

>>> GOOD EVENING EVERYONE, MY
NAME IS MARK CIOMMO.

I'M THE CHAIRMAN OF WAYS AND
MEANS AND THE DISTRICT 9 CITY
COUNCILOR.

TODAY IS STILL TUESDAY, MAY
22nd.

I'D LIKE TO REMIND FOLKS THIS IS
A PUBLIC HEARING BEING BROADCAST
AND RECORDED ON RCN CHANNEL 82,
RCN -- I'M SORRY, COMCAST 8,
VERIZON 1964, AND STREAMED AT
BOSTON.GOV/CITY-COUNCIL-TV.

I'D LIKE TO ASK FOLKS IN THE
CHAMBER TO SILENCE ANY
ELECTRONIC DEVICES.

AT THE CONCLUSION OF THE
DEPARTMENT'S PRESENTATION AND
QUESTIONS FROM MY COLLEAGUES,
WE'LL TAKE PUBLIC TESTIMONY.

I SEE THAT MANY PEOPLE ARE
SIGNED UP, BUT IF PEOPLE COME IN
THERE ARE SIGN-IN SHEETS TO MY
LEFT.

WE ASK THAT YOU STATE YOUR NAME,

ADDRESS, ANY AFFILIATION, AND
PLEASE CHECK THE BOX IF YOU DO
WISH TO TESTIFY.

IN ORDER OF QUESTIONS, MY
COLLEAGUES ARRIVED, WE'LL WANT
TO ACKNOWLEDGE COUNCILOR MICHAEL
FLAHERTY TO MY LEFT.

TO MY IMMEDIATE RIGHT COUNCILOR
TIM McCARTHY.

TO MY IMMEDIATE LEFT COUNCILOR
ANNISSA ESSAIBI-GEORGE.

TO MY RIGHT COUNCILOR KIM JANEY.
COUNCILOR MICHELLE WU TO MY
LEFT.

COUNCILOR MATT O'MALLEY AGAIN TO
MY RIGHT.

AND TO MY LEFT COUNCILOR ANDREA
CAMPBELL.

WE ARE HEAR REGARDING DOCKETS
0559 THROUGH 0563, OPERATING
BUDGET, ORDERS FOR FY'19 BUDGET
INCLUDING ANNUAL APPROPRIATION
FOR DEPARTMENTAL OPERATIONS,
ANNUAL APPROPRIATIONS FOR THE
SCHOOL DEPARTMENT, APPROPRIATION
FOR OTHER POST-EMPLOYMENT
BENEFITS, APPROPRIATION FOR
CERTAIN TRANSPORTATION AND

PUBLIC REALM IMPROVEMENTS, AND APPROPRIATION FOR CERTAIN PARK IMPROVEMENTS.

DOCKETS 0564 AND 0565, CAPITAL BUDGET APPROPRIATIONS INCLUDING LOAN ORDERS AND LEASE AND PURCHASE AGREEMENTS.

I JUST WANT TO READ A BRIEF STATEMENT FROM ONE OF MY COLLEAGUES WHO CAN'T ATTEND TONIGHT, COUNCILOR JOSH ZAKIM. DUE TO A LONG-STANDING COMMITMENT I REGRET THAT I AM UNABLE TO ATTEND THIS EVENING'S TRANSPORTATION DEPARTMENT HEARING.

TRAFFIC, PEDESTRIAN SAFETY, PARKING AND OTHER MATTERS THAT FALL UNDER THE PUSH VIEW OF BTD ARE SOME OF THE MOST PROMINENT ISSUES IN DISTRICT 8 AND I WANT TO MAKE SURE TO NOTE THE FOLLOWING.

I STRONGLY SUPPORT THE CITY'S VISION ZERO INITIATIVE AND I COMMEND THE TRANSPORTATION DEPARTMENT'S WORK WITH THE BACK BAY NEIGHBORHOOD TO REDESIGN BEACON STREET.

I WOULD LIKE TO SEE SIMILAR SMART DESIGNS AND PROTECTED INFRASTRUCTURE THROUGHOUT THE CITY, INCLUDING AN EXPANSION OF THE NEIGHBORHOOD SLOW STREETS INITIATIVE, IN ADDITION TO SAFETY ON THE ROADS, MANY OF MY CONSTITUENTS' CONCERNS RELATE TO PARKING.

I BELIEVE THAT WE CAN LEARN FROM THE RESULTS OF PERFORMANCE PARKING PILOT PROGRAM.

WOW.

AND MAKE ADJUSTMENTS TO ENSURE THAT OUR RESIDENTS' NEEDS ARE BEING WELL SERVED.

I ENCOURAGE THE BTD TO CONTINUE ENHANCED PARKING ENFORCEMENT EFFORTS AND TO TAKE A MORE HOLISTIC LOOK AT RESIDENT PARKING OPTIONS ACROSS THE BOARD.

I ALSO THINK IT IS PARTICULARLY IMPORTANT THAT WE UNDERTAKE A REVIEW OF CURBSIDE USES IN OUR

DOWNTOWN NEIGHBORHOODS GIVEN THE CHANGES BROUGHT BY RIDE SHARING AND DRAMATICALLY INCREASED HOME DELIVERIES.

THANK YOU, JOSH ZAKIM.

WITH THAT, COMMISSIONER AND YOUR TEAM YOU HAVE THE FLOOR.

>> THANK YOU, COUNCILOR.

IT IS MY PLEASURE TO BE HERE TODAY TO SPEAK WITH YOU ABOUT THE WORK AND THE

RESPONSIBILITIES OF THE BOSTON TRANSPORTATION DEPARTMENT.

I'M ALSO LOOKING FORWARD TO NEXT THURSDAY'S HEARING WHEN TRANSPORTATION PROJECTS THAT WILL BE SUPPORTED BY AN INCREASE IN THE CITY'S PARKING VIOLATION SIGN STRUCTURE WILL BE ADDRESSED.

I WOULD LIKE TO TAKE THIS OPPORTUNITY TO THANK MAYOR WALSH, CHIEF OSGOOD, AND ALL OF THE BTD EMPLOYEES FOR THEIR SUPPORT, COOPERATION, EFFORT, AND COMMITMENT.

WE HAVE WORKED HARD TOGETHER FOR SEVERAL YEARS NOW, AND THIS PERSEVERANCE AND INDUSTRIOUSNESS IS MAKING A DIRECT, POSITIVE CONTRIBUTION TO THE CITY OF BOSTON.

I'M JOINED HERE TODAY BY SOME MEMBERS OF MY SENIOR STAFF TO MY RIGHT IS COLEMAN FLAHERTY OUR BUDGET DIRECTOR.

TO MY LEFT IS OUR DIRECTOR OF PLANNING AND TO HIS LEFT IS OUR DEPUTY COMMISSIONER JIM GILLOOLY.

MY STAFF AND I ARE BROUGHT OF THE IMPORTANT WORK THAT BTD IS ACCOMPLISHING AND THE SHEER VOLUME OF PEOPLE THAT WE ASSIST EACH YEAR.

EVERYONE HAS TRANSPORTATION NEEDS, AND AS A RESULT, BTD HAS A LARGE AND VERY VARIED CONSTITUENT BASE.

WE SERVE BOSTON'S RESIDENTIAL COMMUNITY, AND WE'RE ACTIVELY ENGAGED WITH THE NEIGHBORHOOD GROUPS, INDIVIDUAL RESIDENTS, THE MAYOR'S OFFICE OF

NEIGHBORHOOD SERVICES, BOSTON'S COMMISSION FOR PERSONS WITH DISABILITIES, THE BOSTON PUBLIC SCHOOL DEPARTMENT, BOSTON CITY COUNCILORS, AND OTHER ELECTED OFFICIALS.

ALL STRIVING TO MEET THE TRANSPORTATION NEEDS OF BOSTON'S RESIDENTS.

AT THE SAME TIME, BTD ALSO WORKS TO MEET THE TRANSPORTATION NEEDS OF THE CITY'S BUSINESS, MEDICAL, AND ACADEMIC COMMUNITIES.

THAT BRING HUNDREDS OF THOUSANDS OF ADDITIONAL PEOPLE TO BOSTON EACH DAY.

TO NAME A FEW WE REGULARLY COLLABORATE WITH MOSCOW AND ALONG WITH MEDICAL AREA, ALL MAIN STREETS DISTRICTS, A BETTER CITY LOCATED DOWNTOWN, THE BUSINESS IMPROVEMENT DISTRICT IN DOWNTOWN CROSSING, THE BACK BAY ASSOCIATION, THE DOWNTOWN NORTH ASSOCIATION, AND THE NORTH STATION AREA, THE SEA PORT TRANSPORTATION MANAGEMENT ASSOCIATION, AND SO MANY OTHER DEDICATED PARTNERS THAT HELP US IMPROVE OUR TRANSPORTATION SYSTEMS.

WITHIN ALL OF THESE COMMUNITIES, SOME PEOPLE WALK TO THE DESTINATIONS, OTHERS RIDE BIKES, THEY TAKE TRANSIT, OR SOME OTHER FORM OF COLLABORATIVE TRANSPORTATION SYSTEM.

THEY DRIVE OR THEY RIDE IN PRIVATE PASSENGER MOTOR VEHICLES.

BTD IS MAKING EVERY POSSIBLE EFFORT TO BALANCE AND BEST MEET THE COMPLEX TRAVEL NEEDS OF ALL OF THESE PEOPLE.

AND I'M VERY PLEASED TO REPORT THAT SIGNIFICANT PROGRESS IS BEING MADE.

FOR SOME OF OUR FY'18 ACCOMPLISHMENTS, BEFORE OUTLINING WHAT'S COMING UP FOR THE COMING YEAR, I'D LIKE TO TAKE A FEW MINUTES TO HIGHLIGHT SOME OF WHAT WE HAVE ALREADY DONE THIS PAST FISCAL YEAR.

IN FY'17, THE GO BOSTON 2030 VISION AND ACTION PLAN WAS UNVEILED.

IN FY'18, ACTION WAS TAKEN ON OVER HALF OF THE POLICIES RECOMMENDED IN THAT ACTION PLAN.

SOME OF THOSE EXAMPLES INCLUDE PILOTING A DESIGNATED BUS LANE ON WASHINGTON STREET BETWEEN ROSLINDALE SQUARE AND FOREST HILL STATION WEEKDAYS DURING THE AMP COMMUTE AND CYCLISTS ARE ALSO WELCOME TO USE THIS TRAVEL LANE.

IMPLEMENTING ZERO VISION SAFETY IMPROVEMENTS IN SEVERAL AREAS INCLUDING ON MASS AVE, AND AUDUBON CIRCLE, AS WELL AS AT LOCATIONS WHERE TRAFFIC CRASHES AND FATALITIES, AND SERIOUS INJURIES HAVE OCCURRED.

WE'VE ALSO INSTALLED SPEED FEEDBACK SIGNS IN MANY OF OUR RESIDENTIAL NEIGHBORHOODS, IMPLEMENTING TWO NEIGHBORHOOD SLOW STREETS PROGRAMS, AND INTRODUCING A METRIC-BASED APPROACH AND APPLICATION PROCESS FOR THE NEXT FIVE NEIGHBORHOODS. SELECTING A NEW BIKE SHARE SPONSORSHIP THROUGH BLUE CROSS, BLUE SHIELD, THAT INCLUDES AN \$18 MILLION CONTRIBUTION TO SUSTAIN AND EXPAND BLUE BIKES PROGRAMS.

ACTIVATING 20 NEW BIKE SHARE STATIONS AND INTRODUCING THE SNAP CARD TO RIDE TO ALLOW FOR DISCOUNTED RATES AND EDT CARDS. SUBSTANTIALLY COMPLETING MAJOR PROTECTED BIKE LINE PROJECTS INCLUDING CONNECTOR TO BOSTON, BEACON STREET AND THE BACK BAY AND AUDUBON CIRCLE AND WESTLAND AVE.

LAUNCHING THE PUBLIC PROCESS TO DEVELOP COMPLETE STREETS DESIGNS FOR WASHINGTON STREET, COLUMBUS AVE CORRIDOR, PART OF THE J.P. ROXBURY TRANSPORTATION PLAN AND COMPLETING A YEAR LONG PILOT PROGRAM IN THE BACK BAY AND IN THE SEA PORT DISTRICT

NEIGHBORHOODS THAT HAVE RESULTED IN INCREASING PARKING AVAILABILITY, LESSENING CONGESTION DUE TO ILLEGAL PARKING.

AND DUE TO THE SUCCESS OF THE PILOT, THE EXISTING PRICING MODEL IN THESE TWO NEIGHBORHOODS HAS BEEN RETAINED.

ADDITIONAL FY'18 HIGHLIGHTS INCLUDE NORTH WASHINGTON STREET BRIDGE REDESIGN PLAN THAT INCLUDES COMPLETE STREETS DESIGN FEATURES, INCLUDING A DESIGNATED BUS LANE, PROTECTED BIKE AND PEDESTRIAN PATHS, AND TWO MOTOR VEHICLE TRAVEL LANES IN EACH DIRECTION.

THE REDESIGN OF SUMMER STREET FROM FORT POINT CHANNEL TO WEST SERVICE ROAD, WITHOUT LOSING ANY ROADWAY CAPACITY, ONGOING CONSTRUCTION, INCLUDING PEDESTRIAN AND BIKE IMPROVEMENTS, SUCH AS NEW PROTECTED BIKE LANES, NEW CROSSWALKS, AND A SIGNAL AT MELTER STREET.

RECONSTRUCTING THE GROVE PARK MUNICIPAL PARKING LOT ADDING BIKE RACKS AND MORE PARKING SPACES AND MAKING THIS LOT FULLY ADA COMPLIANT.

THE TRAFFIC SIGNAL RETIMING IS TO RESPOND TO ALL DEMANDS OF ALL TRANSPORTATION MODES OPTIMALLY. SINCE TRAVEL PATTERNS AND VOLUMES CHANGE OVER TIME, SIGNAL ADJUSTMENTS ARE NECESSARY IN ORDER TO MAINTAIN SAFETY AND EFFICIENCY OF OUR INTERSECTIONS. BTD AIMS TO RETIME ALL TRAFFIC SIGNALS AND KEY CORRIDORS AT LEAST ONCE EVERY FIVE YEARS AND IN FY'18 WE'RE RETIMING TRAFFIC SIGNALS AT 45 INTERSECTIONS, IN THE MEDICAL AREA, AND AT 14 LOCATIONS IN THE SOUTH END. TRAFFIC SIGNAL HIGHLIGHTS ALSO INCLUDE ADDING LEADING PEDESTRIAN INTERVALS AT SEVERAL SIGNALS ALONG MASS AVENUE, COLLECTING SIGNALS TO THE COMPUTER SYSTEM AT CITY HALL AND

OUR TRAFFIC MANAGEMENT CENTER,
AND INSTALLING ACCESSIBLE
PEDESTRIAN SIGNALS AT THREE --
AT 35 INTERSECTIONS.

WE'RE ALSO WORKING TO ADVANCE
SEVERAL MAJOR TRANSPORTATION
PROJECTS INCLUDING THE SOUTH BAY
HARBOR TRAIL WHICH WILL BRING
OVER 3.5 MILES OF SAFE WALKING,
AND CYCLING PATHS THAT EXTEND
FROM RUGLE STATION TO THE SOUTH
BOSTON WATERFRONT.

THE RUTHERFORD AVENUE SQUARE
REDESIGN PROJECT WILL INCLUDE
ENHANCED PEDESTRIAN CONNECTIONS
AND SAFETY, ESPECIALLY BETWEEN
MBTA STATIONS AND THE COMMUNITY
TO CREATE BIKE CONNECTIONS,
DECREASE TRAFFIC CONGESTION, AND
PROTECT CUT THROUGH TRAFFIC
CREATING OPEN SPACE AND
PROVIDING OPPORTUNITIES FOR
APPROPRIATE DEVELOPMENTS ALONG
THAT CORRIDOR.

CASINO MITIGATION THAT ALLOWS
\$11 MILLION FROM WYNN FOR
IMPROVEMENTS IN THE SULLIVAN
SQUARE AREA INCLUDING ADAPTIVE
TRAFFIC SIGNAL TECHNOLOGY,
LIMITED ROADWAY, AND BIKE AND
PEDESTRIAN SAFETY ENHANCEMENTS.
TO MITIGATE THE IMPACT OF CASINO
RELATED TRAFFIC.

AND TRANSPORTATION IMPROVEMENT
FUNDING WHERE BTD WORKS TO
SECURE VIA THE METROPOLITAN
PLANNING ORGANIZATION, FY'19
THROUGH FY'23, FEDERAL AND STATE
TIP FUNDING FOR SEVERAL BRIDGE
AND ROADWAY RECONSTRUCTION
PROJECTS, AND THE CUMULATIVE
VALUE OF THAT INVESTMENT IS \$368
MILLION.

AND LAST, BUT CERTAINLY NOT
LEAST, BTD IN FY'18 CONTINUED TO
TAKE CARE OF BASIC CITY
SERVICES.

THE SHEER VOLUME OF THIS IS
ASTOUNDING.

ISSUING MORE THAN 43,000 STREET
OCCUPANCY PERMITS, ISSUING
NEARLY 400 SPECIAL EVENT
PERMITS, FABRICATING, POSTING
AND REMOVING TEMPORARY NO

PARKING SIGNS FOR MOST OF THESE,
AND CREATING TRAFFIC PLANS FOR
OUR LARGEST EVENTS.

WE RESPONDED TO NEARLY 5,000
PUBLIC REQUESTS FOR ENGINEERING
SERVICES, AND WE REVIEWED PLANS
FOR MORE THAN 1300 CONSTRUCTION
AND DEVELOPMENT PROJECTS.

UPDATING AND MAINTAINING ALL OF
OUR INFRASTRUCTURE IN A STATED
GOOF REPAIR INCLUDES MAINTAINING
TRAFFIC SIGNALS AT 863
SIGNALIZED INTERSECTIONS THAT
ARE THE RESPONSIBILITY OF THE
TRANSPORTATION DEPARTMENT.

WE MAINTAIN 6,600 SINGLE SPACE
PARKING METERS, 125 KIOSK STYLE
PARKING METERS, AND THAT
REPRESENTS OVER 8,000 PARKING
METER SPACES IN THE CITY.

WE MAINTAIN 60,000 STREET NAME
SIGNS, AND OVER 500,000 TRAFFIC,
PARKING AND REGULATORY SIGNS IN
THE CITY OF BOSTON.

WE MAINTAIN CROSSWALKS AT 2600
INTERSECTIONS, AND WE STRIPE 800
MILES OF ROADWAY WITH YELLOW
LINES, LANE MARKINGS, BIKE LANES
AND OTHER PAVEMENT MARKINGS
THROUGHOUT THE CITY.

WE WORK TO MAINTAIN BOTH SAFE
STREETS AND PARKING
AVAILABILITY.

BTD PARKING ENFORCEMENT CREWS
WORK CITYWIDE FROM HYDE PARK TO
EAST BOSTON AND FROM DORCHESTER
TO BRIGHTON, AND SHOWING
COMPLIANCE TO RESIDENT PARKING,
STREET CLEANING REGULATIONS,
HANDICAPPED RAMPS AND HYDRANTS.
IN FY'18 TO DATE, BTD HAS
RECEIVED OVER 33,000 PARKING
ENFORCEMENT RELATED REQUESTS
THROUGH OUR 311 SYSTEM.

AND WALKABLE
STREETS AND GREEN LINKS,
BUILDING A TRANSIT TEAM TO WORK
WITH THE MBTA TO IMPROVE PUBLIC
TRANSIT WITH A PARTICULAR FOCUS
ON BUSES AND TRANSIT SIGNALS
PRIORITY, ISSUING DESIGNS FOR
ADDITIONAL EXCLUSIVE BIKE LANES
ON BRIGHTON AVENUE AND NORTH

WASHINGTON STREET, CONCEPT
DESIGNS BETWEEN NORTH STATION
AND THE SOUTHWEST WATERFRONT,
AND CONTINUING TO IMPROVE
EFFICIENCY AND RELATED SAFETY
GOALS.
WE PLAN TO UNDERTAKE THE PROCESS
TO SELECT ANOTHER FIVE ZONES.

WE'RE IN THE PROCESS OF
SELECTING 70 NEW BIKE SHARE
STATIONS TO BE INSTALLED OVER
THE NEXT TWO YEARS.
JUST ABOUT EVERY NIGHT, OUR
BOSTON BIKES TEAM IS OUT IN THE
COMMUNITY, WORKING WITH THEM TO
IDENTIFY LOCATIONS WHERE THEY
WOULD LIKE THESE STATIONS SITED,
COMPLETING NEW BIKE PROJECTS ON
COMMONWEALTH AVENUE AND BOSTON.
WITH ANTICIPATED COMPLETION OF
NEW PROJECTS IN FY 19, BOSTON
WILL HAVE A TOTAL OF 6.5 MILES
OF STRATEGICALLY PROTECTED BIKE
LANES.
IN INITIATING OUR NEIGHBORHOOD
MOBILITY MICRO-HUBS THAT WILL
INTRODUCE PILOT PROGRAMS IN
ROXBURY AND EAST BOSTON.
WE'LL BE INSTALLING A TACTICAL
PLAZA ON FRANKLIN STREET AND
PHILLIPS SQUARE IN CHINATOWN AND
NEWBURY STREET IN CONJUNCTION
WITH THE RELEASE OF OUR TACTICAL
PUBLIC REALM GUIDELINES,
DEVELOPING POLICIES FOR PROGRAMS
TO FOCUS ON OUR TRANSPORTATION
NETWORK COMPANIES, ELECTRIC
VEHICLES, AND AUTONOMOUS
VEHICLES, AND WORKING WITH LOCAL
TRANSPORTATION ORGANIZATIONS TO
DEVELOP AND MANAGE PRIVATELY
FUNDED STREET IMPROVEMENTS TO
BENEFIT ADJACENT NEIGHBORHOODS.
WE'RE CONTINUING TO WORK WITH
MASS DOT AND MASS PORT ON THE
REDESIGN OF CIPHER STREET IN
SOUTH BOSTON TO ENSURE SAFE
PEDESTRIAN AND BIKE CONNECTIONS.
WE'RE BEGINNING CONSTRUCTION ON
THE SOUTH BAY HARBOR TRAIL.
WE'RE IMPLEMENTING SAFE AND
EFFECTIVE TRAFFIC IMPLEMENTATION
PLAN TO PROTECT THE ADJACENT

NEIGHBORHOODS FROM CUT-THROUGH TRAFFIC. FINALIZING BOULEVARD AND DUDLEY SQUARE. THE MAYOR HAS DECLARED NOMEA CAST DAY IN BOSTON. WE'RE CONTINUING TO WORK WITH MASS DOT ON SEVERAL RECONSTRUCTION PROJECTS. FOR EXAMPLE, LONG FELLOW BRIDGE, THE COMMONWEALTH AV BRIDGE OVER

I-90.

WE'RE CONTINUING TO WORK WITH OUR PUBLIC WORKS DEPARTMENT ON CAPITAL PROJECTS. FOR EXAMPLE, CONNECT HISTORIC BOSTON, HARRISON AV, QUINCEY STREET, AND COMMONWEALTH AV PHASE 3. WE'RE WORKING WITH DEVELOPERS ON CONSTRUCTION MANAGEMENT PLANS THAT WILL MITIGATE CONSTRUCTION IMPACTS ON HIGH PROFILE PROJECTS. FOR EXAMPLE, WINTHROP SQUARE, OMNI SEAPORT HOTEL, HAYMARKET HOTEL, THE TD BANK, AND BOSTON GARDEN PROJECTS AMONG MANY, MANY OTHERS.

