

; 05/11/17 8:01 AM
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TODAY IS WEDNESDAY MAY 10.
WE HERE TO REVIEW THE FY18
BUDGET FOR THE BOSTON
TRANSPORTATION DEPARTMENT.
I WANT TO WELCOME COMMISSIONER
AND YOUR TEAM.
LIKE TO REMIND FOLKS THAT THIS
HEAR SONG BEING BROADCAST LIVE
AND RECORDED ON COMCAST CHANNEL
8 AND RCN CHANNEL 82.
I'D LIKE TO ASK FOLKS IN THE
CHAMBER TO SILENCE THEIR
ELECTRONIC DEVICES.
AT THE CONCLUSION OF THE HEARING
THE PRESENTATION FROM BOSTON
TRANSPORTATION DEPARTMENT AND
QUESTION AND ANSWER PERIOD FOR
MY COLLEAGUES WE'LL TAKE PUBLIC
TESTIMONY.
WE HAVE SIGN-IN SHEETS TO MY
LEFT.
WE ASK THAT YOU STATE YOUR NAME,
ADDRESS AND ANY AFFILIATION.
WE'RE EXPECTING A BIG CROWD
TONIGHT SO I WOULD ASK FOLKS TO
FOLLOW THE RULES OF THE COUNCIL
THAT, JUST REMIND FOLKS EVERYONE
THE PURPOSE OF THIS BUDGET
HEARING.
THE CITY COUNCIL'S
RESPONSIBILITY TO REVIEW THE
CITY BUDGET AS PART OF THIS
RESPONSIBILITY AND IN AN EFFORT
TO INVOLVE THE PUBLIC IN THIS
REVIEW, WE HOLD PUBLIC HEARINGS
TO ENGAGE AND HERE FROM ALL
INTERESTED PARTIES.
REGARDING ANY ASPECT OF THE CITY
BUDGET KEEP THEIR COMMENTS
RESPECTFUL AND ABIDE BY THE
RULES.
NOT TO CURTAIL THE VIEWS BUT
RATHER ENCOURAGE THE EXPRESSION
OF ALL VIEWPOINTS.
AS THE CHAIR OF THIS COMMITTEE I
INTEND TO HOLD A PRODUCTIVE AND
RESPECTFUL REVIEW OF THE
TRANSPORTATION DEPARTMENT'S
BUDGET.
LIKE TO INTRODUCE MY COLLEAGUES

IN ORDER OF 'RURAL.
TO MY LEFT COUNCILOR JOSH ZAKIM.
COUNCILOR MATT O'MALLEY.
SOUL TIM McCARTHY TO MY RIGHT
WHO SEND OUT COUNCIL PRESIDENT
MICHELLE WU LIKE TO READ THE
DOCKETS INTO THE RECORD AT THIS
TIME.

REVIEW OF THE BOSTON
TRANSPORTATION DEPARTMENT
PERTAINING TO DOCKETS 0536-0 38
ORDERS FOR FY18 OPERATING BUDGET
INCLUDING ANNUAL APPROPRIATIONS
FOR DEPARTMENTAL OPERATIONS,
APPROPRIATION -- 0539-43.
CAPITAL BUDGET APPROPRIATIONS
INCLUDING LAW AND ORDER AND
LESION AND PURCHASE AGREEMENTS.
BLESS YOU.

BEFORE I HAND IT OVER TO THE
COMMISSIONER I FIRST WANT TO
THANK YOU, COMMISSIONER AND YOUR
ENTIRE TEAM BUT IN PARTICULAR WE
UNDERTOOK A PRETTY EXPANSIVE OF
THE RESIDENT PARKING PROGRAM IN
AUSTIN BRIGHTON AROUND THE
BOSTON LANDING COMPUTER RAIL
WHICH IS EXPECT TO OPEN IN COME
WEEKS I BELIEVE MAY 22 THEY
START THEIR FIRST TRIP.

STARTING WITH THE MEETINGS WE
HELD IN THE NEIGHBORHOOD AT GBH,
BILL CONROY, TRACY I SEE UP
HERE, CARLA.

LET ME SEE.

JULIO, BRIAN McKINLEY, STEVE
McGUIRE, AND I ALSO WANT TO
MENTION PAUL LEE ESPECIALLY
BECAUSE HE DOES ALL OUR SIGNS
OUT IN THE NEIGHBORHOOD.

DONNY, MIKE, THESE ARE ALL
PEOPLE THAT WE WORK WITH ON A
DAILY BASIS, SOMETIMES AN HOURLY
BASIS RECENTLY.

THEY DO GREAT WORK FOR THE
ENTIRE CITY OF BOSTON.

I JUST WANTED TO MENTION THAT IN
THE OUT SET THAT YOU HAVE A
GREAT TEAM THAT PROVIDES GREAT
SERVICE TO OUR CITY.

THANK YOU.

>> I APPRECIATE YOUR KIND WORDS
ON BEHALF OF MY TEAM.
THANK YOU FOR THE OPPORTUNITY TO

BE HERE.

ON BEHALF OF MAYOR WALSH I'M HAPPY TO BE HERE TO TALK ABOUT THE BOSTON TRANSPORTATION DEPARTMENT AND WORK THAT'S BEEN ACCOMPLISHED OVER THE PAST YEAR AND PLANS FOR FISCAL YEAR '18.

STAFF WORKED HARD TO DELIVER SAFE, ACCESSIBLE AND FUNCTIONAL STREETS FOR ALL USERS AND SIGNIFICANT GAINS HAVE BEEN ACHIEVED IN FY17 TO DATE.

WITH MAYOR WALSH WE RELEASED GO BOSTON 2030, VISION INTO ACTION PLAN TO DIRECT THE CITY'S TRANSPORTATION AGENDA.

COMPRISED OF 58 PROJECTS AND POLICIES AND THESE PROJECTS AND POLICIES ARE DIE SIGNED TO EXPAND ACCESS TO VARIETY OF CONNECTED TRANSPORTATION OPTIONS, ENSURE EQUITABLE AND RELIABLE TRANSPORTATION SERVICE, PROVIDE ACCESS TO JOB CENTERS, IMPROVE TRAFFIC SAFETY AND PREPARE OUR TRANSPORTATION NETWORK FOR CLIMATE CHANGE.

SEVERAL OF THE PLANS PROJECTS AND POLICIES ARE ALREADY UNDERWAY AND WORK IS PROGRESSING ON MANY OTHERS.

ONE IMPORTANT GO BOSTON 2030 PROJECT THAT IS WELL UNDERWAY IS VISION ZERO.

OUR INITIATIVE TO ELIMINATE SERIOUS AND FATAL TRAFFIC CRASHES IN THE CITY BY 2030.

IN PARTNERSHIP WITH VISION ZERO TASK FORCE, BTM ANNUAL REPORT THIS WAS RELEASED TODAY.

SOME HIGHLIGHTS OF THIS REPORT ARE, SUCCESSFULLY ADVOCATING TO REDUCE BOSTON SPEED LIMIT FROM 30 MILES PER HOUR TO 25 MILES PER HOUR.

INSTALLING PROTECTIVE BIKE LANE ON MASS AVE.

STRIVING TO ENSURE THAT ALL MAJOR ROADWAY RECONSTRUCTION PROJECTS INCLUDE A FOCUS ON IMPROVING SAFETY FOR ALL USERS.

IN ADDITION, THE SQUARE IN DORCHESTER AS WELL AS MASS AVE.

IN THE BACK BAY, FENWAY AND THE

SOUTH END WERE DESIGNATED AS VISION ZERO FOCUS AREAS. AND UPGRADES IN THESE AREAS HAVE BEEN IMPLEMENTED ALREADY TO ENSURE BETTER VISIBILITY OF THE DEAD AT INTERSECTION AND TO IMPROVE OUR BIKE FACILITIES. TO DISCOURAGE SPEEDING, SIGNS WERE POSTED ON BEACON STREET IN THE BACK BAY INFORMING DRIVERS THAT SIGNALS ALONG BEACON STREET WERE PROGRAMMED FOR 5 MILE PER HOUR TRAVEL.

DRIVING ABOVE LIMIT WILL ONLY LEAD TO BEING STOPPED AT RED LIGHTS FURTHER UP THE STREETS. 16 SPEED SIGNS HAVE BEEN INSTALLED THROUGHOUT THE CITY. DISPLAY TRAVEL SPEEDS AND FLASH TO WARN DRIVERS WHEN THEY ARE EXCEEDING THE SPEED LIMIT.

IN PARTNERSHIP WITH OUR CHINATOWN COMMUNITY THE TRANSPORTATION DEPARTMENT IMPROVED SAFETY AT SIX SIGNALIZED INTERSECTIONS. SAFETY TOOLS USED IN THIS LOCATION INCLUDE DO NOT BLOCK THE INTERSECTION SIGNS AND RELATED PAVEMENT MARKINGS, NEW CROSSWALKS, THREE TIMES TRAFFIC SIGNALS THAT INCREASE PEDESTRIAN CROSSING TIMES AND IMPROVE TRAFFIC FLOW, RELOCATED PARKING METERS THAT PROVIDE BETTER VISIBILITY AND NO TURN ON RED SIGNS TO ADDRESS CONSTRICTS BETWEEN TURNING DRIVERS AND PEDESTRIANS AT CROSSWALKS. NUMEROUS ADDITIONAL LOCATION HAVE BEEN TARGETED FOR SAFETY IMPROVEMENT USING YIELD TO PEDESTRIAN SIGNS, NEW CROSSWALKS AND OTHER PAVEMENT MARKINGS, CURB EXTENSION AND RAMPS, STREET LIGHTS AND TRAFFIC SIGNAL TIMING CHANGES.

BTD ALSO LAUNCHED NEIGHBORHOOD SLOW STREETS, NEIGHBORHOOD INTENDED TO INCREASE SAFETY ON RESIDENTIAL STREETS USING TRAFFIC COUNTING TECHNIQUES AND EQUIPMENT.

DESIGN COMMUNITY PROCESS FOR TWO

NEIGHBORHOODS IN FY17 AND PHYSICAL IMPROVEMENTS WILL BE MADE THIS YEAR. NEXT TWO TO THREE NEIGHBORHOOD WILL BE SELECTED FROM 47 APPLICATION BY RESIDENTS AND COMMUNITY GROUPS. TO FURTHER ENGAGE THE PUBLIC ENVISION ZERO BTD INTRODUCED BOSTON SAFEST DRIVER COMPETITION AND OVER 190,000 TRIPS WERE TAKEN AND NEARLY 5,000 COMPETITORS FROM ALL ACROSS BOSTON NEIGHBORHOODS AS WELL AS 99 COMMUNITIES AND METRO BOSTON. THE BENEFITS TO THIS INCLUDED SIZABLE DECREASES IN PHONE USE, SPEEDING, ALL AIMED AT REDUCING DISTRACTED DRIVING. AS FAR MAJOR ROADWAY RECONSTRUCTION PROJECTS THAT INCLUDE A FOCUS ON IMPROVING SAFETY FOR ALL USERS, WE HAVE SEVERAL GOOD EXAMPLES. WORK IS UNDERWAY ON \$20 MILLION, CITY, STATE, FEDERALLY FUNDED PROJECT THAT RECONSTRUCTS COM AVE. TO THE CORNER PHYSICALLY PROTECTED BIKE LANES ON EACH SIDE OF THE STREET, PROTECTED INTERSECTION, ADA COMPLIANCE ACCESS TO GREEN LINE TROLLIES AND RECONSTRUCTED SIDEWALKS ARE JUST A FEW OF THE SLATED UPGRADE FOR THIS LOCATION. AS PART OF CONNECT HISTORIC BOSTON, THE STREET HAS BEEN REBUILT BETWEEN CAMBRIDGE AND CAUSEWAY STREET NOW INCLUDES TWO WAY SIDEWALK LEVEL BIKE FACILITIES. AND BOSTON'S FIRST BIKE SIGNAL. CONTINUES TO OPEN BIKE LANES ON SECTIONS OF CAUSEWAY AND COMMERCIAL STREET AND ATLANTIC AVENUE THIS YEAR. THE BOULEVARD IS BEING REDESIGNED TO MAKE IT MORE NEIGHBORHOOD FRIENDLY TO INCORPORATE THE COMPLETE STREETS CONCEPTS TO SAFELY WELCOME ALL USERS. NORTH WASHINGTON STREET BRIDGE PROVIDES AN IMPORTANT CONNECTION

FROM THE CHARLESTOWN
NEIGHBORHOOD TO DOWNTOWN AND
IMPORTANT LINCOLN THE FREEDOM
TRAIL.

THIS PROJECT IS RECONSTRUCT THE
BRIDGE WILL INCORPORATE
PEDESTRIAN AND BICYCLE AMENITIES
AS WELL AS DEDICATED BUS LANE
INBOUND.

RUTHERFORD AVE. DESIGN PROJECT
WILL PRIORITIZE IMPROVING
PEDESTRIANS CONNECTION, BETWEEN
MBTA AND CHARLESTOWN COMMUNITY
AND UPGRADING THE BICYCLE
INFRASTRUCTURE ALONG THAT
CORRIDOR.

IN ADDITION TO INSTALLING NEW
BIKE LANES TO IMPROVE BIKE
SAFETY, PROGRESS WAS MADE IN
FY17 TO FURTHER AID BIKE
TRANSPORTATION OVERALL.

THE HUB WAY BIKE WEAR WAS
EXPANDED TO EST BOSS DONE AND
ROXBURY WITH TEN STATIONS EACH.
AND REGIONAL SYSTEM NOW OFFERS
MORE THAN 1600 BIKES AT 185
STATIONS AND NEARLY 14,000
MEMBERS.

IN AN FY1 WE REACHED AN
IMPORTANT MILESTONE WITH THAT WE
RECORDED FIVE MILLIONTH RIDE.
FOR THE FIRST TIME BTD TOOK
AUTOMATIC TO COMPREHENSIVELY
ASSESS CURRENT BIKE USE ON CITY
STREETS.

WHAT WE FOUND WAS THAT AN
AVERAGE OF NEARLY 30,000 BIKE
TRIPS PER DAY AT OVER 60
LOCATIONS ACROSS THE CITY.
IN SOME LOCATION, BIKE TRAFFIC
ACCOUNTED FOR MORE THAN 15% OF
THE VEHICLES DURING PEAK TIME.
PERFORMANCE PRICING OF PARKING
METERS WAS INTRODUCED THIS IS AN
INNOVATIVE PILOT PROGRAM
IMPLEMENTED IN THE BACK BAY AND
SEAPORT DISTRICT.

SINCE JANUARY 3rd, BACK BAY
PRICING PARKING METERS ARE NOW
\$3.75 PER HOUR.

IN SEAPORT WE'RE USING CENTERS
TO PRICE OUR METERS AND TO
ADJUST OUR PRICES BASED ON
OCCUPANCY EVERY TWO MONTHS.

THE GOAL OF THIS PROGRAM, THIS PROGRAM TO STABILIZE OUR METER OCCUPANCY PROVIDE ROUGHLY ONE OPEN SPACE PER BLOCK.

ANOTHER INNOVATIVE PROJECT IS AUTONOMOUS VEHICLE PROGRAM. ALONG WITH PARTNERS IN THE OFFICE OF NEW URBAN MECHANICS, BTM STRESS SAFETY FIRST HAS WORKED WITH MASS DOT AND OPERATOR TO IMPLEMENT RIGOROUS AND PHASED IN TESTING APPROACH HELD TO THE HIGHEST STANDARD.

IN RECENT MONTHS TESTING HAS TAKEN PLACE ON STREET STREETS AND PUBLIC WAYS IN THE MARINE PARK.

WE'VE EXPANDED ON STREET TESTING AT THIS TIME.

A SAFETY DRIVER AND ENGINEER ARE ALWAYS IN THE VEHICLE AND PREPARED TO TAKE OVER IF NECESSARY AND BOSTON IS THE LEADER IN THIS INNOVATIVE TECHNOLOGY.

BTM ENGINEERS IN OUR TRAFFIC MANAGEMENT STREET ARE DILIGENTLY WORKING TO IMPROVE TRAFFIC SAFETY AT UPGRADING OUR TRAFFIC SIGNAL TECHNOLOGY.

TO DATE IN 2017, THE TRAFFIC MANAGEMENT CENTER HAS MADE MORE THAN 27,000 REALTIME TRAFFIC SIGNAL ADJUSTMENTS.

AND OBSERVATIONS ARE MADE THROUGH 266 TRAFFIC MONITORING CAMERAS THAT THE TRANSPORTATION DEPARTMENT OWNS AS WELL AS ANOTHER 93 CAMERAS THAT BTM OWN. AND ANOTHER 197 CAMERAS THAT ARE OWNED BY MASS DOT.

IT'S IMPORTANT NOTE THAT WE HAVE CONTROL AND USE THOSE TO MAKE REALTIME TRAFFIC SIGNAL ADJUSTMENTS OVER APPROXIMATELY 550 OF OUR SIGNALIZED INTERSECTIONS.

BTM'S TRAFFIC SIGNAL RETIMING PROGRAM SEEKS TO REDUCE TRAVEL TIME AND DELAY, IMPROVE AIR QUALITY BY DECREASING MOTOR VEHICLE EMISSIONS AND FUEL CONSUMPTION AND ENHANCED SAFETY

BY REDUCING FREQUENT STOPS,
PROMOTING UNIFORM TRAVEL SPEED
AND PROVIDING EXTRA TIME FOR ALL
USERS OF THE ROADS TO CLEAR THE
INTERSECTION.

TODAY FY167 STAFF HAVE
IMPLEMENTED NEW TIMING PLANS AT
48 INTERSECTION.

PROJECT TO INSTALL TRAFFIC
SIGNALS IS NOW UNDERWAY,
CONSTRUCTION HAS BEGUN ON BLUE
HILL AVENUE AT CASTLE GATE.

WILL BE FOLLOWED UP WITH
CONSTRUCTION AT AMERICAN LEGION
HIGHWAY AND NO. 684 IN ROCKLAND
DALE.

GENEVA STREET, ALSO INCLUDES
NECESSARY DEMETRIC MODIFICATION
IN SIDEWALK IMPROVEMENT, IS THAT
ARE ESSENTIAL FOR ADA COMPLIANCE
AND ARCHITECTURAL BOARD
UPGRADES.

