  
FOREGO 10 MILLION OF COMMITTED  
FEDERAL FUNDS.

THE BRIDGE IS A FLOATED PROJECT  
BUT IN ORDER TO CARRY VEHICLES  
AND WE'RE WONDERING IS THAT THAT  
BEST USE OF RESOURCES?

WHAT ELSE CAN WE DO WITH THAT  
HUNDRED MILLION NOW?

AS HIGHLIGHTED IN RECENT REPORT  
ON THE STEEP PROGRESS ON  
IMPLEMENTATION GO BOSTON 2030,  
THE CITY HAS RESOURCES AND  
CAPACITY, BUT NEEDS TO IMPROVE  
IMPLEMENTATION AND TO PICK UP  
THE PACE IN ORDER TO SEE  
MEANINGFUL PROGRESS,  
PARTICULARLY ON VISION ZERO AND  
TRANSPORTATION PROJECTS THAT ARE  
NOR CRITICAL NOW MORE THAN EVER  
BECAUSE OF COVID.

THANK YOU VERY MUCH.

>> THANK YOU SO MUCH.

NEXT IS MATTHEW MALLOY.

THAT WILL BE BRANDON, THEN SARA  
AND BRAD.

MATTHEW, YOU HAVE THE FLOOR.

>> THANK YOU.

MY NAME IS MATT MALLOY.

I'M THE CEO AND ONE OF THE  
OWNERS OF DORCHESTER BREWING  
COMPANY ON LOWER MASS AVENUE IN

DORCHESTER.

TESTIFIED TODAY TO SHARE BOTH ENTHUSIASTIC BUT SHOWING GRAVE CONCERN ABOUT WHAT THEY'RE PLANNING DOING WITH INTRODUCING DEDICATED BIKE LANES IN MY EVERY.

IT'S ALWAYS IMPORTANT TO NOTE IF YOU'RE ONE OF THE FIRST BUSINESSES TO WRITE A LETTER OF SUPPORT UNDER THE CONDITION THAT IS PARKING WOULD NOT, IMPACTED. DORCHESTER WE EMPLOY PEOPLE AND IN INVESTED TEN MILLION DOLLARS IN THIS AREA.

WHILE WE'RE IN SUPPORT OF THESE INITIATIVES, WE ALSO UNDERSTAND SEVERAL PLAN SHARED WITH US FORCED THE REMOVAL OF PARKING MORE THAN 90 SPOTS ON MASS AVENUE.

IT IS IMPORTANT TO NOTE THAT WE DO NOT HAVE A PARKING LOT AND THIS LOCATION FIVE YEARS AGO TO GROW OUR BUSINESS RELYING ON THIS CRITICAL STREET PARKING.

I CAN ASSURE YOU THAT BASED ON YOUR PLANS TO POTENTIALLY REMOVE PARK ON THE WEST SIDE NEAR THE BREWERY, YOU WILL FORCE ME TO LAY OFF ONE-HALF OF MY STAFF AND SERIOUSLY JEOPARDIZE OR BUSINESS AND SEVERAL MONITOR OWNED BUSINESSES.

THE PARKING IS CRITICAL IN OUR COLLECTIVE SUCCESS.

IT IS CRITICAL WE SUPPORT LOCAL BUSINESSES IN THIS AREA, ESPECIALLY INCLUDING US WHO ARE EXTREMELY HARD HIT BY COVID. IT IS ALSO CRITICAL WE KEEP ALL PARKING'S INTRODUCED BIKE LANES IN THIS AREA TO SUPPORT FURTHER GROWTH AND ADDRESS TROPICAL DEPRESSION NEEDS.

REMOVING PARKING IS NOT THE SOLUTION.

BASED ON OTHER BIKE LANES, THERE WAS SOLUTION WHERE NO PARKING IS REMOVED BY DIRECTIONAL BIKE LANES ARE SUPPORTED USING PARKED CARS ON WEST SIDE OF MASS AVENUE.