WE'RE UPGRADING TRAFFIC SIGNALS IN EAST BOSTON NEAR THE SUMNER TUNNEL INTEREST AND CONNECTING THEM TO OUR TRAFFIC MANAGEMENT CENTER, IMPLEMENTING NEW TRAFFIC SIGNAL PLANS AT 60 INTERSECTIONS AND INSTALLING 158 TRAFFIC SIGNAL CONTROLLERS.

\$3.5 MILLION IN TIP FUNDING SECURED WILL BE ADVERTISING THIS PROJECT FOR TRAFFIC SIGNAL AND COMMUNICATIONS IMPROVEMENTS.

\$25 MILLION IN TIP FUNDING SECURED, WE'LL BE ADVERTISING THIS PROJECT FOR CONSTRUCTION. THE COMMONWEALTH AV BRIDGE TO SECURE EFFECTIVE TRAFFIC MANAGEMENT PLANS AS MASS DOT IMPLEMENTS PHASE 2 THIS SUMMER. LAST BUT NOT LEAST, MARCY BOULEVARD TO ENSURE THAT THIS DESIGN IS CONSISTENT WITH THE CITY'S GOAL THAT THE ROADWAY CONTINUES TO MOVE REGIONAL

TRAFFIC WHILE ALSO DELIVERING
DCR'S OTHER ROADWAY OBJECTIVES.
I THANK YOU FOR YOUR TIME AS I
GO THROUGH THIS EXHAUSTIVE LIST.
I WOULD BE REMISS IF I DIDN'T
THANK THE COUNCIL FOR THEIR
PATIENCE THIS EVENING AND MY OWN
TEAM HERE WHO HAS GATHERED AND
ALL THE PARTNERS IN OUR
COMMUNITY WHO WORKED TIRELESSLY
WITH US AND WHO ARE HERE WITH US
NOW IN THE COUNCIL.

>> THANK YOU, COMMISSIONER.
I'M SORRY THAT WE KEPT YOU
WAITING ALMOST AN HOUR AND A
HALF.

WE HAD A LONG SCHEDULE THAT GOT
SCHEDULED TODAY.

LET ME RECOGNIZE COUNCILOR
MICHAEL FLAHERTY FOR FIRST LINE
OF QUESTIONING.

I'M SORRY.

DURING YOUR PRESENTATION, WE
WERE JOINED BY COUNCILOR
AT-LARGE AYANNA PRESSLY AS WELL
AS COUNCILOR ED FLYNN.

>> THANK YOU, CHAIRMAN.

QUICK QUESTION.

LAST MONTH, COUNCILOR WU AND I
WERE AT AN EVENT IN ROXBURY
WHERE RESIDENTS ALONG WITH FOLKS
FROM NORTHEAST HAD A
PRESENTATION REALLY JUST TRYING
TO ELEVATE THEIR CONCERNS AROUND
TRAFFIC AND SPEEDING CARS,
PARTICULARLY IN THE GRIVALLE
AREA.

WHAT IMPROVEMENTS HAVE BEEN
MADE, CROSSWALKS, THINGS LIKE
THAT, SO PEOPLE FEEL SAFER WITH
THEIR KIDS WALKING TO SCHOOL?

>> I'LL TURN THIS OVER TO A
MEMBER OF HIS STAFF, WHO HAS
WORKED CLOSELY WITH THE
COMMUNITY AT THAT LOCATION AND
HAS PARTICIPATED IN SEVERAL
COMMUNITY WALKS IN THAT AREA.

>> THANK YOU, COMMISSIONER.
WE HAVE BEEN MEETING WITH LOCAL
NEIGHBORHOOD LEADERS.
IN FACT, NEXT WEEK THERE'S A
MEETING TO PREPARE FOR A BIGGER
MEETING WITH A NEIGHBORHOOD.
THIS WILL BE LATER ON IN JUNE.

AS PART OF THE CONVERSATION, WE ARE COMMITTED TO MAKE IMPROVEMENTS TO WALNUT AVENUE, WHICH IS KIND OF THE AREA THAT THE COMMUNITY CARES ABOUT A LOT. WE'VE HAD PLANS FOR HUMBOLDT AVENUE.

THEY'RE CONTINUED TO MAKE THOSE IMPROVEMENTS IN THE SHOP TOWN AND OTHER SAFETY IMPROVEMENTS.
>> THANK YOU.

SHIFTING TO ONE OF MY FAVORITE SUBJECTS, METERS.

WE HAVE 8,000 PARKING METERS. HOW MANY HAVE WE ELIMINATED OVER THE LAST SEVERAL YEARS?

>> OUR NUMBERS HAVE REMAINED FAIRLY CONSTANT OVER THE LAST SEVERAL YEARS.

WE HAVE LIKELY ELIMINATED SOME PARKING METERS THROUGH CONSTRUCTION PROJECTS WHERE WE WORK TO RESTORE THOSE.

SOME OF THOSE METERS ARE ALONG COMMONWEALTH AVENUE, WHICH HAVE BEEN TAKEN OUT FOR IMPLEMENTATION OF COMMONWEALTH AV AND AUDUBON CIRCLE ARE GOING BACK IN, SO THE NUMBERS HAVE REMAINED FAIRLY CONSTANT.

>> OKAY.

HOW MUCH MONEY DO THE METERS GENERATE ANNUALLY?

>> APPROXIMATELY 20 TO \$25 MILLION ANNUALLY.

>> HOW MUCH DO OUR METER MAIDS GENERATE?

>> RECEIPTS FROM PARKING TICKET ISSUANCE TOTAL SOMEWHERE IN THE NEIGHBORHOOD OF \$61 MILLION.

>> THEY MORE THAN PAY FOR THEMSELVES, BOTH THE METERS AND THE METER MAIDS.

THEN THE METER FUND, WHAT ARE THE FUNDS IN THE METER FUND USED FOR?

>> THE PARKING RECEIPTS, SO WHEN SOMEBODY PAYS FOR THE PARKING METERS AND THEIR PARKING SESSION, THAT GOES INTO THE METER REVENUE FUND.

RECEIPTS FROM THE METER REVENUE FUND ARE ALLOCATED TO FUND TRANSPORTATION IMPROVEMENT

PROJECTS IN THE CITY.
>> YOU OUTLINED IN YOUR OPENING
THAT THEY'RE PARTIALLY PAID FOR
BY METERS, METER FUND.
>> SOME OF THOSE ARE ALLOCATED
FROM THE METER FUND.
PART OF THAT IS BUDGETARY
APPROPRIATION TO BTD.
>> IT IS INCUMBENT FOR US TO
IDENTIFY AREAS WHERE WE CAN
INCREASE METERS AROUND THE LOCAL
BUSINESS DISTRICTS THAT ARE
YEARNING FOR MORE TURNOVER AND
PARKING FOR THEIR CUSTOMERS ON
CITY STREETS.
SHIFTING ALSO TO THE
PERFORMANCE-BASED PARKING.
MY OPINION, I THINK IT IS A
RUSE.
I DON'T THINK THERE ARE ANY

METRICS THAT CAN DETERMINE BY
JACKING UP THE NICKEL AND DIMING
AT METERS IS CORRELATED TO
REDUCING CONGESTION AND CIRCLING
THE BLOCK.
I WOULD LOVE FOR THE FOLKS TO DO
IT.
FEEL FREE TO TAKE A RIDE WITH ME
ANYTIME, BUT WE HAVE TO INJECT
SOME STREET SMARTS HERE.
WHEN YOU JACK UP THE METER, IT
FORCES MORE HANDICAP PARKING
FRAUD AND ABUSE.
THERE'S A CORRELATION WITH THAT.
PEOPLE DON'T JUST CONTINUE TO
PAY THE METER.
THEY GO TO THEIR DOCTOR AND GET
THE NOTE.
WE HAVE SEEN IT ALONG THE SOUTH
BOSTON WATERFRONT.
WE JACKED UP THE FEES DOWN
THERE, BUT WE HAVEN'T SEEN ANY
CHANGES OR REDUCTION IN
CONGESTION.
WE HAVE SEEN AN INCREASE IN
HANDICAP PARKING PLACARDS.
MANY CONSTRUCTION WORKERS ARE
WORKING ON THE JOBS DOWN THERE.
THAT FRAUD AND ABUSE HAS TO BE
ADDRESSED BY BTD AND THIS BODY
AS WELL AS THE MAYOR'S OFFICE.
IT'S NOT INCREASING FEES AND
FINES ON PEOPLE.

IT'S NOT INCREASING THE METER FEES.
IT'S CURBING AND CURTAILING THE FRAUD AND ABUSE THAT GOES ON WITH HANDICAP PARKING.
I'VE TALKED ABOUT IT AD NAUSEAM.
AT SOME POINT, WE NEED TO STEP UP TO THE PLATE AND REQUIRE THOSE WHO HAVE THE PLACARD TO PAY THE METERS THERE.
ONCE WE CAN DO THAT, WE'LL ELIMINATE THE FRAUD AND ABUSE.
WE'LL SEE LESS CIRCLING THE BLOCK, LESS PARKING, LESS CONGESTION.
THEY'RE GOING TO HAVE TO WALK.
THEY WON'T JUST COME IN AND THROW THEIR NOSE UP AT US.
THEY'RE THERE FOR EIGHT, TEN HOURS AT THE TIME.
WE'RE NOT GETTING THE REVENUE, PRECIOUS REVENUE, THAT WE NEED TO MAKE THESE NECESSARY IMPROVEMENTS AND CHANGES.
IT'S THE AVERAGE RESIDENT THAT'S BEING FORCED -- THAT'S LAW-ABIDING THAT'S BEING FORCED TO PAY MORE.
GET THE MESSAGE IN URBAN MECHANICS, STREET SMARTS, BUT THERE'S NO CORRELATION OR METRICS THAT DETERMINE THAT PAYING MORE ON THE METER IS GOING TO REDUCE CONGESTION.
I APPRECIATE YOUR TIME AND ATTENTION.
WE'LL CONTINUE TO WORK WITH YOU ON AND YOUR TEAM.
WE NEED TO IDENTIFY AREAS WHERE WE CAN PUT MORE METERS ONLINE AND REDUCE THE FRAUD AND ABUSE THAT GOES WITH THE HANDICAP PARKING SYSTEM.
THANK YOU, MR. CHAIRMAN.
>> THANK YOU.
COUNCILOR McCARTHY.
I'M SORRY.
BEFORE I FAILED TO INTRODUCE COUNCILOR LYDIA EDWARDS AND COUNCILOR KIM JAMIE.
>> OKAY.
I'M OUT TO LUNCH RIGHT NOW.
YOU CAN'T SEE ME BEHIND MY GIANT SQUASH.

THANKS VERY MUCH, COMMISSIONER,
AND EVERYBODY FOR BEING HERE.
I FEEL LIKE WE HAVE DONE THIS
BEFORE BECAUSE EARLIER ON WHEN
THE CHIEF WAS HERE WE KIND OF
WENT OVER EVERYTHING, BUT I DO
WANT TO THANK THE
ADMINISTRATION, IN PARTICULAR
THE MAYOR HIMSELF, 7.5% INCREASE
IN BOSTON TRANSPORTATION
DEPARTMENT'S BUDGET IS SECOND TO
NONE.

I THINK IT IS BECAUSE HE, AS
WELL AS HIS STAFF, UNDERSTANDS
THE IMPORTANCE OF NOT ONLY
SAFETY FOR OUR CARS,
PEDESTRIANS, AND WALKERS AND
BIKERS.

HE'S CLEARLY MADE THAT
COMMITMENT.

I DON'T WANT TO NAME EVERYBODY
BECAUSE I KNOW I'M GOING TO MISS
SOMEBODY.

HYDE PARK, BOSTON PARKS DID AN
INCREDIBLE PARTNERSHIP WITH THE
CITY OF BOSTON.

WE HAD ALL THOSE HEARINGS LAST
YEAR WHERE WE HAD HUNDREDS OF
PEOPLE WITH HUNDREDS OF IDEAS.
WE'RE SLOWLY GETTING THERE.

IT DOESN'T HAPPEN OVERNIGHT.
IT'S A SLOW PROCESS, BUT I THINK
BIKERS AND WALKERS AND PEOPLE IN
GENERAL ARE SAFER IN THE CITY OF
BOSTON BECAUSE OF YOUR EFFORTS.
CLEARLY, THE BUS PILOT PROGRAM,
I'VE GOTTEN A COUPLE OF
COMPLAINTS, BUT ONE OF THEM WAS
FROM A LADY IN RANDOLPH, SO I
DON'T REALLY CARE ABOUT THAT.
GENERALLY, OVERWHELMING POSITIVE
NOT ONLY FROM THE BIKERS, BUT
FROM THE PEOPLE WHO ARE
UTILIZING THE BUS.

THE ADDITIONAL \$300,000 IN
INVESTMENTS FOR BIKE INVESTMENTS
AND INFRASTRUCTURE, EXACTLY WHAT
WE ASKED FOR.

YOU CONTINUED SUPPORT OF THE
ARBORETUM AND BIKE PATH IS
SECOND TO NONE.

THE ONLY ISSUE I HAVE IS WITH
BPD AND WHERE WE NEED TO SPEND
SOME OF THE MONEY IS HIGH

SPEEDING IN THE NEIGHBORHOODS.
THAT'S MY BIGGEST COMPLAINT AS
FAR AS NEIGHBORHOODS.
ROSENDALE AND COLORADO STREET.
WE CAN ALL NAME THE STREETS,
RIGHT?
LAST YEAR, I REQUESTED THE SPEED
BOARDS, THE RADAR SPEED BOARDS,
FOR AUSTIN AND SOMMER STREET.
WE GOT THOSE.
JIM LIVES IN THAT AREA.
IT'S NOTICEABLE.
WHEN WE GO TO THE NEIGHBORHOOD
MEETINGS, THEY TALK ABOUT HOW
MUCH BETTER THEY FEEL AND SAFER
THEY FEEL ON THE STREET.
YOU PUT FOUR BOARDS UP.
THAT'S A MAJOR CUT-THROUGH FROM
WEST STREET TO GREW.
IT'S REALLY BEEN A POSITIVE
IMPACT ON THOSE, THE QUALITY OF
LIFE FOR THOSE NEIGHBORHOODS.
SPEAKING TO CAPTAIN GILLISPY AND
SERGEANT McDONALD, THE ACCIDENTS
ON THE WEST END HAVE GONE DOWN
BECAUSE PEOPLE ARE ENTERING THE
INTERSECTION AT 25, 26, 27 MILES
PER HOUR.
IT IS A SAFER PLACE.
AS WE MOVE FORWARD WITH ANY OF
THIS REVENUE -- YOU CAN'T PUT
THE RADAR EVERYWHERE BECAUSE
THEN IF YOU DO PUT THEM
EVERYWHERE, NO ONE PAYS
ATTENTION.
WE REALLY SHOULD JUST CONTINUE
TO TAKE A PEEK AT THOSE BECAUSE
OF THE WAY FARING DEVICES THAT
MAKING PEOPLE FROM CANTON AND
MILTON PARTICULARLY IN MY
NEIGHBORHOODS CUT THROUGH THEIR
SIDE STREETS -- THEY DON'T KNOW
OUR STREETS.
THE LADY IN THE BOX TELLS THEM
TO GO THAT WAY, AND THEY GO FULL
TILT.
YOU'LL PROBABLY GET MORE
REQUESTS FROM MY OFFICE IN THE
NEXT YEAR, BUT I APPRECIATE
EVERYTHING YOUR FIELD STAFF -- I
THINK YOU REALLY DO A NICE JOB
AND NOT JUST BECAUSE WE USED TO
BE COLLEAGUES.
YOU DO A NICE JOB.

THANK YOU.

>> THANKS.

>> COUNCILOR FLYNN.

>> THANK YOU, COUNCILOR CIOMMO.

THANK YOU, COMMISSIONER AND TO YOUR STAFF.

AS IT RELATES TO SOUTH BOSTON, I KNOW WE WERE HAVING A LOT OF CONCERNS ABOUT SPEEDING, ESPECIALLY GOING UP THE L STREET IN THE MORNING.

AT TIMES, IT IS VERY UNSAFE FOR ELDERLY TO CROSS THE STREET IN THE CROSSWALKS, BEING ALONG BROADWAY AS WELL.

I DID HAVE AN OPPORTUNITY TO TALK TO THE COMMISSIONER AND TO CAPTAIN BOYLE AS WELL.

CAN YOU HELP US ON THIS ISSUE IN TERMS OF ENFORCEMENT IN MAYBE DOING A COMPREHENSIVE STUDY ON SOUTH BOSTON, WHETHER IT IS L STREET OR IT IS WEST BROADWAY OR IT IS EAST BROADWAY, EVEN ON WEST BROADWAY THERE'S TRUCKS UNLOADING FOR THE RESTAURANTS? PEOPLE ARE DOUBLE PARKED AND SOMETIMES TRIPLE PARKED.

IT IS VERY UNSAFE.

ANY THOUGHTS OR SUGGESTIONS YOU MIGHT HAVE?

>> THANK YOU, COUNCILOR.

WE ACTUALLY HAVE A FULL CONTENTION IN THE GALLERY OF BTD SUPPORT STAFF.

THEY'RE HEARING YOUR COMMENTS. I'VE BEEN CLEAR ABOUT THE IMPORTANCE OF INCREASED PARKING ENFORCEMENT ALONG THE CORRIDOR. WE ALSO WORK VERY CLOSELY WITH COMMISSIONER EVANS.

WE IDENTIFY AREAS WHERE BTD SUPPORT ALONG WITH BPD SUPPORT FOR SPEEDING IN OUR NEIGHBORHOODS IS MOST APPROPRIATE.

WE ALSO HAVE AT OUR DISPOSAL AN ENGINEERING DIVISION WHO CAN GO OUT AND TAKE SOME SPEED AND VOLUME COUNTS AND SEE WHERE IT IS MOST APPROPRIATE IN TERMS OF INTERVENTION ALONG THAT CORRIDOR WITH OUR NEIGHBORHOOD'S SLOW STREETS TEAM.

>> THANK YOU, COMMISSIONER.
THANK YOU.
AS IT RELATES TO A SIMILAR ISSUE
ON THE SOUTH END LIKE TREMONT
STREET, PEDESTRIAN SAFETY, I
THINK WE NEED SOME ENFORCEMENT
AND COMPREHENSIVE STUDY, IF WE
CAN, ABOUT PEDESTRIAN SAFETY
THROUGHOUT THE SOUTH END,
ESPECIALLY ON TREMONT STREET.
IT IS VERY DANGEROUS.
I GET A LOT OF CALLS FROM
CONSTITUENTS IN THE SOUTH END
MOSTLY TALKING ABOUT PEDESTRIAN
SAFETY.
>> I'LL LET GUPTA ADDRESS THAT.
THE LAST COUPLE MONTHS AGO WE
HAD A COMMUNITY MEETING AT
NORTHEASTERN RIGHT ON TREMONT
STREET.
WE BROUGHT SOME GREAT FEEDBACK.
HE PRESENTED AN APPROACH TO
IMPROVING PEDESTRIAN SAFETY
ALONG THAT CORRIDOR.
>> AT THAT MEETING, WE HAD
ANOTHER MEETING OUT IN THE
PATTON SQUARE DEVELOPMENT, THE
HOUSING DEVELOPMENT THERE.
WE HAD ABOUT 100 PEOPLE THAT
SHOWED UP.
WE GOT A LOT OF FEEDBACK FROM
RESIDENTS AS TO WHAT
IMPROVEMENTS THEY'D LIKE TO SEE
ON CLAIREMONT STREET.
OUR RESPONSE IS TWOFOLD.
ONE IS TO MAKE SOME
DEVELOPMENTS.
FURTHER IMPROVEMENTS ARE ALREADY
BEING PUT IN PLACE, EVEN AS WE
SPEAK.
THE PUBLIC WORKS DEPARTMENT
REPAINTED ALL THE CROSSWALKS.
THAT RESPONSE IS ALREADY GOING
ON IN TERMS OF IMPLEMENTATION.
WE'RE ALSO WORKING WITH THE
COMMUNITY TO DEVELOP SOME
OPERATIVES RELATED TO THE
OVERALL DESIGN OF CLAIREMONT
STREET.
WE WANT TO DO IT
COMPREHENSIVELY.
WE WANT TO DO IT HAND IN HAND
WITH LOCAL COMMUNITY GROUPS.
WE HOPE TO HAVE A FINAL DESIGN

OF THAT PROCESS BY THE END OF THE YEAR SO WE CAN IMPLEMENT IT BY 2019.

>> THANK YOU, SIR.

AS IT RELATES TO CHINATOWN, I NOTICE IN THE MORNING WHEN KIDS ARE GOING TO SCHOOL THE SAME ISSUE.

THEY'RE TRYING TO CROSS THE STREET WITH THEIR PARENTS. THE CARS ARE SPEEDING BY THEM. CAN WE MAKE THE LIGHTS LONGER SO IT WILL GIVE KIDS MORE OF AN OPPORTUNITY TO CROSS THE STREETS IN CHINATOWN?

ALSO, ARE WE ABLE TO -- BECAUSE IT IS SUCH A CONGESTED AREA, ARE WE ABLE TO HIRE ANY CROSSING GUARDS AT SEVERAL OF THE MAJOR AREAS OF CHINATOWN?

I THINK IT COULD BE HELPFUL TO THE STUDENTS.

>> WE WILL CERTAINLY REVIEW THE SIGNAL TIMING PHASES AT THAT INTERSECTION TO IMPROVE THE CROSSING TIMES FOR THE SCHOOL CHILDREN.

WE'LL ALSO REACH OUT TO BPD REGARDING ADDITIONAL CROSSING GUARDS IN THAT NEIGHBORHOOD.

>> OKAY.

AND I JUST WANT TO POINT OUT THE METER MAIDS -- I DON'T KNOW IF THAT IS THE CORRECT TERM, BUT THEY DO AN EXCELLENT JOB IN THE CITY.

I DON'T KNOW THEY DON'T GET TREATED WITH RESPECT ALL THE TIME BY THE PUBLIC, BUT THEY ARE WORKING HARD.

THEY'RE PROFESSIONAL.

THEY'RE DEDICATED.

IT'S GREAT TO SEE THEM OUT THERE.

I'M PROUD OF THEM.

I THINK WE SHOULD DO MORE FOR THEM, ESPECIALLY BECAUSE A LOT OF PUBLIC DON'T REALLY APPRECIATE WHAT THEY DO.

BUT IF THERE'S ANYTHING WE CAN DO TO GO THE EXTRA MILE FOR OUR METER MAIDS, I THINK THAT WOULD GO OVER WELL.

>> THANK YOU, COUNCILOR.

WE CERTAINLY APPRECIATE YOUR
POSITIVE FEEDBACK, ESPECIALLY IN
A PUBLIC FORUM LIKE THIS.

WE HAVE AN OUTSTANDING STAFF OF
ENFORCEMENT OFFICERS.
THEY DO FAR MORE THAN JUST ISSUE
PARKING TICKETS IN OUR
NEIGHBORHOODS.

THE ENTIRE BTD TEAM WORKS
TOGETHER, AND THEY REALLY KEEP
THE CITY MOVING.

THANK YOU SO MUCH FOR YOUR
COMMENTS.

>> THANK YOU, COMMISSIONER.