IN FY18, BTD WILL EXPLORE
ADAPTIVE TRAFFIC SIGNALS,
SOFTWARE CAPABLE OF ADJUSTING
TRAFFIC SIGNAL TIMING AT
INTERSECTIONS BASED ON REALTIME
TRAFFIC CONDITIONS.

RESULTING IN FEWER STOPS AT RED
LIGHTS, LESS TRAFFIC CONGESTION,
REDUCED EMISSIONS FROM IDLING --
IDLING VEHICLES AND IMPROVE THE
FLOW OF TRAFFIC BASED ON
CAPACITY.

EXPECTS IT TO BE INTRODUCED IN
THE SEAPORT DISTRICT AND
SULLIVAN SCARE IN 2018.

ADDITIONAL WORK PLANS FOR FISCAL
YEAR '18 INCLUDES A \$725,000
RECONSTRUCTION OF THE GROVE HALL
PROMINENT ADD BLUE HILL AVE. IN
ROXBURY.

ADDITIONAL VISION ZERO ON-STREET
SAFETY IMPROVEMENT INCLUDING
EXPANDED PAVEMENT MARKING
PROGRAM TO BRING ALL CROSSWALKS
AND PAVEMENT MARKINGS INTO A
STATE OF GOOD REPAIR.

AN EXPANSION OF THE HUBWAY
SYSTEM INCLUDING GROWTH FURTHER
INTO DOOR CHEERS, MATTAPAN.
INSTALLATION OF ACCESSIBLE AT 24
INTERSECTIONS, TRANSPORTATION
PLANNED AGREEMENTS WITH

APPROXIMATELY 20 DEVELOPERS.
ON BEHALF OF THE MEN AND WOMEN
OF THE TRANSPORTATION
DEPARTMENT, I'D LIKE TO THANK
YOU FOR THE OPPORTUNITY FOR
HERE.

IT'S A PRIVILEGE TO LEAD THE
TRANSPORTATION DEPARTMENT WITH
DEDICATED PUBLIC SERVANTS.
I ALWAYS TELL THEM THEY'RE
RESPONSIBLE FOR KEEPING THE CITY
OF BOSTON MOVING.

WE HAVE OVER HALF A MILLION
RESIDENTS IN THE CITY OF BOSTON,
600,000, ALSO DOUBLE THAT AMOUNT
EVERY DAY.

IT'S A TRIBUTE TO THE HARD WORKING
MEN AND WOMEN OF THE
TRANSPORTATION DEPARTMENT AND
OUR STREET CABINETS THAT KEEP
THE CITY MOVING ON HAVE OF THEM
IT'S MY PRIVILEGE TO BE HERE.

>> THANK YOU, COMMISSIONER.

WE'VE BEEN JOINED AT THE
BEGINNING OF YOUR PRESENTATION
BY COUNCILOR MICHAEL FLAHERTY.
COUNCILOR TITO JACKSON AND
ANDREA CAMPBELL.

AND DISTRICT 3 CITY COUNCILOR
FRANK BAKER.

I DO WANT -- YOU MENTION THE
TRAFFIC CENTER, GOT SHOUT OUT TO
DON BURBESS AND WILLIE AND MIKE.

>> YOU GOT THEM ALL.

THANK YOU VERY MUCH,
COUNCILOR.

>> I HATE DOING THAT, LEAVE
PEOPLE OUT.

LET ME START BY ASKING THE
CONTRACT OF SERVICES, 52-900.
WENT UP BY ABOUT 10%.

AND THEN -- THAT'S ON PAGE 271.
THEN ON PAGE 277 ANOTHER
INCREASE IN CONTRACTED SERVICES,
COULD YOU EXPLAIN THE DETAIL OF
THOSE SERVICES?

>> YES, COUNCILOR, LIKE TO POINT
OUT I'M JOINED BY MY BUDGET
DIRECTOR TO MY LEFT.

TO MY IMMEDIATE LEFT DEPUTY
COMMISSIONER TIM AND TO HIS
LEFT, OUR DIRECTOR OF PLANNING.
WE'RE ALL HERE TO ANSWER ALL OF
YOUR QUESTIONS.

THE.

>> CHANGES IN THE CONTRACT SERVICES LINE MADE UP OF TWO MAJOR COMPONENTS.

ONE IS THAT THE IPS SINGLE SPACE SMART METERS WHICH WERE CAPITAL PROJECT AND WHOSE FIRST YEAR OPERATING COSTS WERE COVERED BY THAT PROJECT WILL NOW FALL TO THE OPERATING BUDGET.

SO THAT ACCOUNTS FOR ABOUT 700,000 -- ABOUT \$720,000 OF THAT INCREASE.

THE SECOND CHANGE THAT YOU MENTION IN THE CONTRACTED SERVICES IS THE SINGLE PRICE INDEX ADJUSTMENTS FOR OUR CONTRACT WITH XEROX WHO PROCESSES ALL OF THE PARKING VIOLATIONS, THE CITATIONS THROUGH THE OFFICE OF PARKING.

WE SPOKE ABOUT TRAFFIC MANAGEMENT AND ENGINEERING, HAS STATED GOAL OF HAVING 50% PARKING VACANCY RATE.

COULD YOU EXPLAIN WHAT THIS GOAL MEANS AND HOW WE'RE GOING TO COLLECT THAT DATA?

>> THE PERFORMANCE PARKING PILOT PROGRAM THAT IS CURRENTLY UNDERWAY IN THE BACK BAY THAT HAS SET METER RATES AT \$3.75 PER HOUR WE'RE DOING MANUAL DATA COLLECTION IN THE BACK BAY THAT WE'VE HIRED SOMEONE TO ENGAGE WITH PARKING METER OCCUPANCY RATE IS.

AND IN THE SEAPORT DISTRICT WE'RE USING SENSORS, SINGLE SPACE CREDIT CARD METERS, A SENSOR WILL DETECT, ABLE TO USE THAT INFORMATION IN ORDER TO AFFECT A PRICE CHANGE.

THE SEAPORT DISTRICT WE IMPLEMENTED OUR FIRST PRICE CHANGE LAST MONTH AND APPROXIMATELY 50% OF THE METERS EXPERIENCED PRICE DECREASE. 25% OF THE METERS EXPERIENCED SLIGHT PRICE INCREASE AND 13% DID NOT CHANGE.

WE'RE HOPE HALF WE CAN ASSIGN THE PRICE POINT THAT WILL ALLOW BASICALLY ONE OPEN METER SPACE

PER BLOCK SO FOLKS CAN HAVE SOME PREDICTABILITY IN THEIR PARKING EXPERIENCE AND FIND OPEN METERED SPACE.

>> PART OF THE MUNICIPAL MODERNIZATION ACT WE ADDED SOME FLEXIBILITY I GUESS MIGHT BE THE RIGHT WORD TO THE PARKING METER FUND.

COULD YOU GO THROUGH WHAT THE FLEXIBILITY THAT WE NOW HAVE AND WHERE THOSE MONIES MAY BE TARGETED.

>> SURE.

PARK CAN METER REVENUE IS ALL REVENUES, MONEY THAT IS DEPOSITED IN THE PARKING METER AS WELL AS THROUGH OUR APP IS DEPOSITED INTO A PARKING METER REVENUE FUND F. THAT FUND WE RECEIVAL LOCATIONS TO SUPPORT ON-STREET OPERATION AND THAT IN THE PAST YEAR WE'VE INCLUDED AN ALLOCATION FROM THAT TO TO FUND NEW PARKING METERS AND TO FUND REGULATION INVENTORY KNOWN AS B-PARK.

THE FUNDS ARE AVAILABLE TO SUPPORT THE TRANSPORTATION DEPARTMENT INITIATIVE AND PARTICULARLY ON-STREET OPERATIONS.

>> RIGHT.

I'M REALLY HAPPY THAT WE HAVE MORE FLEXIBILITY WITH THAT FUND, I BELIEVE IT IS OVER \$90 MILLION BALANCE RIGHT NOW.

BUT WE ARE SOMEWHAT RESTRICTED ON WHAT HE WE CAN USE IT FOR AT LEAST MORE RESTRICTIVE IN THE PAST, I AM HOPING LESS RESTRICTIVE NOW.

>> WE'RE HOPEFUL THAT THESE FUNDS CAN BE UTILIZED TO SUPPORT SOME OF THE GOALS AND OBJECTIVES FOR BOSTON 2030 AND OVERALL PUBLIC SAFETY INITIATIVES THAT THE TRANSPORTATION DEPARTMENT --

>> IN MY DISCUSSIONS WITH THE CFO HE HAS AN INTENTION TO SPEND MAYBE AS MUCH AS 30-60 MILLION OVER THE NEXT COUPLE OF YEARS TO DRAW DOWN ON THAT USING THE FLEXIBILITY THAT WE NOW HAVE,

I'M REALLY HAPPY TO HEAR THAT. LASTLY, PARKING ENFORCEMENT, I THINK LAST YEAR WE TALKED A LITTLE BIT ABOUT SOME UNFILLED POSITIONS AND SOME OF MY COLLEAGUES I BELIEVE FELT THAT WE NEEDED MORE PARKING ENFORCEMENT OFFICERS, COULD YOU TALK ABOUT THAT STAFFING?

>> SURE.

WE BELIEVE THAT THE BUDGET THAT'S BEEN PRESENTED TONIGHT PROVIDES SOUND FOUNDATION TO SUPPORT THE TRANSPORTATION DEPARTMENT'S GOALS, PARTICULARLY THROUGH GO BOSTON 20 TO 30 AND VISION ZERO.

CERTAINLY PARKING ENFORCEMENT IS THE KEY COMPONENT TO ON-STREET MANAGEMENT.

WE CURRENTLY HAVE IN THE PROS OF HIRING NEW CLASS OF 26 ENFORCEMENT OFFICERS TO SUPPORT OUR ON-STREET MANAGEMENT EFFORTS.

WE LOOK FORWARD TO CONTINUING OUR RIGOROUS ENFORCEMENT PROGRAM.

>> AGAIN, I APPRECIATE, YOU PUT A LOT OF STAFF AND RESOURCE INTO IMPLEMENTING THIS PROGRAMMING IN AUSTIN BRIGHTON AND GOING INTO THE NOTIFICATION PART OF THAT, TWO-WEEK NOTIFICATION WHERE A FLIER, I THINK WE'RE GOING TO NEED SOME RIGOROUS ENFORCEMENT WHEN THAT COMMUTER RAIL OPENS. JUST WANT TO THANK YOU FOR YOUR COMMITMENT TO WORKING TOGETHER ON THAT WHOLE GREAT UNDERTAKING. I WANT TO THANK JIM, TOO, FOR ALL HIS WORK ON COM AVE. OVER THE YEARS.

THAT WAS ON THE SHELF FOR MANY YEARS, WORKING WITH DOT AND FEDERAL GOVERNMENT AND LOCAL, THAT'S A GREAT PROJECT FOR A VERY DANGEROUS STRETCH OF COM AVE., TOO, I WANT TO THANK YOU. RECOGNIZE THAT WE'VE BEEN JOINED BY COUNCILOR AT LARGE 'KNEES SAW ESSAIBI GEORGE AS WELL AS AYANNA PRESSLEY.

>> GREAT TO SEE YOU ALL.

I HAVE A LOT TO COVER.
YOU SAID 26 NEW ENFORCEMENT OFFICERS, HOW MANY ARE THERE CURRENTLY?
>> I DON'T HAVE THE EXACT -- ACTIVE OFFICERS USUALLY ABOUT 155.
>> THIS BRINGS US TO -- GET US BACK TOWARDS THAT. I THINK WE'VE DROPPED SLIGHTLY BELOW THAT INTO THE 140s.
>> PARKING METER FUND CAN THAT BE USED FOR CAPITAL IMPROVEMENTS SUCH AS CYCLING, INFRASTRUCTURE, CROSSWALKS, ARE THERE LIMITS ON THAT?
>> THE BUDGET OFFICE HAS MADE SOME CAPITAL EXPENDITURES OVER THE LAST TWO YEARS IN FY16 THERE WAS 6.5 MILLION FOR THE TWO PROJECTS THAT COMMISSIONER MENTIONED.
IN FY17 IS 37.5 MILLION APPROPRIATE.
IN FY 18 LOOKING TO APPROPRIATE 67.8 MILLION.
THAT INCLUDES PAVER MARKINGS AND CROSSWALKS, ALSO SOME PROJECTS IN THE PARKS DEPARTMENT, PUBLIC WORKS AS WELL AS TRANSPORTATION TO TAKE CARE OF THIS PLANNING ISSUES.
MUCH QUICKER RATE THAN WE HAVE IN THE PAST WHICH LEAVES ME TO MY NEXT QUESTION ABOUT PERFORMANCE PARKING IN BACK BAY. OBVIOUSLY GENERATING ADDITIONAL REVENUE WHICH WE ARE SPEND KNOWLEDGE IT SEEMS WISELY.
WHAT SORT OF FEEDBACK HAVE YOU ALL BEEN RECEIVING AND WHEN DID THE PILOT EXPIRE IN JANUARY OF '18 WILL BE REASSESSED.
SEEING AS I REPRESENT THE BACK BAY.
WHAT SORT OF FEEDBACK HAVE YOU BEEN GETTING ANY DATA YOU CAN SHARE YET ON THE EFFICACY OF THOSE HIGHER RATES?
>> SURE.
WELL, WE'VE HEARD FROM LOTS OF FOLKS IN THE COMMUNITY AND WE'VE MET SEVERAL TIMES WITH ALL OF THE COMMUNITY GROUPS OUT THERE.

SOME TIME LIKE IT'S BEEN
EFFECTIVE FOR AVAILABILITY OF
CURBSIDE.

WHAT WE'D LIKE TO DO RELEASE THE
REPORT IN JUNE WHICH WOULD BE
THE HALF WAY MARK TO SEE WHERE
WE ARE AND IF INDEED WE'VE
REACHED THE PRICE POINT THAT
DOES IMPROVE AVAILABILITY TO THE
POINT THAT IT'S BENEFICIAL TO
THE BUSINESSES AND RESIDENTS AS
WELL AS REDUCING CONGESTION AND
PEOPLE CIRCLING FOR PARKING
SPACES AND IMPROVING THE QUALITY
OF LIFE ALONG THE BACK BAY IN
GENERAL.

>> I THINK THE GOALS, MAKE SURE
WE'RE DOING IT.

I WOULD JUST -- I LIVE IN BACK
BAY SEEMS LIKE AT LEAST DURING
THE DAY THE CROSS STREETS,
ALPHABETICAL STREETS ONCE YOU
GET PAST COM AVE.

WE ARE DO TEAR, I KNEW BOYLSTON
YOU'RE GETTING THAT, I LOOK
FORWARD TO A REPORT I THINK THAT
WOULD BE USEFUL THAT IS SOME OF
MY EXPERIENCE THERE.

THEN FINALLY -- NOT FINALLY,
ALMOST, THE COMMISSIONER IS
GOING TO JAB ME IF I GO TOO
LONG.

FENWAY, WE WORKED TOGETHER ABOUT
TWO YEARS AGO TO INCREASE FINES
FOR RESIDENT PARKING VIOLATIONS
DURING FENWAY PARK EVENTS WHICH
HAS BEEN VERY WELL RECEIVED IN
THE NEIGHBORHOOD, ABOUT THE
SIGNS ADVISING VISITORS TO THE
NEIGHBORHOOD, FINES WOULD BE
HIGHER DURING GAMES, CAN YOU
COMMENT ON PROGRESS ON THOSE
SIGNS ARE THEY GOING UP ARE THEY
GOING UP IN THE NEIGHBORHOOD.

>> OUR APPROACH WAS TO UTILIZE
SOME VARIABLE MESSAGING BOARDS
TO ALERT FOLKS AS THEY ENTERED
THE ZONE THAT THE PRICE OF
PARKING FINES INCREASE ON EVENT
DAYS.

ABLE TO IDENTIFY LOCATION TO
INSTALL ADDITIONAL SIGNAGE,
THROUGHOUT THE DISTRICT,
INFORMATIONAL SIGNS THAT ALERT

MOTORIST, IS THAT THE PARKING
SIGNS FOR RESIDENT PARKING
INCREASES ON FENWAY GAME DAYS
AND EVENT DAYS.

SIGNS HAVE BEEN --

>> HOW MANY?

25.

THANK YOU.

THAT'S GREAT TO HEAR I
APPRECIATE RESPONSIVENESS IN
WORKING WITH ME ON THAT.
GOING QUICKLY BACK TO BACK BAY.
BEACON STREET, WE TALKED ABOUT A
REDESIGN, I WANT TO COMMEND YOU
ON SIGNS AND SIGNAL CHANGES IT'S
BEEN NOTICED AND APPRECIATED,
YOU WANT THE NEIGHBORHOOD
ASSOCIATION WITH OTHER GROUPS,
VISION ZERO PLANNERS, FOLKS HAVE
BEEN WONDERING ABOUT COMMUNITY,
LOT OF GOOD DISCUSSION OFF LINE
BUT OBVIOUSLY BEFORE WE MAKE BIG
CHANGES WHETHER TO CYCLING, BIKE
LANES, CHANGES IN PARKING IN
GENERAL, OBVIOUS LEASE NEED TO
HAVE NEIGHBORS, BUSINESSES
INVOLVED IN THE PROCESS BECAUSE

--

>> SCHEDULE FOR COMMUNITY
PROCESS I'M GOING TO ASK HIM TO
ADDRESS THAT.

>> THANK YOU, COMMISSIONER.

T'S GREAT.