ADDITIONALLY, THIS PROCESS SEEM

TO BE MOVING QUICKLY.  
PERHAPS THERE WAS AN OPPORTUNITY  
TO SLOW THE PROCESS DOWN AND TO  
BE FULLY UNDERSTAND THE IMPACTS  
OF COVID 19 IN OUR COMMUNITY.  
THERE'S NO NEED TO RUSH THIS.  
I APPRECIATE ATTENTION AND  
EFFORTS AND EVERYBODY,  
EVERYTHING THAT YOU ALL FOR CITY  
EVERY DAY.  
THANK YOU VERY MUCH.  
>> THANKS SO MUCH, MATT  
>>> BRANDON IS YOU BE NEXT.  
THEN SARA.  
BRANDON  
>> THANKS FOR THE CHANCE TO  
SPEAK, I'M BRIAN CARNEY, THE  
DEPUTY DIRECTOR OF LOCK BOSTON.  
LAST WEEK, THE RATE OF  
FATALITIES ON MASSACHUSETTS  
ROADWAYS DOUBLED IN APRIL, 50%  
LESS TRAFFIC 28 INDIVIDUALS DIED  
IN CRASHES COMPARED WITH APRIL,  
2019 WHEN THERE WERE SEPTEMBER  
OF ON ROADWAY.  
THIS HIGHLIGHTS THE SAFETY  
PRODUCTS IDENTIFIED FOR FUND AND  
AIR ARE SUPER IMPORTANT.  
THEY'RE NOW SEEING DIVIDE VEND,  
MANY PROJECTS THESE STARTED ON,  
THERE'S A NEED TO KEEP WORKING  
TO MAC STREETS SAFE FOR PEOPLE  
WALKING.  
SAFETY PROJECTS IN THE PUBLIC  
WORKS AND TRANSPORTATION BUDGETS  
ARE MOVING US IN THE RIGHT  
DIRECTION.  
THANK YOU FOR YOUR SUPPORT.  
I WANT YOU TO HIGHLIGHT I WAS I  
WANT TO HIGHLIGHT FEW THINGS,  
GOOD TO SEE COMMERCE STREETS HAS  
CONSTRUCTION DOLLARS.  
SECOND, \$2 MILLION FOR THE  
SAFETY INTERVENTION PROGRAM ON  
NEIGHBORHOOD STREETS WHICH WILL  
HELP EVALUATE AND ACT ON  
RESIDENTS AND SAFETY RESTS IS IN  
THE BUDGET.  
ALSO GREAT TO GET MORE  
CLARIFICATION ON THAT AND HOW IT  
WILL BE IMPLEMENTED.  
THIS CAN BE A WAY FOR SPOT  
IMPROVEMENT SPEED HUMPS AT  
DANGEROUS INTERSECTIONS OR ON

STREETS.

FOR THE NEIGHBORHOODS PROGRAM.

SO THAT'S FANTASTIC.

ALSO, THANK YOU FOR THE  
CONTINUED WORK TOWARDS ACCESS  
ABILITY FOR ALL WITH THE  
EXPANDED PLANS.

IT'S GREAT TO HEAR THERE'S GOING  
TO BE AN ADA COORDINATOR.

WE'RE MOVING TOWARDS A POWER  
FEED GETTING US TOWARDS THAT  
GOAL OF PEDESTRIAN PRIORITIZED  
SIGNAL THAT WERE IN THE GO PA  
BOSTON 2030 PLAN.

FINALLY ECHOING ON THE NORTHERN  
BRIDGE.