>> I WANT TO FIRST OF ALL SAY
THANK YOU SO MUCH FOR YOUR WORK.
MY DISTRICT 1 PROBABLY HAS A
GREAT DEAL OF PROJECTS GOING ON.
AS A RESULT, I WANT TO
CONGRATULATE YOU AND THANK YOU
FOR IMMENSE AMOUNT OF COMMUNITY
OUTREACH HAS DONE IN ALL THREE
AREAS -- EAST BOSTON,
CHARLESTOWN, AND THE NORTH END.
TO ME, IT IS A TRUE COMMITMENT
TO EARNING THE TRUST OF THE
COMMUNITY AND CONTINUING
DIALOGUE, EVEN WHEN THE DIALOGUE
IS SOMETIMES HEATED.

YOU'RE STILL THERE.

I WANTED TO SAY THANK YOU FOR
THAT AND ACKNOWLEDGE THAT WORK.

I JUST HAD A COUPLE OF
QUESTIONS.

I JUST WANTED TO KIND OF GO
THROUGH THEM INSTEAD OF GETTING
DOWN IN THE PROCESS OF EACH
INDIVIDUAL ONE.

THINKING BIG PICTURE, I'M
PARTICULARLY CURIOUS -- ONE OF
THE BIGGEST ISSUES THAT CAME UP
TO ME ACTUALLY WAS FROM TEACHERS
IN MY DISTRICT WHO ARE GETTING
TICKETS WHEN THEY'RE TEACHING.
WHAT THAT MEANS FOR CLASSROOM
INSTRUCTION AND IN GENERAL HOW
DIFFICULT THAT IS TO BE RUNNING
OUT OF THE CLASS OR BEING
WORRIED ABOUT A METER THAT'S
GOING TO EXPIRE BECAUSE AROUND
THE SCHOOLS THEY'RE INCREASING
THE AMOUNT OF TWO-HOUR PARKING
OR RESIDENT-ONLY PARKING.
I'M WONDERING IF THERE'S

SOMETHING THAT WE CAN DO.
I KNOW YOU ALREADY ARE TAKING
THE LEAD ON A PILOT PROGRAM WHEN
IT COMES TO PARKING.
IS THERE SOME WAY WE CAN LOOK AT
A PILOT PROGRAM WHEN IT COMES TO
TEACHERS?

>> THANK YOU, COUNCILOR.
WE CERTAINLY UNDERSTAND.
A LOT OF TIMES SCHOOLS ARE
LOCATED WITHIN DENSE
NEIGHBORHOOD DISTRICTS.
THE NEIGHBORHOOD GROUPS
OFTENTIMES REQUEST RESIDENT
PARKING PROGRAMS TO PRESERVE THE
PARKING FOR RESIDENTS, BUT THAT
HAS AN ADVERSE EFFECT ON OTHER
PEOPLE THAT NEED TO GET INTO THE
NEIGHBORHOOD AND ACCESS
COMMUNITIES.

WE WORK WITH OUR SCHOOLS ON AN
INDIVIDUAL BASIS A LOT OF TIMES
BECAUSE THE NEEDS ARE OFTEN VERY
UNIQUE TO EACH NEIGHBORHOOD
SCHOOL, AND WE CERTAINLY WANT TO
CONTINUE THAT CONVERSATION.
WE REALIZE THAT IT IS REALLY
IMPORTANT THAT OUR EDUCATORS
HAVE ACCESS IN A SAFE RELIABLE
WAY TO GET TO THEIR JOBS.

>> THANK YOU.
IN EAST BOSTON, I BROUGHT UP THE
IDEA OF A MASTER PLAN AND BTD
WAS VITAL AND A HUGE PART OF THE
PLANNING WAS THE BTD AND THE
LAST PLAN THAT WAS COMPLETED IN
2000.

THERE'S NO COMMITMENT QUITE YET,
BUT I KNOW THE WORK THAT YOU'VE
BEEN DOING AND WORKING ON
ALREADY IN EAST BOSTON AND THE
CENTRAL SCHOOL, I KNOW THERE'S A
TRANSPORTATION PLAN HOPEFULLY
BEING FUNDED BY A DEVELOPER FOR
ALL OF EAST BOSTON.

I'M WANTING TO SHARE A LITTLE
MORE UPDATES IN TERMS OF WHERE
YOU SEE THAT PLAN GOING AND IF
THERE ARE ANY OTHER CORRIDORS
THAT YOU'RE GOING TO BE PLANNING
IN EAST BOSTON.

>> SURE.
I'LL TURN THIS ONE OVER TO GUPTA
AGAIN.

HE IS OUR KEY AUTHOR BUT ALSO WORKS CLOSELY WITH THE IMAGINE BOSTON TEAM.

>> THANK YOU, COMMISSIONER.

IN ADDITION TO WORKING HAND IN HAND WITH THE BTA AND ANY COMPREHENSIVE PLANNING PROCESS THEY ENGAGE IN, WE ENSURE THAT BTD IS PRESENT TO COVER THE DIMENSION OF THAT COMPREHENSIVE PLANNING PROCESS.

IN ADDITION TO THE WORK WE HAVE FINISHED IN CENTRAL SQUARE, WE'RE WORKING ON PENNING NEW DEVELOPMENT MASTER PLANNING THAT'S GOING ON.

WE'RE ALSO FOCUSED ON THE NEW DEVELOPMENT WE'RE SEEING ALONG THE WATERFRONT.

THE ENTIRE CORRIDOR FROM MAVERICK SQUARE ALONG THE WATERFRONT HAS SEEN A LOT OF NEW HOUSING.

WE WANT TO MAKE SURE WE'RE ON TOP OF THAT.

DURING THE DEVELOPMENT-RELATED PROJECTS, WE ARE MONITORING THE TRANSPORTATION DIMENSION FOR, BUT WE'RE ALSO LOOKING AT TRAFFIC ISSUES IN THE NEIGHBORHOOD.

ALL THE TRAFFIC ISSUES ARE SOMETHING WE ARE FOCUSED ON A LOT AND THE TYPE OF FLOW IN TERMS OF PEDESTRIAN SAFETY AND ALSO MAKING SURE THAT THERE'S ANOTHER BICYCLE ACCOMMODATIONS ON THE STREETS.

>> THERE HAS BEEN A HUGE INCREASE ON THE BIKES.

I DO APPRECIATE THAT.

BUT OUR TRAFFIC IS OUT OF CONTROL IN EAST BOSTON AT THIS POINT.

THERE'S GOT TO BE A WAY WE'RE ABLE TO MOVE PEOPLE NOT NECESSARILY ALWAYS IN CARS.

I'M JUST WONDERING WHAT OTHER ADDITIONAL PUSH YOU'RE HAVING TO CONTINUE TO MOVE PEOPLE ON AND OFF THE ISLAND OF EAST BOSTON WITHOUT THEIR CARS.

>> ONE OF OUR KEY INITIATIVES IS GO BOSTON 2030.

WE'LL LOOK AT GOING FROM CLIMATE RESILIENCY INTO THE BLUE LINE AND INCREASING CAPACITY, BUT ALSO ADDRESSING THE WATER TRANSPORTATION.

EAST BOSTON HAS GREAT ACCESS TO THE WATERFRONT.

AS GUPTA MENTIONED, WE'VE SEEN GREAT DEVELOPMENTS ALONG OUR WATERFRONT.

IT IS TERRIFIC TO SEE, BUT IT IS ALSO A GREAT OPPORTUNITY TO LEARN HOW WATER TRANSPORTATION CAN SUPPLEMENT VEHICULAR TRAVEL.

>> MY FINAL QUESTION IS ABOUT CHARLESTOWN.

THE LAST COUPLE DAYS -- I ASKED THIS TO THE BPD EARLIER, THE BOSTON POLICE DEPARTMENT, ABOUT SULLIVAN SQUARE.

SPECIFICALLY, WE HAD AN INCREASE IN PHONE CALLS YESTERDAY AND TODAY ABOUT THE TRAFFIC THERE.

THERE WAS SPECIFIC REQUESTS FOR POLICE DETAIL TO BE THERE TO HELP MOVE THE TRAFFIC.

WE DON'T HAVE ENOUGH POLICE OFFICERS TO EVEN STAND THERE TO BE PAID.

THAT'S ONE ISSUE I'VE BEEN MADE AWARE OF.

WHEN IT COMES TO THE ACTUAL PLANNING AND THE MOVEMENT OF TRAFFIC IN SULLIVAN SQUARE, WHAT CAN WE DO?

>> I'LL TURN THAT ONE OVER TO DEPUTY COMMISSIONER JIM.

>> COUNCILOR, AS IT HAPPENS, WHAT WE'RE DOING IMMEDIATELY IS WE'RE DOING A LOT WITH THE CONSTRUCTION TEAM, THE CONTRACTOR, AND THE FOLKS FROM ONCOR.

TOMORROW, WE HAVE A WALK-AROUND THAT'S GOING TO LAST AN HOUR AND A HALF, TWO HOURS JUST TO CHECK IN ON EXACTLY HOW THEY'RE MANAGING THEIR SHARES.

THE ISSUE ABOUT THE MANAGEMENT OF TRAFFIC IN SULLIVAN SQUARE, IF YOU GO INTO A LONGER TERM PICTURE, IS ONE ABOUT WHAT ARE WE GOING TO DO -- WELL, FIRST OFF, THE WORK THAT ONCOR IS

DOING PREVIOUSLY KNOWN AS WEN,
THEY'RE GOING TO MAKE TRAFFIC
BETTER.

THERE'S GOING TO BE NEW
CONNECTION POINTS FOR BUSES TO
GET IN AND OUT OF THE STATION.
THEY'RE GOING TO CONNECT THE
TRAFFIC SIGNALS IN SULLIVAN
SQUARE FOR THE FIRST TIME TO OUR
TRAFFIC CENTER.

WE ASKED AND THEY AGREED TO PUT
IN A CONDUIT THAT RUNS LITERALLY
FROM THE ROUTE 1 ONRAMP ALL THE
WAY NORTH THROUGH SULLIVAN
SQUARE, TAKE A LEFT.

IT GOES ACROSS THE ALFRED STREET
BRIDGE WHERE WE HAVE TWO OR
THREE MORE SIGNALS ON THE OTHER
SIDE OF THE BRIDGE.

WE'VE NEGOTIATED AND WILLINGLY
GOT A PARTNERSHIP WITH EVERET TO
LET US CONNECT TO THREE OR FOUR
MORE OF THEIR SIGNALS AS YOU
CROSS OVER INTO EVERETT.

JUST LIKE WE DO WITH ECR AND
MASS DOT IN THE CITY OF
CAMBRIDGE, IN THE TOWN OF

BROOKLINE, WE'LL HAVE SOME GOOD
COORDINATION OF THE TRAFFIC
SIGNALS NOT JUST WITHIN THE
CITY'S JURISDICTION, BUT
EXTENDING EVEN INTO EVERETT IN
THIS CASE.

THERE WILL BE FOUR MORE TRAFFIC
SIGNALS GOING IN AS A RESULT OF
THE WORK BEING DONE BY WEN,
ONCOR.

THAT'S GOING TO IMPROVE TRAFFIC
IN A NUMBER OF WAYS, BUT THOSE
ARE GOING TO BE PUT IN BECAUSE
WE'RE ALSO GOING TO TAKE THE BUS
WAY THAT CONNECTS FROM CAMBRIDGE
STREET NEAR THE OFFRAMP FROM 93.
THAT ROADWAY THAT CURRENTLY IS
JUST FOR BUSES IS GOING TO
BECOME FOR BUSES AND GENERAL
TRAFFIC.

WE'RE GOING TO HAVE THAT AND
ANOTHER MOVE, WHICH IS THE
RECONSTRUCTION OF SPICE STREET
AND D STREET, WHICH WILL CREATE
TWO DIFFERENT MEANS BY WHICH
TRAFFIC COMING ON CAMBRIDGE

STREET WILL NO LONGER HAVE TO GO THROUGH THE BIG LOOP KNOWN AS SULLIVAN SQUARE.

IT IS GOING TO SUBTRACT TRAFFIC OUT OF THERE.

EVEN WHILE THEY'RE DOING THOSE THINGS, THEY'RE GOING TO IMPROVE THE PEDESTRIAN WALKWAYS.

THEY'RE GOING TO IMPROVE THE LIGHTING AND THE BICYCLE FACILITIES.

WE'RE GOING TO GET SOME OF THE MOST RESTRICTIVE SPOTS WHERE THE BICYCLES ARE NEXT TO A LOT OF FAST-MOVING TRAFFIC.

THEY'RE GOING TO BE BROUGHT UP ONTO THE SIDEWALK LEVEL AT STRATEGIC LOCATIONS.

ALL OF THIS POSITIONS US WELL FOR WHAT WE'RE GOING TO DO LONGER TERM, WHICH IS THE ROADWAY PROJECT KNOWN AS THE RUTHERFORD AVENUE/SULLIVAN SQUARE PROJECT.

I THINK WE'VE COME A LONG WAY IN DEVELOPING THOSE PLANS, AND WE

HAD A VERY NICE MEETING WITH A GROUP CALLED THE FRIENDS OF CITY SQUARE PARK.

WE HAD A MEETING LAST WEEK.

IT IS VERY ANALOGOUS TO LOOK AT WHAT HAPPENS IN THEIR ENVIRONMENT.

THEY HAVE A BEAUTIFUL PARK ABOVE THE PRESS TUNNEL.

IT IS A VERY GOOD ANALOGY TO WHAT COULD HAPPEN IN SULLIVAN SQUARE WITH AN UNDERPASS BUT ALSO A PARK UP ABOVE.

I ASKED THEM -- I SAID HAVE YOU EVER CONSIDERED BRINGING THE TRAFFIC UP TO THE SURFACE.

WHY WOULD WE DO THAT?

>> AT SULLIVAN SQUARE.

>> SORRY.

>> YOU WERE TALKING SPECIFICALLY ABOUT --

>> NO, WE WERE TALKING ABOUT CITY SQUARE.

>> OH.

>> HOW LIFE IS LIKE IN CITY SQUARE WITH THE TRAFFIC BELOW GROUND AND STUFF.

ANYWAY, IT WAS A GOOD VALIDATION OF A PARK GROUP WHO CARES A LOT ABOUT THE PARK, FEELING STRONGLY ABOUT THE DESIGN INCLUDING UNDERPASSES.

THEY LIKED THOSE APPLICATIONS AND OTHER PARTS OF THE PROJECT WITH SULLIVAN SQUARE.

COLLECTIVELY, THE EVEN LONGER TERM EFFORT TO MAKE SURE THAT TRAFFIC AND TRANSPORTATION IN SULLIVAN SQUARE IS EVEN FURTHER IMPROVED IS GOING TO COME FROM THE LOWER MYSTIC REGIONAL WORKING GROUP.

THE LOWER MYSTIC REGIONAL WORKING GROUP IS AN EFFORT THAT WAS ESTABLISHED BY THE SECRETARY OF ENVIRONMENTAL AFFAIRS UPON THE ISSUANCE OF A LICENSE TO THE CASINO.

IN THAT DIRECTIVE, THE SECRETARY DIRECTED THE SECRETARY OF TRANSPORTATION TO ASSEMBLE A GROUP THAT INCLUDED BOSTON, EVERETT, AND SOMERVILLE AND ALSO INCLUDED MASS DOT AND THE ATTORNEY GENERAL'S OFFICE AND THE GAMING COMMISSION, ET CETERA, TO COLLECTIVELY TRY TO FIND THE ANSWERS FOR THE LONGER TERM REDUCTION OF THE PROBLEM OF CONGESTION IN SULLIVAN SQUARE. AMONGST THOSE THINGS, WE HAVE ADDITIONAL RECOMMENDATIONS THAT WILL BE COMING OUT FOR ADDITIONAL BUSES, ADDITIONAL ORANGE LINE CAPACITY EVEN ABOVE WHAT THEY'RE CURRENTLY PLANNING. THERE'S THE VERY SHORT TERM, AND THERE'S THE VERY LONGISH TERM, BUT WE'RE TRACKING IT FROM ALL THOSE TIME PHASES.

>> A BRIEF COMMENT OF THANKS. JUST WANTED TO ALSO SAY THANK YOU TO BOB, CARLA, AND BRIAN. WE MET, AND WE TALKED ABOUT PARKING.

I JUST WANTED TO SAY WHEREVER THEY ARE, IF THEY'RE AROUND -- TO THANK THEM.

I KNOW THERE'S AN INCREASE IN THE PARKING FINES THAT'S COMING UP.

ONE OF MY CONSTITUENTS SPECIFICALLY ASKED ME TO ASK IF THAT INCREASE IS GOING TO BE IMPLEMENTED, WE'RE GOING TO CONTINUE TO INCREASE, IS THERE ANY WAY WE'D LOOK AT NOT TOWING CARS AND PROVIDING SOME KIND OF RELIEF TO THE PERSON WHO IS GETTING FINE ON THEMSELVES, BUT I THINK ABOUT A LOT OF WORKING BOSTONIANS WHO ARE GOING TO HAVE TO PAY THE FINE AND THEIR CAR GONE AT THE SAME TIME?

ARE THERE ANY RELIEF PLANS FOR BOSTONIANS?

>> WE CAN CERTAINLY DISCUSS THAT FURTHER AT THE HEARING ON THURSDAY, BUT ONE OF THE PROPOSALS FOR THE CHANGES IN THE FINE STRUCTURE IS TO ELIMINATE THE OVERNIGHT STREET CLEANING. IT WILL BE COUPLED WITH A FINE INCREASE, SO THERE WILL BE NO TOWING.

WE WILL ENSURE THAT THE STREETS ARE CLEANED.

>> THANK YOU.

>> THANK YOU.

>> THANK YOU.

COUNCILOR JEANIE.

>> THANK YOU, MR. CHAIR.

THANK YOU, COMMISSIONER, AND YOUR TEAM AND OTHER STAFF THAT ARE HERE.

A PLEASURE TO WORK WITH MEMBERS OF YOUR TEAM.

FIRST, I WANT TO ACKNOWLEDGE -- AND THANK YOU FOR BRINGING UP IT IS NOMEA CAST DAY.

I'M PROUD TO REPRESENT THE AREA WHERE SHE DID A LOT OF WORK AND WHERE SHE WAS FRONT.

GRATEFUL TO HAVE STREETS NAMED FOR HER.

LOVE SEEING THE INVESTMENTS.

I WANT TO ACKNOWLEDGE THE MAYOR FOR HIS INVESTMENT IN ISSUES AROUND FACING TRANSPORTATION EQUITY.

VERY IMPORTANT TO ME.

I HEAR EVERY DAY FROM RESIDENTS WHO ARE CONCERNED ABOUT SAFETY, CONCERNED ABOUT HOW PEDESTRIANS ARE ABLE TO NAVIGATE OUR

STREETS, SENIORS WITH CANES,
WHEELCHAIRS, SCOOTERS, OTHER
PERSONS, PEOPLE WHO USE PUBLIC
TRANSPORTATION, PEOPLE ON BIKES.
IT'S A DEEP, DEEP PROBLEM.
WE JUST HAD A HEARING THAT
TALKED ABOUT THE POPULATION
GROWTH.

ALTHOUGH WE'RE DOING GREAT WORK
AND WE HAVE THIS INVESTMENT, IT
IS NOT CLEAR THAT WE ARE KEEPING
PACE WITH OUR GROWING CITY, SO
WE WOULD LOVE TO SEE MORE
INVESTMENT.

SPECIFICALLY, WE WOULD LOVE TO
SEE MORE SLOPE STREETS.

VERY POPULAR, AS YOU ALREADY
KNOW, SO IT WOULD BE GREAT TO
HAVE THAT.

HAVE A COUPLE OF QUESTIONS.
I TAKE THE SILVER LINE SOMETIMES
TO GET DOWNTOWN AND HAVE NOTICED
THAT EVEN THOUGH THERE'S A
PROTECTED BIKE LANE -- I MEAN,
BUS LANE FOR THE SILVER LINE
BUS, WHICH IS ALSO A BIKE LANE,
THAT OFTEN THERE ARE EITHER CARS
THAT ARE DRIVING IN THE BUS
LANE, THERE ARE CARS THAT ARE
DOUBLE PARKED, THERE ARE
COMMERCIAL VEHICLES THERE.

I'M WONDERING WHAT WE CAN DO.
HAVE YOU THOUGHT ABOUT DOING
SOME SORT OF SURVEY TO THE
BUSINESSES?

ARE YOU WORKING WITH THE MAIN
STREETS, DUDLEY OR THE
WASHINGTON GATEWAY, TO THINK
ABOUT COORDINATING A TIME FOR
DELIVERIES THAT WOULD WORK FOR
THE BUSINESS OWNERS BUT ALSO
PROTECT AT MINIMUM RUSH HOUR FOR
COMMUTERS USING THE SILVER LINE?
>> SURE.

PART OF THE INVESTMENT IN OUR
TRANSPORTATION BUDGET INCLUDE A
TRANSIT COORDINATOR.

WE INTEND TO WORK CLOSELY WITH
THE MBTA.

I WROTE OUT APPROPRIATE LANE
MARKINGS AND SIGNAGE FOR BUS
LANES SO WE CAN EFFECT
COMPLIANCE.

IN AN ADDITIONAL SITUATION, WE

WOULD HAVE THAT LANE CLEARED BY APPROPRIATE SIGNS AND APPROPRIATE ENFORCEMENT BUT ALSO APPROPRIATE LANE MARKINGS AND SIGNAGE SO THAT COMMERCIAL VEHICLES CAN GET TO THE CURB IN APPROPRIATE COMMERCIAL LOADING ZONES AND THEY'RE NOT ENCROACHING ON BUS LANES.

>> THEY'RE PAINTED.

WHAT IS THE BUDGET FOR THAT?

>> WE MAINTAIN MOST OF OUR LANE MARKINGS RIGHT NOW.

BUT AS WE SORT OF RAMP UP OUR APPROACH TO BUS RAPID TRANSIT AND MARK THOSE LANES APPROPRIATELY, WE INTEND TO WORK CLOSELY WITH THE MBTA IN DESIGNING WHAT THOSE LANE MARKINGS SHOULD LOOK LIKE AND STRIKING RED PAINT.

>> ANOTHER CONCERN ARE THE CROSSWALKS.

OFTENTIMES WHEN PEDESTRIANS ARE TRYING TO CROSS THE STREET, THEY HAVE DIFFICULTY.

CARS ARE NOT STOPPING.

THE LINES ARE OFTEN -- PARTICULARLY AFTER WINTER.

CAN YOU JUST TALK ABOUT THAT AND HOW OFTEN THEY'RE PAINTED?

>> WE DO HAVE A ROBUST PROGRAM FOR REFRESHING PAVEMENT MARKINGS AND IN PARTICULAR CROSSWALKS.

YOU'LL SEE OUR CREWS OUT IN FORCE, WHETHER THEY'RE BTD CREWS -- OFTENTIMES, OUR WONDERFUL PARTNERS IN THE PUBLIC WORKS DEPARTMENT ARE OUT REFRESHING CROSSWALKS.

WE DO ACTUALLY HAVE A GREAT PROGRAM, AND WE HAVE EXPERIENCED AN INFLUX OF ADDITIONAL FUNDS LAST YEAR IN PAVEMENT MARKING OPERATIONAL BUDGET.

YOU'LL SEE THAT REFLECTED AGAIN THIS YEAR.

IF THERE ARE PARTICULAR INTERSECTIONS AND CROSSWALKS THAT ARE OF CONCERN TO YOU, PLEASE REACH OUT AND WE'LL MAKE SURE THAT THOSE ARE PRIORITIZED AS WE GO THROUGH OUR REFRESH PROGRAM.