I JUST WANT TO MAKE SURE THIS IS
MY LAST ONE, MR. CHAIRMAN.
DRIVING AROUND, WALKING AROUND,
I OFTEN SEE CARS LOCKING BIKE
LANES, EVEN ANIMAS AVE. WHICH I
WANT TO COMMEND YOU ALL ON THE
OUTREACH, TO BUSINESSES,
RESIDENTS, THAT WAS ONE OF THE
SMOOTHER PROCESSES I'VE SEEN.
THERE WAS SOME CONCERN AT FIRST
I THINK YOU AND OFFICE OF
NEIGHBORHOOD SERVICES DID GREAT
JOB OF ALLAYING THOSE AND
ADJUSTING THE PLANS.
WE DID ALL THIS WORK, THERE ARE
OFTEN CARS, TRUCKS PARKED ON
THE PYLONS.
WHEN I'M DRIVING I CAN'T TAKE A
PICTURE AND CALL 311.
WHAT IS GOING ON FROM
ENFORCEMENT, CAN YOU SAY WHAT

THE FINE IS FOR PARKING IN A BIKE LANE AND IF YOU HAVE -- WHAT SORT OF PRIORITY IT IS, IS THAT SHARED WITH BPD.

>> THE FINE IS \$100, IT IS PUBLIC SAFETY VIOLATION OF THIS NEW CLASS OF 26 NEW OFFICERS WILL CERTAINLY BE PRIORITIZE ALL PUBLIC SAFETY VIOLATIONS AND PAY CLOSER ATTENTION, ESPECIALLY AS THE SPRING AND SUMMER HERE, WARM WEATHER TO PROTECTING OUR BIKE RIDERS AND CLEAR OF VEHICLES THAT ARE ILLEGALLY PARKED.

>> IS THERE -- DO YOU INTERACT WITH BPD, THERE'S PUBLIC SAFETY VIOLATION, SOMETHING THEY CAN DO, TO WORK ON MAKING IT A PRIORITY?

>> CERTAINLY.

WE DO COMMUNICATE REGULARLY WITH BPD PARTICULARLY DURING NIGHT TIME HOURS WHEN WE HAVE LIGHTER CONTINGENT AVAILABLE.

BUT ON KEY CORRIDORS, CERTAINLY PRIORITIZED FOR US WE WORK WITH COMMUNITY SERVICE OFFICERS TO ALERT THEM TO ANY UPTICK IN COMPLAINTS AND ISSUES THAT WE HAVE.

>> ASIDE FROM OBVIOUSLY PUBLIC SAFETY ISSUE IT'S INCREDIBLY FRUSTRATING, I DON'T WANT TO SPEAK FOR ANYONE ELSE HERE BUT WE GO THROUGH PROCESS IN THE COMMUNITY EXPENDING THE RESOURCES, THEN HAVING OTHER CARELESS FOLKS JUST DOING IT, I THINK IT'S IMPORTANT. IT'S BEHAVIORAL CHANGE, THIS IS BOSTON, WHETHER WE'RE PEDESTRIANS, DRIVERS, CYCLISTS, PEOPLE BE BE -- WRITE THEIR OWN RULES OF THE ROAD THIS IS A NEW THING FOR MANY PEOPLE, BUT I JUST WANT TO REITERATE THAT I THINK IT'S REALLY IMPORTANT FROM PUBLIC SAFETY STANDPOINT, I THINK POLICY MAKERS HERE WHEN WE ARE TRYING TO CHANGE THAT POLICY EXPEND THOSE RESOURCES IT IS VERY FRUSTRATING TO SEE THAT. GREAT TO HEAR THAT YOU HAVE 26 NEW OFFICERS.

I WOULD CERTAINLY SUPPORT BUDGET
ADDING 126 NEW OFFICERS.

I THINK IF WE'RE TALKING ABOUT
ANY DEPARTMENT THAT CAN PAY FOR
ITSELF IN STAFFING STANDPOINT
IT'S PARKING ENFORCEMENT.

I THINK -- I WOULD ENCOURAGE YOU
ALL, CERTAINLY ADMINISTRATION TO
THINK ABOUT ADDING MORE ON THAT
AS THE CITY GETS MORE CROWDED AS
WE DO REDESIGN OUR STREETS TO
COMPLY WITH VISION ZERO, IT'S
GREAT, BUT ULTIMATELY THE CARROT
AND THE STICK, IT'S IMPORTANT
THAT WE DO THAT, JUST AS
IMPORTANT THEY PAY FOR
THEMSELVES.

THANK YOU, MR. CHAIRMAN.

>> POUR O'MALLEY?

THANK YOU, MR. CHAIRMAN.

GOOD EVENING COMMISSIONER AND TO
YOUR TEAM AND STAFF WHO HAVE
JOINED US, WELCOME, THANK YOU
ALSO TO THE MANY ADVOCATES WHO
ARE HERE TODAY AND THOSE THAT
WILL BE COMING LATER, SPECIAL
SHOUT OUT TO MY CONSTITUENTS,
STACEY, DOES GREAT WORK WITH THE
LIVABLE STREETS ALLIANCE.

THE LSA HAS DONE STUDY THAT
OTHERS WILL GET TO THAT COMPARE
PER CAPITA SPENDING FOR
TRANSPORTATION BUDGETS OF OTHER
CITIES AND SHOWS THAT BOSTON IS
QUITE LAGGING, ABOUT A FIFTH
PERCENTAGE WISE PER CAPITA AS
NEW YORK CITY ALMOST 1/20th.
DO YOU GREAT JOB WITH VERY
LITTLE MONEY HOPEFULLY THROUGH
THIS PROCESS WE CAN INCREASE
THAT.

IT DOES SEEM POSITIVE NEWS THAT
THERE'S BETTER USE OF THE
PARKING METER FUND WHICH IS
IMPORTANT, SERVES A PURPOSE NOT
FREE MONEY NOT SOMETHING WE CAN
ALL SPEND BUT OBVIOUSLY TAP INTO
THAT NOT ONLY MAKE THE STREET
SAFER AND MORE SHARED BUT ALSO
BETTER USE OF OUR RESOURCES.
APPRECIATE WHAT YOU DO, HOPE
THAT WE CAN SEE SOME GROWTH ON
SOME OF THESE ISSUES, VERY
BRIEFLY WANT TO GO OVER SOME OF

THE THINGS THAT I'VE BEEN WORKING ON.

THE FIRST IS THE TRANSPORTATION STUDY FOR JP/ROX QUARTER STUDY SOMETHING WE'VE BEEN ASKING SINCE ADVENT OF THESE PROS, THE JP/ROX QUARTER STUDY HAS CONCLUDED BUT WE'RE STILL IN THE PROCESS OF DISCUSSION, DELIBERATION AND RESEARCH.

IF YOU TALK ABOUT THE TRANSPORTATION STUDY THAT WE'VE BEEN ASK ASKING FOR AS PERTAINS TO JP/ROX?

>> AS YOU KNOW THE BPDA COMPLETED THE OVERALL COMPREHENSIVE STUDY OF THE JP/ROX QUARTER, WASHINGTON STREET AND COLUMBUS AVENUE. AS A FOLLOW UP AT THE REQUEST OF THE COMMUNITY AND REQUEST FROM YOU COUNCILOR WE'D LIKE TO DO MORE IN DEPTH TRANSPORTATION ACTION PLAN AND SO WE ARE GEARING UP TO ACTUALLY PROCEED ON THAT, IN COB BREAKS WITH THE COMMUNITY AND COMMENCE ON THAT AS SOON AS WE CAN.

>> THE ANSWER IS, YES, THANK YOU, THAT'S MUSIC TO MY EARS LOOKING FORWARD TO WORKING WITH YOU ON THAT.

SIMILARLY, LAST SUMMER I BEGAN WORKING WITH MY STAFF AT THE SUGGESTION OF CONSTITUENT, IDEA OF PLANTING THE SEED ABOUT DOING A REAL PARKING SURVEY, I KNOW DO YOU REMEMBER BAKER HAS DONE SOME WORK THE FACT OF THE MATTER IS I'M NOT SURE THAT WE'RE LUBING AT THE 8,000 OR 10,000 OF WHERE PARKING IS NEEDED, HOW THAT RELATES TO DEVELOPMENT.

COMMISSIONER, I REACHED OUT TO YOUR OFFICE WAS TOLD THAT THE BPD WAS SORT OF WORKING ON ITS OWN SURVEYS, THAT BEEN COMPLETEDS THERE A TIMELINE WHERE WE CAN DISCUSS THAT OR DIVE INTO THE ISSUES, A WAY THAT WE AS DISTRICT COUNCILORS CAN BE HELPFUL?

>> ARE YOU TALKING ABOUT A SURVEY IN YOUR DISTRICT?

>> MOST FOCUSED ON MY DISTRICT
CERTAINLY BUT THIS IS SOMETHING
THAT I THINK WOULD BE ENORMOUS
BENEFIT CITY WIDE, SIMILAR TO
WHAT WE'RE TALKING ABOUT JP/ROX,
DEVELOPMENT AND WHAT IS NEEDED
THAT IS TRANSPORTATION HUB,
CERTAIN PARTS, WOULD SAY TOO
MUCH RESIDENT ONLY PARK CAN BUT
LOOKING AT HOLISTIC APPROACH,
ARE WE JUST SORT OF RELYING ON A
PIECEMEAL PROJECT TO DECIDE HOW
MUCH PARKING WE NEED, WHAT IS
NEEDED, WHAT'S NOT NEEDED, WHAT
IS NEEDED DURING THE DAY.
I WAS UNDER THE IMPRESSION
COMPREHENSIVE CITY WIDE SURVEY
UNDERWAY.

LOCAL -- OF PARKING SPACES
WORKING IN COLLABORATION, WE DID
APPROXIMATE OFF ROAD OR OFF
STREET PARKING SPACES.

WE HAD SOME NUMBERS TO SOME
EXTENT.

WE HAVE NEW PROGRAM WHICH WE
STARTED A PILOT, A PARK.

>> IT'S A PARKING INVENTORY
PROGRAM.

>> BP PARK?

OSTON PARK?

YES.

IT WILL BE BASICALLY ATLAS OF
PARKING REGULATIONS IN THE CITY
THAT WILL BE UTILIZED BY OUR
ENGINEER AND ENGINEER DIVISION
AND PLANNING DIVISION TO
IDENTIFY WHAT OUR ON-STREET
PARKING REGULATIONS LOOK LIKE
AND WHAT OUR INVENTORY TO BETTER
MANAGE THE PARKING CAPACITY
WITHIN THE CITY.

>> IT SOUNDS LIKE WE'RE AT A
GOOD -- LOT OF WHAT --
INFORMATION I'M TRYING TO GET IS
BEING CULLED AS WE SPEAK BUT I
THINK, WE CAN FINISH THIS OFF
LINE, TO HAVE AN OPPORTUNITY,
MAYBE FORMAL AS COUNCIL HEARING
MAYBE INFORMAL AS OPEN MEETING
THAT WE COULD REALLY HAVE AN
OPPORTUNITY JUST TO SEE WHAT
SORT OF THE PLOTTING AND MAPPING
IS, JUST REALLY HEARING VOICES.
THIS ISN'T NECESSARILY TO REVIVE

THE DEBATE ABOUT PARKING
REGULATIONS ON NEW DEVELOPMENT
BUT JUST GET BETTER HANDLE ON
THINGS, THAT'S HELPFUL.
FUNDING FOR STREET SCAPE,
JACKSON SQUARE, HYDE SQUARE IS
INCLUDED BUT ANY NEWS TO THE
SOLDIERS MONUMENT?
MY COLLEAGUES WANT TO GET TO A
POINT.
SLOW STREETS APPLICATION, FIVE
IN MY DISTRICT, SUPPORT THE ALL
OF THEM, WOULD SUPPORT ALL OF
THEM.
WHEN ARE THOSE SORT OF GOING TO
BE AWARDED OF THE NEXT AREAS FOR
SLOW STREETS?
AND 'CITIESING THEM AGAINST
APPLICATION CRITERIA AND WE'LL
BE REVIEWING THOSE AND MAKING
SOME RECOMMENDATION.
>> WE WILL ANNOUNCE THE ONES BY
THE END OF THE MONTH.
>> FANTASTIC, THAT'S GOOD TO
KNOW.
WE ALL SHARE IN REALLY A FULLY
FUNDING VISION ZERO BRINGING IT
TO FRUITION USE NEW PLANNING AND
COLLABORATIVE APPROACH TO MAKING
THE STREET SAFER WE ALL SHARE.
WHO WAS BOSTON'S SAFEST DRIVER,
CAN YOU DISCLOSE HIS OR HER
NAME?
>> I CAN'T DISCLOSE THE NAME
RIGHT AT THIS MOMENT BUT WE DID
HAVE CEREMONY WITH THE MAYOR AND
THAT INDIVIDUAL DID RECEIVE AN
AWARD FROM ABRELLA INSURANCE.
>> GREAT.
ANYTHING WE CAN DO TO -- VERY
FAMOUSLY SAID, THE CAR STREET NO
LONGER KING IN THE CITY,
OBVIOUSLY I DRIVE, MANY PEOPLE
DRIVE, BUT WE NEED TO BE DOING
WHAT WE CAN TO FULLY FUND
PROGRAMS, FULLY FUND SAFE
INITIATIVES, SOMETHING THAT MY
COLLEAGUES SHARE AND I SHARE
ANYTHING WE CAN DO TO GET TO
THAT END WE'LL CONTINUE TO WORK
TOWARDS, THANK YOU,
MR. CHAIRMAN.
>> COUNCILOR McCARTHY.
WHICH I CAN FLOW ANYTHING AT IN

THE ELEVATOR USUALLY IT GETS IMMEDIATELY I APPRECIATE THAT ON YOUR WAY OUT THE DOOR.

THE WALCOTT SQUARE UP TO THIS BRIDGE IS AN INCREDIBLE PUSH. WHEN I WAS THE NEIGHBORHOOD PRESIDENT OF THE NEIGHBORHOOD ASSOCIATION 15 YEARS AGO, I WAS ASKING FOR THIS.

AND WHEN THE STATE REDID THE BRIDGE ACTUALLY JIM WAS PART OF THAT PROJECT, HE HAD THE FORESIGHT TO RUN SOME CONDUIT UNDERNEATH THERE ALREADY SO WE'RE GOING TO SAVE A LITTLE BIT OF MONEY RIGHT THERE FROM THE GET GO.

THAT IS INCREDIBLE.

THE HYDE PARK AVE. INTERVEHICLES WHICH NEEDS TO TIE, THAT'S GETTING REDONE, AGAIN, WONDERFUL PIECE OF WORK FROM BPD.

MATTAPAN SQUARE WE'VE WORKED VERY HARD WITH OUR PARTNERS WITH THE STATE AS WELL AS PUBLIC WORKS AND THAT SQUARE IS COMING AROUND AND IS COMING AROUND QUICKLY.

A LOT OF FOCUS THAT WE'VE HAD, THE SUMMER STREET, THE RADAR SPEED DISPLAY SIGNS THAT ARE COMING, THIS IS ALL FANTASTIC STUFF AND OF COURSE ROSS IN DALE WE HEAD -- YOU TALKED WITH MY FRIEND WITH WALK ROSLINDALE AND THE ENGINEERING DEPARTMENT IS WORKING ON NOW AND I JUST THINK THAT THAT BRIDGE THAT YOU GUYS HAVE BUILT WITH THE COMMUNITY WITH THE RELATIONSHIPS WITH THE COMMUNITY GROUPS IS JUST REALLY SECOND TO NONE.

I REALLY ONLY HAVE HANDFUL OF QUESTIONS.

I BROUGHT THIS UP AT THE PUBLIC WORKS HEARING REGARDING CROSSWALK MATERIALS. THE WAGON WHEEL TYPE OF THING IS JUST NOT WORKING.

EVERYWHERE WE PUT THOSE DOWN LITERALLY I THINK THE ONLY WAGON WHEEL CROSSWALK THAT'S STILL INTACT IS THE ONE IN THE HORSESHOE.

EVERYTHING ELSE IS RUN OUT.
ARE WE LOOKING AT DIFFERENT
TYPES OF MATERIALS FOR THE
CROSSWALKS?

I KNOW THAT THIS IS GOING BACK
FIVE YEARS OR SO, I VISITED
SALEM THEY HAD A HOT POURED MIX
WITH PLASTIC THAT WENT DOWN,
SALEM STILL LOOKS PRETTY GOOD.
ARE WE LOOKING OUTSIDE THE BOX A
LITTLE BIT?

BECAUSE I ASKED CHRIS AND CHIEF
OSGOOD THEY SAID THEY WILL WORK
WITH BTD.

>> YES, COUNCILOR, WE TRY TO
STAY AHEAD OF THE CURB IN TERMS
OF WHAT NEW TECHNOLOGY IS OUT
THERE, THIS YEAR IN OUR BUDGET
YOU'LL NOTE THAT THERE IS
SIGNIFICANT INCREASE IN FUNDING
FOR PAVEMENT MARKINGS.
SO ANTICIPATE BEING ABLE TO KEEP
OUR CROSSWALKS AND DO NOT BLOCK
THE BOX INTERSECTIONS, OUR BIKE
LANES ALL OF OUR PAVEMENT
MARKING IN A STATE OF GOOD
REPAIR.

CERTAINLY WE INTEND ON USING THE
MOST DURABLE MATERIAL AVAILABLE
AND WE WORK WITH DEPARTMENT OF
PUBLIC WORKS.

OUR OFFICE OF MECHANICS TO
IDENTIFY WHAT TECHNOLOGY IS OUT
THERE WHAT NEW MATERIALS ARE OUT
THERE THAT WILL PRESERVE OUR
PAVEMENT MARKINGS THAT REALLY
IMPROVE THE SAFETY OF OUR
ROADWAYS AND THAT IS REALLY THE
IMPETUS BEHIND ADDITIONAL
FUNDING FOR THIS.

>> THANK YOU.

THE BLOCK THE BOX ISSUE, IT'S
REALLY A HAZARD FOR THE DRIVERS,
BICYCLISTS AND PEDESTRIANS.
IS THAT A STRICTLY A BTD BECAUSE
IT'S A MOVING VIOLATION AND WE
CAN'T DO ANYTHING ABOUT IT?
ANY WAY WE CAN CHANGE THAT OR
THAT JUST THE WAY IT IS?

>> IT IS A MOVING VIOLATION,
COUNCILOR.

WHAT WE DO IS WE IDENTIFY
LOCATIONS THAT ARE APPROPRIATE
FOR THE DO NOT BLOCK THE BOX

PAVEMENT MARKINGS, AND WE WORK WITH THE BPD DISTRICTS TO PROPERLY CITE THOSE LOCATIONS AND TO ENFORCE THEM WHEN THE PAVEMENT MARKINGS ARE DONE.

