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;;;BOSTON CITY COUNCIL (3PM)  
;;;3/12/2019

TEST CAPTION  
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CORREA, CORREIA.  
JASSEN CULLIMORE I NELL ARE A.  
IANELLA.

ANDREA CAMPBELL.  
GOOD AFTERNOON, EVERYBODY,  
WELCOME TO THE CHRISTOPHER  
IANELLA CHAMBER FORKS I AM  
COUNCILMAN MCCARTHY AND JOINED  
WITH MY COLLEAGUES BY ORDER OF  
APPEARANCE, THE FIRST TO SPONSOR  
PRESIDENT CAMPBELL.

MY COLLEAGUE FROM 0 ALLISTON  
BRIGHTON, CIOMMO AND COUNSELOR  
ED FLYNN.

I WANT TO REMIND THREERVE IS THIS  
IS A PUBLIC HEARING BEING  
RECORDED AND REBROADCASTED ON  
COMCAST 8, R CN8 TWO AND VERIZON  
1964.

AND ALSO ONLINE CITY OF  
BOSTON.GOV, PAGE, PLEASE, PLEASE  
STYLES YOUR CELLPHONE AND OTHER  
DEVICES AND BE TAKING PUBLIC  
TESTIMONY, IF YOU COULD SIGN IN  
IF YOU CHOOSE TO SIGN IN OVER ON  
THE LEFT-HAND CORNER THERE.  
TO YOUR RIGHT AND PLEASE PUT  
YOUR NAME AFFILIATION AND  
RESIDENCE AND LIMITING COMMENTS  
TO A COUPLE OF MINUTES TO MAKE  
SURE EVERYBODY HERE AT THE  
HEARING IS ABLE TO TO BE HEARD.  
TODAY'S HEARING IS 0143, IT IS  
AN ORDER FOR HEARING TO DISCUSS  
THE POSSIBILITY OF CREATING A  
TRAFFIC ENFORCEMENT UNIT WITHIN  
THE BOSTON POLICE DEPARTMENT AND  
EXPLORING THE PROS AND CONS OF  
INSTALLING TRAFFIC ENFORCEMENT  
CAMERAS.

TODAY IN FRONT OF KNOW WE HAVE  
MY GOOD FRIEND COMMISSIONER GINA

FIANDACA FROM THE TRANSPORTATION DEPARTMENT.

AND MCGOLDRICK FROM THE BOSTON POLICE DEPARTMENT.

THANK YOU BOTH VERY MUCH FOR COMING.

I WOULD LIKE TO FIRST HAVE OPENING STATEMENTS FROM THE SPONSOR, AND CITY COUNCIL PRESIDENT, COUNSELOR CAMPBELL.

>> THANK YOU, COUNSELOR MCCARTHY AND THANK YOU TO THE SUPERINTENDENT AS WELL AS COMMISSIONER FOR BEING HERE AS WELL AS THE OTHER FOLKS WHO WILL JOIN US IN A LATER PANEL AND THANK YOU TO MY COLLEAGUES AS WELL FOR BEING HERE.

THE ISSUE OF TRAFFIC AND CONGESTION AND ENFORCEMENT HAS BEEN A TOPIC FOR SOME TIME AND IT IS AN ISSUE WE TALK ABOUT QUITE A BIT THAT IS A CONSTITUENT SERVICE OR A CONSTITUENT SERVICE CASE WE DEAL WITH OFTEN, THE CALLS THAT WE GET HAVE TO DO WITH EDUCATION, HOUSING, BUT AT THE TOP OF THE LIST ARE TRAFFIC CONCERNS, SPEEDING CONCERNS, AND SO THIS HEARING IS AN OPPORTUNITY FOR US TO DISCUSS A PARTICULAR PIECE OF THAT LARGER CONVERSATION, SPECIFICALLY, THE TRAFFIC ENFORCEMENT PIECE, WANTING TO HEAR WHAT BPD CURRENTLY DOES AND HOW IT MIGHT STRENGTHEN THAT AND ALSO TO TALK ABOUT THE PROS AND CONS OF TRAFFIC ENFORCEMENT CAMERAS WHICH HAS BEEN A CONVERSATION IN MANY DIFFERENT SPACES, AND I SAY PROS AND CONS BECAUSE IT TRULY IS A MIXED REACTION TO INSTALLING CAMERAS AND SO TODAY'S CONVERSATION IS ABOUT DISCUSSING BOTH SIDES, NOT NECESSARILY TAKING A POSITION BUT HEARING THE ADVOCATES, COMMUNITY RESIDENTS AS WELL AS YOU GUYS GET TO WHERE YOU SIT ABOUT THIS ISSUE.