>> THANK YOU.

OTHER QUESTIONS.

WITH OUR BIKES, WE HAD HUBWAY.
NOW THERE'S THIS OTHER COMPANY
THAT LETS PEOPLE DROP THEIR
BIKES OFF WHEREVER THEY WANT TO
DROP THEM OFF.

WHAT IS THAT COMPANY?

>> IN BOSTON, WE HAVE HUBWAY,
WHICH IS THE TITLE SPONSOR IS
NOW BLUE CROSS BLUE SHIELD.
THOSE BIKES ARE ALL BLUE.
THAT IS OUR DOCK SYSTEM.
WE HAVE 60 STATIONS THROUGHOUT
THE CITY.

OVER THE NEXT 18 MONTHS, WE'LL
BE SITING 70 MORE STATIONS AND
EXPANDING THE NETWORK.

OTHER CITIES AND SURROUNDING
COMMUNITIES HAVE BEEN ABLE TO
PARTICIPATE IN A DOCKLESS
BIKE-SHARE SYSTEM.

THOSE BIKES, AGAIN THEY DON'T
HAVE ANY DOCKING STATIONS, SO
CUSTOMERS ARE ABLE TO RENT THOSE
BIKES AT WILL.

>> I KNOW I'M SHORT ON TIME.
I WORRY ABOUT THE DOCKLESS
SYSTEM.

THE QUESTIONS THAT I HAVE, ONE,
ARE THEY BEING LITTERED ALL OVER
THE CITY, TWO, ARE THEY ONLY
ENDING UP IN AREAS IN CERTAIN
NEIGHBORHOODS AND NOT AREAS?
I QUESTION WHETHER OR NOT THERE
IS EQUITY IN TERMS OF ACCESS AND
AVAILABILITY.

I APPRECIATE THE EXPANSION OF
HUBWAY BLUE BIKES AND WOULD BE
INTERESTED AS YOU'RE DOING 70
MORE STATIONS WHERE THEY'RE
LOCATED AND HOW WE CAN MAKE SURE
THEY'RE ACCESSIBLE THROUGHOUT
THE CITY.

I WORRY ABOUT THE DOCKLESS
BECAUSE ARE THEY ENDING UP IN
CERTAIN NEIGHBORHOODS?
ARE THEY AVAILABLE TO OTHER
RESIDENTS?

I'M INTERESTED TO HEAR WHAT THE
CITY'S THINKING IS AROUND THIS
SYSTEM AND WHETHER OR NOT THAT
IS GOING TO BE WELCOME HERE IN
THE CITY OF BOSTON.

CERTAINLY APPRECIATE THE
INVESTMENT AND PROTECTED BIKE
LANES.

THERE ARE PARTS OF MY DISTRICT
THAT HAVE VERY BIG WIDE
CORRIDORS FROM MASS AV, TREMONT,
BLUE HILL, DUDLEY, WARREN.
THE LIST GOES ON.

I WOULD LIKE TO THINK ABOUT
MAYBE IN THE SECOND ROUND OF
QUESTIONING WHAT YOUR THOUGHTS
ARE FOR EXPANSION OF THE
PROTECTED BIKE LANES BECAUSE I
THINK THEY'RE CERTAINLY
IMPORTANT BUT ALSO HOW WE
BALANCE MAKING SURE -- AGAIN
PEDESTRIANS, PEOPLE ON BIKES,
PEOPLE ON PUBLIC TRANSPORTATION,
MAKING SURE THEY CAN GET AROUND
OUR CITY.

PEOPLE WANT RESIDENTIAL PARKING
SOMETIMES BECAUSE THEY'RE
WORRIED ABOUT A SHORTAGE OF
PARKING.

ONE QUESTION IS, DO WE HAVE A
SENSE OF HOW MANY PARKING SPOTS
ARE AVAILABLE BY NEIGHBORHOOD?
WHEN RESIDENTIAL PARKING IS SET
UP, MAYBE THAT IS OKAY FOR THE
RESIDENTS WHO ARE THERE, BUT I
DO KNOW OF CASES WHERE EVEN
HAVING A STICKER DOESN'T
GUARANTEE A PARKING SPOT ON YOUR
STREET.

I WORRY ABOUT GUESTS WHO ARE
COMING, CERTAINLY THOSE WHO ARE
COMING TO TAKE CARE OF
RESIDENTS, LIKE A HEALTH CARE
WORKER, A HOME HEALTH AIDE.
I HAVE IN ONE DEVELOPMENT
THERE'S A RESIDENT WHO IS
CONSTANT CARE, CONSTANT CARE.
THE HOME HEALTH AIDE PERSON
COMES, BUT HAS TO AGAIN, JUST
LIKE COUNCILOR EDWARDS SAID,
WORRY ABOUT MOVING THEIR CAR OR
GETTING A TICKET OR GETTING
TOWED.

>> THAT'S AN IMPORTANT
CONVERSATION TO HAVE AS OUR
POPULATION AGES.

IT IS IMPORTANT WE DO ALL WE CAN
TO SUPPORT THEM IN THEIR OWN
HOMES.

COMMISSIONER SHAY AND OTHER
COMMISSIONERS, YOU DO A
WONDERFUL JOB WITH THAT.
WE HAVE A HOME CARE ALLIANCE
PROGRAM WHERE MEMBERS OF THE
HOME CARE ALLIANCE ARE ABLE TO
PARTICIPATE IN A PLACARD PROGRAM
THAT ALLOWS THEM TO PARK ON
NEIGHBORHOOD STREETS.
THOSE HEALTH CARE WORKERS ARE
ABLE TO ASSIST INDIVIDUALS IN
THEIR HOMES.

WE HAVE A PROGRAM FOR VISITING
NURSES AS WELL.

>> THANK YOU.

>> THANK YOU.

COUNCILOR WU?

>> I WANT TO THANK OUR CHAIRMAN
MOST ESPECIALLY, ONE, FOR THIS
MARATHON TODAY AND FOR ALSO
BEING ACCOMMODATING FOR SEVERAL
REQUESTS FROM THE COMMUNITY TO
DO THIS IN THE EVENING.

THANK YOU.

THANK YOU TO THE ADMINISTRATION
FOR BEING WILLING TO SPEND YOUR
PRECIOUS TIME AFTER FORMAL WORK
HOURS.

I WANT TO ECHO COUNCILOR
McCARTHY IN SAYING THANK YOU FOR
THE BUS LANE PILOT.

IT IS CHANGING MY LIFE.

I COMMUTE FROM ROSENDALE SQUARE
ON A CAR EVERY DAY.

I HAVE NOT BIKED ALONG, BUT I'VE
WATCHED OTHERS DOING.

IT SEEMS TO BE WORKING GREAT.
YOU DISCUSSED THE POTENTIAL OF
ROLLING THIS IMMEDIATELY AND
SEAMLESSLY INTO A PERMANENT
MORNING DEDICATED BUS LANE.

HOW IS THE PILOT GOING SO FAR
AND DO YOU THINK THAT IS A
POSSIBILITY?

>> THE PILOT IS GOING VERY WELL.
WHAT THEY'RE HEARING FROM RIDERS
AS WELL AS FROM RESIDENTS AS
WELL AS FROM OUR DAY-TO-DAY
OPERATIONS POINT OF VIEW --
THEY'VE BEEN GOING THERE AT 4:00
IN THE MORNING, SO THANKS TO
THEM.

BY ALL ACCOUNTS, THE PROJECT IS
GETTING GOOD FEEDBACK AND

SUCCESS.
WE ALSO A TEAM COLLECTING DATA.
WORKING HAND IN HAND WITH MBTA
AND WITH THE MBC, WE'RE
COLLECTING DATA ON BUS TIMES,
BUS LIABILITY.
WE'RE COLLECTING DATA ON HOW THE
GENERAL TRAFFIC LANE IS
PERFORMING.
OUR FRIENDS ARE TAKING CARE OF
THAT.
WE HAVE DONE EXTENSIVE SURVEYS
OF RIDERS AND RESIDENTS IN THE
AREA AND MAPC HAS BEEN HELPING
US AND LOCAL RESIDENTS.
WE HAVE GOOD INFORMATION.
OTHER PEOPLE ARE EXPERIENCING
IMPROVEMENTS.
WE CAN MAKE DECISIONS LATER ON
THIS MONTH, WHETHER WE WANT TO
CONTINUE WITH THE PROGRAM.
>> OKAY.
ALL SIGNS GOOD SO FAR.

WE --
>> WE REALLY APPRECIATE YOUR
FEEDBACK, COUNCILOR.
THIS PILOT IS A GREAT
OPPORTUNITY TO WORK WITH THE
COMMUNITY AND LEARN, AS THE
PILOT HAS PROGRESSED, WHAT
ADJUSTMENTS NEED TO BE MADE AND
APPROPRIATE LANES AND SIGNAGE
AND NOTIFICATION TO BPD TO THANK
THEM FOR THEIR SUPPORT, TO THANK
THEM FOR ENFORCING THE LANE IN
THE MORNING, AND BOSTON PUBLIC
SCHOOLS.
IT'S BEEN A GREAT TEAM EFFORT
OUT THERE.
WE'RE REALLY GRATEFUL FOR YOUR
FEEDBACK.
>> IS THERE A MAJOR DIFFERENCE
IN THE OUTBOUND AFTERNOON SIDE?
DO YOU HAVE CONCERNS OR
HEIGHTENED CONVERSATIONS IN
TERMS OF PEOPLE LEAVING THEIR
CARS THERE AND TOWING THAT
ASPECT?
WHAT'S THE DIFFERENCE IN TERMS
OF HOW YOU WOULD EVALUATE IT THE
OTHER DIRECTION IN THE
AFTERNOON?
>> WE HAVE TO LOOK AT THAT.

WE HAVEN'T DONE THAT ANALYSIS
YET.

IT'S SOMETHING WE LOOK FORWARD
TO DOING IN THE FUTURE.

>> OKAY.

I WILL WAIT A COUPLE WEEKS.
I WANTED TO ASK ABOUT STAFFING.
REALLY, REALLY EXCITING NEWS.
THANKS AGAIN TO THE MAYOR FOR
INJECTING THIS YEAR'S BUDGET
WITH THIS INVESTMENT TO EXPAND
THE STAFF DRAMATICALLY FOR THE
DEDICATED BUS LANES AND FOR
COORDINATING DIFFERENT PIECES OF
IT.

I KNOW AS PART OF THE BUDGET
LAST CYCLE AS WELL THERE HAD
BEEN TWO ADDITIONAL POSITIONS
CREATED, BUT LAST I HAD HEARD
WHEN I SAT DOWN WITH SOME FOLKS,
IT SOUNDED LIKE THEY WEREN'T
NECESSARILY -- NO ONE WAS
NECESSARILY HIRED INTO THOSE
POSITIONS YET.

HAVE THOSE BEEN FILLED AND ARE
THE NUMBERS THAT WE HAVE
INCLUDING THOSE FROM LAST YEAR
OR IN ADDITION TO THOSE FROM
LAST YEAR?

>> I CAN TALK ABOUT THE NEW
POSITIONS.

THOSE ARE IN ADDITION TO THE
ONES THAT WE ANNOUNCED LAST
YEAR.

THEY'LL BE AVAILABLE ON JULY
1st.

>> I THINK IT WAS ONE
ENGINEERING POSITION LAST YEAR
AND ONE OUTREACH POSITION, THOSE
HAVE BEEN FILLED OR WILL BE
FILLED?

>> WE HAVE FILLED THE
ENGINEERING POSITION AND THE
OUTREACH.

>> OKAY.

ON TOP OF THAT, THERE'LL BE TWO
MORE ENGINEERS AND TWO MORE
PLANNERS?

>> THAT IS CORRECT, COUNCILOR.
THANK YOU.

>> ARE YOU INTERVIEWING NOW?
I GUESS I'M HOPING TO SPEED UP
THE TIMELINE FOR HIRING THIS
CYCLE BECAUSE THERE'S SO MUCH TO

DO.

>> RIGHT NOW, WE'RE HOPEFUL THAT OUR BUDGET WILL BE APPROVED FOR THESE POSITIONS.

RIGHT NOW, WE'RE WORKING ON JOB DESCRIPTIONS AND FITTING THEM INTO OUR ORGANIZATIONAL STRUCTURE SO THAT ON JULY 1st WE'RE REALLY READY TO BEGIN THE RECRUITMENT PROCESS AS SOON AS THE BUDGET IS EFFECTIVE.

>> GREAT.

THERE'S CERTAINLY NEED FOR -- I WOULD ADVOCATE FOR EVEN MORE POSITIONS IN BTD.

THERE'S LOTS OF NEED JUST FROM ENFORCEMENT OF PARKING AND BIKE LANES TO THINKING ABOUT HELPING SUPPORT THE ROUTES TO SCHOOLS AND A LOT OF INDIVIDUAL AREAS HAVE BEEN IDENTIFIED, SO WE WANT TO DO WHATEVER WE CAN ON OUR SIDE.

I WANT TO GO TO PARKING FOR JUST A MINUTE BECAUSE MY UNDERSTANDING WAS ACTUALLY THAT THE PERFORMANCE PARKING PILOTS HAVE BEEN A SUCCESS, AND THEY HAVE WORKED OUT WELL.

I AGREE THAT WE NEED TO REIN IN

ANY TYPE OF ABUSES ACROSS THE CITY, BUT PARKING IS AN IMPORTANT TOOL THAT WE SHOULD BE USING IN TERMS OF PARKING MANAGEMENT AND HOW THAT AFFECTS CONGESTION.

CAN YOU JUST GO INTO THAT IN A LITTLE BIT MORE DETAIL?

>> CERTAINLY.

WE HAVE TO TAKE A CLOSER LOOK AT SOME OF THE DATA, BUT OUR RESULTS DO SHOW THAT WE HAVE IMPROVED PARKING AVAILABILITY, SO THE SPACES ARE AVAILABLE IN THOSE ROTATIONS, PARTICULARLY IN THE SEAPORT DISTRICT AS WELL AS ON NEWBURY STREET AND THE BACK BAY, BUT WE'VE ALSO BEEN ABLE TO REDUCE THE INCIDENCE OF DOUBLE PARKING.

COMPLIANCE IMPROVES AS WELL SO FOLKS ARE ABLE TO GET TO THE CURB THROUGH METERED SPACE,

REDUCE THE INCIDENTS OF PEOPLE
DOUBLE PARKING, REDUCE THE
INCIDENTS OF PEOPLE DRIVING
AROUND LOOKING FOR AN AVAILABLE
SPACE, AND ALLOWING ACCESS TO
DELIVERY DRIVERS FOR UNLOADING
ZONES.

>> IS THE INCREASED METER FEE
ALLOWING YOU TO HIRE MORE
ENFORCEMENT?

IS THAT WHAT IS CAUSING THE
DECREASE IN DOUBLE PARKING?

>> THE METER RATES ENCOURAGE
GREATER TURNOVER AT THE METERS.

>> I SEE.

>> 1.25 AN HOUR AND WITH THE \$25
PARKING TICKET, SOMETIMES IT IS
LESS EXPENSIVE FOR SOMEONE TO
GET A PARKING TICKET AS OPPOSED
TO PARKING IN A GARAGE.

WE WANT TO ENCOURAGE THE
TURNOVER SO WHEN NEW PEOPLE WANT
TO COME INTO THE DISTRICT AND
TAKE ADVANTAGE OF RESTAURANTS
AND THE MERCHANTS IN THE AREA,
THEY CAN ACTUALLY FIND AN OPEN
SPACE.

>> GREAT.

I APPRECIATE WE'VE HAD TO
RESCHEDULE THE HEARING ON
PARKING THAT THE COUNCILOR FILED
FOR.

THAT WAS CERTAINLY ON MY
SCHEDULE, NOT YOURS, BUT I KNOW
WE HAVE A LOT TO PREPARE.
LEADING UP TO THAT, I APPRECIATE
THAT YOU-ALL OFFERED SOME DATA
AHEAD OF THAT, INCLUDING --
WANTED TO SEE IF THERE ARE PLANS
TO GET BETTER DATA ON RESIDENT
PARKING, BECAUSE IN THAT SET OF
BACK AND FORTH I LEARNED THAT
THE CITY CURRENTLY -- YOU DON'T
HAVE NUMBERS THAT YOU FEEL
COMFORTABLE WITH AT THIS POINT.
YOU MIGHT HAVE ESTIMATES, BUT
YOU DON'T HAVE EXACT NUMBERS OF
HOW MANY RESIDENT PARKING SPOTS
ARE THERE IN THIS SPECIFIC
NEIGHBORHOOD OR A DIFFERENT ONE.
ARE THERE PLANS TO GET BETTER
COUNTS OR DO A MORE SPECIFIC
STUDY?

BECAUSE IF WE ARE TO CHANGE

PARKING POLICY, PARTICULARLY CHARGING OR NOT CHARGING, I THINK IT IS IMPORTANT TO START FROM A PLACE WITH DATA.

>> THE MAYOR OFFICE AND MECHANICS HAS BEEN GREAT PARTNERS WITH US IN IDENTIFYING WHAT THOSE DATA ELEMENTS SHOULD LOOK LIKE AND HOW BEST TO COLLECT THEM SO WE CAN INFORM OUR PARKING POLICIES.

>> OKAY.

I'LL FOLLOW UP WITH THEM PRIOR TO THE HEARING.

WE'LL TALK MORE THEN.

JUST WANTED TO TOUCH ON RIDE SHARE AND THE PARKING ISSUE, I GUESS, CONGESTION AND DOUBLE PARKING AND PULLING OVER.

ARE THERE PLANS TO DESIGNATE THE PICK UP AND DROP OFF ZONES?

WOULD YOU BE TAKING METERED SPOTS FOR THAT?

>> I'LL ACTUALLY TURN THAT ONE OVER TO GUPTA AS WELL.

HIS TEAM HAS BEEN WORKING ON THIS ALONG WITH THE MAYOR'S OFFICE OF NEW URBAN MECHANICS.

>> DNCs ARE SOMETIMES PARKING IN THE MIDDLE OF THE STREET, ON A BIKE LANE, AND CREATING CONGESTION OR CREATING UNSAFE SITUATIONS.

WE'RE LOOKING AT A PILOT THAT WE'LL UNDERTAKE TO SEE IF WE CAN DO SOME IMPROVEMENTS.

WE ARE CURRENTLY SCOUTING SOME LOCATIONS WHERE WE CAN PROVIDE DEDICATED SPACE FOR DNCs, UBER, WHATEVER THE OTHER COMPANY, TO PULL UP TO THE CURB.

WE WILL DESIGNATE TWO OR THREE SPACES OR PERHAPS MORE.

WE'RE WORKING WITH THESE COMPANIES TO FIND OUT WHERE IS THE LARGEST DEMAND.

DOES IT TAKE DEMAND FOR PICK UPS PARTICULARLY?

BASED ON THAT INFORMATION, WE'LL GET A BETTER SENSE OF HOW THIS CAN BE ADDRESSED.

>> WE'RE COMMITTED TO MOVING FORWARD WITH THIS.

WE KNOW THAT THERE ARE 35

MILLION UBER AND LYFT TRIPS
TAKEN LAST YEAR.
THE VOLUME IS ASTOUNDING.
THEY DO CREATE A HAZARD WHEN
THEY JUST PULL OVER INTO A
TRAVEL LANE AND PARTICULARLY IF
IT IS A BIKE LANE OR A BUS LANE.
ONE CHALLENGE, COUNCILOR, HAS
BEEN GETTING DATA FROM THE DNCs
THAT WILL HELP US TO IDENTIFY
WHERE IT IS MOST APPROPRIATE TO
PUT THOSE RENDEZVOUS POINTS SO
THEY CAN DIRECT THEIR CUSTOMERS
TO AREAS WHERE VEHICLES ARE NOT
PULLING OVER IN A TRAVEL LANE,
CREATING A SAFETY HAZARD AND
CONGESTION.

>> GREAT.

THE FINAL QUESTION THAT I HAD

WAS JUST AROUND ENFORCEMENT OF
THE BIKE LANE ISSUES BECAUSE IT
IS EVERYWHERE.

RIGHT NEAR HUBWAY STATION IN
D.C., THE BIKE LANE YOU GET INTO
RIGHT AFTER THAT BLOCK.

HAVE THERE BEEN CHANGES OR
IMPROVEMENTS IN THE ABILITY TO
SEND REALTIME ENFORCEMENT OUT?
THE LANE ON CAMBRIDGE STREET,
WE'RE CONSTANTLY SEEING FOLKS
TAGGING US THERE MIGHT BE BPD --
IT SEEMS LIKE IT MIGHT BE A
MUNICIPAL-TYPE CAR THERE.

>> ABSOLUTELY, COUNCILOR.

BIKE LANES ARE A KEY PUBLIC
SAFETY VIOLATION.

OFTENTIMES, WE'LL SEE A 311 ON A
VEHICLE PARKED IN A BIKE LANE.
WE'VE GOT 33,000 LAST YEAR FOR
VEHICLES ILLEGALLY PARKED AND
REQUESTED FOR ENFORCEMENT.
WHEN OUR OFFICES GET THERE, THE
VEHICLE IS GONE, PARTICULARLY IF
IT IS IN A CORRIDOR WHERE
THERE'S NOT PARKING THERE FOR
ANY LENGTH OF TIME.

THEY'RE STOPPING AND CREATING
JUST AS MUCH OF A HAZARD.
BY THE TIME WE GET THERE,
THEY'RE NO LONGER AT THAT
LOCATION, BUT IT IS A PRIORITY
FOR US.

WE TAKE THOSE VERY SERIOUSLY.

>> ALL RIGHT.

THANK YOU SO MUCH, MR. CHAIR.
I REALLY APOLOGIZE TO EVERYONE
THAT I HAVE TO RUN, BUT I KNOW
THE CHAIRMAN WILL BE HERE AS
LONG AS YOU'RE HERE.
PLEASE TAKE IT EASY ON HIM.
IF YOU'RE GOING TO SAY SOMETHING
THAT SOMEONE ELSE HAS ALREADY
SAID, JUST FEEL FREE TO SAY THAT
YOU AGREE.
I'M SAYING THAT ON BEHALF OF
MARK HERE.

>> THANK YOU, COUNCILOR WU.
COUNCILOR CAMPBELL.

>> THANK YOU.

THANK YOU.

IT'S BEEN A LONG DAY.
WE'VE BEEN COMPLETING LONG
DEPARTMENT BUDGET HEARINGS.
THANK YOU, COMMISSIONER AND YOUR
TEAM, FOR DECIDING TO DO THIS IN
THE EVENING.

I WANT TO THANK A COUPLE FOLKS
WHO ARE ALWAYS HELPFUL AND OUR
GO-TOS AT BTB, PARTICULARLY
TRACY AND CARLA.

WE PROBABLY DON'T PAY THEM
ENOUGH.

JULIO HAS WELL.

ANYTIME WE HAVE CONVERSATIONS
WHERE IT REQUIRES FOLKS FROM BTB
TO COME OUT AND DO THE
NEIGHBORHOOD WALK, TO TALK TO
THE RESIDENTS, TO LISTEN TO
THEIR CONCERNS AND FRUSTRATIONS,
THEY'RE THERE.

THEY'RE PROFESSIONAL.

THEY LISTEN, AND THEY DO THE
BEST THEY CAN WITH THE LIMITED
RESOURCES SOMETIMES THAT THEY
HAVE, SO I JUST WANTED TO THANK
THEM AND THE ADVOCATES WHO ARE
IN THE ROOM FOR THEIR HARD WORK
AND DEDICATION AND THEIR
ADVOCACY.