THE CITY TO COMMIT TO BRIDGE  
DESIGN THAT'S ONLY OPEN TO  
PEDESTRIANS, BICYCLES AND  
EMERGENCY VEHICLES: THAT WAS  
NOT REFLECTED IN THE MEETING  
WIRE ASKING CITY COUNCIL NOT TO  
REMOVE THAT IN THE BUDGET UNTIL  
THE COMMITMENT HAS BEEN MAILED.  
THE SCALE FUNDING NOR THE SAFETY  
PROJECTS THAT I MENTIONED  
EARLIER AND THROUGHOUT THE CITY,  
THOSE PARTICULARLY THROUGHOUT  
THE CITY PALE IN COMPARISON OF  
THE PROPOSED BRIDGE THANK YOU  
FOR THE OPPORTUNITY TO COMMENT.

>> THANKS SO MUCH.

NOW,

>> HI.

THANK YOU FOR ALL YOU'RE DOING  
ESPECIALLY DURING THESE TIMES.  
I'M GLAD TO BE AFTER TALKING  
ABOUT COUPLE OF STREETS THEY  
BRING MUCH MORE EXPERTISE TO THE  
ISSUES AT HAND.

I'M A PRIVATE RESIDENT.

BUT I'VE BEEN CONCERNED AND  
LEARNED A LOT ABOUT  
TRANSPORTATION AND PEDESTRIAN  
AND BIKE SAFETY AND MOTOR  
VEHICLE SAFETY IN THE PAST 24  
YEARS WORKING ON THOSE KINDS OF  
THINGS.

I APPRECIATED WHAT THESE  
ORGANIZATIONS ARE TRYING TO  
BRING A BETTER BALANCE TO OUR  
PUBLIC SPACES, IN THE CENTURY OF  
THE 1950'S PLUS, WE GAVE OVER SO  
MUCH TO MOTOR VEHICLES, AND

WE'RE SEEING WHEN TRAFFIC IS LOW  
THAT THINGS HAPPEN.  
I'LL BE BRIEF.  
WE'RE EXCITED TO TAKE CARE OF SO  
MUCH SUPPORT FOR THE STRATEGIC  
BIKE NETWORK.  
100% BEHIND THE INITIATIVES.  
I'D LIKE TO POINT OUT THAT  
LIVABLE STREETS HAD A VERY  
UNINTERESTING CONVERSATION LAST  
NIGHT ABOUT TRANSIT AND THE  
IMPORTANCE FOR ESSENTIAL WORKERS  
AND TRYING TO MATCH THE SERVICE  
WITH WHERE THE NEEDS REALLY ARE.  
AND IF YOU HAVEN'T SEEN IT.  
I HOPE IT WILL BE ON LINE SOON.  
WHY IT MATTERS TO ME SO MUCH AS  
AN INDIVIDUAL I'M SENIOR  
CITIZEN.  
I'LL BE 70 MY NEXT BIRTHDAY.  
BUT I WORK IN PUBLIC HEALTH ON  
THE STUDY LOOKING AT THE ROLE OF  
PHYSICAL ACTIVITY AND CHRONIC  
DISEASE PREVENTION.  
AND IT'S HUGE.  
BUT NOT IF YOU'RE GOING TO GET  
KILLED BY A CAR RIDING A BIKE.  
AS PART OF MY WORK LIFE I'M A  
FORMER MAUREEN RUNNER, PART OF  
MY PERSON LIFE.  
BUT I LIVE ON THE EVER WAY, I  
KNOW THAT'S NOT CITY, IT'S D CR  
BUT IT TOOK ME YEARS TO BIKE  
ANYWHERE.  
THERE'S A LOT OF PEOPLE LIKE ME,  
WHO REALLY WOULD GO OUT THERE IF  
THEY FELT SAFE.  
I'LL JUST CLOSE WITH A STATEMENT  
THAT YOU MAY REMEMBER, SOME OF  
YOU WHO WERE AT THIS HEARING A  
YEAR AGO, I SPOKE ABOUT THINGS  
LIKE LACK OF CROSSWALKS OR THE  
CROSSWALKS WERE NOT ADA  
COMPLIANT AND THEY'RE CRUMBLING.  
AND JUST HAPPY TO SAY THAT D CR  
DID START A STUDY IN NOVEMBER.  
THEY DID A STUDY ON HOLD DUE TO  
THE PANDEMIC.  
BUT I HOPE WHEN THEY RESUME,  
YOU'LL ALL SUPPORT MAKING SOME  
PROGRESS THERE.  
THANK YOU.  
>> THANK YOU SO MUCH.  
AND CAN WE PLAY THE ONE VIDEO