>> IS TWO OF THE BIGGEST VIOLATORS OF THE BLOCK THE BOX ARE OUR OWN SCHOOL BUSES AND MBTA BUS, THEY ARE THE WORST. I LEFT HERE TO GO TO A WAKE AND COME BACK, ON THE WAY THERE WAS A BUS, NUMBER 9 I'LL SEND IT IN TO BPS, HAD NO REASON TO GO FORWARD, STOP IN THE BOX, HE COULDN'T GO ANYWHERE, ALL HELL BREAKS LOOSE AND PEOPLE START RUNNING THROUGH THE CARS TO GET TO THE OTHER SIDE, BICYCLES ARE TRYING TO CIRCLE AROUND, IT'S A BAD SITUATION.

MY LAST QUESTION ABOUT THE MUNY LOTS.

WE TALKED LAST YEAR ABOUT POSSIBLY A BETTER REVENUE SOURCE.

ANY THOUGHT OF BUILDING ANY MUNICIPAL PARKING GARAGES WITH LIKE OTHER TOWNS HAVE DONE IT WITH GREEN, THEY DON'T -- NOT EVEN POWERED BY -- THERE'S NO MANPOWER NEEDED THEY GOT -- JUST SEEMS LIKE, I LOOK AT SAY ROSLINDALE, FOR INSTANCE, PARKING IS ALWAYS AN ISSUE, WE'RE TRYING TO REVITALIZE AND KEEP SUCH A GREAT MOTION AND MOVEMENT WE'VE HAD WITH ALL OF THE STORES IN ROSLINDALE SQUARE, SOMETIMES JUST NOT ENOUGH PARKING.

WE FIND SAME THING WITH HYDE PARK, WONDERFUL THINGS HAPPENING WE REDID THE MUNICIPAL LOT IN MATTAPAN WHICH LOOKS GREAT. OR POSSIBILITY ATING COUPLE OF SPOTS WHERE AS YOU KNOW I'VE BEEN ONE OF THE BIGGEST CRITICS OF THE MBTA.

YOU WANT TO PARK IN REGIONAL, COST YOU 6.75 TO DRIVE IN IT'S A LITTLE BIT SOUTH OF \$4,000 TO GO TO WORK FOR LOT OF PEOPLE, INCLUDING MYSELF THAT'S A LOT OF MONEY WHEN YOU'RE PAYING COLLEGE

TUITIONS AND EVERYTHING ELSE.
I WOULD SAY IF WE COULD GET TO
THAT MARKET YOU MIGHT BE ABLE TO
PAY FOR THOSE GARAGES PAY FOR
THEMSELVES QUICKLY THEN AS
COUNCILOR CIOMMO ALLUDED TO AND
COUNCILOR ZAKIM TALKED ABOUT,
THIS COULD PAY FOR ITSELF IN
HURRY.

>> WE'RE HOPING -- OPEN TO
WORKING WITH COMMUNITY GROUPS
AND OTHER MUNICIPAL PARTNERS TO
IDENTIFY LOCATIONS WHERE PARKING
IS NEEDED.

WE DO HAVE ROBUST MUNICIPAL
PARKING LOT PROGRAM AND WE TRY
TO KEEP ALL OF OUR MUNICIPAL
PARKING LOTS IN STATE OF GOOD
REPAIR, THIS YEAR YOU'LL SEE IN
OUR BUDGET THAT MUNICIPAL
PARKING LOTS, ROUGHLY \$250,000
SIGNIFICANT UPGRADES IN TERMS OF
DRAINAGE, LANDSCAPING, LIGHTING,
WE KNOW HOW IMPORTANT THEY ARE
TO OUR COMMUNITIES.

NOT ONLY TO PROVIDE PARKING
OPPORTUNITIES BUT REALLY SAFE
PLACES THAT PROVIDE
OPPORTUNITIES FOR VISITORS TO
COME TO THOSE NEIGHBORHOODS AND
TAKE ADVANTAGE OF THE BUSINESSES
THAT ARE THERE.

>> THANK YOU VERY MUCH,
COMMISSIONER AND STAFF.

>> THANK YOU YOU.
COUNCILOR FLAHERTY.

>> THANK YOU MR. CHAIRMAN, JUST
COMMENT, COMMISSIONER HOW
ACCESSIBLE YOU ARE, HOW
RESPONSIVE YOU ARE WHEN ANY OF
MY STAFF GET, YOU ARE ACROSS THE
STREET, I KNOW THAT BECAUSE
I'M -- I SEE YOU OUT THERE AT
THE EVENTS, TO YOU ARE YOUR
ENTIRE TEAM AND STAFF,
PARTICULARLY YOUR METER MAIDS,
THEY DO A GREAT JOB UNDER SOME
VERY DIFFICULT WEATHER,
TEMPERATURES AND WEATHER
CONDITIONS, SO KUDOS TO THE TEAM
YOU PUT TOGETHER.

I LIKE TO SEE THEM BE GIVEN THE
ABILITY TO -- DISCRETION TO
NEGATE A PARTICULAR FRET THEIR

DEVICE AT THE SCENE WHEN IT
WARRANTS IT.
IS IT SORT OF -- TEND TO BE SORT
OF -- THINGS ESCALATE, THEY ARE
OUT THERE DOING THEIR JOB THEY
DIDN'T SEE SOMEBODY OR SOMEONE
JUST GET CAN INTO THE CAR THE
MINUTE THAT THEY TYPE IN ONE
NUMBER THEY ARE LOCKED INTO THE
PARTICULAR IT.
GIVEN THE TECHNOLOGY THAT WE
HAVE HERE IN THE TRUST AND
CONFIDENCE WE HAVE LOVE TO --
GIVE SOME THOUGHT TO GIVING SOME
DISCUSSION TO THEM IN THE EVENT
OF SOMETHING LIKE THAT, THAT
THEY ARE ABLE TO NEGATE AS
OPPOSED TO HAVE IT ESCALATE TO
CONFRONTATION.
I THINK IT MAKES SENSE, I'D LOVE
TO TALK TO YOU ABOUT IT.
WANT TO TOUCH BASE ON
PERFORMANCE METERS IN THE
SEAPORT SENSORS.
YOU TALKED ABOUT, THAT'S ONLY
EXACERBATING THE HANDICAP
PARKING SCAM.
YOU GAVE STATISTICS TO WHAT THE
PERCENTAGES WERE, WE'RE NOT
GENERATING LOTS MORE REVENUE IN
THE PERFORMANCE METERS BECAUSE
PEOPLE JUST -- IT WAS THEIR
EXCUSE TO GET HANDICAPPED
PARKING PLACARD.
GOT TO GET UPDATE ON THAT.
SCAMS ARE PREVALENT, LOT DOWN ON
THE WATERFRONT, SEEING AROUND
THE GARAGES THAT CHARGE
EXORBITANT PRICE FOR PARKING.
WE'RE TRYING TO DO THE SINGLE
SPACE METERS AND WE'RE NOT
GENERATING ANY ADDITIONAL
REVENUE, I THINK WE'RE LOSING
METER SPACES, LOVE TO GET FROM
YOU FLEW THE CHAIR IF WE CAN GET
AUDIT HUMAN EYE METER SPACES
THERE ARE OUT THERE AND WHAT
THAT HAS -- SAY LAST THREE TO
FIVE YEARS WE'VE SEEN INCREASE
IN METERS OR SEEN DECREASE IN
METERS, CLEARLY THAT'S A REVENUE
STREAM.
REFERENCED NEED ON ENFORCEMENT.
LOT OF OUR PARKING AND TRAFFIC

WOES ARE DIRECT RESULT NOVEMBER
ENFORCEMENT WE NEED TO WORK WITH
OUR POLICE DEPARTMENT TO MAKE
SURE THAT WE'RE TAKING SERIOUS,
EVERYONE WANTS TO MAKE BIG DRUG
BUST AND GET THAT GUN OFF THE
STREET, PART OF THEIR FUNCTION
IS ALSO TRAFFIC ENFORCEMENT.
IF WE DON'T HAVE THOSE OFFICERS
AT THE BTM LEVEL OR POLICE
DETAILS THAT ARE DOING TRAFFIC
DETAILS.

IN CONJUNCTION WITH YOUR TEAM
WE'RE JUST GOING TO CONTINUE TO
INVITE MORE PEOPLE IN HAVE
ACCIDENTS AND INJURIES AND
BLOCKING THE BOX AS MENTIONED.
ENFORCEMENT IS A BIG PIECE OF
THIS.

METER MAIDS TECHNICALLY THEY PAY
FOR THEMSELVES.

IF WE HAVE ENOUGH SUFFICIENT
METERS THROUGH THE METER FUND, I
VENTURE TO SAY WE'RE LOSING
MONEY ON THE METER SIDE, WE'RE
TRYING TO CATCH UP WITH THE
PERFORMANCE-BASED METERS BECAUSE
OF THE HANDICAP PARKING SCAM
THAT EVERYONE JUST PUTTING BLACK
CARD, NOT HAVING TO PAY THE
METER, IT'S A QUICK FIX JUST
NOW THEM TO PAY JUST LIKE
EVERYBODY ELSE THOSE THAT
DEXTERITY ISSUES WE HAVE THE
APPS THAT WILL GO LONG WAY IN
REDUCING THE FRAUD AND ABUSE
THAT EXIST.

GIVES US THE REVENUE TO PUT
TRAFFIC OFFICERS.

IF WE CAN GET AUDIT OF THE
PARKING METERS THAT WOULD BE
GREAT.

WHAT'S THE MACHINE FOR SOUTH
STATION, IT'S A DISASTER, YOU
GOT PEOPLE COME UP ULTIMATE OF
THE RED LINE, OUT OF THE
COMMUTER RAIL AND AMTRAK THEY
JUST DO THE MAD DASH RIGHT INTO
THE BOX.

IS THERE AN OPPORTUNITY FOR US
TO DO SOMETHING SORT OF EITHER
ABOVE GROUND OR UNDERGROUND FROM
SOUTH STATION FOR COMMUTERS.

>> FOR SOUTH STATION, A LOT --

THAT COMES FROM THE FINANCIAL DISTRICT.

OR THE SILVER LINE TO SOUTH BOSTON WATT IRRELEVANT FRONT. AS THE SOUTH BOSTON WATERFRONT GROWS THERE WILL BE MORE DEMAND FOR BETTER TRANSPORTATION ACCESS AND WE ARE OPEN TO LOOKING AT NEW IDEAS THAT CAN PROVIDE SOME OF THE CONGESTION THAT YOU GET.

>> WOULD YOU GIVE SOME CONSIDERATION TO GONDOLAS WE'VE SEEN SOME DIFFERENT PROPOSAL YOU HAVE GONDOLA FROM SOUTH STATION DOWN TO THE INDUSTRIAL PARK. MAY BE ABLE TO DO THAT OVER THE GREEN WAY AND DOWN CONGRESS STREET FROM THE CONNECT FROM SOUTH STATION TO NORTH STATION. THE PEDESTRIAN TRAFFIC.

>> DEFINITELY OPEN TO LOOKING AT THAT IDEA.

IT'S A NEW IDEA, EVERY IDEA NEEDS TO BE WELCOMED WITH OPEN ARMS.

>> A LOT OF FRUSTRATION, PARTICULARLY SOUTH STATION DURING THE COMMUTER HOURS JUST BECOMES ABSOLUTE GRIDLOCK, LITERALLY EVERYONE TRYING TO GET INTO THE STAYING OR COMING OUT OF THE STATION TO GET TO WORK. HAVING -- OVERHEAD, OVERPASS, GO A LONG WAY.

>> CHIEF OSGOOD CONVENED A GROUP TO LOOK AT ALL OF THOSE MOBILITY FOR THAT CORRIDOR.

>> LASTLY, JUST BRIEFLY PROBABLY HAVE THE INSTITUTIONAL KNOWLEDGE ON IT IS THE TRUCK ROUTES WHEN YOU GO PICK UP FUEL IF YOU CAN JUST TAKE ME THROUGH IT FOR COLLEAGUE, IF YOU GO TO EAST BOSTON OR PICK UP FUEL THEN COME BUCK TO THE CITY WE HAVE SCHEMATIC, AROUND THE CITY TO COME BACK INTO THE CITY, JUST ELABORATE ON WHAT IS THE SITUATION NOW IS IT WORKING, CAN WE TWEAK IT.

>> THE BASIC CHANGE THAT TOOK PLACE WAS THROUGH VEHICLES THAT USED TO TRAVEL ON SURFACE ROADS WE HAD INTRODUCTION OF CENTRAL

TUNNEL, THAT CREATED MAJOR PART OF THE HIGHWAY THAT WOULD BECOME INACCESSIBLE, AS THIS MATERIAL. THEY STARTED APPEARING OFF OF THE HIGHWAY AND AS THE PROJECT ON CENTRAL LOTTERY PROJECT WAS COMPLETING, THERE WAS A LOOK BY THE CITY AND THE COMMONWEALTH OF MASSACHUSETTS TOWARDS FINDING A RATIONAL SYSTEM TO KEEP HAZARDOUS MATERIAL VEHICLES FROM BEING IN THE MIDDLE EVER SOME OF THAT CRUSH THAT YOU JUST TALKED ABOUT.

WITH ALL THOSE VEHICLES AT RUSH HOUR IN ADDITION TO ALL THE PEOPLE EVERYTHING FUEL TANKERS DRIVING THROUGH THAT AREA AS A FOR INSTANCE, BECAME REAL HAZARD.

ALONG WITH THE PUBLIC SAFETY DEPARTMENTS OF THE CITY, WE WORKED WITH A SPECIALIST IN HAZARDOUS MATERIAL REGULATION AND REGULATION ULTIMATELY GOT PASSED BY THE MASS HIGHWAY DEPARTMENT AT THEIR REQUEST BECAUSE THEY HAVE THE STANDING AND IT CREATES A RESTRICTION ON HAZARDOUS MATERIAL VEHICLES TRAVELING THROUGH THE DOWNTOWN CORE OF THE CITY DURING THE DAYTIME.

IT ALLOWS IT TO TAKE PLACE AT NIGHT TIME.

THEY STILL CAN'T GO THROUGH THE TUNNEL, SO IT WAS TO SHIFT ANY VEHICLES THAT WOULD WANT TO TRANSIT THROUGH THE CITY TO A SAFER TIME OF DAY TO DO IT.

>> IS THAT WORKING FOR US AS A CITY, I'M TALKING ABOUT OUR HOSPITALS, COLLEGE UNIVERSITIES, LIFE SCIENCES ARE GET GETTING MATERIALS NEEDED?

>> WE HAVEN'T SEEMED TO GET ANY ISSUES -- IF THERE'S DELIVERIES, SOME EXEMPTIONS FOR DELIVERIES I DON'T HAVE ALL THE DETAILS BECAUSE IT'S BEEN SO LONG SINCE WE WORKED ON THE OVERALL REGULATION.

>> FROM THE TRUCKS IN THE ACCIDENTS WITH THE BICYCLES IS

THERE ANY CORRELATION IN SPECIFIC TIME FRAMES DURING THE DAY WHEN MOST OF THE INSTANCE ARE HAPPENING?

>> RELATING IT TO HAZARDOUS MATERIALS?

>> JUST TRUCKS AND TRAILERS, BREAD TRUCKS, JUST TRUCKS IN GENERAL.

>> I WOULDN'T BE CONVERSANT WITH THOSE DETAILS.

I DON'T KNOW IF VINEET DO YOU HAVE ANY INFORMATION?

>> I DON'T HAVE ANY DETAILS ON TIMING, BUT, COUNCILORS, WE DO HAVE A PROGRAM WHERE THEY ARE TRYING TO GET MORE AND MORE TRUCKS TO PUT -- WHICH CAN GO LONG WAY TO REDUCE INJURY.

>> I THINK IT WAS COUNCILOR PRESSLEY THAT SPONSORED THAT. I DIDN'T KNOW IF THERE WAS ANY CORRELATION BETWEEN THE TRUCK IN THE CITY, HOURS THAT IT'S HAPPENING AND ACCIDENTS WITH CYCLISTS AND TRUCK DRIVERS.

>> I JUST DON'T THINK ANYTHING --

>> DRIVEN BY OVERALL SAFETY. THANK YOU.

THANK YOU, MR. CHAIRMAN.

>> COUNCILOR WU?

THANK YOU, MR. CHAIRMAN, GOOD EVENING.

GOOD EVENING TO EVERYONE I THINK THIS IS MOST QUIETLY I'VE SEEN 200 PEOPLE WALK INTO THE CITY COUNCIL CHAMBERS, THANK YOU FOR BEING WITH US TONIGHT.

COMMISSIONER AND TEAM, THANK YOU FOR YOUR WORK, I AGAIN WANT TO KEEP CONGRATULATING YOU ON THE GO BOSTON 2030 PROGRESS, FACT THAT THE CITY NOW HAS A BROAD VISION FOR HOW WE'RE THINKING ABOUT TRANSPORTATION IN EVERY ASPECT.

THE VISION ZERO WORK THAT CAME OUT TODAY AND ALL THE DATA MANAGEMENT PIECES.

I'M GOING TO DIG IN ON SOME OF THE IMPLEMENTATION QUESTIONS FROM THE BIG PICTURE, JUST CUT ME OFF WHEN MY ROUND IS OVER.

LET'S START WITH PROTECTED BIKE LANES, HOW MANY MILES OF PROTECTED CYCLING INFRASTRUCTURE DOES BOSTON HAVE NOW? BUT I GUESS ALSO IN THE PIPELINE.

>> WE DON'T KEEP AN ACCURATE COUNT OF THE NUMBER OF MILES. SOME CONNECTIONS ARE MORE IMPORTANT THAN OTHERS. YOU COULD HAVE A PROTECTED BIKE LANE IN A REMOTE PART OF TOWN THAT IS ACTUALLY NOT ENCOURAGING A LOT OF NEW CYCLING, YOU CAN HAVE SMALLER LINK IN DOWNTOWN AREA OR IN DORCHESTER AREA THAT IN FACT ENCOURAGES FAR MORE PEOPLE TO BICYCLE.