FOLLOWING UP ON JUST A POINT
THAT COUNCILOR WU BROUGHT UP,
WHICH IS RELATED TO STAFFING AND
NEW POSITIONS THAT THE BUDGET
ALLOTS FOR, CAN YOU TALK A
LITTLE BIT MORE ABOUT THOSE
POSITIONS THAT WOULD BE
DEDICATED TO THE CONSTITUENT

SERVICES SIDE, FOLKS WHO ARE INTERACTING WITH FOLKS NOT JUST VIA TELEPHONE BUT ALSO WHO GO OUT TO THE COMMUNITY?

WHAT DOES THAT LOOK LIKE GIVEN THE HIGH NUMBER OF CALLS WE GET WITH SPEEDING AND OTHER ISSUES RELATED TO YOUR DEPARTMENT?

>> I WILL SEND THAT ONE OVER TO GUPTA.

THOSE POSITIONS ARE LARGELY WITHIN THE PLANNING DIVISION. AT ANY GIVEN TIME, HIS STAFF ARE OUT AT MULTIPLE COMMUNITY MEETINGS.

I'M SURE THAT SEVERAL OF THEM ARE OUT IN THE COMMUNITY AS WE SPEAK, SO HE CAN TALK A LITTLE BIT MORE ABOUT THE SUPPORT THAT'S MUCH NEEDED FOR THE PLANNING DIVISION THAT'S COMING.

>> [OFF MIC].

THEY INCLUDE TWO PLANNERS FOR THE PROGRAM.

THOSE INDIVIDUALS WILL HAVE THE OPPORTUNITY TO INTERACT ONE ON ONE WITH CONSTITUENTS AT COMMUNITY MEETINGS AND DO PUBLIC OUTREACH, BE ABLE TO ANSWER PHONE CALLS THAT ARE CONNECTED TOWARDS THEM.

BUT IN GENERAL, THEY'LL GO A LONG WAY TO HELP THE TIRELESS WORK THAT OUR STAFF IS CURRENTLY DOING.

AS YOU KNOW, THEY'RE OUT IN THE NEIGHBORHOODS PRACTICALLY EVERY WEEK.

I DO WANT TO TAKE THIS OPPORTUNITY TO THANK THE ACTIVE TRANSPORTATION DIRECTOR AND HER TEAM WHO HAVE BEEN OUT THERE AS WELL AS CHARLOTTE.

>> YES, I AGREE WITH YOU.

THANK YOU.

>> THAT WOULD BE FANTASTIC.

IN ADDITION, THE TRANSIT TEAM AS WELL WILL HAVE TWO PLANNERS WHO WILL BE ABLE TO DO THE OUTREACH. WE DON'T LIKE TO IMPLEMENT ANYTHING WITHOUT EXTENSIVE COMMUNITY PROCESS AND INTERACTION, SO WE'LL HAVE THEIR SERVICES AS WELL AS WE FORGE

AHEAD WITH SOME OF THESE NEW BUS LANES.

>> MANY OF THESE QUESTIONS COME FROM OUR CONSTITUENTS, COME FROM ADVOCATES, NOT NECESSARILY JUST IN PREPARATION FOR THIS HEARING BUT EMAILS ALONG THE WAY AND LOCALS BRING THEM TO YOU GUYS BECAUSE YOU'RE ALL HERE AT ONCE. WHEN IT COMES TO THE HIRES, IS IT POSSIBLE TO KEEP US ABREAST IN SOME WAY AS TO WHO'S COMING IN?

SOMETIMES I THINK DEPARTMENTS ARE REALLY GREAT. PEOPLE COME AROUND TO COUNCIL COUNCIL.

THEY TALK TO US.

AT THE OUTSET, WE CAN BE PROACTIVE, BUT RESIDENTS CAN REACH OUT AND START A RELATIONSHIP.

THAT WOULD BE REALLY HELPFUL. IN TERMS OF THE NEW INVESTMENTS THAT THE MAYOR HAS PLANNED BASED ON THE INCREASE IN THE PARKING FEES AND FINES, IF THAT DOESN'T HAPPEN, ARE THOSE INVESTMENTS NOT GOING TO HAPPEN?

ARE THEY DEPENDENT ON THOSE PARKING FEES AND FINES GOING UP? >> LARGELY, THE INVESTMENTS, THE NEW INVESTMENTS, THAT YOU SEE IN THE BTD BUDGET ARE CLOSELY ALIGNED WITH THE INCREASE IN THE PARKING FINES.

>> SEGUEING A LITTLE BIT TO CONCERNS OTHER COUNCILORS HAVE RAISED, SPECIFICALLY AROUND SPEEDING, CARS FLYING UP AND DOWN STREETS.

I'VE HAD A LOT OF FOLKS COME OUT, DO WALK-THROUGHS, IN SOME CASES DO SOME QUICK STUDIES, PLAN FOR LONG-TERM STUDIES, SUGGEST THAT CERTAIN NEIGHBORHOODS APPLY TO SLOW STREETS.

SOME OF THOSE NEIGHBORHOODS HAVE APPLIED AND HAVEN'T GOTTEN SELECTED YET, SO THERE'S A LOT OF MOING PARTS.

MY RSIDENTS ARE DOING WHAT'S

EXPECTED OF THEM.
NOT JUST CALLING 311.
BUT WHERE I THINK THERE'S A
DISCONNECT AND FRUSTRATION THAT
I SHARE WITH MY RESIDENTS IS THE
LACK OF RESOURCES TO GET THIS
DONE QUICKER.
SLOW STREETS, WHILE I'M EXCITED
THAT I THINK MY DISTRICT GOT
MOST OF THE NEIGHBORHOODS --
FRANKLY, IT'S GREAT.
WE PUSHED OUR RESIDENTS TO COME
TOGETHER TO BRING THEIR CIVIC
ASSOCIATIONS TOGETHER TO APPLY
AS A COLLECTIVE SO THE COMMUNITY
HAD A BETTER CHANCE, BUT THERE
ARE A LOT OF FOLKS WHO DIDN'T
GET FUNDING FOR SLOW STREETS.
WITH THE LEVEL OF CONCERN, TW

-- TWO MORE YEARS, FOUR MORE
YEARS, FIVE MORE YEARS, FRANKLY,
IT WON'T WORK.
IF IT IS A RESOURCE ISSUE --
MAYBE I'M JUST WRONG.
I'M A FIRM BELIEVER WE'RE JUST
GOING TO HAVE TO PULL IT FROM
SOMEWHERE ELSE BECAUSE IT IS
JUST AS IMPORTANT AS FRANKLY
ISSUES OF AFFORDABLE HOUSING,
JUST AS IMPORTANT AS OUR
SCHOOLS, SAFETY ISSUES.
WE OFTEN HAVE FOLKS USING
STREETS THAT RESIDENTS HAVE
IDENTIFIED FOR -- AS PROBLEMATIC
WHEN IT COMES TO SPEEDING.
CARS FLYING THROUGH AND CARLA
AND TRACY AND YOU, COMMISSIONER,
WILL GO OUT AND PUT UP SIGNS.
SOMETIMES THAT IS EFFECTIVE.
OFTENTIMES THERE'S SOMETHING
ELSE IN NEED, WHETHER IT IS
SPEED HUMPS OR SOMETHING ELSE
STRUCTURALLY THAT WE HAVE TO DO.
AT SOME POINT, I JUST SORT OF
THROW MY HANDS UP BECAUSE I
CAN'T DO ANYTHING MORE.
IS IT A RESOURCE ISSUE?
IF SO, WHAT WOULD IT TAKE TO
HAVE SLOW STREETS HAPPEN FASTER
FOR MORE COMMUNITIES AND FOR
THOSE COMMUNITIES THAT DON'T DO
SLOW STREETS?
I'M TALKING MAINLY ABOUT MY

NEIGHBORHOOD IN MATTAPAN.
IT'S RIDICULOUS OVER THERE.
WHAT CAN WE STILL DO FOR THE
FOLKS WHO CAN'T APPLY FOR SLOW
STREETS OR HAVEN'T APPLIED TO
SLOW STREETS BUT STILL HAVE SOME
IMMEDIATE PRESSING CONCERNS?

>> I WOULD SAY, COUNCILOR, THAT
THESE ARE CONCERNS THAT WE DO
HEAR QUITE OFTEN, BUT A LOT OF
WHAT WE DO WORKS TOGETHER TO
SLOW TRAFFIC DOWN AND TO MAKE
OUR NEIGHBORHOODS SAFER.

AS WE WORK WITH OUR NEIGHBORHOOD
GROUPS IN ROSENDALE ON THE BUS
PILOT, WE KNOW AS WE IMPLEMENT
SOMETHING LIKE THAT QUITE OFTEN
THE PROJECT IS TO IMPROVE THE
TRAFFIC THROUGH THE CORRIDOR,
BUT IT HAS A SIDE BENEFIT OF
IMPROVING SAFETY AMONG THAT
CORRIDOR AS WELL.

WHEN WE IMPLEMENT BIKE LANES, A
LOT OF TIMES WE'LL WORK WITH OUR
COMMUNITY GROUPS AND WE'LL
REDESIGN OUR INTERSECTIONS AND
PEDESTRIAN ENVIRONMENT TO
ACCOMMODATE A SAFE BICYCLING
INFRASTRUCTURE.

THOSE ALSO HAVE A SIDE BENEFIT
OF IMPROVING SAFETY IN OUR
NEIGHBORHOODS.

LAST YEAR, THE MAYOR WORKED WITH
THIS BODY, AND WE REDUCED THE
DEFAULT SPEED LIMIT IN THE CITY
OF BOSTON 25 MILES PER HOUR.

WHAT THAT DOES IS ALSO ALLOW US
TO TAKE AN APPROACH WHEN WE
DESIGN OUR STREETS AND WE WORK
WITH OUR PUBLIC WORKS DEPARTMENT
ON ROADWAY RECONSTRUCTION
PROJECTS THAT WE ARE BUILDING
INFRASTRUCTURE THAT ENCOURAGES A
SLOWER SPEED THROUGH OUR
NEIGHBORHOODS.

>> I AGREE WITH YOU,
COMMISSIONER.

THESE ARE ALL SOLUTIONS THAT
WORK TO ADDRESS THESE ISSUES.
THE PROBLEM IS TO GET A RANGE OF
THOSE SOLUTIONS INTO A COMMUNITY
ON A PARTICULAR STREET.
AT THE RATE WE'RE GOING, IT IS
TAKING TOO LONG.

WHETHER IT IS THE BUS LANE
PILOT -- AND I HAVE A SMALL
SECTION OF ROSENDALE.
PEOPLE ARE VERY HAPPY.
JUST FOLKS IN ROSENDALE DON'T
USE THAT.
OR PROTECTED LANES, SIGNS, SPEED
LIMIT, I GET THAT.
BUT AT THE RATE WE'RE GOING, IT
IS JUST TAKING TOO LONG.
FOR ME, I THINK IN ORDER TO MOVE
IT FASTER MAYBE WE NEED MORE
RESOURCES.
MAYBE WE NEED MORE MONEY
INVESTED IN THIS.
IF YOU TELL ME IT IS SOMETHING
ELSE, OKAY, BUT I THINK IT IS
MORE MONEY.
THANK YOU.
FOR ME, I HAVE NO PROBLEM SAYING
THIS.
THAT MAY MEAN FOR OTHER
DEPARTMENTS WE HAVE TO TAKE A
MILLION OR TWO AND PUT IT OVER
HERE BECAUSE IT IS JUST AS
IMPORTANT.
I LOOK AT SOME OTHER BUDGETS.
I SOMETIMES GET IN TROUBLE FOR
SAYING THIS.
I'M LIKE THEY JUST GOT 50 MORE
MILLION DOLLARS.
I WOULD LIKE TO TAKE 2 OR 3 OVER
THERE AND PUT IT OVER HERE.
THEY GOT THIS.
I WOULD LIKE TO PUT IT OVER HERE
BECAUSE THE ISSUES AREN'T
WEIGHTED.
IT IS JUST AS IMPORTANT TO FOLKS
AND FRANKLY PEOPLE ARE DYING.
I THINK WE TALKED ABOUT THIS IN
THE BUDGET HEARING LAST TIME.
I REALLY WANT TO SEE AN
INVESTMENT IN THE DEPARTMENT IN
A WAY IN WHICH IT MOVES THIS
ALONG FASTER SO I'M NOT IN FRONT
OF ANOTHER CIVIC ASSOCIATION
GROUP TALKING ABOUT THE SLOW
STREETS APPLICATION, WAIT FOR
ROUND TWO, THEY DO THAT, THEY
APPLY.
SOME OF MY NEIGHBORS ARE GETTING
THEIR WALK-THROUGHS, BUT IT IS
GOING TO TAKE TIME FOR THOSE
NEIGHBORHOODS TO GET THE THINGS

THEY NEED.

SOME FOLKS HAVE TO WAIT UNTIL
THE THIRD TIME THEY APPLY.

I THINK THEY WANT TO MOVE
FASTER.

CAN WE GIVE THEM THE MONEY?

I'M GOING ON RECORD SAYING I
WOULD LOVE FOR THIS BUDGET,
BEFORE WE PASS IT, TAKE A
MILLION FROM SOMEWHERE ELSE AND
WE GIVE IT TO BTD FOR THAT -- I
FEEL JUST MORE -- LIKE A BETTER
ADVOCATE FOR MY RESIDENTS WHEN
IT COMES TO THESE ISSUES.
RIGHT NOW, IT IS JUST TAKING TOO
LONG.

I'M NOT POINTING AT YOU.

I'M JUST SAYING GIVE YOU GUYS
MORE MONEY.

JUST ONE MORE QUESTION.

IT HAS TO DO WITH SOMETHING THAT
COUNCILOR JANEY BROUGHT UP,
WHICH HAS TO DO WITH THE
TECHNOLOGY BIKES.

I'M IN THIS SPACE OF FRUSTRATION
A LITTLE BIT AROUND -- WHILE I'M
EXCITED FOR THE EXPANSION OF
BIKES AND DOCKS INTO MORE
NEIGHBORHOODS, PARTICULARLY
DORCHESTER/MATTAPAN, AND YOU
GUYS LOOKING AT THIS THROUGH THE
EQUITY LENS, ALL ALONG THIS
TECHNOLOGY WITH THE DOCKLESS
BIKES HAS EXISTED FOR A LONG
TIME.

IT MAY NOT HAVE BEEN IN NORTH
AMERICA, BUT IT WAS IN OTHER
COUNTRIES.

PEOPLE KNEW ABOUT IT.

WHEN WE'RE PLANNING AND WE ENTER
INTO CONTRACTS, EVEN IF THE
TECHNOLOGY, FOR EXAMPLE, DOESN'T
EXIST YET BUT RIGHT NOW WE'RE IN
AN EXCLUSIVE CONTRACT WITH BLUE
CROSS BLUE SHIELD TO BRING ABOUT
MORE OF THESE STATIONS IN THE
CITY OF BOSTON FOR FIVE YEARS,
NOW WE HAVE DOCKLESS
TECHNOLOGIES IN OTHER
MUNICIPALITIES SURROUNDING
BOSTON.

WE'RE NAVIGATING -- HOW DO WE
NAVIGATE THAT.

CONSTITUENTS ARE SAYING I WANT

THOSE BIKES IN THE OTHER MUNICIPALITY.
WHY DON'T WE HAVE THEM IN BOSTON?
WE HAVE THIS EXCLUSIVE CONTRACT.
WE HAVE TO WAIT OR FIGURE THIS OUT.
WHEN WE'RE TALKING ABOUT THIS AND EXPANDING SERVICES, HOW DO WE TALK ABOUT TECHNOLOGY THAT IS ALWAYS CHANGING WHEN IT COMES TO DELIVERING THESE SERVICES?
THIS ISN'T JUST TRUE FOR BIKE SHARING.
IT IS ALSO TRUE FOR CAR SERVICES OR HOTEL SERVICES, WHATEVER IT IS.
THERE'S ALWAYS A NEW TECHNOLOGY. MAYBE IT IS NOT HERE YET, BUT IT IS ON ITS WAY.
HOW DO WE BRING THAT INTO THE CONVERSATION AT THE OUTSET SO THAT WHEN IT DOES ARRIVE WE'RE NOT BEHIND THE GAME OR WE'RE NOT SORT OF PROHIBITED FROM BRINGING IN OTHER OPTIONS?
>> OUR CHALLENGE IS ALWAYS TO BE NIMBLE ENOUGH TO ACCOMMODATE CHANGES IN TECHNOLOGY.
IN THE TRANSPORTATION DEPARTMENT, YOU'LL SEE IN OUR BUDGET -- AND I DO APPRECIATE YOUR ADVOCACY FOR FUNDING FOR THE TRANSPORTATION DEPARTMENT.
>> YOU NEED MORE MONEY.
>> OUR BUDGET, AN ADDITIONAL \$5 MILLION THAT THE MAYOR HAS MADE AN INVESTMENT IN TRANSPORTATION A PRIORITY FOR US, THAT WOULD ALLOW US TO ACCELERATE THE PROCESS OF NEIGHBORHOOD SLOW STREETS AND PROJECTS THAT IMPROVE INFRASTRUCTURE SAFETY.
ON THE FRONT OF TECHNOLOGICAL ADVANCES, WHETHER IT IS THROUGH PARK BOSTON AT OUR OUTSET, PARKING METER PAYMENTS, OR WHETHER IT IS THROUGH WORKING WITH OUR PARTNERS IN THE AUTONOMOUS VEHICLE REALM AND THE GOOD WORK THAT'S COMING OUT OF GUPTA AND THE PLANNING DIVISION IN ADDRESSING THE DISRUPTIVE NAME OF TNCs IN OUR

INFRASTRUCTURE.

WITH REGARD TO BLUE BIKES, THAT PARTNERSHIP WITH BLUE CROSS BLUE SHIELD ALLOWS US TO BUILD OUT OUR NETWORK THROUGH THAT EQUITY LENS, BUT IT ALLOWS THE BOSTON BIKES PROGRAM TO FUND A LOT OF OTHER INITIATIVES THAT ENCOURAGE PARTICIPATION, WHETHER IT IS BRINGING BIKES TO OUR COMMUNITIES AND TEACHING WOMEN HOW TO RIDE BIKES AND INTRODUCING THEM TO THAT MODE OF MOBILITY.

WE ARE CONFIDENT THAT OUR PARTNERSHIP WITH BLUE BIKES WILL REALLY EXTEND OUR NETWORK AND PROVIDE A REALLY SAFE ECONOMICAL AND RELIABLE MODE OF TRANSIT AND INTRODUCE BIKING TO FOLKS WHO REALLY DON'T HAVE ACCESS TO IT IN THEIR COMMUNITIES NOW.

WHEN BLUE BIKES CAME IN, THOSE WERE ALL NEW BIKES.

THEY ARE DESIGNED WITH THE MOST CURRENT SUSPENSION AND BRAKING SYSTEMS.

THEY ARE REALLY THE GOLD STANDARD FOR BIKE SHARE.

WE'RE CONFIDENT THAT THIS WILL BE AN ASSET IN OUR COMMUNITY.

>> THE CONTACT THAT WE HAVE, THAT ACTUALLY HAS ALLOWED FOR US TO IN FACT PURSUE NEW TECHNOLOGIES THAT WILL HAVE FEWER ELABORATE FIXED STATIONS. IT MIGHT ALLOW US TO DO THE LOCK-TO TECHNOLOGY THAT'S BEING USED.

WE RECOGNIZE THAT TECHNOLOGY PROVIDES OPPORTUNITIES TO DELIVER BIKE SHARE IN DIFFERENT WAYS.

THE CONTRACT ALLOWS US TO CONTINUE SO THEY'RE COMPETITIVE WITH OTHER SYSTEMS.

ONE OF THE ISSUES WITH THESE KIND OF DOCKLESS SYSTEMS THAT ARE OUT THERE IS THAT THEY ARE NOT USED IN AN EQUITY LENS AT ALL.

WE WANT TO BE VERY CAREFUL THAT THE CITY-OWNED SYSTEM GETS TO EVERY RESIDENT IN OUR THERE ARE ARGUMENTS

ON BOTH SIDES.

I WAS TALKING ABOUT THE
INCREDIBLE WORK YOU'RE DOING.
IT'S TRICKY, THANK YOU FOR YOUR
LEADERSHIP.

IT'S THE CONCERNS THAT COME FROM
OUR RESIDENTS.

THEY SEE SOMETHING AND WONDER
WHY DON'T WE HAVE THAT.

I NATURALLY THEN THINK ABOUT
THAT AS WELL.

I WILL TELL YOU OBVIOUSLY I
THINK THE ANT BITE COMPANY THAT
SHOWS UP AND DOESN'T CALL ANYONE
IS A PROBLEM.

IF YOU OPERATE YOU SHOULD GIVE A
PHONE CALL TO CITY HALL FOR A
DISCUSSION.

EVEN AROUND SAFETY AND RULES OF
THE ROADS AND DOING WHAT IT
MEANS TO BE A GOOD STEWARD AND
HAVE A GOOD RELATIONSHIP WITH
COMMUNITIES.

THANK YOU FOR THE WORK YOU DO.
I WILL KEEP ADVOCATING FOR YOU
TO GET MORE MONEY TO MOVE THINGS
ALONG FASTER.

ESPECIALLY WITH STEPHANIE AND
CHARLOTTE.

>> THANK YOU, COUNSELOR PR
PRESSLEY.

OKAY.

SITTING HERE SO PATIENTLY.
I WILL START WITH THANK YOUS.
JUST THE SENTIMENTS OF MY
COLLEAGUES.

THANK YOU FOR YOUR INSTEADFAST
ADVOCACY.

PUSHING US TO DO MORE ASK DO
BETTER.

THANK YOU FOR LISTENING AND I
WILL SECOND WHAT HAS BEEN SAID.
YOUR TEAM IS ACCESSIBLE AND
RESPONSIVE.

THINK THAT IS IN MANY WAYS
EVIDENT BY THE GAINS WE ARE
SEEING HERE.

WE WANT TO SEE MORE.

SO MY FIRST QUESTION IS HOW, ON
THE STAFFING FRONT I WANT TO BE
CLEAR HOW THE BUDGET IS
OPERATIONALIZED.

IS IT IN KEEPING WITH THE GOALS
WE HAVE ALREADY OUT LINED FOR

THE BIKE NETWORK AND GO BOSTON?
SO, I WILL JUST SUM IT UP BY
SAYING HOW MANY NEW MILES OF
ROADWAY ARE WE TALKING ABOUT IN
TERMS OF PROTECTED BICYCLE
LANES.

I THOUGHT THE GOAL WAS 25.
I THINK IF WE HAVE THE FINANCIAL
INVESTMENT TO HONOR THIS WE
WOULD ONLY GET TO 15.
SO, THAT'S WHY MY QUESTION.
HOW IS THE BUDGET
OPERATIONALLIZED.

>> YES, BOTH ON THE BICYCLE AND
BICYCLE LANES FRONT THE NEW
POSITIONS ARE GEARED TO MAKE
MORE PROGRESS IN THOSE AREAS AS
WELL AS SAFETY AND OUR PROJECTS
PROGRAM.

SO, WE ARE MAKING VERY GOOD
PROGRESS ON INSTALLING PROTECTED
OR SEPARATED BIKE LANES.