WE'VE GOT?  
THAT WILL CLOSE OUT THE PUBLIC  
TESTIMONY.  
I JUST WANT TO THANK EVERYBODY,  
THANK ESPECIALLY THE BTG AND PWD  
TEAM FOR SITTING THROUGH THE  
LONG HEARING AND FOR ALL THE  
WORK THAT YOU DO.  
I WON'T FOLLOW MY OWN COUNSELOR  
IN-COMPANYING THE NAMES OF  
EVERYBODY WHO HAS MET WITH ME ON  
PROJECTS, BUT THERE HAVE BEEN  
MANY, I JUST WANT TO AMPLIFY  
WHAT SOME OF THE ADVOCATES SENT  
TODAY, WE COUNCIL WANT TO  
SUPPORT YOU ALL GETTING THIS  
WORK DONE IN THE YEAR AHEAD.  
THINKING ABOUT HOW THAT WITH  
COVID AND MAKE SURE WE DON'T  
HAVE A BOTTLE NECK.  
I'VE SPOKE WITH OTHER HEARINGS  
WHAT I SEE IS THE URGENCY OF  
SPENDING CAPITOL DOLLARS.  
IF WE CAN'T DO THAT ALL THE  
PLANS COMES TO -- I JUST WANT TO  
EXPRESS MY THANKS AND  
APPRECIATION.  
KERRY DO WE HAVE THE VIDEO?  
HERE WE GO.  
>> HI, ALL, I'M BRYCE WILLIE I  
LIVE IN DOOR CHESTER.  
BEFORE THE STAY AT HOME ORDER I  
COMPUTED BY BIKE.  
BEEN LUCKY IN THE MAJORITY OF MY  
COMMUTE, HOWEVER, TRAVELING  
ANYWHERE ELSE IN THE CITY IS  
HECTIC.  
TRYING TO GET TO THE BACK BAY,  
EVEN JUST RIDING A FEW BLOCKS  
DOWN TO STOP AND SHOP FEELS  
UNSAFE.  
EVEN PAINTED LINES SEEM  
WORTHLESS WHEN THEY DISAPPEAR  
EVERY OTHER BLOCK.  
AND TRAFFIC THAT'S SPEEDING BY  
YOU, SO THEY DON'T GET STUCK  
BEHIND A BIKE.  
WHEN CITY HAD ITS FIRST KNOWN  
CASE OF COVID IN EARLY FEBRUARY,  
I WAS LUCKY ENOUGH TO BE ABLE TO  
CHOOSE TO DISTANCE MYSELF ON MY  
COMMUNITY BY BIKING.  
DOOR CHESTER RESIDENT COULD MAE  
THAT CHOICE RISKING SAFETY ON A

BIKE OR HEALTH.  
YES, IT TAKES A LOT OF  
INVESTMENT TO TAKE OUR CITY BIKE  
AND PEDESTRIAN FRIENDLY BUT I  
BELIEVE IT WILL BE SIGNIFICANTLY  
BETTER FOR IT.  
>> GREAT.  
THANK YOU SO MUCH.  
AND FOR FOLKS WHO ARE WONDERING,  
WE WILL BE CONVENING THE BOSTON  
PUBLIC LIBRARY AND BOSTON  
HEARING, IT'S 2:08.  
WITH THAT, THIS MEETING IS  
ADJOURNED.  
THANK YOU.  
(RECESS)