IT'S THE LOCATION AND QUALITY THAT MATTERS IT'S NOT NECESSARILY THE NUMBER OF MILES. THAT'S A PRACTICE THAT EVERY CITY NOW HAS RECOGNIZED THEY DON'T LOOK AT MILES AS THEY USED TO.

WE HAVE A BUS PROGRAM IN EXPANDING OUR PROTECTED BICYCLE PROGRAM IN THE COMING YEARS INCLUDING THIS YEAR, I'M HAPPY TO GO OVER THE LIST OF PROTECTED BIKE LANES THROUGHOUT THE CITY, THOSE ARE IN CONSTRUCTION TODAY THOSE THAT ARE IN GOOD STAGE OF DESIGN AND THOSE IN THE NEXT FIVE YEARS.

>> ASK ALL THAT LAID OUT IN THE WRITTEN DOCUMENT -- YOU CAN CONTACT BOSTON BIKES TEAM OR ME WE CAN GIVE YOU THE LIST. I CAN GIVE YOU A FLAVOR OF IT RIGHT NOW IF YOU LIKE.

>> I GUESS I WOULD -- MEMBERS OF THE PUBLIC ARE HERE, WANT TO KEEP GOING, JUST SAY THAT -- I AGREE ON PRIORITIZATION, THINKING ABOUT EACH PIECE WHETHER IT'S CONNECTING A LARGER NETWORK.

COUNCILOR LaMATTINA COULDN'T BE HERE YET BUT THE REPORT THAT HE SUBMITTED TO THE COUNCIL EARLIER TODAY INCLUDES SUMMARY OF THE TRANSPORTATION POLICY BRIEFING THAT WE HAD HELD ON

SUCH A NETWORK, LAYS OUT EXACTLY
WHAT ARE THE TOP PRIORITIES, IF
YOU'RE TRYING TO CONNECT THE
ENTIRE CITY BY LOW STRESS
CYCLING NETWORK.

BUT YOU DO THINK THAT KNOWING
THE NUMBER OF MILES IS
IMPORTANT.

>> I DO HAVE THE NUMBER.
I JUST WANT TO MAKE THE POINT
THAT IT'S -- MORE IMPORTANT TO
HAVE PROTECTED BIKE LANES IN THE
RIGHT PLACE RATHER THAN JUST ADD
UP MILES.

>> ALSO I THINK, WOULD YOU --
WOULD THE DEPARTMENT CONSIDER
PUTTING THAT UNDER INTO ONE OF
THE PERFORMANCE MEASURES THAT
YOU TRACK, I THINK THERE ARE
SOMETHING LIKE EIGHT UNDER THE
TRAFFIC MANAGEMENT AND
ENGINEERING SECTION INCLUDING
ACCESSIBLE PEDESTRIAN SIGNALS,
IMPACT REPORTS, REVIEWED ON TIME
PERCENTAGE OF TRAFFIC SIGNALS ON
TIME.

SOMETHING AROUND PROTECTED
CYCLING INFRASTRUCTURE THERE
WOULD MAKE A LOT OF SENSE.

>> THE KEY IS THE DENSITY OF
HOUSEHOLD THAT ARE NEXT TO A
PROTECTED BIKE LANE, THAT IS
IMPORTANT STATISTICS THAT YOU
NEED TO LOOK AT, YOU WANT TO
LOOK AT IT IN WHAT BENEFIT IS
THAT PROTECTED BIKE LANE GETTING
TO OUR RESIDENTS.

THAT IS THE -- HAPPY TO KEEP IT.
>> IS THE BOSTON BIKE KNELT WORK
PLAN THAT WAS DEVELOPED IN 2013
STILL IN EFFECT OR DOES GO
BOSTON 2030 LAID OUT.

>> THE GO BOSTON 2030 PLAN IS
THE ONE THAT CITY OF BOSTON IS
GOING TO FOLLOW FOR THE NEXT
FIVE, 10, 15 YEARS.

>> DOES THAT HAVE SPECIFIC GOAL
OF HOW MANY MILES OF CYCLING
INFRASTRUCTURE BY CERTAIN
TIMELINE?

>> IT IS RECOGNIZED PRIORITY,
PROTECTED BIKE FACILITIES AND
BIKE LANES.
THROUGHOUT THE CITY.

>> GREAT.

COULD SOMEONE TELL ME EXACTLY
WHAT THE NUMBER IS FOR THE
FUNDING FOR VISION ZERO IN THE
CAPITAL BUDGET, IN THIS CAPITAL
BUDGET?

>> VISION ZERO IS ALLOCATED AT
\$3.1 MILLION.

>> IS THAT THE SAME AS LAST
YEAR?

>> IT IS.

S THAT WHAT IS SORT OF
HOLDING BACK THE NUMBER OF
NEIGHBORHOODS THAT CAN
PARTICIPATE IN THE NEIGHBORHOOD
SLOW STREETS PROGRAM EACH YEAR
OR DOES THAT -- SOMETHING
NON-FUNDING RELATED?

>> REPORTED BY OTHER PROGRAMS AS
WELL.

THROUGH MARKET CONTRACT, OUR
TRAFFIC SIGNAL CONTRACT, WILL
ENCOMPASS COMPREHENSIVE EFFORT
TO IMPROVE SAFETY OF REGIONAL
DISTRICTS WITHIN A NEIGHBORHOOD
OR A KEY CORRIDOR, IT'S MORE
THAN JUST INSTALLATION OF A
CYCLE TRACK OR PROVISION ZERO
RAPID RESPONSE THAT WE'VE DONE
IN SOME LOCATIONS WHERE WE'VE
RETIMED TRAFFIC SIGNALS OR
INSTALLED SIGNAGE.

IT TAKES A COMPREHENSIVE
APPROACH, INCLUDES SOME CAPITAL
IMPROVEMENTS TO AREAS THAT MIGHT
INCLUDE SOME RAISED CROSSINGS
AND IMPROVED VISIBILITY FOR
PEDESTRIANS AT INTERSECTIONS
THROUGH PILOTS AND OTHER
INFRASTRUCTURE IMPROVEMENTS.

>> JUST TO ADD TO THAT,
COUNCILOR, WE DO IMPLEMENTATION
HAND IN HAND WITH THE PUBLIC
WORKS DEPARTMENT.

A LOT OF THE FUNDING THAT THEY
HAVE DEPENDING WHICH CONTRACTOR
IS AVAILABLE, SCHEDULE
IMPLEMENTATION IN DIFFERENT
NEIGHBORHOODS, SO THE MONEY
COMES FROM VARIOUS SOURCES.

>> WHY ONLY TWO TO FLEE
NEIGHBORHOODS THIS NEXT YEAR?
AS YOU KNOW, I DECLINE TO
PROVIDE ANY SUPPORT LETTERS FOR

THE INDIVIDUAL APPLICATIONS,
JUST IN THE GENERAL PRINCIPLE
THAT I DON'T THINK IT'S FAIR TO
BE RATIONING SAFETY ACROSS THE
CITY, THERE FOR I THINK EVERY
NEIGHBORHOOD THAT WANTS IT
SHOULD HAVE THE OPPORTUNITY, TWO
TO THREE PER YEAR --

[Applause]

>> I KNOW A LOT OF FOLKS CAME IN
LATE, I APPRECIATE THAT
EVERYBODY CAME IN QUIETLY BUT WE
ASK THAT YOU DON'T DEMONSTRATE
APPROVAL OR DISAPPROVAL, JUST
TAKES AWAY TIME FROM EVERYONE
AND I'LL EXPLAIN LATER WHEN WE
GO TO PUBLIC TESTIMONY.
I APPRECIATE IT JUST TAKES UP
TIME.

>> I AGREED WITH THE INITIAL
IMPLEMENTATION STARTING SLOW,
BUILDING ULTIMATE THE CONTRACTS
REALLY UNDERSTANDING WHAT
COMMUNITY PROPERTIES WOULD LOOK
LIKE, JUST GO IN TO FULL CITY
WIDE ACCESS THAT WE'D BE GOING
FASTER.

>> COUNCILOR, WE CERTAINLY SHARE
YOUR -- PROVEN SAFETY OF OUR
ROADWAYS, CERTAINLY WE'VE
RECEIVED 47 APPLICATION FOR
NEIGHBORHOOD SLOW STREETS, SO
ENCOURAGED BY THAT RESPONSE WHAT
THAT INDICATES TO US THAT THERE
IS ENORMOUS APPETITE TO PARTNER
WITH US IMPROVE THE SAFETY OF
OUR ROADWAY.

TAKE CLOSER EXAMINATION OF THE
47 APPLICATIONS, WE'RE ABLE TO
SELECT TWO TO THREE AREAS THIS
YEAR, WHAT WE WANT TO DO GET
THOSE AREAS RIGHT, THE RIGHT
IMPROVEMENT, IS THAT IMPROVE
SAFETY IN THOSE LOCATIONS.
ALSO TAKING A LOOK AT THE OTHER
APPLICATIONS TO SEE, ARE THERE
INTERVENTIONS THAT WE CAN
IMPLEMENT THAT MAYBE OUTSIDE OF
NEIGHBORHOOD SLOW STREETS AND
MAYBE ARE THESE -- IS THE
NEIGHBORHOOD SLOW STREETS
PROGRAM AN IMPORTANT MECHANISM
TO IMPROVE SAFETY IN ALL OF THE
47 LOCATIONS.

>> IS A LIMITING FACTOR FUND CAN
IN TERMS OF THE TWO TO THREE OR
IS IT PIECE AT WHICH ABLE TO
HAVE DESIGN AND ENGINEERING DONE
OR IS IT ABILITY TO MANAGE
COMMUNITY PROCESS, WHAT WOULD
YOU SAY.

>> THIS IS A NEW PROGRAM, MAKE
SURE THAT WE IDENTIFY THE
INTERVENTION, IS THAT REALLY
IMPROVE SAFETY IN A MEANINGFUL
WAY.

WE'VE HAD VISION ZERO FOR A
LITTLE OVER A YEAR NOW, AS WE
RELEASE THE FIRST YEAR'S REPORT
ON THAT, WE IDENTIFY SIGNIFICANT
IMPROVEMENTS MADE BUT ALSO
OPPORTUNITIES TO REFINE OUR
EFFORTS AND WORK WITH OUR
COMMUNITY GROUPS TO SEE HOW CAN
WE IMPROVE THE SAFETY OF OUR
ROADWAYS, WORK WITH OUR PARTNERS
IN PUBLIC WORKS AND OTHER
AGENCIES TO GET THOSE LOCATIONS
EXACTLY RIGHT.

GO BOSTON 2030 IS A
COMPREHENSIVE LAB THAT FOLKS
WANT GREAT STREETS, THEY WANT
SAFE STREETS BUT THEY WANT
NEIGHBORHOOD AND REGIONAL
CONNECTION THAT ALLOW THEM
ACCESS TO ECONOMIC
OPPORTUNITIES.

WE WANT TO FEEL SAFE IN THEIR
NEIGHBORHOODS.

WANT ACCESS TO OPEN GREEN SPACE,
MOBILITY OPTIONS, AS WE WORK IN
CONCERT WITH GO BOSTON 2030, WE
REALLY BELIEVE THAT THIS BUDGET
ALLOWS US TO IMPROVE THE SAFETY
OF -- IN A VERY MEANINGFUL WAY
TO ALLOW US TO CONTINUE TO
PRODUCE GREAT STREETS.

>> OKAY.

THEY WANT THEM NOW ALSO, I THINK
THE PACE NEEDS TO BE PUT UP A
LITTLE.

I HAVE TWO MORE POINTS.

ONE ON PARKING, WE TALK ABOUT
B-PARK, SENSE OF TIMELINE IN
TERMS OF EVALUATING THE
RESIDENTIAL PERMIT PARKING
PROGRAM AND THE POTENTIAL OF
INTRODUCING FEES OR CHANGING

THAT TO BETTER MANAGE PARKING?

>> SURE.

THE FIRST STEP OF THAT WAS WITH THE PERFORMANCE PARKING PROGRAM IN THE BACK BAY TO DETERMINE WHAT'S THE APPROPRIATE USE OF CURBSIDE SPACE AND USE SOME DATA THAT WE'RE COLLECTING FROM SENSORS AS WELL AS MANUALLY IN THE BACK BAY.

IT'S REALLY FIRST STEP IN APPROPRIATELY MANAGING OUR CURBSIDE RESOURCE.

CERTAINLY RESIDENT PARKING PROGRAM IS EXTREMELY POPULAR, JUST RECENTLY EXPANDED THAT IN ALLSTON BRIGHTON IN CONJUNCTION WITH COUNCILOR CIOMMO AND MANY OTHER DISTRICTS.

AS WE EXAMINE THROUGH B-PARK WHAT IS PARKING REGULATION LANDSCAPE WE'LL BE MAKING SOME SORT OF ASSESSMENTS ON HOW WE CAN IMPROVE THE RESIDENT PARKING PROGRAM.

>> DO YOU THINK THERE WILL BE SOMETHING CONCRETE NEXT MONTH, IN THE FALL OR WHAT'S THE PREDICTION, I FEEL LIKE I'VE ASKED THIS LAST TWO HEARINGS ALSO, JUST WANT TO GET UPDATE OF THE TIMING.

>> ASSESSMENT OF THE PILOT PROGRAM IN THE BACK BAY AND IN THE SEAPORT DISTRICT, BUT CERTAINLY AS WE CONTINUE WITH B-B-PARK WE'RE IDENTIFYING WHAT DATA WE NEED TO MAKE INFORMED DECISION HOW TO REFINE.

>> FINALLY, COULD YOU JUST GIVE UPDATE ON BETTER BUS WORKING GROUP BETWEEN THE CITY AND BTA, HOW IS THAT GOING, WHAT ARE THE RESULTS SO FAR?

>> WE'VE HAD A COUPLE OF MEETINGS.

WE ARE LOOKING AT WORKING WITH LOCAL COMMUNITIES TO DO SOME PILOT BUS LANES.

>> WASHINGTON STREET AND ROSLINDALE?

>> A ONE OF THEM FOR SURE.

WE ARE ALSO WORKING TO IMPROVE THE EXISTING SERVICE LINE

SERVICE ON WASHINGTON STREET.
WE'RE WORKING ON A PILOT ON THAT
AS WELL WITH THE MBTA WHICH IS
SCHEDULED TO START LATER THIS
MONTH ACTUALLY.

THE MBTA WOULD MAKE IT EASIER TO
DO -- WE WOULD ENFORCE WITH
SLIGHTLY MORE STRICT PLACARD THE
EXISTING BUS LANES.

WE ARE ALSO WORKING WITH THE
MBTA TO IMPROVE GREEN LINE, BUT
IS GOING TO COUNCILOR CIOMMO'S
DISTRICT AND OTHER AREAS
ENFENWAY.

GIVING RECOMMENDATION TO OUR
CYCLING GROUP AND READY TO MAKE
THOSE CHANGES TO IMPROVE SERVICE
ON THE GREEN LINE.

WE ARE WORKING, THE MBTA HAS
ADOPTED SOME GUIDELINES OF
PILOTS, AND ALL THESE NEW
PROJECTS THAT THEY ARE PURSUING.
>> THANK YOU.

COUNCILOR JACKSON.

THANK YOU, MR. CHAIR AND I
WANT TO THANK COMMISSIONER
FANDACA AND HER STAFF FOR -- AS
COUNCILOR McCARTHY NOTED,
EITHER PHONE CALL OR ELEVATOR
RIDE,.

>> ifill:LY GET ANSWER AND
RESOLVING PROBLEMS.

I GUESS I WOULD ALSO SAY THAT
TIME IS NOT OUR FRIEND AND WE'RE
LOSING PEOPLE EVERY SINGLE YEAR
RELATIVE TO BICYCLE ACCIDENTS IN
THE CITY OF BOSTON.

AND SO WHEN I HEAR COUNCILOR WU
ASK WHY WE'RE ONLY DOING TWO TO
THREE, IT MAKES ME THINK, WE
HAVE \$100 MILLION IN PARKING
METER FUND AND IF IT'S ONLY 3.2
MILLION TO DO EACH ONE, TWO TO
THREE NEIGHBORHOODS WITH 3.2
MILLION OR TWO TO THREE
PROJECTS.

>> IT WILL BE TWO TO THREE AREAS
THAT ARE SELECTED TO THE SLOW
STREETS PROGRAM BUT ALLOCATION
IN OUR BUDGET FOR VISION ZERO IS
THE 3.4.

WE HAVEN'T PUT ALLOCATED DOLLAR
AMOUNTS PER LOCATION.

>> WHEN WE LOOK AT 2030 IS TOO

LATE.

TOO LATE FOR THE MANY FOLKS WHO ARE NOT WITH US ANY MORE.

SO WE HAVE TO MOVE WITH UTTER URGENCY RELATIVE TO IMPLEMENTATION.

YET SOME THINGS THAT WE CAN LEARN, I DON'T WANT US TO GET PARALYSIS BY ANALYSIS.

WE NEED TO PUT THESE LANES AND SLOW THESE STREETS DOWN TODAY RATHER THAN TOMORROW.

SO I GUESS TO COUNCILOR RU'S QUESTION, WITH THE PARKING METER FUND THAT NEARLY 100 MILLION CAN THAT BE USED TO FUND VISION ZERO?

CAN THOSE DOLLARS ALLOWED TO BE USED TO FUND VISION ZERO?

WE REALIZE, MAYOR WALSH ALLOCATES YOUR BUDGET BUT I WANT TO UNDERSTAND WHETHER OR NOT THOSE FUNDS ARE ALLOWED TO BE USED FOR VISION ZERO.

>> COUNCILOR, THE PARKING METER FUND DOES HAVE PROGRAMMING OVER THE NEXT FEW YEARS WHICH WILL REDUCE THE BALANCE TO APPROXIMATELY \$44 MILLION.

I BELIEVE IN THE OUT YEARS OF FY19-20 THAT WILL BE FURTHER REDUCED TO A LEVEL WHICH WILL MATCH THE AMOUNT OF FUNDING COMING IN TO THE BUDGET.

AS I MENTIONED EARLIER --

>> I JUST WANT TO BE CLEAR MY QUESTION IS NOT WHETHER OR NOT THOSE FUND ARE SPOKEN FOR.