CURRENTLY IF YOU LOOK AT THE
PRODUCT THAT ARE BEING PUT IN
CONSTRUCTION AT THE END OF THE
YEAR THERE IS AN ADDITIONAL 6
AND A HALF MILES OF PROTECTED
BIKE LANES.

SOME BEING NATIONAL MODELS OF
BIKE LANES DESIGN.

OUR PARTNERS HELPING US BUILD ON
COMMONWEALTH AVENUE.

WE ALSO HAVE PLANS FOR AN
ADDITIONAL 15 MILES OR SO.

THAT WILL BE DONE OVER THE NEXT
FOUR TO FIVE, TEN YEARS.

I CAN GIVE YOU DETAILS.

>> SO ANNUALLY WHAT WOULD BE THE
GOAL IN TERMS OF ROADWAYS AND
MILES.

WHAT DO WE HAVE TO PLAN TO HONOR
OUR PLAN.

>> I CAN TELL YOU WE HAVE A
SPECIFIC GOAL OF 15 MILES IN THE
NEXT FOUR YEARS.

THAT IS AN ANNOUNCEMENT THAT WAS
PART OF THE BUDGET ANNOUNCEMENT.
WE ARE CONFIDENT WE CAN MAKE THE
NUMBER IF NOT EXCEED IT.

>> WHAT WOULD TAKE TO ACCELERATE
THAT AND EXPEDITE IT.

IS THAT ABOUT STAFFING AND
FINANCIAL INVESTMENT.

>> I THINK -- WE WOULD LIKE TO

HAVE AN EXTENSIVE COMMUNITY
PROCESS TO MAKE SURE THIS IS
WELCOMED IN THE NEIGHBORHOOD AND
SOMETHING THE NEIGHBORHOOD WANTS
TO US DO.

SO A COMMUNITY PROCESS.

WE NEED TO MAKE SURE THERE ARE
ENOUGH RESOURCES INTERNALLY TO
DESIGN AND IMPLEMENT THE
FACILITIES ONCE WE DO THE
COMMUNITY PROCESS.

WE HAVE FUNDING FOR THAT NOW.

>> IT COMES BACK TO STAFFING.

THE FINANCIAL INVESTMENT.

IF YOU HAD A BIGGER TEAMING THEN
YOU COULD HAVE A MORE ROBUST
COMMUNITY PROCESS EXPEDITING --

>> SURE.

>> OKAY.

>> THE REASON I WANT TO GO BACK
TO THAT IS BECAUSE A
COMMISSIONER -- TO YOUR POINT
ABOUT BLUE BIKES I THINK NEW
YORK DID A STORY, IT CAME OUT OF
NEW YORK.

NOT BEING GENDER BIAS BUT AS
WOMAN ON BIKES SO DO -- SO DOES
EVERYONE ELSE.

SO WE CAN MAKE THOSE BIKES
AVAILABLE.

YOU WILL SEE A INCREASE IN
RIDERSHIP UNTIL WOMEN FEEL SAFE
ON THE ROADWAYS.

BECAUSE IF WOMEN FEEL SAFE THEN
THEY TAKE KIDS AND THE HUSBANDS
FOLLOW SUIT.

WE CAN CREATE THE BIKES.

IF THERE ISN'T THE SAFETY THEN
THEY WON'T BE RIDING.

SO THAT'S WHY WE HAVE TO BE MORE
AGGRESSIVE TO SEE THE BENEFIT OF
WHAT YOU'RE TALKING ABOUT.

GETTING BACK TO THE EQUITY PIECE
HERE I DON'T KNOW HOW TO
DETERMINE PRIORITY.

I'M CONCERNED -- NOT CONCERNS.

I THINK THERE ARE MANY PEOPLE
THAT PIKE AND ARE NOT COUNTED.
MANY ARE WROUPB.

THOSE COMMUNITIES MAY NOTING AS
ORGANIZED.

THAT COULD RESULT IN A FASTER OR
GREATER INVESTMENT IN DOWNTOWN
NEIGHBORHOODS AND NOT OUTSIDE.

PEOPLE MAKE ASSUMPTIONS ABOUT WHO RIDES.

SO, HOW DO WE ADDRESS THAT IN OUR OUTREACH OR STAFFING LEVELS. IS THAT ABOUT GREATER DIVERSITY ON THE STAFF.

MORE DIVERSE COMMUNITY ORGANIZATIONS AROUND THE TABLE AND THE ENGAGEMENT TO MAKE SURE THERE IS AN EQUITY IN VOICES BEING HEARD.

>> SURE.

THANK YOU, COUNSELOR FOR THE QUESTION.

STEPHANIE AND HER TEAM HAVE BEEN OUT IN EACH AND EVERY NEIGHBORHOOD SINCE PROBABLY I THINK THE BEGINNING OF THE YEAR. PHUPLT APPROXIMATELY TIMES.

WE WANT TO MAKE SURE THAT WHEN WE SITE THE NEW STATIONS THEY'RE GOING TO AREA THAT WE HAVE HEARD IN THE COMMUNITIES THAT THERE IS A NEED AND WANT FOR THEM AND WE'RING ABOUT CONNECTIONS AND A NETWORK OF BIKE SHARE STATIONS. WHAT WE DID LAST YEAR IS WE BROUGHT STATIONS TO ROXBURY AND EAST BOSTON.

AREAS PREVIOUSLY NOT PART OF THE SYSTEM.

WITH THE HELP OF STEPHANIE'S TEAM THEY HAVE BEEN OUT PROBABILITY EVERY SINGLE WEEK IN MULTIPLE NEIGHBORHOODS SIGHTING THE STATIONS.

THE POINT OF THE NUMBER OF ROADWAY MILES FOR, FOR PROTECTED BIKE LANES.

OUR APPROACH IS ALSO TO BUILD CONNECTIONS IN THE BICYCLE NETWORK.

ALSO AS PART OF THE PROJECTS THAT JIM IS WORKING ON.

THERE WAS A LONG TERM CAPITOL PROJECT.

THE VAST MAJORITY WILL INCLUDE BIKE LANES AND IMPROVEMENTS TO THE PEDESTRIAN REALM AND SAFE BICYCLE INFRASTRUCTURE.

IT'S SORT OF A PHILOSOPHICAL APPROACH TO ROADWAY DESIGN SHARED BY THE PUBLIC WORKS DEPARTMENT TO INCLUDE SAFE

BICYCLING INFRASTRUCTURE AND
WHATEVER THAT MEANS FOR
SIGNALIZING INTERSECTIONS FOR
CYCLERS AND APPROPRIATE PAVEMENT
MARKINGS AND PEDDEST ROEPB
CROSSINGS.

>> YOU THIS.

I KNOW YOU HAVE VERBALLY
EXPRESSED AND DEMONSTRATED
ACCORDING TO OUR CAPACITY A
COMMITMENT TO THESE THINGS.
THE VISION IS HERE.

IT'S HOLISTIC.

YOU HAVE LISTENS AND RESPONDED.
WE JUST WANT TO MAKE SURE THAT
YOU HAVE THE ARE SOURCES TO
IMPLEMENT IT.

THAT'S WHY WE KEEP COMING BACK.
LET'S GO BACK TO REVENUE.
HOW MUCH IS CONTINGENT ON
FEDERAL MONIES OR GRANTS, ANY OF
IT?

>> THIS BUDGET HERE ON THE
OPERATING SIDE IS ALL ALLOCATED
IT'S A COMPONENT OF REVENUE FROM
THE REVENUE -- FUND.

I WILL LET JIM ADDRESS THE
INVESTMENTS THAT COME THROUGH
THE FEDERAL SOURCE THAT'S FUND
OUR LARGER CAPITOL PROJECTS.

>> THANK YOU.

I DON'T WANT TO EXHAUST THIS TOO
MUCH.

I'M ASKING FOR A SENSE TO IF
THIS IS RELIABLE REVENUE GIVEN
THE CLIMATE HOW MUCH IS IN
JEOPARDY.

>> JIM WORKS HARD TO SECURE THE
FUNDS.

HE BRINGS THE PROJECTS TO THE
POINTS WHERE THE FUNDS ARE
LOCKED IN FOR US.

I WILL LET HIM TALK MORE ABOUT
THAT.

>> GREAT.

>> COUNSELOR, SOME OF THE
PREMIERE PROJECTS WE ARE GETTING
FUNDED WITH CAPITOL FROM THE
FEDERAL GOVERNMENT,
TRANSPORTATION DOLLARS AS WELL
AS A MATCH FROM THE STATE FOR
THE CONSTRUCTION, FOR THE LAST
20%.

WE HAVE AT THAT MILLION DOLLARS

GOING INTO AN INVESTMENT TO
RECONSTRUCT.
IT WILL HAVE BICYCLE FACILITIES
TO INCLUDE PROTECTED PROTECTED INTER
SECTION IN BOTH DIRECTIONS.
THEY WILL BE SEPARATED AND OFF
THE ROAD IN BOTH DIRECTIONS.
WE HAVE 150 MILLION TO
RECONSTRUCT THE AVENUE.
THAT'S A FUNCTION OF FEDERAL
EARMARKS THAT WERE OBTAINED
ABOUT A DECADE AND A HALF AGO.
WE HAVE CONVERTED A SMALL AMOUNT
OF FEDERAL EARMARKED MONEY ABOUT
13 MILLION UP TO 155 BY ALL OF
OUR REPEATED APPEARANCES AT THE
MPO AS A MEMBER OF THE MPO.
WE HAVE HAD THAT AS A HIGH
PRIORITY.
IT WAS NEEDED AS A MITIGATION
AFTER THE COMPLETION OF THE BIG
DIG.
THAT WILL HAVE OFF THE STREET
BICYCLE FACILITIES.
IT WILL BE TWO WAYS ON THE
NEIGHBORHOOD SIDE.
HEADING FROM CITY SQUARE UP TO
SULLIVAN SQUARE.
CONTINUING AROUND TO THE ALFRED
STREET BRIDGE.
A SOUTHBOUND ON THE BUSINESS
SIDE, INDUSTRIAL SIDE.
A ONE WAY BIKE TRACK COMING DOWN
AGAIN OFF THE STREET.
IT WILL HAVE SAFE BICYCLE
CONNECTION AS CROSS THE STREET,
THE SOUTH BAY HARBOR TRAIL IS
ABOUT TO PROGRESS NO
CONSTRUCTION.
WE HAVE A P MILLION DOLLAR
PROJECT AWARDED TO THE
CONTRACTOR.
CONSTRUCTION WILL START THIS
YEAR.
CONNECTING AND A THIRD PHASE YET
TO BE DONE WILL HAVE US FROM THE
SOUTHWEST CORRIDOR TO THE BOSTON
WATERFRONT WITH OFF THE ROAD
FACILITIES.
THANK YOU.
BACK TO, GETTING BACK TO REV
NOW.
HOW MANY TRAIN STATIONS HAVE
BICYCLE FACILITIES?

>> I HAVE TO GET BACK TO YOU WITH THAT.
MOST OF THE MTBA STATIONS HAVE BIKE LANES.
>> I'M SORRY IN ASHMONT WE HAVE A MONSTROUS STRUCTURE.
IF PEOPLE USE IT CORRECTLY ARE THEY FINE?
ANY SITUATED WHERE PEOPLE ARE FINED?
>> THEY ARE NOT FINED COUNSELOR.
IF THE BIKES ARE IMPEDING PUBLIC SAFETY OR ON THE SIDEWALKS INAPPROPRIATELY WE CAN REMOVE THE BICYCLES.
>> OKAY.
>> MY OTHER QUESTION IS HAVE YOU CONSIDERED A PILOT PROGRAM WHERE -- WHERE PARKING FUNDS, COLLECTED AND NEIGHBORHOOD CENTRIC AND DEDICATED TO EACH NEIGHBORHOOD TO REINVEST IN TRANSIT INFRASTRUCTURE.
IS THAT A POSSIBILITY.
>> NEIGHBORHOOD IMPROVEMENT DISTRICTS?
>> YES.
>> GENERALLY WE HAVE EXPERIENCED THE MOTOR REV NOW FUNDS THE FUNDS COME BACK TO.
A PERCENTAGE COME BACK TO THE TRANSPORTATION DEPARTMENT TO FUND OUR PARKING PROGRAMS.
MANY OF THOSE ARE IN THE HOOD DISTRICT.
SO I GUESS I WILL LOOK FOR SOME SORT OF PARTICIPATING BUDGET NEIGHBORHOOD CENTRIC.
THIS MONEY BELONGS TO US.
WE WILL DETERMINE HOW TO SPEND IT TO GET THE INVESTMENTS WE NEED TO MORE EASILY NAVIGATE OUR NEIGHBORHOOD OR SOMETHING LIKE THAT.
BUT NO, OKAY THAT'S FINE.
COULD YOU, THAT'S PROBABLY MY LAST QUESTIONS OTHER THAN, I LOVE CIRCLE OF THE CITY.
I THOUGHT THAT WAS A INCREDIBLE OPPORTUNITY TO HIGHLIGHT WHAT COULD HAPPEN.
IT WAS AN INCENTIVE FOREFOOT TRAFFIC IN THE NEIGHBORHOOD.
PEOPLE FOUND BUSINESSES TO SUPPORT.

IS THIS THE ONLY NEIGHBORHOOD
WITH OPEN STREETS?
IS THERE A RESIS SENSE TO
RESURRECTING CIRCLE OF THE CITY?
>> WE HAVE, LAST FRIDAY WE DID
BIKE TO WORKDAY.
A LOT OF OUR TRANSPORTATION
GROUPS MET UP AND BIKES WE HAD
REPRESENTATIVES AND MAYORS WERE
HERE.
WE WELCOMES FOLKS TO THE PLAZA.
WE HAVE OPEN NEW BURY SCHEDULE
THREE SUNDAYS.
IT'S SUCCESSFUL AND OUR THIRD
YEAR FOR.
THAT WE HAVE HUB ON WHOLES IN
THE FALL.
A LOT OF EVENTS SPONSORED
THROUGH ACTIVE TRANSPORTATION
DIVISION THAT REALLY ENCOURAGE
SORT OF THAT SOCIAL ASPECT OF
CYCLING IN THE COMMUNITY.
>> -- CHINA TOWN.
>> WE'RE TRYING TO EXPANDED THE
PROGRAM TO THE SQUARE AS WELL.
LOOKING TO DO THAT CITY WIDE IN
EAST BOSTON.
MY LAST QUESTION.
>> I HOPE WE'RE ALWAYS PROMOTING
CYCLING WITH WALKING.
THAT'S THE MOST ACCESSIBLE.
I WOULD LIKE TO SAY ABOUT THAT.
I DON'T KNOW WHAT DETERMINES
INVESTMENTS TOTALLY IN OUR
SIDEWALKS AND OUR DESIGN.
ARE THEY MORE CONTINUOUS TO
PROMOTE THAT AND PEOPLE WALKING.
WHAT ABOUT BENCHES?
>> I SEE THAT AS A DETERRENT.
I'M GETTING OLDER.
I FOAL BENCHS ARE IMPORTANT AND
BUILD COMMUNITY.
SOME COMMUNITIES IF YOU'RE
HANGING OUT YOU'RE LOITERING
OTHERS YOU SIT AND BUILD
COMMUNITY.
CAN YOU TALK TO ME ABOUT
SIDEWALKS AND BENCHES AND THEN
I'M DONE.
>>
>>
>> I COULD BUT --
>> TELL ME.
WALKING AND PEDESTRIAN FRIENDLY.

>> WE HAVE A PROGRAM THROUGH THE PUBLIC WORKS DEPARTMENT TO INSTALL BENCHES.
WE'RE WORKING TO DO THAT.
IT'S BEEN RECOGNIZED THROUGH THE HELP OF WALK BOSTON AS WELL.
IT'S HUGE.
SO FEW.
FOR PEOPLE TO WALK AND KNOW THERE IS A BENCH.
THAT'S A PROGRAM THAT WE HAVE STARTED.
>> ANY GOALS FOR THAT?
>> I CAN GET BACK TO YOU.
>> I WOULD LIKE TO KNOW.
>> WITH THE HELP OF THE PUBLIC WORKS DEPARTMENT THAT'S HAPPENING.
>> FROM A DESIGN STAND POINT ARE YOU FOCUSED ON WIDER SIDEWALKS?
>> YES, ABSOLUTELY.
THAT IS ON ANY STREET DESIGN PROJECT WE DO.
MAKING IT FRIENDLIER FOR PEDESTRIANS.
NUMBER ONE PRIORITY IN MOST CASES.
>> I'M TRYING TO GET MORE TREES. I'M WORKING WITH YOU.
>> THERE ARE PROJECTS MAKING THE CONNECTIONS YOU TALK ABOUT, THE GROAN LINKS INITIATIVE.
FOR EXAMPLE WHAT WE CALL THE ROXBURY TO FENWAY CONNECTOR THAT ALLOWS PEOPLE IN THE ROCKS WAY AREA TO THE FENWAY.
THAT'S A PROJECT WE'RE HOPING TO DO.
IT GOT RAINED OUT LAST WEEK.
>> OKAY.
I WILL STAY TUNED.
>> THANK YOU.
>> THANK YOU.
COUNSELOR.
>> ONE POSITION IN OUR BUDGET IS A INDIVIDUAL WORKING ON TAP. TRANSPORTATION ACCESS HE IS PLAN AGREEMENTS WITH NEW DEVELOPMENTS AND LARGE DEVELOPMENTS.
YOU HEARD FROM OUR COLLEAGUES BEFORE US.
COMPONENTS OF THOSE AGREEMENTS INCLUDE INSURING THE PEDESTRIAN REALM OF THE NEW DEVELOPMENTS

ARE OPTIMALLY DESIGNED AS WELL AS HAVING TREE CANOPIES AND THE TREESCAPE WITH BICYCLE FACILITIES AND OFFSTREET ACCESS TO LOADING AND PICK UP AND DROP OFF AREAS.

THOSE ARE ASPECTS OF DEVELOPMENTS THAT WE ARE LOOKING FORWARD TO IMPROVING.

>> EXCELLENT.

>>THANK YOU, VERY MUCH.

>> COUNSELOR ESSAIBI-GEORGE.

>> THANK YOU, I APOLOGIZE. I STEPPED OUT.

I HAD A PRIOR COMMITMENT WITH A SCHOOL COUNCIL.

I WILL BE QUICK.

WHAT IS THE FEE OR THE FINE FOR PARKING OR STOPPING IN A PROTECTED BIKE LANE.

>> ONE HUNDRED DOLLARS, COUNSELOR.

>> HOW MANY OF THOSE HAVE WE ISSUES, DO WE KNOW THE NUMBER.

>> WE CAN GET THAT NUMBER.

>> THAT WOULD BE GREAT.

I KNOW YOU SHARED TODAY, I HAD SOMEONE TAKING NOTES FOR ME ONE OF THE NEW POSITIONS WOULD BE DEDICATED TO WORKING WITH THE T. CAN YOU EXPLAIN THAT.

A SOLELY DEDICATED POSITION FOR THE MTBA?

>> YES.

IT'S A TRANSIT COORDINATOR. THAT WILL BE PART OF THE PLANNING DECISION.

>> GREAT, THANK YOU.

ON THE, UNDER THE TRAFFIC MANAGEMENT CENTER THERE WAS A GRANT NOT USED, WAS THAT FOR A TRAFFIC ANALYST POSITION?

90,000?

>> YES.

OVERTIME THAT GRANT HAS FUNDED POSITIONS IN THE MANY TRAFFIC MANAGEMENT CENTER.

THIS WAS THE FOURTH YEAR.

THOSE POE SEUGSZ HAVE BEEN ABSORBS.

IT'S THE SAME STAFF.

>> EARLIER TODAY WE HAD OUR BUDGET HEARING WITH BOSTON POLICE DEPARTMENT.

THEY'RE DOWN ONE DATA, CRASH
DATA ANALYST POSITION.
IS THAT ANY OF THESE POSITIONS?
>> NO.
>> NO, COUNSELOR.
>> VERY GOOD.
THANK YOU, THAT'S IT FOR ME.
THANK YOU.
>> THANK YOU.
I JUST HAVE A COUPLE OF QUICK
ONES TOO.
I SHARE IN THE EXCITEMENT FOR
THE DEDICATED BUS LANE.
WHEN CAN I EXPECT THAT TO BE
IMPLEMENTED.
I SHOULD OF -- ACCEPT FOR THE
WOMAN IN RANDOLPH.
DO YOU HAVE AN IDEA WHEN THAT
WILL BE IMPLEMENTED?
>> I CAN'T GIVE YOU THE EXACT
DATE NEXT.
WE FOCUS ON CORRIDORS WITH THE
HIGHEST NUMBER OF PIECES IN
BUSES RELATIVE TO THE TOTAL
NUMBER OF PEOPLE GOING UP AND
DOWN IN A PARTICULAR CORRIDOR.
BRIGHTON AVENUE AND -- SQUARE
ALONG WITH THE WASHINGTON
STREET, ROSENDALE IS AMONG THE
HIGHEST WITH GOOD COMMUNITY
SUPPORT.
WE WILL FOCUS ON THAT.
>> I ENCOURAGE YOU TO DO IT
BEFORE SEPTEMBER IF YOU COULD.
>> OKAY.
>> IF YOU COULD.
>> WE CAN ANNOUNCE IT.
>> I GOT A TEXT FROM A FORMER
COLLEAGUE OF OURS.
SAL LA MA TINA.
HE'S ASKING DO YOU HAVE MORE
ENFORCEMENT OFFICERS IN THE
BUDGET.
[LAUGHING]
>> NO.
>> I TALKED TO HIM LAST NIGHT.
>> THIS BUDGET MAINTAINS OUR
STAFFING LEVELS.
WE HAVE A CLASS OF ENFORCEMENT
OFFICERS BRINGING US TO OUR FULL
QUOTE AFPLT WE LOOK FORWARD TO
MAINTAINING THE CURRENT STAFFING
LEVELS.
AND I'M EXCITED ABOUT THE MBTA

LIAISON OR WHATEVER THE JOB
TITLE IS.
FOR THE PAST COUPLE OF YEARS IN
MY NEIGHBORHOOD WE HAVE BEEN
ASKING DEVELOPERS TO CONTRIBUTE
TO THE TRANSPORTATION MANAGEMENT
A SOEFP KWRAEUGS.
IT'S REALLY KIND OF LOOSELY
DEFINED.
>> I WOULD LIKE TO WORK WITH YOU
IN CONNECTED THEM TO THE
DEVELOPERS AND COME UP WITH A
PLAN FOR A PILOT PROGRAM WE
PROBABLY HAVE SEVERAL HUNDRED
THOUSAND DOLLARS IN COMMITMENTS.
SOME OF THE MONEY WILL COME
THROUGH WITHIN WEEKS.
I WANT TO WORK WITH YOU ON
MAKING SURE THAT HAPPENS.
IT WILL HOPEFULLY BE A WAY FOR
THESE RESIDENTS TO GET TO BOSTON
LANDING AND OTHER TRANSPORTATION
POINTS IN THE NEIGHBORHOOD.
I DON'T KNOW, COUNSELOR JANEY,
DO YOU HAVE A FOLLOW-UP?
>> I WOULD ECHO OF THE ALL
THANKS TO YOU, MR. CHAIR FOR
HOSTING THIS HEARING IN THE
EVENING WHEN ACTIVISTS,
ADVOCATES AND RESIDENTS COULD
ATTEND.
I DO HAVE FOLLOW-UP QUESTIONS.
I WILL SAY I'M ORGANIZING A
MEETING WITH THE CHIEF OF
STREETS W YOU, PUBLIC WORKS FOR
RESIDENTS TONE GAUGE DIRECTLY.
>> I CAN SAVE MY QUESTIONS IN
PREPARATION FOR.
THAT FOR THE INTEREST OF TIME I
WOULD LIKE TO MOVE ONTO PUBLIC
AT THE.
WILL HAVE TO LEAVE.
I WOULD LOVE TO HEAR ALL I CAN.
>> YES.
MY COMMENTS.
THANK YOU.
>> THANK YOU, COUNSELOR.
>> I THINK CARLA AND TRACY
DESERVE COMBAT PAY FOR DEALING
WITH ALL OF US ON A REGULAR
BASIS.
>> THANK YOU, COUNSELOR.
UNLESS THERE ARE FURTHER
QUESTIONS.