MY QUESTION IS WHETHER OR NOT THEY ARE ALLOWED TO BE USED FOR VISION ZERO.

BECAUSE MY ONLY ISSUE IS THIS. IF WE HAVE MONEY FOR PARKING METERS, WE HAVE MONEY FOR VISION ZERO, SO, THAT MONEY WENT OUT THIS YEAR FOR PARKING METERS, SO IF WE'RE ACTUALLY THINKING ABOUT WHAT THIS MEANS, THIS IS ABOUT PRIORITIES AND VALUES.

YOU'RE TELLING US THAT VISION ZERO WILL PUT LIFE AND HEALTH OVER DEATH AND THAT'S WHAT WORKS, WHY WOULDN'T WE ACTUALLY ALLOCATE THE FUNDS TO ENSURE

THAT THAT HAPPENS IN EVERY
NEIGHBORHOOD IN THE CITY OF
BOSTON.

I JUST WANT TO UNDERSTAND JUST
TO BE VERY CLEAR.

CAN THE FUNDS IN THE HUNDRED
MILLION DOLLARS THAT ARE THERE,
ARE THEY ALLOWED TO BE USED FOR
VISION ZERO?

>> AGAIN, I'M NOT AN ATTORNEY,
BUT TO MY KNOWLEDGE THEY CAN BE
USED FOR TRANSPORTATION RELATED
PLOGGE IT.

>> IS VISION ZERO A
TRANSPORTATION RELATED PROJECT?

>> YES.

I JUST WANTED TO BE CLEAR.

THE REASON WHY I --

>> I'M NOT TRYING TO BE COY.

>> THE REASON WHY, ACTUALLY AS
ONE OF THE BIGGEST SHAREHOLDERS
IN THE PARKING METER FUND
PERSONALLY, I WANT TO ENSURE
THOSE DOLLARS ARE BEING USED
CORRECTLY.

SO I GUESS I DIDN'T WANT TO HEAR -- I KNOW MILEAGE IN YOUR
EYES IS NOT THE METRIC BUT I
GUESS IT IS IMPORTANT FOR US TO
HEAR MILEAGE BECAUSE I WANT TO
KNOW HOW MUCH EACH MILE COST AND
BECAUSE WE DO THE BUDGET TO
FIGURE OUT HOW MUCH WOULD \$100
MILLION BIO?

HOW MANY MILES ARE WE CURRENTLY
AT AND HOW MUCH DOES IT COST PER
MILE FOR PROTECTED --

>> PROBABLY GOOD ILLUSTRATION.

WILL TALK A LITTLE BIT ABOUT --
THAT'S REALLY ONE OF OUR MOST
COMPREHENSIVE CORRIDOR

IMPROVEMENTS FOR CYCLISTS,
IMPROVING CYCLING SAFETY AS WELL
AS IMPROVING ACCESS FOR ADA
COMPLIANCE AND PEDESTRIAN SAFETY
IT'S A VERY COMPLEX CORRIDOR.

>> COUNCILOR, THERE'S A FEW
ISSUES THAT CONTRIBUTE TO COST.
IF YOU ARE TO PUT IN PROTECTED
BIKE LANE LIKE WE'RE DOING ON
COMMONWEALTH AVENUE IT HAS
IMPLICATIONS WHAT'S HAPPENING
UNDER THE STREET, THE UTILITIES
AFTER RELOCATED, ET CETERA.
YOU ALSO NEED A BALANCE, IF YOU

ARE MAKING THAT KIND OF
ADJUSTMENT TO THE STREET IN
FITTING THOSE IN, IT HAS RIPPLE
EFFECT INTO THE SHAPE AND WIDTH
OF YOUR SIDEWALKS IN THE CASE OF
COMMONWEALTH AVENUE WE WERE
TRYING TO WIDEN THE CORRIDOR FOR
THE T, THE TROLLIES TO MAKE SURE
THAT IT WAS ADA ACCESSIBILITY
THERE.

IT'S NOT SO SIMPLE TO PEEL OFF A
NUMBER ON THAT PROJECT WHICH IS
ABOUT THREE QUARTERS DASH DISH
THINK ABOUT 7/8th OF A MILE.
BUT IT COSTS \$20 MILLION TO DO.
IF YOU WERE TO TAKE SIMPLY SAY,
COULD WE HAVE DONE IT CHEAPER,
COULDN'T HAVE DONE QUALITY JOB
CHEAPER BECAUSE IN ADDITION TO
THE PROTECTED BIKE LANES WHICH
CREATE A PHYSICAL SEPARATION
FROM THE PEDESTRIAN AND ALSO
FROM THE TRAFFIC AND THE PARK
VEHICLES, THE OTHER THING WE'RE
DOING WITH PROJECTS WHEN WE GET
INTO THEM IS WE'RE CREATING
PROTECTED INTERSECTIONS.

BECAUSE AS HAS BEEN COMING UP IN
THE CONVERSATION ONE OF THE MOST
PERILOUS OBSTACLES IN TERMS OF
CONFLICT THAT BICYCLIST IS
DEALING WITH IS TURNING TRUCK OR
TURNING VEHICLE OF ANY KIND.
THE PROTECTED CORNERS ARE A WAY
TO SEPARATE AND CREATE
VISIBILITY BOTH OF THE
PEDESTRIAN AND CYCLIST FROM THE
TURNING VEHICLE WHICH IS IN
COMBINATION THE TWO THINGS THAT
WE'VE HEARD LOUD AND YEAR ARE
MOST TROUBLESOME TO ANYBODY ON A
BICYCLE.

YOU CAN GET THROUGH IT EASILY,
THAT'S WHY WE WANT THEM IN
PROTECTED, PHYSICALLY SEPARATED
BIKE TRACKS AND YOU CAN GET
REALLY INTO A LOT OF TROUBLE IF
YOU DON'T DO THE SEPARATED
INTERSECTION, PROTECTED
INTERSECTION.

THAT'S AN EXAMPLE OF 20 MILLION.
I'D LIKE TO GO ON AND MENTION
THAT, IT'S NOT JUST CITY DOLLARS
THAT WE'RE MAKING STRIDES IN THE

AREA OF CYCLING.

WE HAVE TWO MAJOR PROJECTS THAT WE'VE GOT FUNDING FOR.

ONE CASE -- IN ANOTHER CASE IT'S RUTHERFORD AVENUE CORRIDOR.

WE'RE GOING TO HAVE VERY WELL PROTECTED BICYCLE FACILITIES AND PROTECTED INTERCEPTIONS IN BOTH OF THOSE PROJECTS.

WE'RE TALKING IN THE CASE OF THOSE TWO PROJECTS IN EXCESS OF \$180 MILLION.

WE'RE TRYING TO GO OUT AND GET THOSE FEDERAL AND STATE FUNDED PROJECTS BECAUSE IT REALLY MAGNIFIES HOW MANY INSTALLATIONS WE CAN DO.

>> DEFINITELY.

COMMISSIONER, I GUESS APPROPRIATE TERMINOLOGY IN USING YOUR COUNTERPART IN NEW YORK, WE GET WHAT WE BUILD FOR.

WE GET WHAT WE ACTUALLY BUILD FOR.

IT IS CRITICAL THAT WE ARE THOUGHTFUL AS PUBLIC WORKS IS BUILDING STUFF THAT WE ARE THOUGHTFUL AND SADLY, WE CAN'T NECESSARILY ALWAYS COUNT ON INDIVIDUALS WHO ARE IN CARS. SOME OF THEM DON'T STOP.

I GUESS WE NEED TO CHANGE OUR MENTALITY AND I BELIEVE WE NEED TO LOOK AT THIS AS A PUBLIC HEALTH MATTER.

WE NEED TO LOOK AT IT AS TRAFFIC VIOLENCE.

IF WE LOOK AT IT, IN ANY CASE SOMETHING THAT CAN KILL SOMEBODY IS A WEAPON F. WE LOOK AT IT FROM PUBLIC HEALTH PERSPECTIVE, AND ALSO THE VITAL ASPECT, ONE OF THE THING WE'RE LITERALLY EXPERIENCING, WE'RE IN A HEARING BUT THIS IS A MEMORIAL FOR SOMEONE'S FRIEND AND LOVED ONE WHO IS HERE.

IT'S UNCOMFORTABLE AND IT SHOULD BE FOR US.

IT MEANS THAT WE NEED TO MOVE WITH URGENCY.

WE HAVE 100 MILLION BUCKS THAT'S STUCK SOME PLACE IT NEED TO BE UNSTUCK BUT NEED TO BE PUT OUT

SO PEOPLE'S LIVES ARE SAVED.
I REALIZE, I GET THAT WE WANT TO
HAVE LEARNING.

I THINK IT IS SO IMPORTANT,
WRITE ALSO SAY, I'VE BEEN PART
OF PROJECTS THAT IF I COULD HAVE
CHANGED OTHER PEOPLE'S MINDS AND
CHANGED SOME THINGS I WOULD HAVE
CHANGED THOSE THINGS ON MY WATCH
ALSO.

BUT WE GOT TO WORK TOGETHER TO
ENSURE THAT NO MORE PEOPLE IN
THE CITY OF BOSTON ACTUALLY DIE
IN BICYCLE ACCIDENTS AND
PEDESTRIAN ACCIDENTS WHICH ARE
ACTUALLY UP.

SO THE OTHER COMPONENT, I GUESS
THE OTHER COUPLE OF AREAS,
SIGNS.

WE HAVE THESE CLASSIC LITTLE
FONT SIGNS THAT ARE SOMEONE WHO
WEARS GLASSES IF I DON'T HAVE MY
GLASSES ON I CAN'T SEE THEM.
I KNOW DOWNTOWN YOU HAVE THE
BACK LIT LARGE FONT.

ARE WE GOING TO STANDARDIZE
THOSE 'CROSS THE CITY OF BOSTON,
BECAUSE I WOULD SUBMIT TO YOU
SOME OF THE REASONS WHY THERE'S
SO MANY ACCIDENTS IN THE CITY OF
BOSTON.

THERE FOR THEY DON'T UNDERSTAND
WHEN AND WHERE TO TURN IN THE
CITY OF BOSTON.

>> THROUGHOUT THE CITY, TO SPEED
BUT TOKER EVENTS THAT ARE
HAPPENING, TO SLOW TRAFFIC DOWN
IN STRATEGIC WAY.

WE ANTICIPATE BEING ABLE TO
IMPROVE OUR SIGNAGE TO ALERT
MOTORISTS AND CYCLIST, IS THAT
THEY ARE APPROACHING SAFETY
LOCATION.

>> MY FINAL WOULD BE, WE NEED TO
LOOK AT BUS, RAPID TRANSIT IN
THE CITY OF BOSTON AND DEAL WITH
THE INEQUITY AND DISPARITY THAT
WE HAVE IN THE CITY OF BOSTON
RELATIVE TO TRANSPORTATION, IT
IS ONE OF THE -- THE EPICENTER
OF INEQUITY IN THE CITY OF
BOSTON.

IN ADDITION, IT IS OUR JOB TO
PUSH.

WE'RE GOING TO CONTINUE TO PUSH AS HARD AS POSSIBLE IF WE HAVE FUNDING IT NEEDS TO BE DEPLOYED, IT NEEDS TO BE OUT THERE ON THE STREETS AND WE SHOULD NOT HAVE -- HAVE GHOST BIKE RIDE IN THE CITY OF BOSTON.

BOSTON MUST LEAD AND NOT FOLLOW IN THIS SPACE WE ARE BETTER THAN WE ARE PURCHASING TODAY.

>> COUNCILOR CAMPBELL.

EXCUSE US, THANK YOU.

THANK YOU, COUNCILOR CIOMMO.

THANK YOU COMMISSIONER AND YOUR TEAM FOR YOUR PRESENTATION AND THANK YOU FOR THE WORK YOU DO EVERY DAY.

THANK YOU ALSO -- IS THIS ON?

THANK YOU ALSO SPECIAL SHOUT OUT TO TRACY IN YOUR DEPARTMENT WHO IS EXTREMELY RESPONSIVE WHEN IT COMES TO CONSTITUENT SERVICES WHETHER IT'S A STOP SIGN OR SOMETHING ELSE HE'S ON IT, HE'S QUICK AND HE'S GREAT WHEN CONNECTING TO CONSTITUENTS.

I WANTED TO GIVE HIM A SPECIAL SHOUT OUT.

SO, AS YOU KNOW DISTRICT FOUR, MY DISTRICT INCLUDES AMERICAN LEGION HIGHWAY, BLUE HILL AVE., MATTAPAN, I WOULD LIKE TO SAY ALL THE HOT SPOTS WHEN IT COMES TO TRANSPORTATION ISSUES, I'M VERY HAPPY TO SEE THAT T AND T AND COG LAND SQUARE WERE APPROVED FOR SHOW STREET PILOT PROGRAMS BEFORE WE DID THE APPLICATION PROCESS.

IT'S GREAT TO SEE THE RESULTS OF THAT, OF THOSE STRUCTURAL CHANGES IN THE COMMUNITY. RESIDENTS HAVE BEEN DELIGHTED WITH THE CHANGES.

I WILL SAY, IT'S SAD AND UNFORTUNATE WHAT HAPPENED TO MR. ARCHER, THE COVERAGE IS APPROPRIATE.

BUT WHAT DOES MAKE ME SAD AS DISTRICT COUNCILOR WHO COVERS LARGELY MATTAPAN AND DOOR CHEST IS HE SINCE TAKING OFFICE LAST YEAR WE'VE HAD FOLKS DIE WALKING ACROSS THE STREET,

CYCLING AND THEY HAVE GOTTEN NO
COVERAGE WHATSOEVER.
WHETHER IT'S RECENT SHOOTINGS
AND FATALITIES WE HAD FIVE
INCIDENTS ON A FRIDAY, OBVIOUSLY
THE TWO DOCTORS WHO LIVE IN
SOUTH BOSTON, BUT TWO OTHER
FOLKS WERE KILLED, YOUNG
INDIVIDUALS THAT DAY AND DIDN'T
REALLY GET ANY COVERAGE.
THAT IS OBVIOUSLY A BIG ISSUE,
IT'S AN ISSUE THAT I THINK
DOESN'T NECESSARILY COVER ALL
NEIGHBORHOODS WHEN IT COMES TO
MEDIA COVERING INCIDENTS OF
FOLKS DYING WALKING ACROSS THE
STREET, GOING TO WORK, CYCLING,
I SEE THE MEDIA IN THE ROOM, I
HOPE THEY DO BETTER JOB COVERING
ALL OF THE INCIDENTS ACROSS THE
CITY OF BOSTON, WE'RE ALL
EQUALLY AFFECTED.

I HAD TO SAY THAT ON THE RECORD.
BUT THANK YOU AND YOUR TEAM FOR
YOUR RESPONSE TO INCIDENTS THAT
HAPPEN IN MY DISTRICT REBOUND IF
THEY DON'T GET MEDIA COVERAGE I
WOULD APPRECIATE THAT.

JUST A LOT OF MY QUESTIONS HAVE
BEEN ASKED AND ANSWERED BUT JUST
TO GO BACK TO GO 2030, THE
VISION AROUND THAT ARE WE
CONFIDENT THAT WE CAN IMPLEMENT
THE PLAN BY 2030 AT THE FUNDING
LEVELS WE'RE CURRENTLY AT,
ESPECIALLY IF WE CONTINUE TO
POSSIBLY LOSE THINGS FROM THE
FEDERAL GOVERNMENT OR EVEN FROM
THE STATE.

>> I'M GOING TO ASK VINEET TO
SPEAK TO THE SPECIFICS OF THE
PLANS I THANK YOU FOR YOUR
COMMENTS COUNCILOR.

KEY TENANT IS IMPROVING A
SENSITIVITY OF TRANSPORTATION
AND MOBILITY OPTIONS THROUGH
EQUITY RELATED TO TRANSPORTATION
AND MOBILITY OPTIONS.

MUCH OF WHAT YOU SEE IN THE PLAN
PROVIDES NOT ONLY SAFETY,
ACCESSIBILITY AND RELIABILITY
BUT GREAT TRANSPORTATION
NETWORKS.

BRINGS PEOPLE TO ECONOMIC

OPPORTUNITIES, IT CONNECTS OUR NEIGHBORHOODS.

WE NEED TO TALK A LITTLE BIT ABOUT THE SPECIFICS OF THE PLAN AND THEN DEPUTY COMMISSIONER WILL DISCUSS HOW OUR FUNDING WORKS AND HOW SOME OF THE FUNDING SOURCES THAT JIM DOES GREAT JOB OF HARNESSING FOR US, SUPPORT THESE OPTIONS.

>> SURE.

THERE ARE 50 POLICIES AND PROJECTS IN IS BOSTON 2030, ONLY IMPLEMENTATION AND SOME THAT WE HOPE TO DO IN THE NEXT FIVE, TEN AND 15 YEARS.

OVERALL STRATEGY IS THAT WE WANT TO CONTINUE TO USE CITY CAPITAL FUNDS TO INITIATE DESIGNS, FOR EXAMPLE, FOR OUR MAJOR ROADWAYS AND THAT THOSE FUNDS CAN THEN LEVERAGE STATE FUNDING TO DO CONSTRUCTION AND THAT'S BEEN OUR PRACTICE FOR MANY YEARS.

WE INTEND TO CONTINUE THAT.

IF WE CONTINUE TO GET STATE AND FEDERAL FUNDING AT THE RATE THAT WE'RE CURRENTLY GETTING OR HAVE BEEN GETTING IN THE PAST, MAJORITY OF THE PROJECTS START OUT IN GO BOSTON 2030.

IN FACT BE FUNDED.

THERE SOME ARE MAJOR PROJECTS THAT -- ARE A LITTLE MORE EXPENSIVE, I WOULD SAY, TO PUT IT MILDLY.

BUT THE MOST PART UNDER EXISTING FUNDING -- MANY OF THE PROJECTS THAT WE HAVE GET IMPLEMENTED, GIVEN COMMUNITY SUPPORT, GIVEN THE SAME RATE OF FUNDING IN THE NEXT FIVE, TEN, 15 YEARS.

I WOULD SAY THAT ALMOST A QUARTER OF THE PROJECTS IN GO BOSTON 2030 ARE CURRENTLY IMPLEMENTATION.

>> A QUARTER OF THEM.

YES.

PROBABLY EVEN MORE.

IT'S SOMETHING THAT WE'RE VERY FOCUSED ON.

DON'T WANT THE PLAN TO SIT ON A SHELF.

WE ARE FOCUSED ON IMPLEMENTING

IT.

>> ARE YOU CONFIDENT THAT YOU
THINK WE CAN REACH THAT BY 2030
OR -- I'LL SAY THIS
RESPECTFULLY, BECAUSE WE'RE
LOOKING AT EVEN ON STUFF ON THE
PUBLIC SAFETY SIDE IN CUTS FROM
OBVIOUSLY FEDERAL GOVERNMENT, WE
DON'T KNOW WHAT THEY'RE DOING
DOWN THERE TO THE STATE
GOVERNMENT AS WELL, PROGRAMS,
FOR EXAMPLE, RE-ENTRY PROGRAMS
THAT ARE JUST CUT WITHOUT ANY
NOTICE TO THE COMMUNITY WE HAVE
THE FUNDING ON DAY ONE AND DAY
TWO IT'S GONE.

I'M CONCERNED THAT IF WE DON'T
INCREASE OUR LEVEL OF INVESTMENT
NOT ONLY FOR DESIGN BUT ALSO
CONSTRUCTION, WE WON'T REALIZE
THOSE GOALS BY 2030.

I UNDERSTAND THE IMPORTANCE OF
US AS A CITY RELYING ON THE
STATE, OF COURSE, FEDERAL
GOVERNMENT WHEN IT COMES TO
GETTING AS MUCH MONEY AS
POSSIBLE.

BUT I AM CONCERNED BY RELYING SO
HEAVILY ON THOSE TWO STATE
GOVERNMENT LEVELS THAT -- OR
GOVERNMENT LEVELS, WE'RE NOT
GOING TO BE ABLE TO REALIZE WHAT
IS IN OUR PLAN.

FOLKS WORKED SO HARD ON
OBVIOUSLY WITH SUBSTANTIAL
COMMUNITY INPUT.

I'M GOING TO MOVE ON FOR THE
SAKE OF TIME WE CAN CONTINUE TO
TALK OFF LINE.

BUT I DO HAVE CONCERNS THAT ARE
OBVIOUSLY OUTSIDE OF SOME OF
YOUR CONTROL, OBVIOUSLY.

BUT I AM CONCERNED.

I QUICKLY HAVE SOME QUESTIONS
ABOUT JUST THE SLOW STREETS
APPLICATION.

COUNCILOR O'MALLEY AND I HELD A
HEARING ABOUT THE VISION LAST
YEAR.

COUNCILOR ESSAIBI GEORGE AND
MYSELF, I WAS REALLY SURPRISED
TO SEE VISION ZERO FUNDED AT THE
SAME LEVEL GIVEN THOSE HEARINGS,
THE CONVERSATIONS WE HAD IN

COMMUNITY, GIVEN THE INTEREST IN TO THE SLOW STREETS PROGRAM AND SEEING THE RESULTS ON THE GROUND ACROSS ALL NEIGHBORHOODS.

I DO A LETTER OF SUPPORT FOR EVERY APPLICATION THAT CAME FROM MY DISTRICT.

BUT I'M A DISTRICT COUNCILOR.

I'D LIKE THEM ALL TO GET SOMETHING.

I'M REALLY CONCERNED IF WE DON'T FUND SLOW STREETS AND DO IT QUICKLY THAT WE'LL DO TWO OR THREE THIS YEAR, MIGHT DO TWO OR THREE THE FOLLOWING YEAR, HOW DO WE -- IF COUNCILOR WU ASKED THE QUESTION IF FUNDING ISN'T THE LIMITATION, THEN WHAT IS THE LIMITATION?

OUTSIDE WE WANT TO TRY THINGS OUT, WANT TO TEST THIS OUT BUT WE KNOW JUST BASED ON THE PILOT PROGRAMS IN MY DISTRICT, THEY'RE WORKING, PEOPLE ARE RESPONDING. PEOPLE ARE HAPPY BECAUSE THEY CAN SEE THE SUCCESSES, THEY CAN SEE THE WINS IN THEIR NEIGHBORHOOD WHEN THEY WALK THROUGH.

I'M JUST CONCERNED, ARE THERE OTHER LIMITATION AS TO WHY WE CAN'T INCREASE THAT NUMBER? CONNECTED TO THAT GOING BACK TO THE PARKING FUND, ARE WE MAINTAINING LEVELS IN THE PARKING FUND FOR A REASON? SO, FOR EXAMPLE, WE'RE USING SOME EVER IT FOR SOME CAPITAL PROJECT FOR DIFFERENT THINGS RELATED TO TRANSPORTATION BUT THERE A REASON WE'RE MAINTAINING IT, KEEPING 50 MILLION IN THE POT RATHER THAN SAY KEEPING TEN MILLION IN THE POT TAKING 40 MILLION TO USE FOR SLOW STREETS? >> AS I SAID EARLIER, COUNCILOR, THE EXPECTS TO SPEND DOWN THE FUND TO LEVEL WHERE IT WILL JUST MATCH THE REVENUES THAT ARE GENERATED THROUGH THE METERS. >> COUNCILOR, ALSO SOME OF WHAT YOU'LL SEE IN OUR BUDGET SUPPORTED ALL OF OUR SAFETY INITIATIVES.

WHILE THERE'S 3.1 MILLION
ALLOCATED FOR VISION ZERO,
THERE'S 2.5 ALLOCATED FOR
TRAFFIC SIGNALS.
WE KNOW THAT --
>> INCREASE FROM FISCAL YEAR
'17?
>> IT IS, YES.
BY HOW MUCH?
ABOUT 300,000.
ALSO ADDITIONAL FUNDING
PRIMARILY IN THE PIVOT MARKING
LINES FOR TO THE LEVEL OF \$2.6
MILLION OVER THE NEXT TWO
YEARS -- THE 2.3 FOR TOTAL OF
4.6 OVER THE NEXT TWO YEARS.
IN ADDITION TO VISION ZERO, AS
COMMISSIONER SAID, MANY PROJECTS
AND OUR DAILY WORK.
WHEN WE'RE WORKING IN ONE
NEIGHBORHOOD ON SPECIFIC PROJECT
WE CONTINUE TO SERVICE THE REST
OF THE CITY AS WE HEAR FROM THE
POURS ON A DAILY BASIS.
AN EXAMPLE OF SOME OF THE
OUTSIDE FUNDING WHAT IT DOES FOR
US, WERE SUCCESSFUL IN GETTING
PROJECT ADVERTISED WITH FEDERAL
AND STATE DOLLARS WORTH \$4
MILLION GOING TO DO NINE
INTERSECTION FROM MATTAPAN TO
EAST BOSTON TO THE SOUTH END.
WE JUST DON'T HAVE THAT
PROPORTION, IF YOU TAKE ANOTHER
PROJECT WE'LL SPEND \$25 MILLION,
REALLY MAKE SOME SIGNIFICANT
UPGRADES TO THE INTERSECTION
WITH WASHINGTON STREET, WHERE
THE SCHOOL IS, COUPLE OF BLOCKS
AWAY.
WE CAN DO MULTIPLE
INTERSECTIONS, NOT ONLY IMPROVE
THE SAFETY AT THAT INTERSECTION
BUT ALONG THE WHOLE CORRIDOR.
THOSE TAKE SUBSTANTIAL
INVESTMENTS THAT I WOULD ARGUE
THE POINT THAT THE CAPITAL
DOLLARS THAT THE CITY INVEST IN
DESIGNS PAY US BACK ABOUT TEN
FOLD IN MONIES THAT WE THEN CAN
LINE UP THROUGH THE FEDERAL
STATE PROGRAM.
BY SHREWDLY PUTTING THE MONEY
IN, A BIG PAY OFF ON THAT BET.

WE CURRENTLY HAVE \$152 MILLION LINED UP THROUGH THE NPL TO REBUILD SULLIVAN SQUARE AND RUTHERFORD, THAT'S A SUBSTANTIAL AMOUNT OF MONEY THAT THE CITY WOULD HAVE EXTREMELY HARD TIME EVER TO LINE UP TO DO THAT -- WE'D HAVE TO BE PUTTING SO MANY EGGS INTO THE ONE BASKET THAT I THINK THE IDEA OF CONTINUING TO WORK WITH THE STATE AND FEDERAL FUNDS IS REALLY KEY IN CONTINUING TO USE THE MONEY THAT THE CITY CAN PROVIDE US FOR PLANS FOR SUBSEQUENT PROJECTS IS REALLY KEY.

THE WAY WHICH THE MONEY COMES THROUGH LOT OF OTHER PROJECTS WHERE YOU APPLY FOR GRANTS AND WHAT NOT.

WE HAVE THIS SYSTEM CALLED METROPOLITAN PLANNING ORGANIZATIONS WHERE WE HAVE -- HAS TWO VOTES ON THAT, ONLY MUNICIPALITY THAT HAVE THAT. WE NEGOTIATED THAT A FEW YEARS BACK WHEN THEY WANTED TO EXPAND THE SIZE OF THE ORGANIZATION. WE HAVE A REGULAR TWO SEATS AT BOTH BPD AND BOSTON PLANNING AND DEVELOPMENT AGENCY, SIT THERE ON REGULAR BASIS, WITH GREAT SUCCESS.

THERE WAS NUMBER OF DISCRETIONARY DOLLARS FOR ROAD PROJECTS, WE BASICALLY CAPTURED ABOUT 30% OF THOSE, THAT'S IN A FIELD OF 101 CITIES AND TOWNS. ADMITTEDLY BOSTON BEING THE DOMINANT MUNICIPALITY AND GROUP LIKE THAT.

BUT WE KEEP A CLOSE EYE ON HOW MANY PEOPLE LIVE IN THE CITY. HOW MANY PEOPLE COME TO WORK IN THE CITY AND WE LOOK AT THOSE STANDARDS AND ARGUE THE MERITS OF, IT'S NOT LIKE BOSTON SHOULD COMPETE ON PAR WITH OTHER CITIES AND TOWNS.

WE COMPARE OURSELVES AS LIKE 20, 22 DIFFERENT NEIGHBORHOODS THAT HAVE THE SIZE OF MANY OF THE OTHER CITIES AND TOWNS THAT ARE IN THE REGION AND SO WE'VE BEEN

ABLE TO, FOR THOSE TYPES OF NEGOTIATIONS AND MAKING THOSE POINTS THEY'RE NOT GETTING FUNDING ON A REGULAR BASIS. I DON'T SEE THE NATIONAL PROGRAM WHICH THEN COMES IN TO THE STATE THEN INTO THE NPO REGIONS AS EVERYTHING THE SAME RISKS THAT MAYBE SOME OTHER FEDERAL FUNDS WOULD HAVE.

WHERE THEY CAN MAYBE DOWN IN WASHINGTON, REACT TO AN APPLICATION FROM A CERTAIN MUNICIPALITY AND SET IT ASIDE. WE'RE RIGHT IN THE ACTION WHERE THE MONEY GETS DECIDED.

>> THAT'S GOOD TO HEAR.

THAT'S GREAT TO HEAR, ACTUALLY. I WILL SAY I UNDERSTAND THE IMPORTANCE OF CONTINUING TO LEVERAGE THOSE DOLLARS FROM THE STATE AND FEDERAL GOVERNMENT FOR EVERY DEPARTMENT IN THE CITY OF BOSTON.

BUT JUST UNDERSTANDING THAT, PARTICULARLY WHEN IT COMES TO THE STATE AND HOW THINGS WORK IN TERMS OF FUNDING WE HAVE IT ONE DAY, COULD BE GONE THE NEXT.

THE QUESTION ABOUT WHETHER OR NOT STILL CONFIDENT THAT WE'RE GOING TO REALIZE EVERYTHING IN THE PLAN BY 2030 STILL REMAINS.

I'M JUST NOT CONFIDENT.

BUT I WILL SAY IN PUSHING THE CITY TO BRING IN MORE MONEY TO COUGH UP MORE OF OUR MONEY, PARTICULARLY FOR SOME OF THE SLOW STREET PROGRAMS, SPEED BUMPS, FOR EXAMPLE, I GET A PLOT OF REQUEST FOR.

I THINK IT WOULD BE REALLY GREAT TO USE THE APPLICATION PROS FOR NEIGHBORHOODS THAT WANT TO REQUEST SPEED BUMPS OR OTHER THINGS, PARTICULARLY THOSE NEIGHBORHOODS THAT DON'T GET PICKED THROUGH THE SLOW STREET PROCESS, I BROUGHT THAT UP AT A HEARING.

I'LL SAY THIS, MY LAST POINT, WHEN IT COMES TO THE BIKE LANES, PROTECTED BIKE LANES, OUR FOLKS IN DISTRICT ARE REALLY ACTIVE IN

THIS REGARD AND WANTING TO SEE MORE INFRASTRUCTURE, YOU NAME IT, BUT I DO THINK THERE NEEDS TO BE SOMETIMES MAYBE EVEN MORE OUTREACH IN CERTAIN COMMUNITIES OUTSIDE OF JUST THE POLITICAL WILL FROM US BUT MORE OUTREACH TO CERTAIN COMMUNITIES THAT BIKES, PEOPLE CYCLING IS A MODE OF TRANSPORTATION, IT'S A SERIOUS MODE OF TRANSPORTATION BUT THERE ARE CONSTITUENCIES IN MY DISTRICT, TOO, THAT DON'T NECESSARILY UNDERSTAND THAT. SO I DO LOOK FORWARD TO THE CITY PARTNERING WITH MANY RESIDENTS TO DO MORE OUTREACH IN THAT REGARD.

THANK YOU, COUNCILOR ZERO MOW.

>> ON THE BUDGET.

SO, THE BALANCE AROUND 94 MILLION.

AND WE'RE GOING TO SPEND IT DOWN TO 'DOUBT PROBABLY THE 16-18 MILLION LEVEL THEN WE NEED TO KEEP THAT FUNDED BECAUSE OF THE RESTRICTIONS THAT ARE BY STATUTE.

>> JUST WANTED TO CLARIFY.

COUNCILOR BAKER.

THANK YOU, MR. CHAIR, THANK YOU FOR HAVING THIS HEARING AT 6:00 AT NIGHT, I CAN'T THINK OF ANY PLACE ELSE I'D RATHER BE. THANKS FOR COMING OUT TONIGHT, YOUR TEAM ALSO, WE TALKED A LOT -- FIRST, LET ME CONGRATULATE YOU TWICE FOR THE HELP IN BEING ABLE TO LOWER THE SPEED LIMIT ENTIRE CITY DOWN TO 25, I'VE TALKED TO DIFFERENT REPRESENTATIVES FROM SMALLER SURROUNDING TOWNS THEY'RE ALL GOING AFTER 5 MILES.

I WANTED IT TO BE 20 BUT WE'LL TAKE HALF LOAF BETTER THAN NOTHING, RIGHT?

WE TALKED QUITE A BIT ABOUT THE SLOW STREETS, WITHOUT BELABORING THE POINT I THINK A LOT OF IMPACT CAN HAPPEN IF WE GO IN TO -- IT'S A LITTLE BIT DISAPPOINTING HEARING THAT THERE IS ONLY GOING TO BE TWO OF THE 47 SLOW STREETS HAPPEN NEXT YE

YEAR, I DON'T KNOW HOW -- ONCE PEOPLE REALIZE THAT IN OUR COMMUNITY MEETINGS THEY'RE ALL GOING TO BE GOING CRAZY, HOW ARE WE GOING TO BE ABLE TO MANAGE THAT.

I THINK WHAT YOU'VE SAID WHERE WE'RE GOING TO BE ABLE TO GO AFTER DIFFERENT TREATMENTS MAYBE ON SINGLE STREET HERE OR TWO-STREET AREA I THINK THAT IS GREAT.

TO HAVE COME THIS FAR, THIS NEW ADMINISTRATION IS ACTUALLY TALKING ABOUT THESE THINGS, THE LAST ADMINISTRATION IT WAS ALWAYS COULDN'T GET ANY PLACE WITH IT.

SOY I APPRECIATE THAT.

WHEREABOUTS ARE WE, I KNOW WE'VE TALKED LOT ON THIS, WE USE TO CALL THEM SPEED BUMPS NOW HUMPS OR LUMPS, RAISED CROSSWALKS, ACTUALLY GOING TO BE ABLE TO HAVE SOME OF THOSE IN OUR NEIGHBORHOODS.

>> YES, COUNCILOR.

WE WORKED WITH CHIEF OSGOOD THE STAFF AND PUBLIC WORKS DEPARTMENT.

WE ANTICIPATE THAT AS WE SELECT THE NEIGHBORHOODS, DISTRICTS, THE GREAT WORK THAT THE TRANSPORTATION DEPARTMENT DOES ON A DAILY BASIS WILL CONTINUE. THAT INCLUDES WORKING WITH THIS BODY HERE AND ALL OF OUR COMMUNITY PARTNERS TO CONTINUE TO IMPROVE THE SAFETY OF OUR ROADWAYS.

AS WE WORK WITH YOU, THOSE AREAS WHERE WE CONTINUE TO BE ABLE TO INSTALL STOP SAINTS, PEDESTRIAN DA HERNIATERS, BEACONS, ALL THAT GREAT WORK WILL CONTINUE THIS WILL BE IN ADDITION TO THE WORK THAT WE DO, THAT WE CONTINUE TO WORK WITH THIS BODY AND NEIGHBORHOOD GROUPS.

>> IT'S VERY IMPORTANT THAT WE'RE ABLE GO TO IN SPECIFICS AREAS THAT COULD USE A RAISED CROSSWALK OR SOMETHING, IT'S AMAZING WHAT ONE LITTLE THING

CAN DO ON HILLTOP STREET WHEN WE
INSTALLED THAT, THE SOLAR --
THOSE ARE GREAT.

IF WE CAN FUND MORE OF THOSE,
THOSE ARE VERY GOOD.

CAN YOU TALK A LITTLE BIT ABOUT
THE IMPLEMENTATION LIKE THE
NORFOLK IN THE STONEY BROOK IS
THAT DONE NOW?