ONE MORE QUESTION.
JIM, THIS MAYBE TO YOU.
PHASE TWO IS IN PROGRESS DO YOU
TO BE COMPLETED?
>> THAT PROJECT IS 50%
CONSTRUCTED.
THE REST OF THE MAJOR PARTS WILL
BE FINISHES THIS CALENDAR YEAR.
LIKE LANDSCAPING AND BUYING
PLANTERS AND THINGS SPILLING
INTO NEXT YEAR.
THERE WILL BE A PAUSE AS YOU
WELL KNOW WHEN THEY DO THE OTHER
PROJECT.
THINGS ARE PROBABLE RESIDENTING.
>> RICE.
I KNOW PHASE THREE IS IN
CAPITOL.
DO YOU KNOW WHEN THAT MIGHT KICK
IN?
>> IT WILL DEPARTMENT ON A
NUMBER OF FACTORS IT'S NOT YET
PROGRAMMED IN THE TIP.
UNLESS -- UNLESS WE'RE FUNDED
OTHERWISE.
THESE, ONE OF THE POINTS I THINK
THAT COMES OUT OF THE DISCUSSION
ABOUT THESE LARGE CAPITOL
PROJECTS ARE WHEN YOU PHYSICALLY
CREATE A FIXED BIKE LANE IT GETS
FAIRLY EXPENSIVE.
WE TRY TO GET THE BIG BUNDLE OF
MONIES FOR A CLASS ONE JOB
INSTEAD OF RELYING ON THE STICKS
THAT DIVIDE THE LANES.
IF WE HAVE CUSHMANING AND A
PROTECTED AREA THAT'S WHAT WE'RE
TRYING TO DO.
THE OTHER APPROACHED ARE
EXTREMELY IMPORTANT TO KEEP THE
TOTAL NUMBER OF SMILES COMING.
AS YOU KNOW THAT'S ONE OF THE
MOST DANGEROUS CORRIDORS IN THE
CITY.
THIS GOES WHY R. WAY BACK.
WE HAVE WORKED ON THIS FOR A
LONG TIME.
THANK YOU FOR YOUR WORK ON THAT.
ALL OF THE FOLKS THAT WORKS ON
THAT.
OKAY.
TIME FOR PUBLIC TESTIMONY.
I WILL CALL SEVERAL NAMES.
THERE IS A MICROPHONE HERE

CARROLL BLAIR, STEVE GAG, DONE
VAN RICHARDSON AND STACY
THOMPSON.
>> HI I'M CARROLL BLAIR.
I DREW UP IN VERMONT.
-- EVERY WINTER NIGHT STREETS
ARE CLEARS OF VEHICLES.
THE CITY PLOWS BOTH STREETS AND
SIDEWALKS.
IN THE MORNING WORKERS AND
SCHOOL WORKERS MAKE THEIR WAY
WITH LITTLE DELAY.
DOES THIS SEEM LIKE A DREAM
WORKED.
LET'S FIND A WAY TO CLEAN THE
STREETS AND SIDEWALK.
-- WAYS TO SERVE THE REGION WITH
TRANSIT INVESTMENTS RATHER THAN
DESTROYING NEIGHBORHOODS TO
BUILD RAILWAYS.
THOSE PROJECTS SERVED BOSTON
WELL.
AFTER 40 YEARS WE HAVE MORE
PEOPLE TO SERVE I DON'T EXPECT
WE WILL FIND MORE MONEY FOR
TUNNELS.
I'M EXCITED ABOUT BOSTON 2030
WITH PREPARED FARES.
THE MAYOR'S PRACTICAL BUDGET OF
DEDICATED BUS LANES AND MORE,
WHEN MY FIRST SON WAS BORN WE
BOUGHT A HOUSE IN THE SOUTHBEND.
I ROAD THE NUMBER ONE BUS
LEAVING MY SON WITH A FAMILY.
THE COMMUTE WAS SO BAD I BOUGHT
A USED BICYCLE AND PUT AN INFANT
SEAT ON THE BACK.
I WOULD MAKE THE TRIP IN 30
MINUTES RELIABLE.
SLOW TRAFFIC KEPT US SAFE IN
1976.
THAT ISN'T GOTTEN ANY BETTER.
TWO YEARS LATER I HAD TWINS AND
BOUGHT A VW BUS AND PARKED ON
THE STREET.
I DIDN'T GIVE UP THE BICYCLE.
WHEN I GOT BACK TO COMMUTING THE
BICYCLE WAS ESSENTIAL FOR A
WORKING MOTHER.
TODAY SHARING THE ROAD IS
DANGEROUS.
WE NEED PROTECTED BIKE LANES.
RIDING FOR 40 YEARS HA MADE ME
STREET SMART.

IMPATIENT WITH CARS AND TRUCKS
IN THE BICYCLE LANE BUT WE NEED
CUSHMAN SPACE AS WELL AS
COMMERCIAL LOADING AND
UNLOADING.

FOUR YEARS AGO WHEN OUR CAR
BROKE DOWN WE SAID GOODBYE TO
WAR OWNERSHIP.

WE NO LONGER MOVE FOR STREET
CLEANING BUT WE LOST OUR
RESIDENT PARKING PRIVILEGES.
WE WOULD LIKE TO PARK A RENTAL
ON THE STREET TO PACK UP FOR THE
WEEKEND.

WE WOULD LIKE TO PARK IN FRONT
OF THE HOUSE WITH A ZIP CAR.
I BELIEVE I'M DOING MY NEIGHBORS
A FAVOR NOT OWNING A CAR.

I WOULD LIKE TO SEE INCENTIVES
FOR CAR FREE LIVING.

I LOOK FORWARD TO SKETCHING
BEFORE THE COUNCIL.

I AM A GRANDMOTHER NOW.
MY GRAND KIDS LOVE TO SEE THE
WORLD FROM A BUS.

WE ARE OFF OP PLAYFUL
ADVENTURES.

I WANT THEM TO GROW UP IN A
BOSTON WITH FREE FLOWING BUS
SERVICE.

I WANT MY PARENTS TO BECOME FOR
THIBLE TAKING THEM OUT ON TH +*
BIKES.

I SUPPORT THE MAYOR FOR
DEDICATED BUS LANES, PROTECTED
BICYCLE LANES.

CUSHMAN SPACE FOR DROP OFFS AND
PICK UPS AND IMPROVED PARKING
MANAGEMENT.

-- I HAVE A LETTER HERE I THINK
ALL OF THE CITY COUNCILORS AND
MAYOR HAS RECEIVED.

I HAVE COPIES AS WELL.

I WANT TO POINT OUT THREE
PARTICULAR THINGS.

MASSACHUSETTS AVENUE NUMBER ONE
BUS THE SLOWEST OF THE ROUTES IN
THE SYSTEM.

IT SEEMS LIKE WE KNEES A
DEDICATED BUS LANE THERE.

MY NEIGHBORS DON'T GET IT.

I TRY TO POINT TO THE SILVER
LINE.

THEY DON'T SEE IT I THINK WE

NEED TO WORK WITH THE SILVER
LINE TO MAKE IT ACTUALLY WORK
LIKE RAPID TRANSIT.
DOES THAT MEAN PREPAID FARES,
ENFORCEMENT OF THE PARKING LANE.
WE NEED TO MAKE IT HAPPEN.
THE SOUTH END WE DON'T HAVE
PROTECTED BIKE LANES AND THEY'RE
VULNERABLE.
MY FAVORITE PLACE TO RIDE IS --
LITTLE TRAFFIC BUT I RIDE THE
WRONG WAY.
THINK WE NEED TWO WAY BICYCLE
LANES THERE AND ADDITIONAL LANES
ON NORTH HAMPTON AND SPRINGFIELD
RIGHT PARALLEL TO MASS AH AND A
AL ATTORNEY TIFF CONNECTIONS FOR
THOSE INTIMIDATED.
THE THIRD PIECE IS THE DUMPSTER
STRUBGZ FROM THE NEW MARKET AREA
OR CAMBRIDGE THEY EXPLODE UP THE
STREET AT 4:00 O'CLOCK IN THE
MORNING.
I THINK WE NEED TO DO SOMETHING
ABOUT TRUCK ROUTES AND FIGURE
OUT HOW TO MAKE IT WORK.
>> I HAVE COPIES OF THE CHESTER
SQUARE LETTER AND MY TESTIMONY
IF YOU WANT THOSE.
>> THANK YOU.
>> THANK YOU FOR YOUR ATTENTION.
>> GOOD EVENING.
THANK YOU, CHAIR.
FOR HAVING THIS MEETING AT THIS
HOUR AND HANGING IN THERE WITH
US.
TO, TO COMMISSIONER AND HER
STAFF.
IT'S GREAT YOU ARE HERE TO HEAR
US.
AS RESIDENTS OF THE CITY.
MY NAME IS STEVE GAG.
I LIVE IN ROSS EN DALE, WHERE I
RAISE MY FAMILY.
>> I LIVE A BLOCK FROM
WASHINGTON STREET WHERE THE
EXPRESS BUS LANE PILOT IS
HAPPENING.
I'M WELL AWARE AND BENEFITING
FROM IT.
I WANT TO, BEFORE I GET INTO
COMMENTS.
I WANT TO GIVE YOU OTHER NEWS
FROM THE LAND OF ROSS EN DALE.

WE REFERENCE TO INTRA LAND OF
ROSS EN DALE BECAUSE FOR SOME
REASONS IT COSTS \$1.50 TO GET
ALL OF A MILE.
HOPEFULLY THAT WILL CHANGE IN
OUR LIFETIME.
THAT WOULD BE ONE WAY TO GET
MORE PEOPLE NOT IN THE CARS AND
ON PUBLIC TRANSPORTATION.
BACK TO THE GOOD NEWS.
THAT'S THE BUG LANE.
EXPRESS BUS LANE.
AS I SAID I LIVE CLOSE TO IT.
I WALK IT I BIKE IT, I BUS IT.
NOW THE BEST PART IS ABOUT HALF
THE TIME.
I HEAR FROM MANY NEIGHBORS AND
FOLKS WHO COMMUTE ON THE BUS
LINE IT'S HELPING THEM OUT
IMMEASURABLY.
I WANT TO THANK THE STAP OF
PUBLIC WORKS FOR THE WORK THEY
HAVE DONE ON THIS.
I HOPE IT WILL CONTINUE.
NOT AS JUST A PILOT BUT A
PERMANENT PART OF THE CITY.
AND IT'S SPREAD ACROSS THE CITY
AND THAT WE SEE IT GO IN THE
OPPOSITE DIRECTION FOLKS LIVING
IN THE AREA KNOW THAT THE
EVENING COMMUTE IS MUCH WORST
THAN THE MORNING COMMUTE IF YOU
CAN BELIEVE THAT.
IT'S VERY TRUE.
IT WILL PROBABLY GUESS WORST AS
THE ECONOMY GETS BETTER.
KUDOS.
LET'S NOT TAKE THE FOOT OFF THE
PEDAL WE HAVE MORE TO DO IN ROSS
EN DALE AND THE CITY.
SECOND THING I WANT TO COMMENT
ON.
THERE IS MORE IN THE LETTER TO
YOU.
THE ADDITIONAL MONEY IN THE
BUDGET FOR THE PATHWAYS.
AS FOLKS PROBABLY KNOW WE HAVE
BEEN WORKING DILIGENTLY ON A
PATHWAY THAT WOULD BE THE ROSS
EN DALE COMMUTER STATION IT'S IN
THE BUDGET.
THANK YOU FOR THAT.
WE ARE ABOUT 25% DESIGN REVIEW.
WE HOPE TO BE A HUNDRED PEST IN

THE NEXT YEAR AND BEGIN
CONSTRUCTION AFTER.
THAT THANK YOU FOR INCLUDING
THAT IN THE BUDGET THAT'S A
GREAT ADDITION.
SO TO SUM UP HERE.
WE HAVE SEEN LOTS OF MOVEMENT IN
A SHORT AMOUNT OF TIME ON THE
BUDGET.
AS THE CITY COUNCILORS HAVE
STATED WE NEED MORE MOVEMENT ON
IT POSITIVE TO SEE IT.
WE'RE VERY THANKFUL AND WE NEED
MORE.
THANK YOU.
>> YOU HAVE CITY COUNCIL
FIERCELY ADVOCATING TO GET TO
ZONE ONE FARE RATES.
WE HAVE WORKS ON THAT AND
APPRECIATE THE WORK ON IT.
>> HELLO MY NAME IS DONOVAN
RICHARDSON.
I'M A COLLEGE STUDENT IN THE
AREA AT NORTHEASTERN.
I HAVEN'T BEEN IN BOSTON THAT
LONG.
TO REITERATE WHAT THE LAST
PERSON SAID I HAVE BEEN SORT
OF -- THANK YOU FOR ALL OF THE
WORK AND FUNDING YOU HAVE DONE.
PLEASE GET MORE.
BECAUSE THE ISSUE OF BIKES, BIKE
SAFETY IS A URGENT ONE.
I ME THE FIRST SPEAKER SPOKE AS
A MOTHER WITH HER YOUNG CHILD
WAS A BIKE COMMUTER.
I'M NOT FROM THIS AREA.
THIS IS WHERE I'M CALLING MY
HOME FOR NOW.
MY PARENTS BACK ON LONG ISLAND
IN NEW YORK HATE THE IDEA OF ME
BICYCLING IN BOSTON.
I HAVE HAD A FEW CLOSE CALLS,
FALLS, INJURIES.
NOT TOO SERIOUS.
ONE IDEA I HATE IS MY MOTHER AT
MY FUNERAL.
JUST BECAUSE LIKE YOU KNOW AS A
BICYCLE YOU'RE VULNERABLE TO ANY
CAR, ANY FALSE MOVE.
THERE IS NOTHING ME TO DO AS A
SOLE PERSON ON A BICYCLE.
I KNOW THAT EVEN THOUGH SUCH
GOOD PROGRESS IS BEING MADE THIS

ISSUE IS REALLY URGENT FOR A LOT OF PEOPLE.
FOR ME ON HUNTINGTON AH THERE IS -- SORT OF A DISASTER FOR EVERYONE.
THE TRAFFIC AND DROPS ARE ARE A DIFFICULT SITUATION.
IT COULD BE BETTER.
I MEAN FOR EVERYONE.
FOR THE PEOPLE IN THEIR CARS.
THERE ISN'T A LOT OF MOVING SPACE FOR ANYONE TO MAKE A FALSE MOVE REALLY AT ALL.
THAT'S THE END OF MY COMMENTS.
SHORT, YES IT'S AN URGENT ISSUE FOR US.
>> THANK YOU, WELCOME TO PW-FT ON.
>> THANK YOU, SO MUCH.
AFTER STACY I HAVE JOAN, (DAN AND MARIE.
>> HELLO COUNCIL SKPERSZ CITY STAFF.
THANK YOU FOR MOVING THIS HEARING AND BEING WITH US TONIGHT.
I KNOW RAOUR EXHAUSTED AND WE'RE SUPPOSE TO BE PLIGHT.
CAN WE GIVE THE COUNCIL FOR A ROUND OF A PHRAUPBS FOR HEARING US AND BEING WITH US TONIGHT.
>> OKAY.
>> NOW I PROMISE TO BE QUICK.
I HAVE A COUPLE OF THINGS TONIGHT.
I WANT TO SAY THANK YOU TO THE MAYOR AND HIS STAFF AND ADMINISTRATION FOR MAKING A 5 MILLION INVESTMENT IN THE TRANSPORTATION FUTURE.
I HIGHLY ENCOURAGE THE COUNCIL TO APPROVE THE BUDGET WHETHER IT'S THROUGH THE INCREASE OF FUNDS OR OTHER PARKING THINGS TO TAKE CARE OF.
>> THESE ARE FULLY FUNDED NOW FOR THE FUTURE.
I ALSO WANT TO SAY.
I HAVE TWO THEMES TONIGHT.
I KNOW YOU'RE OPTIMISTIC ABOUT HIRING TO PEOPLE JULY FIRST.
IT TOOK A FULL YEAR TO HIRE TWO FOLKS.
ARE YOU BRINGING IN OUTSIDE CONSULTANTS.

HOW ARE YOU STAFFING UP TO GET
THE SUPPORT YOU NEED TO HIRE
PEOPLE REFLECTING THE DIVERSITY
OF METRO BOSTON AND FOLKS WITH
THE APPROPRIATE SKILLS.
TO HIT THE GROUND RUNNING AS
QUICKLY AS POSSIBLE.
WHAT WE HEARD TONIGHT IS WE NEED
TO MOVE FASTER.
THE SECOND LINE I HAVE IS WHILE
WE'RE STAFFING UP THERE ARE
THINGS WE NEED TO URGENTLY DO
THIS YEAR.
IN THAT THEME I HAVE A COUPLE OF
THINGS TO MENTION.
FIRST AND FOR MOST THANK YOU TO
THE COUNSELORS HERE.
YOU ALL STOOD WITH US IN A
BLIZZARD ASKING FOR MORE.
WE HAVE A TRANSIT TEAM AND
BUDGET AND A SUCCESSFUL PILOT ON
WASHINGTON STREET.
I ECHO I THINK IT'S A MUST DO TO
GET A SIMILAR PILOT IN BRIGHT ON
THIS YEAR AS A REMINDER THAT
CORRIDOR SERVES TO THOUSAND
PEOPLE DAILY.
IT HAS SUPPORT LET'S GET IT
DONE.
I WOULD SAY WE SHOULD THINK
ABOUT THE CITY WORKING KPHOUPBLT
GROUPS TO IMPROVE THE BUS
SERVICE.
THOSE CORRIDORS ARE 42,000
PEOPLE, 11% OF THE BUS
RIDERSHIP.
WE HAVE TO GET THEM BETTER
SERVICE.
ON ZERO FRONT I WOULD SAY I KNOW
THAT MY COLLEAGUES HERE TONIGHT
WILL TALK ABOUT THE BUS NETWORK.
I MEAN THE BIKE NETWORK.
I TALK ABOUT THE BUS NETWORK.
WE HAD A GREAT GO BOSTON 20 PO
PROCESS.
I KNOW WE WANT MORE COMMUNITY
PROCESS.
AT A CERTAIN POINT WE HAVE TO
STAFF UP AND GET IT DONE.
I WOULD SAY FINISHING MASS AH IS
A MUST.
WE HAVE GREAT PROTECTED BIKE
LANES IN THE BACK AREA.
WHY NOT IN DORCHESTER.

I WOULD SAY IN ADDITION TO THAT
WE NEED TO DEVELOP MORE
TRANSPARENT POLICY ON VISION
ZERO CORRIDORS.
WE HAVE SEEN FOUR TRAFFIC
FATALITIES.
WE NEED TO SEE MORE ACTION IN
THE CORRIDOR.
I WANT TO SHOUT OUT NAJA AND
STEPHANIE FOR THE NEIGHBORHOOD
PROGRAM.
THEY'RE ROCK STARS.
WE HAVE A EQUITABLE EVALUATION
METRICS.
I DON'T THINK WE RECOGNIZE HOW
IMPORTANT OR AMAZING IT IS.
WE LOVE THIS, KEEP IT UP.
WE ALSO HEARD ABOUT PARKING TO
THE.
I THINK WE CAN GET THE PARKING
REFORM KICKS OFF.
THANK YOU, PLEASE SUPPORT THE
BUDGET YOU'RE ALL AMAZING.
>> THANK YOU.
>> HI I'M JOAN.
>> AS A WORLD CLASS CITY I WOULD
LIKE TO ASK THAT WE COULD FOLLOW
OTHER WORLD CLASS CITIES BY
GETTING A TWO LANE BIKE LANE ON
CHARLES STREET ON BECOME HILL.
IT'S DIFFICULT TO MANEUVER ON
THE HILL.
I FOR 4050 YEARS HAS GONE THE
WRONG WAY ON CHARLES STREET.
I GET CYCLISTS GOING THE CORRECT
WAY.
IT'S VERY DIFFICULT TO GET
AROUND ON THE BEACON, BEACON
HILL.
I WOULD LIKE TO EMPHASIZE A TWO
WAY BIKE LANE WOULD BE REALLY
GOOD.
QUEBEC HAS ONE.
BURLINGTON VERMONT HAS ONE.
I'M WILL 0 YEARS OLD.
I HOPE IT DOESN'T TAKE FOUR TO
TEN YEARS TO GET THE DAMN BIKE
LANE.
THANK YOU.
>> THANK YOU, JOAN.
>> BECCA -- KEN.
>> I WAS TRYING TO WAIT A LITTLE
BIT BEFORE.
YOU KNOW I DIDN'T WANT TO FOLLOW

HER.

I'M THE COMMUNICATION
DIRECTIONER FOR WALK BOSTON, A
PEDESTRIAN ORGANIZATION MAKING
MASSACHUSETTS MORE WALKABLE.

WE ASKED FOR A INCREASE TO THE
BUDGET AND STAFF.

INCREASE THE MONEY.

TONIGHT I SAY THANK YOU TO THE
MAYOR AND HIS STAFF FOR THE
BUDGET PROPOSAL.

WE SUPPORT THE TWEAKS TO GET
THERE.

THANK YOU TO THE COUNCIL FOR
BEING SUPPORTIVE ALONG THE WAY.
MAKING THE CHANGES TO FIX OUR
STREETS.

AGREE WITH STACY ON THE PARKING
REFORMS.

HIRING IS GOOD.

GOOD HIRING IS GREAT.

WE HOPE THE PEOPLE WILL HAVE
EXPERIENCE LIKE LPIs, PED
FRIENDLY SIGNALS AND SEPARATED
BIKE FACILITIES.

WE ARE EXCITED TO SEE A UPDATED
ORGANIZATIONAL CHART TO SEE HOW
THE NEW TEAM MEMBERS WILL BE
INTEGRATED AND HIT THE GROUND
RUNNING AND HELP EXISTING STAFF.
I WANT TO MEET MORE PEOPLE LIKE
TRACY.

SO, WE CAN HAVE GREAT
CONVERSATIONS ABOUT HIS FAVORITE
TEAM, THE PHILADELPHIA EAGLES.

I TESTIFIED THIS MORNING AT THE
BOSTON POLICE HEARING ABOUT THE
NEED FOR DEDICATED BOSTON POLICE
DATA ANALYST TO SUPPORT THE WORK
THE TRANSPORTATION DOES.

THAT SHOULDN'T RELY ON GRANT
FUNDING.

I WANT TO REEMPHASIZE THIS HERE
THIS DIRECTLY IMPACTS THE WORK
OF DESIGNERS.

THANK YOU.

>> THANK YOU.

>> HELLO MY NAME IS ALEX.

I HEAD UP PLATFORM -- DATA
INSTITUTE.

I FIRST WANT TO SAY THANK YOU
FOR THE GREAT WORK WE HAVE SEEN
THE LAST YEAR.

ECHO AGAIN HOW WE NEED TO MOVE

FASTER.

MEDICAL CAMPUS SERVICES EVERY
POSSIBLE MODE AND SERVICES NONE
WELL.

FIVE HUNDRED DOLLARS A MONTH TO
PARK, WE TALK ABOUT AFFORD
ABILITY, THIS DOESN'T DO THE
JOB.

BUSES DURING RUSH HOURS TAKING
TWO TO THREE HOURS FOR LESS THAN
FIVE MILES.

BICYCLING NOT SAFE FOR ANYONE
BUT THE MOST ADVENTUROUS.

LAST YEAR WE WERE TOLD WE WOULD
SEE IMPROVEMENTS ALONG THE MAIN
ARTERY OF THE MEDICAL CAMPUS.

THAT WAS -- WE WERE TOLD AT THAT
POINT THIS SPRING THE STREET
WOULD BE REPAVED.

HERE WE ARE ALMOST JUNE AND IT'S
JUST AS DANGEROUS AS EVER.

LAST WEEK I TOOK A DIVE DUE TO A
LARGE POT HOLE.

WHICH WOULD HAVE BEEN IRONICALLY
SAVED BY THIS REBUILDING.

THIS KIND OF FEAR, TALKING TO
PEOPLE BEFORE THIS MEETING, THIS
FEAR IS A DETERRENT TO GETTING
ON THE ROAD AND OUT OF CARS.

IN A FEW SHORT MOMENTS I WILL BE
THE FIRST TIME FATHER OF A BUY
BEE GIRL.

I WOULD LIKE TO SEE FAMILY
FRIENDLY STREETS WHICH IS NOT
HOW I SEE THE STREETS TODAY.
THE CITY SHOULD STRIVE TO SAVE
THE LIVES OF PATIENTS.

IRONICALLY, YOU KNOW, PEOPLE ARE
SAVING LIVES.

THIS CITY CAN SAVE THE LIVES OF
THOSE.

I HAVE SEEN GREAT WORK.
I HAVE TAKEN NEW CYCLING
INFRASTRUCTURE WE HAVE DONE --
IT'S BEEN GREAT.

I WANT TO SEE MORE OF THAT.
I URGE BTD TO STEP UP AND NOT
DELAY IN THE IMPROVEMENTS OF
STREET SAFETY ANY LONGER.

I ENCOURAGE YOU TO THINK ABOUT
THE NETWORK OF PROTECTED -- OF
PROTECTED -- OUR PROTECTED
NETWORK AND NOT JUST, NOT JUST
DISCONNECTED CHUNKS.

BIKING FROM HERE FROM THE
MEDICAL CAMPUS TO HERE IS
ANYTHING BUT SAFE.
THANK YOU SO MUCH.
>> THANK YOU.
>> MY NAME IS KEN.
I'M A DIRECTOR AT WEST END
PLACE.
-- DOWN THE STREET WITH WEST END
MUSEUM.
WE ARE A -- BUILDING.
ROUGHLY ONE QUARTER OF OUR
RESIDENTS ARE WEST ENDERS.
I TRY TO SPEAK FOR THAT IN THESE
WORDS.
WE LIVE IN A CITY ACCORDING TO
2015 CENSUS 30% OF BOSTON
FAMILIES DON'T OWN A CAR.
THAT SHOULD BE REPRESENTED IN
THE BUDGET.
WE SHOULDN'T GIVE ONE, TWO, TEN
OR FIVE PERCENT TO THESE
FAMILIES.
WE SHOULD RECOGNIZE THESE
FAMILIES ARE CONTRIBUTING TO A
BOSTON YOU WANT TO LIVE IN,
WALKABLE, CYCLABLE.
NOBODY WANTS TO LIVE IN A
PARKING LOT A COLLECTION OF
CARS.
WE WANT TO LIVE IN A CITY A
COLLECTION OF PEOPLE.
WE HAVE CHOICES IN FRONT OF US
EACH YEAR WITH THE BUDGES.
I STRONGLY ENCOURAGE US EACH
YEAR TO INCREASE THE FUNDING
THAT GOES TO THE BOSTON FAMILIES
WHICH NEED TO HAVE THE BETTER
CYCLE LANES.
I HAVE ANECDOTES ABOUT IT I WAS
HIT BY A CAR IN A BIKE LANE, A
BLOCK AWAY FROM WHERE A
GENTLEMAN WAS KILLED TWO WEEKS
EARLIER THIS.
IS A PROBLEM TO SOLVE QUICKLY.
IT DOESN'T NEED TO TAKE YEARS OR
HUNDREDS OF THOUSANDS OF
DOLLARS.
IT NEEDS POLITICAL WILL.
I ASK THE COUNSELOR TO LOOK AT
THE CASE OF SEVILLA IN SPAIN WHO
WENT IN TWO YEARS FROM NO BIKE
WILL INFRASTRUCTURE TO A SHINING
JOULE OF BIKING INFRASTRUCTURE.

BIKE LANES ARE EASY, A TON OF
ROOM IN THE STREETS, WE HAVE
LIMITED BUDGET OF SPACE AND
TIME.

LET'S SPEND TONIGHT CYCLISTS AND
PEDESTRIANS.

THEY LIVE IN THE CITY.

DEPRIORITIZE THE FUNDING FROM
OPEN OUTSIDE IN CARS AND
PRIORITIZE FUNDING THEM COMING
IN ON BUSS AND BIKES.

THANK YOU, VERY MUCH.

[APPLAUSE]

>> MARK.

RICK.

ALEX.

I WON'T GO FROM.

HI.

>> I'M I'M VIVIAN ORTIZ.

I LIVE IN MADIPAN.

I FOR THE LAST WEEK OR SO HAVE
BEEN COMMUTING ON MY BICYCLE IN
CAMBRIDGE TO DO BIKE SAFETY WITH
KIDS THERE.

IT HAS BEEN A EXPERIENCE.

I TAKE ALTERNATE ROUTES.

I WAS IN A CRASH, A CAR TURNED
IN FRONT OF ME ON DORCHESTER
AVENUE FEBRUARY THE 28th.

I'M DOING ALL I CAN TO AVOID
DORCHESTER AVENUE.

IT HAUNTS ME.

I'M DETERMINED BIKING WILL BE MY
MAIN FORM OF TRANSPORTATION.

DO I AS MUCH AS I CAN TO GET
FOLKS IN MY NEIGHBORHOOD TO GET
INTERESTED IN BIKING.

IT'S WONDERFUL.

I'M EXCITED FOR THE BIKE
STATIONS.

WITHOUT THE INFRASTRUCTURE
QUESTION WON'T GET ANYONE RIDING
A BIKE.

WHEN I TELL FOLKS TO JOIN ME.

THEY TELL ME THEY HAVE BICYCLES
BUT AFRAID TO COME OUT.

ONE OF THE THINGS I HOPE TO TALK
ABOUT AND LOOK AT.

WHAT ARE WE DOING TO EDUCATE AND
INFORM EVERYONE ABOUT THE
INFRASTRUCTURE.

WHEN I LED THE MADIPAN FOR A
BIKE TOUR WEEK.

WE GOT TO THE INTERSECTION OF

DORCHESTER, ADAMS AND DORCHESTER
IN FRONT OF HOMESTEAD THE GREEN
BOX THAT IS THERE, THERE WERE
RIDERS WITH ME THAT HAD NO IDEA
WHAT IT MEANT.

I ON A REGULAR BASIS COMES UP TO
A INTERSECTION STOPPED AT THE
LIGHT.

I DID IT THAT MORNING WITH A MTB
RIDE, PARA VEHICLE.

I WAVED AT THE PERSON AND SAID
THIS GREEN BOX IS FOR CYCLISTS
AND OUR SAFETY.

WE SHOULD BE IN FRONT OF YOU
OPPOSED TO BEING BEHIND YOU.
THEY DON'T KNOW WHAT IT MEANS.
ALRIGHT.

I HOPE CITY AGENCIES ON A YEARLY
BASIS DO SOME KIND OF TRAINING.
I HOPE THIS IS SAFETY TRAINING
AND OTHER TRAINING TAKING PLACE.
WE NEED TO PRIORITIZE BICYCLE
SAFETY TRAINING.

FOLKS DON'T GET IT PUBLIC WORKS
TRUCKS ARE IN THE BICYCLE.

I FOUGHT WITH A POLICE OFFICER
GETTING ON THE CORRIDOR.
THE SIGNAGE THIS WAS NOT
APPROPRIATE FOR ME TO SEE WHEN I
MADE THE LEFT TURN.

HE ASKED ME WHY I DIDN'T GO
STRAIGHT.

THEY DON'T KNOW WHAT THE
SOUTHWEST CORRIDOR IS A SAVER
WAY FOR PEOPLE TO TRAVEL.
ALRIGHT.

WHY ONLY WHEN WE BRING SOMETHING
TO YOUR ATTENTION THEN YOU DO
SOMETHING ABOUT IT ALRIGHT.
DO WE NOT DRIVE AROUND IN
NEIGHBORHOODS AND SEE WHAT IS
GOING ON?

DO I HAVE TO ASK FOR YOU GUYS TO
COME AND PAINT A CROSSWALK.
SHOULDN'T THAT BE STANDARD
OPERATIONS?

OTHER NEIGHBORHOODS HAVE THE
THINGS.

WHEN I CROSS TO CAMBRIDGE I FEEL
I'M IN A DIFFERENT COUNTRY.

I WON'T SAY IT'S PERFECT.
IT'S A PRIORITY FOR THEM THERE.
PLEASE WHY NOT ARE WE NOT USING
PSAs?

PEOPLE DON'T KNOW THE SPEED
LIMIT IS 25 MILES AN HOUR.
I ASK EVERYONE IN THE ROOM TALK
TO PEOPLE IN YOUR NEIGHBORHOODS.
DON'T TELL THEM, ASK THEM WHAT
IS THE SPEED LIMIT IN BOSTON.
IT'S OVER A YEAR, A YEAR AND A
HALF AND I HAVE PEOPLE TELLING
ME THE SPEED LIMIT IS HOW.
IT'S 25.

WE'RE NOT ENFORCING IT WHEN I
ASK THE BOSTON POLICE DEPARTMENT
FOLKS TO COME TO A MONTHLY
MEETING FOR THE INFORMATION ON
THE DATA THEY WE DON'T KNOW IT I
WENT TO THE BOSTON POLICE
DEPARTMENT TO GET THE DATA, THE
POLICE REPORT FOR THE CRASH I.
I THOUGHT LET ME ASK THEM.
WHAT TYPE OF ENFORCEMENT AND HOW
MANY TICKETS DO WE GIVE FOR
DECREASED SPEED LIMIT.
THE PERSON LOOKED AT ME AND
SAID, I DON'T KNOW.
WENT IN THE BACK ROOM.
NOBODY ASKED FOR.

THAT NOW HEARING THERE WILL BE A
POSITION FOR A DATA ANALYST FROM
THE POLICE DEPARTMENT THAT WILL
BE A HUGE WIN.

I AM THE ONLY PERSON IN MY
NEIGHBORHOOD.
ONLY PERSON IN MY NEIGHBORHOOD
ASSOCIATION THAT DOESN'T OWN A
CAR AND DOES RIDE A BIKE.
THEY THINK I'M CRAZY.
WE A BEAUTIFUL GREENWAY,
EXTENSION THAT'S BEEN OPEN FOR A
YEAR.

PEOPLE THAT LOOK LIKE ME ARE NOT
GETTING ON.

THAT THEY'RE TERRIFIED TO RIDE
ON RIVER STREET TO GET ON.

THAT WE NEED TO.

I DID THE BIKE RIDE IN NEW YORK
CITY FOR THE SECOND YEAR.

PEOPLE ASKED ISN'T THERE
SOMETHING LIKE THAT IN BOSTON.

YES BUT IT'S NOTHING IN
COMPARISON.

THEY ASK WHY.

I SAY AFTER A CERTAIN PART WITH
DRIVERS PROTECTED THEN WE HAVE
TO FEAR FOR OUR LIVES ON

AMERICAN LEGION.

WE BIKE ON AMERICAN LEGION.
WE DON'T HAVE ANY POLICE
DEPARTMENT ENFORCEMENT OR YOU'RE
NOT SURE IF YOU WILL GET THAT.
OUR NEIGHBORS DON'T KNOW ABOUT
THE FESTIVALS.

PEOPLE IN NEW YORK KNOW AND ARE
EXCITED ABOUT IT IF WE WANT TO
COMMIT TO THE PROMISE WE'RE
MAKING WE NEED TO HIGHLIGHT
BIKING, AND THE BENEFITS OF
BIKING, AND INVITE PEOPLE TO
PARTICIPATE IN THE EVENTS.
NOBODY ROAD IN ON THE CONVOY
FROM MADIPAN BUT THOSE IN MILTON
AND PICKED UP PEOPLE IN
DORCHESTER.

WHY IS THAT?

EVEN IN A GROUP RIDE PEOPLE ARE
TERRIFIED TO RIDE IN MADIPAN.

IT'S PAINT, JUST PAINT.

I HAVE A PERSON ASK, HOW
DIFFICULT IS IT TO PUT PAINT ON
THE ROAD.

YOU PUT PAINT ON THE ROAD AND
PEOPLE DON'T KNOW WHAT IT MEANS
IT MEANS NOTHING.

PSAs.

WHEN A STREET IS CLOSED OR OPEN
WHY NOT WORK WITH THE NEWS
OUTLET'S TO SAY LET'S CELEBRATE
THIS.

THIS WILL BE HAPPENING.

THE CONSTRUCTION WE'RE DOING --
TO COLUMBIA THAT'S IMPORTANT TO
ME.

THAT'S MOST LIKELY THE ROUTE I
WILL USE WHEN I GO HOME TONIGHT
AND EVERY NIGHT I RIDE OR I'M
OUT THERE I THINK, WILL PEOPLE
SEE ME AND KNOW WHAT IS GOING
ON.

DO THEY KNOW WHAT IT'S LIKE TO
RIDE ON THE STREET WITH A PERSON
ON A BIKE.

I SPOKE TO SOMEONE RIDING
ANOTHER DAY.

A WOMAN WHO WALKS ON THE
SIDEWALK EVERY DAY, BACK AND
FORTH TO WORK.

SHE IS AFRAID OF US THE CYCLISTS
BECAUSE WE'RE ON THE SIDEWALK.

WHY ARE WE ON THE SIDEWALK?

WE'RE SCARED TO RIDE ON THE STREET.
WE NEED TO MAKE SURE EVERYONE KNOWS BIKING IS THE WAY WE ARE MOVING.
WE WILL INCREASE IT I ROAD ON FREEPORT THE OTHER DAY.
I WAS AMAZED BY THE NUMBER OF CARS, THE CAR DEALERSHIP.
THEY HAVE AN IN SREPB TORY THAT TAKES UP THE STREET.
THEY WILL NEVER SELL ALL OF THE CARS THROUGH.
PEOPLE REALIZE AND THE CITY WILL BE MORE CONGESTED.
WE HAVE TO WORK TOGETHER AND I HAVE TO GIVE A SHOUT OUT TO NAJA, KIM, STEPHANIE, BRYAN AND THAT CREW.
EVERYTHING THEY'RE DOING.
TO WORK WITH THE COMMUNITIES AND GETTING PEOPLE EXCITED ABOUT BIKING THIS.
IS THE THIRD YEAR I'M WORKING ON THE WOMENS TO RIDE CLINIC.
THAT'S HOW I LEARNED TO RIDE.
IT'S WONDERFUL THE END OF EVERY TIME WE DO THIS WOMEN ARE EXCITED ABOUT RIDING.
AT THE SAME TIME THEY'RE SCARED.
WE WILL FOLLOW THAT YOU WITH BIKE SHARE AND TAKE THEM TO FRANKLIN PARK AND GET THEM EXCITED ABOUT BIKING.
I DON'T KNOW WHEN WE WILL BE ABLE TO GET THEM ON THE ROAD AND HAVE THEM MAKE BIKING A REGULAR FORM OF TRANSPORTATION.
THANK YOU, VERY MUCH.
>> THANK YOU.
S [APPLAUSE]
>> GOOD AFTERNOON.
EVENING, I'M SORRY.
MY NAME IS MARK TEDRIL.
I LIVE IN ROSS EN DALE.
WOULD LIKE TO THANK YOU FOR THE BUS PILOT.
THE -- BUS PILOT.
I HAVE DRIVEN IT.
I RIDE MY BIKE ON IT FOUR DAYS A WEEK.
IT'S FABULOUS.
I THINK IT HAS IMPROVED MANY TIMES FOR EVERYBODY.

IT IS SAVER AND MORE FRIENDLY
FOR EVERYONE ON THE ROAD NOT
JUST PEOPLE ON BUSES OR ON
BIKES.

I SUPPORT THE MAYOR'S BUDGET
PROPOSAL IN GENERAL.

THEY NEED MORE.

NEED MORE MONEY, MORE STAFF.
TO DO MORE.

TO DO A LOT MORE.

MOSTLY I'M HERE TO TELL YOU THE
SYSTEM WE HAVE NOW IS BROKEN.

WE -- THE TRANSPORTATION
DEPARTMENT, THE IMPROVEMENTS
OVER SEEN BY THE PUBLIC
IMPROVEMENT COMMISSION.

FRANKLY THEY'RE AGENTS OF THE
ALL POWERFUL SNOW PLOW DRIVER
LOBBY.

WITHOUT THE MONEY FROM THE
FEDERAL GOVERNMENT, THE STATE,
PERHAPS FROM WIN, PERHAPS FROM
SOME OTHER SOURCES WE DON'T, WE
DON'T BUILD TRUE PROTECTED BIKE
LANES ANYWHERE.

THE STUFF THAT JIM TALKS ABOUT
MAYBE SOME WILL GET DONE IN
THREE YEARS.

THE PROJECTS TAKE FOREVER TO GET
BUILT.

THREE YEARS OF CONSTRUCTION AND
PROBABLY WON'T BE FINISHED THIS
SUMMER.

MAYBE IT WILL.

WE NEED TO CHANGE HOW, HOW WE --
HOW WE PROCURE CONTRACTS, GET
THINGS BUILT, AND MOST
IMPORTANTLY HOW WE VALUE OUR
STREETS.

THEY CAN'T, WE CAN'T VALUE A
LEVEL OF SERVICE, CAN'T VALUE
CONVENIENCE OF SNOW PLOW DRIVERS
OVER PUBLIC SAFETY.

THANK YOU.

>> I WOULD LIKE TO THANK YOU FOR
THIS HEARING.

APPRECIATE YOUR TIME HERE.

MY NAME IS RICK YODER.

ME AND MY WROEUF ARE MEMBERS OF
WALK UP ROSS EN DALE.

A ACTIVE COMMITTEE OF 30 MEMBERS
AND A THOUSAND SUPPORTERS.

WE WORK TO MAKE ROSS EN DALE
SAVER FOR A WALKABLE AND BIKABLE

COMMUNITY.
IN ADDITION LOS A AND I ARE ON
OUR NEIGHBORHOOD ASSOCIATION THE
EASTERN SIDE OF ROSS EN DALE.
ALONG AMERICAN LEGION HOY.
WE ARE PARTNERS WITH LIVEABLE
STREETS ALLIANCE.
WE -- SUPPORT THE MAYOR'S
TRANSPORTATION BUDGET.
LIKE EVERYONE WE WOULD LIKE TO
SEE MORE FUNDS.
WE WILL WORK ON.
THAT
ZERO PROGRAMS SUCH AS SLOW
STREETS WHICH I LOVE.
FOUR HUNDRED THOUSAND FOR GREEN
LINKS PROGRAM FOR BIKE AND
ADDITIONAL TRAFFIC AND TWO
TECHNICIANS.
MECHANICS FOR IMPROVING
PERFORMANCE OF THE TRAFFIC
SIGNAL SYSTEMS.
PHAEUPBTD NANS PERSONNEL FOR
BIKE SAFETY INFRASTRUCTURE.
SIX NEW STAFF --
>> MAKING OUR SIDE STREETS SAVER
AND WALKING, BIKES, AND DRIVING.
WE AS PARTNERS WITH LIVEABLE
STREETS HOWEVER HAVE WORKED WITH
AMERICAN LEGION HOY TO MAKE IT A
SAVER ROY.
UNFORTUNATELY I HAVE SEEN FEW
CHANGES.
AMERICAN LEGION HOY WHICH IS
ABOUT IT .8 MILES IS ONE OF THE
MORE DANGEROUS ROYS IN BOSTON.
WE AVERAGE ABOUT ONE CRASH EVERY
SIX DAYS.
THESE ARE FROM POLICE
STATISTICS.
WE HAVE BEEN.
I BELIEVE THREE -- FATAL CRASHES
IN THE LAST TWO YEARS.
THIS LAST SUNDAY SOME OF US
RETURNING FROM A BIKE TOUR
WITNESSED A ROLL OVER AT COMINGS
AND AMERICAN LEGION.
NOBODY WAS SURPRISED.
IT'S FAIRLY FREQUENT.
WE ARE ASKING NEW RESOURCES BE
DIRECTED TOWARDS OUR AREA ON
AMERICAN LEGION TO DEAL WITH THE
SAFETY ISSUES THAT ARE SO FAR --
SO FAR NONE ARE SOLLABLE.

THANK YOU FOR YOUR TIME.
>> THANK YOU.
>> ALEX -- SEATED HIS POSITION
TO ME.
MY NAME IS BECCA WILSON I'M
EXECUTIVE DIRECTOR OF THE BOSTON
CYCLIST UNION.
WE REPRESENT TEN OF THOUSANDS OF
PEOPLE BIKING THROUGH THE
STREETS OF BOSTON WITH THE
MISSION TO MAKE IT SAFE, COME
FOR THIBLE AND ENJOYABLE TO USE
A BIKE AS A MEANS OF
TRANSPORTATION TO GET AROUND.
FIRST I WANT TO THANK THE
COUNSELORS FOR BEING HEREN AND
GAUGING WITH US IN THE PROCESS
AND STEWARDING THE BUDGET SO
CAREFULLY AND WISELY.
ALSO THANK YOU TO THE STAFF
WORKING HARD TO MAKE OUR STREETS
BETTER EVERY DAY.
-- - DUE TO GREAT COORDINATION
BETWEEN THE TRAINING AND MTBA
THERE IS INCREDIBLE SUCCESS.
>> -- WE KNOW THE STAFF IS
LIMITED TO FUNDS.
THIS INVESTMENT FROM THE CITY
AND INFRASTRUCTURE WE COULD GET
SO MUCH MORE DONE.
EACH YEAR IN THIS HEARING WE
HAVE HEARD THE SAME PROJECTS
LISTED AS PRIORITIES FOR THE
BIKE NETWORK.
EACH YEAR WE HEAR ABOUT THE
NORTH WASHINGTON BRIDGE AND
SUMMER STREET.
THEY'RE TAKING YEARS TO BE
COMPLETED.
WE NEED THE NETWORK TO BE BUILT
MORE RAPIDLY.
WE CAN'T JUST RELY ON .2 MILES
HERE AND THERE WITH A
DEVELOPMENT PROJECT OR WHEN
THERE IS A OPPORTUNITY THAT IS
EASY AND DOESN'T COST ENOUGH
MONEY BECAUSE WE DON'T HAVE IT.
IT TAKES A BIGGER INVESTMENT TO
BUILD THAT WORK.
THE RETURN IS GREAT.
WE HEAR SOMETIMES THAT PROJECTS
CAN'T GET PROTECTED BECAUSE
THEY'RE NOT NETWORKED TO
ANYTHING ELSE.