THAT'S GOING?

>> YES.

WE'RE STILL DOING SOME
MEETINGS WITH COMMUNITY FOLKS,
STILL GETTING TO THE SPECIFICS.
LOCATIONS.

SPEED HUMP, THERE ARE COMPLAINTS
COMING FROM NEIGHBORS WE HAVE TO
SORT THROUGH ALL OF THAT.

WE'RE READY TO GO.

>> BUT NOT STONYBROOK.

HOW FAR ALONG IS THE SQUARE?

AS COUNCILOR MENTIONED WE'VE
DONE -- I WOULD SAY THAT WE'VE
DONE SOME PROTECTED CROSSWALKS,
WE HAVEN'T DONE ANY SPEED HUMPS
YET BUT SIGNAGE AND THE LIKES.

>> WHEN THE RAISED CROSSWALKS OR
HUMPS WHEN THEY'RE INSTALLED I'D
LIKE TO LOOK AT THEM TO SEE.

AGAIN, I CAN'T STRESS THAT
ENOUGH.

EVERYBODY WANTS -- CAN YOU TALK
A LITTLE BIT ABOUT, AGAIN, MAYBE
IT'S YOU, JIM, FROM MASS AVE. TO
CLAREMONT STREET THE WHOLE THING
GETTING DONE, WHAT IS THAT
NUMBER AGAIN?

>> THAT'S 25 MILLION.

ACTUALLY STOPPED AT COLUMBUS.

IT'S GOING TO CONNECT TO THE
SOUTHWEST CORRIDOR.

IT'S GOING TO GO ALL THE WAY UP
THROUGH MASS AVENUE.

ABOUT FIVE OR SIX SIGNALLIZED
INTERSECTIONS ALONG THE LENGTH
THERE.

AS YOU WERE TALKING ABOUT
WORKING WITH THE COMMUNITY,
WE'VE COME UP WITH THE
PEDESTRIAN CROSSING AT THE
CORNER OF TREMONT, THE TRAFFIC
COMES THROUGH THAT SLIP LANE.
THERE ARE GOING TO BE TWO OR
THREE MAJOR IMPROVEMENTS.

ONE IS ELEVATED CROSSING FOR THE PEDESTRIAN, THEY'RE GOING TO BE ELEVATED AS NEW TRAFFIC SIGNAL L. WE'RE CHANGING THE GEOMETRY SO THAT THE VISIBILITY OF BOTH PARTIES TO EACH SORE GOING TO BE MUCH BETTER.

WE WENT THROUGH THREE OR FOUR DIFFERENT POSSIBILITIES THERE WHERE WE WERE GOING TO ELIMINATE THAT TRAFFIC SLOT BUT IT REQUIRES TOO MANY TRAFFIC ON TREMONT WHICH WAS MORE OBJECTIONABLE WE WENT BACK TO THAT PLAN AND WORKED OUT A RESOLUTION ON THAT.

WE'RE ALSO USE SOME GEOMETRIC ENHANCEMENTS OUT ON THE ROAD. MAKE INTERSECTION LIKE WASHINGTON, REALLY STAND OUT, ARRIVING AT A PLACE.

WE'RE GOING TO BE LOOKING AT THE TREATMENTS FOR THAT, GOING TO BE USING THE SAME PROTECTED CORNERS FOR BICYCLISTS TO GET STUCK NEXT TO A TRUCK THAT'S TURNING, ALL THE BICYCLE FACILITIES WILL BE OFF THE ROADWAY.

>> IF WE'RE GOING TO DO THAT, AT WHAT POINT BE ABLE TO LIKE GO UP MASS AVE. A BIT, WOULD THAT BE -- BECAUSE IT'S AN AREA THAT COULD USE SOME LEVEL.

>> COUNCILOR, I THINK THAT FALLS INTO THE CATEGORY OF CERTAIN LEVELS OF WORK THAT WE DO ON SOME STREETS THAT ARE.

>> Stahl: IMPACTFUL BUT TO GO TO PROBABLY THE LEVEL THAT YOU'RE TALKING ABOUT SIMILAR TO WHAT WE'RE GOING TO DO, THAT WOULD BE ONE OF THOSE CLASSIC CASES WHERE START-UPS RAN, CAN GET INTO NEGOTIATIONS IN LINE OF THE MONEY FOR SUBSEQUENT PROJECT TO HAPPEN THAT WAY.

WE HAVE TO CONSTANTLY BE THINKING OF WHAT IS THE BENCH OF PROJECTS THAT WE'RE GOING TO NEGOTIATE.

FRUSTRATINGLY POSSIBLY FUNDED FOR ABOUT SEVEN OR EIGHT YEARS THEN WE GOT IT LAST SUMMER AN OPPORTUNITY IN THE NEGOTIATIONS

TO BRING IT UP FROM SEVEN
MILLION TO 25 MILLION WHICH IS
THE PLACE OF DOING THIS THE
RIGHT WAY.

>> WHEN YOU SAY NEGOTIATIONS,
WHAT ARE YOU NEGOTIATING WITH?
>> AT THE NPL.

AS I MENTION THE EARLIER THERE'S
101 CITIES AND TOWNS THAT ARE IN
A REGION OF THE BOSTON MPO,
FEDERAL FUNDS COME IN TO THAT --
FIRST COMES INTO THE STATE AND
ALLOCATED TO THE DIFFERENT PARTS
OF THE STATE BUT THAT REGION IS
SO IMPORTANT, IT GETS ABOUT 42%
OF THE FEDERAL FUNDS THAT COME
IN THROUGH THE ENTIRE STATE.
BECAUSE WE HAVE SUCH DENSITY OF
TRANSPORTATION ASSETS.

IT'S AT THAT LOCATION WHERE WE
ENTER A PROJECT, IN THE CENTS
TELL THE FOLKS THAT DO THE
REVIEW AT MASS DOT WHY WE THINK
IT'S IMPORTANT, WHAT ARE THE
PROBLEMS IT'S GOING TO SOLVE.
THEN YOU GET RATED.

SO IF YOU HAVE QUALITY PROJECT
THAT DOES AN AWFUL LOT OF GOOD,
WHEN THE TIME COMES, SOMETIMES
YOU HAVE TO BE A LITTLE PATIENT,
DOESN'T HAPPEN INSTANTLY BECAUSE
THERE'S A WAITING LIST OF PEOPLE
WHO ARE TRYING TO GET THEIR
PROJECTS FUND FRED THESE OTHER
100 CITIES AND TOWNS.
BUT IT IS WHERE WE CAN GET THE
SUBSTANTIAL PROJECTS.

>> THAT'S WHERE OUR PLANNING AND
DESIGN KICKS IN IF WE'RE READY.

>> IF YOU THINK OF DORCHESTER
AVENUE WHEN WE -- THAT CAME
THROUGH THE NPO IF YOU THINK OF
CAMBRIDGE STREET OUTSIDE OF CITY
HALL THAT CAME THROUGH -- HYDE
PARK AVENUE CAME THROUGH THERE.
ALL OF THE LARGE PROJECTS, THE
DIFFERENT SECTIONS OF COM AVE.
COME THROUGH THAT MPO ACCESS TO
THE LARGER PARTS OF MONEY.

>> WHAT DOES MPO STAND FOR.
METROPOLITAN PLANNING
ORGANIZATION.

>> OKAY.
LARGELY GOT GOVERNMENTAL

ENTITIES THAT ARE INVOLVED.
IT'S COMBINATION OF STATE
AGENCIES AROUND MUNICIPALITIES
MOSTLY.

>> OKAY.

ONE OF THE THINGS THAT I HEARD
WHEN WE WERE DISCUSSING E-MAIL
TOWERS, THERE WAS LOT OF TALK
ABOUT EX TENSE OF THE EMERALD
NECKLACE LIKE THE ORIGINAL
HOMESTEAD PLAN DOWN COLUMBIA
ROAD.

ARE WE ACTIVELY LOOKING AT THAT
OR IS THAT PIE IN THE SKY KIND
OF TALKS?

>> COLUMBIA ROAD CONNECTING
FRANKLIN PARK IN SOUTH BOSTON,
IS SOMETHING THAT WE'RE ACTIVELY
LOOKING AT.

BUT IT'S MUCH MORE THAN
CONNECTING THOSE TWO PARKS.
IT'S AS MUCH ABOUT THE
NEIGHBORHOODS THAT COLUMBIA ROAD
GOES THROUGH, ABOUT THE
CONNECTION.

WE WANT TO MAKE SURE THAT ANY
PLANNING PROCESS WE DO
CELEBRATES THE NEIGHBORHOODS
THAT ARE AROUND COLUMBIA ROAD SO
THAT THEY SEE IT AS FRONT YARD,
SEE IT AS A GREATS THEY SEE IT
AS A STREET WHERE IT IS SAFE TO
WALK AND BICYCLE.

THERE IS ONGOING PLANNING.

>> WHEN PEOPLE SAY -- TALK ABOUT
OLDSTEAD IN THE ORIGINAL DESIGN
IT'S NOT NECESSARILY THAT, IS
IT?

IS IT HOMESTEAD IN THE 21st
CENTURY?

CAN YOU EXPLAIN WHAT EXACTLY
WE'RE LOOKING TO DO THERE?

>> EVERYTHING IN THE PLANNING
STAGE WE HAVEN'T STARTED A
COMMUNITY PROCESS YET, A LOT
WILL DEPEND ON WHAT PEOPLE WHO
LIVE ALONG THE CORRIDOR WOULD
LIKE TO SEE.

BUT IN GENERAL THE IDEA IS TO
MAKE IT SAFER FOR PEDESTRIANS,
MAKE IT SAFER FOR THOSE WHO RIDE
BICYCLES, LOOK AT PUBLIC
TRANSPORTATION ON THAT CORRIDOR.
MAKE IT A MORE WELCOMING

CORRIDOR FOR EVERYONE.

>> IT IS DEFINITELY SOMETHING THAT'S ON THE TABLE.

>> ABSOLUTELY.

IN THE CITY YOUR DEPARTMENT IS BEHIND THAT.

>> WE'RE WORKING WITH THE BPDA AND THE BOSTON COMPREHENSIVE PLAN AS WELL.

>> THE NEIGHBORHOOD THAT'S CLOSEST TO THE WATER THERE RIGHT AT JFK STATION IS WHERE I GREW UP, LITERALLY TAKE YOUR LIFE IN YOUR HANDS IF YOU EVER WANT TO GO OVER TO CARSON BEACH THERE.

>> IT'S AS MUCH ABOUT LOCAL CONNECTIONS AS IT IS ABOUT CONNECTING TWO PARTS OF THE CITY.

>> YES.

ABSOLUTELY.

PEOPLE FROM FRANKLIN PARK CAN EASILY GET DOWN COLUMBIA ROAD, GET OVER TO THE BEACH AND POSSIBLY GET IN TOWN THAT WAY.

>> ABSOLUTELY.

THANK YOU.

COUNCILOR PRESSLEY.

THANK YOU, MR. CHAIRMAN, GOOD EVENING COMMISSIONER, THANK YOU. THANK MY COLLEAGUES FOR THEIR POINTED AND ROBUST LINE OF QUESTIONS, A NUMBER OF MY QUESTIONS RELATIVE TO MASS AVE., VISION ZERO BUDGET, SLOW STREETS HAVE ALREADY BEEN ASKED AND ANSWERED.

I DID WANT TO PICK UP ON TO MAKE SURE I'M CLEAR ON COUNCILOR WU'S QUESTION, THAT WAS ALSO IN MY LINE OF QUESTIONS AROUND MILES TRACK IN TERMS OF PROTECTED BIKE LANE, WE DON'T CURRENTLY HAVE. THAT I'M JUST TRYING TO UNDERSTAND HOW DO WE, IN TERMS OF METRICS AND ACCOUNTABILITY TO GAUGE IF WE'RE ON PACEF WE DON'T HAVE AN INVENTORY AND INTERNAL AUDITING OF HOW MANY MILES WE HAVE --

>> WE DO HAVE THE NUMBER, JUST TRYING TO MAKE THE POINT THAT IT'S THE QUALITY OF THE LOCATION RATHER THAN THE MILES.

BUT THE MILES ARE VERY EASY TO

--

>> YOU WERE SAYING WE CAN FIND THAT APPROXIMATE NUMBER OF WHAT IS THE MILEAGE OF PROTECTED BIKE LANES IN THE REPORT.

>> I CAN GET YOU THE NUMBER. I DON'T HAVE IT RIGHT NOW.

>> ABSOLUTELY.

VERY GOOD.

I ALSO JUST WANT TO THANK YOU FOR YOUR PARTNERSHIP IN 2012 I HELD THE FIRST OF WHAT ENDED UP BEING THREE HEARINGS SPECIFICALLY AROUND MOTOR VEHICLE AND CYCLISTS COMMISSIONS, WE HAD SEEN AN UPTICK, USE THOSE HEARINGS TO REALLY GALVANIZE SUPPORT AND PUSH FOR THE CRASH DATA REPORT. I WANT TO THANK YOU FOR THAT. ALSO THANK YOU FOR YOUR PARTNERSHIP IN COAUTHORING THE FIRST SIDE GUARD ORDINANCE IN THE COUNTRY, I THANK YOU FOR THAT.

ON THE DATA, ONE OF THE THINGS THAT I LEARNED FROM THE CYCLING COMMUNITY, I WANT TO THANK ALL ADVOCATES THAT ARE HERE THIS EVENING, IS THAT THEY SHARE INFORMATION.

I REMEMBER ONE OF THE HEARINGS THAT WE HAD IRONICALLY, SADLY THERE WAS A MOTOR VEHICLE-CYCLIST COLLISION AND FATALITY THE DAY OF THAT HEARING.

NONE OF THE CYCLISTS WERE SURPRISED BECAUSE THEY SHARE INFORMATION, THEY KNOW WHAT ARE THE VULNERABILITIES AND WHAT ARE THE HOT SPOTS.

I JUST WANT TO MAKE SURE THAT THAT INFORMATION AS YOU WERE HEARING FROM THIS COMMUNITY AS YOU WERE HEARING IT IN REALTIME, WE ARE RECALIBRATING INVESTMENTS AND PLAN ACCORDINGLY SO WE HAVE THIS MAPPING AND THIS DATA BUT IS IT UP TO DATE.

COULD YOU SPEAK TO THAT, IF IT'S BEING ADJUSTED IN REALTIME?

>> SURE, COUNCILOR.

THANK YOU FOR YOUR SUPPORT.
THROUGH BOSTON BIKES PROGRAM AND
THROUGH VISION ZERO, WE HAVE
REALLY TAKEN HIGHLY DATA DRIVEN
APPROACH TO IMPROVING THE SAFETY
OF OUR ROADWAYS AND IMPROVING
OUR BICYCLE NETWORKS.

WHAT YOU'LL NOTE IS THAT THROUGH
VISION ZERO WE HAVE A DATA
ANALYST THAT IS OUT OF THE
POLICE DEPARTMENT THAT WORKS
WITH US TO IDENTIFY WHAT DATA
SHOULD WE BE COLLECTING, HOW CAN
WE MAKE IT AVAILABLE AND HOW CAN
IT INFORM OUR PROGRAMS AND OUR
POLICIES.

ONE ASPECT OF VISION ZERO IS THE
SAFETY CONCERNS MAP, SO FOLKS
CAN LOG ON TO THE VISION ZERO
WEBSITE, THEY CAN PINPOINT
EXACTLY WHAT THEIR CONCERNS ARE,
WHERE THEIR CONCERNS ARE, WE CAN
AGGREGATE THAT ALONG WITH THE
DATA THAT WE'RE GETTING FROM
BOSTON EMS AND OUR OWN SOURCE TO
REALLY INFORM OUR PROJECTS AND
POLICIES IN HIGHLY STRATEGIC
WAY.

>> ON OUR VISION DATA WEBSITE
THE DATA IS UPDATED THE MOMENT
WE HAVE THE LATEST NUMBERS.

>> REALTIME UPDATES.
PRECISELY.

THE POLICE DEPARTMENT AND EMS
WILL UPDATE, VALIDATE THE NUMBER
BEFORE THEY MAKE IT PUBLIC SO IT
EXTENDS A COUPLE OF MONTHS
SOMETIMES.

BUT THE MOMENT THEY HAVE IT, WE
HAVE IT, WE HAVE SYSTEM THAT
GOES ON TO THE VISION WEBSITE.
THERE'S A SLIDING SCALE THAT
THEY CAN USE TO GET LATEST
INFORMATION.

>> VERY GOOD.

IN THAT SAME VEIN IN TERMS OF
GETTING INFORMATION BACK FROM
THE COMMUNITY, COULD YOU JUST
TELL ME -- WE HAVE THIS MACHINE
FOR 2030 TO PUT 43,000 MORE
UNITS EVER HOUSING ONLINE WHICH
WE SORELY NEED.

I DON'T KNOW, WHAT IS THE RATIO
FOR EACH UNIT OF HOUSING PER

PARKING SPACE, I THINK ABOUT
COMMUNITY MEETINGS THAT I'M IN,
THIS MANY UNITS OF HOUSING ARE
GOING UP, ONE AND HALF PARKING
SPOTS WHAT DOES THAT MEAN IN
TERMS OF BICYCLING
INFRASTRUCTURE OR BIKE RACKS?
SO IS THERE A RATIO FOR EVERY
UNIT OF HOUSING THAT IS BUILT,
THERE IS ALSO CERTAIN NUMBER OF
BICYCLE RACKS OR COMMISSION RAT
INFRASTRUCTURAL INVESTMENT.
>> WE HAVE HAD FOR SEVERAL YEARS
NOW, ACTUALLY PROBABLY ABOUT
SEVEN YEARS.
ONE BICYCLE RACK PER HOUSING
UNIT.
THERE WAS NOT DEVELOPMENT IN THE
CITY COMING WITH THAT KIND OF
RATIO OF PROTECTED BICYCLE
PARKING SPACE IN THE BUILDING.
IN ADDITION TO THAT WE REQUIRE
BICYCLE RACKS TO BE INSTALLED
AROUND THE BUILDING OF PEOPLE
JUST VISITING.
VERY HIGH RATIOS FOR THEM.