THIS HEARING ALREADY CAME OUT OF A TRANSPORTATION MEETING THAT I

HOSTED IN MY DISTRICT, LAST YEAR WHERE OF COURSE YOU PARTICIPATED ALONG WITH OTHERS, COMMISSIONER, AND WHAT I HEARD FROM RESIDENTS IS THAT THEY FEEL AS THOUGH WE NEED TO DO A LOT MORE, AND WE FEEL WE NEED TO DO IT ALONG SORT OF VARIOUS PARALLEL TRACKS, SO YES, IT IS IMPORTANT THAT WE LOWER THE SPEED LIMIT, BUT COUPLED WITH THAT WE HAVE DONE SURE WE HAVE ENFORCEMENT, COUPLED WITH THAT, WE HAVE TO HAVE STRUCTURAL CHANGES TO OUR STREETS AND THAT INCLUDES SPEED HUMPS TO ADDRESS THESE ISSUES AND THEN COUPLED WITH THAT, WE HAVE TO HAVE A WILLINGNESS BY FOLKS WHO LIVE IN THE CITY OF BOSTON TO THINK ABOUT ALTERNATIVE MODES OF TRANSPORTATION, HOW DO WE GET PEOPLE OUT OF THEIR CARS AND ON TO THE T OR ON TO BIKES, SO ALL OF THESE CONVERSATIONS NEED TO HAPPEN AT THE SAME TIME, AND WHAT HE THINK I SOMETIMES AM FRUSTRATED WITH OR THE COMMUNITY IS FRUSTRATED WITH IS THAT SOMETIMES THESE CONVERSATIONS CAN HAPPEN IN SILOS, SO TODAY'S CONVERSATION IS ONE PIECE OF THAT LARGER PARADIGM, THINK, THAT NEEDS TO SHOW UP WHEN TALKING ABOUT TRAFFIC, CONGESTION, SPEEDING, INCREASING RIDERSHIP ON THE T, ALTERNATIVE MODES OF TRANSPORTATION AND I HOPE THAT THIS IS A DEEP DIVE SPECIFICALLY ON ENFORCEMENT, AND THINKING ABOUT WHAT WE CAN DO WITH RESPECT TO THE BUDGET AND BPD TO ALLOW YOU GUIDE TO GUYS TO DO A BETTER JOB, I KNOW B 3 WHO PARTICIPATED IN THIS COMMUNITY MEETING, SAID WE WANT TO BE DOING MORE ENFORCEMENT, WE ARE OFTEN TOLD TO RESPOND TO INCIDENTS OF CRIME SO WHAT WOULD IT MEAN TO CREATE A CENTRALIZED DIVISION WHERE WE HAVE HUMAN CAPITAL THAT IS EXCLUSIVELY FOCUSED ON ENFORCEMENT OF OUR TRAFFIC LAWS.

AND HOW DO WE RESOURCE THAT?  
BUT I THINK THE NUMBER ONE  
QUESTION IS WHAT CURRENTLY  
EXISTS AND THEN THE FOLLOW-UP IS  
WHERE DO WE GO FROM HERE?  
>> SO I DON'T WANT TO TALK TOO  
LONG AND SAVE IT FOR YOU GUYS TO  
SPEAK AS WELL AS THE ADVOCATES.  
BUT I DO WANT TO EMPHASIZE THE  
PROS AND CONS PART OF THE  
CONVERSATION RELATED TO THE  
CAMERAS, LIKE YOU ARE INSTALLING  
CAMERAS AND I AM SAYING NO WE  
ARE NOT BUT THIS IS A  
CONVERSATION THAT MANY HAVE BEEN  
PUSHING US TO HAVE AND WE SHOULD  
HAVE IT, SO TODAY IS JUST AN  
OPPORTUNITY FOR US TO LOOK AT  
THE GOOD SIDE AND THE BAD SIDE.  
SO THANK YOU AND THANK YOU,  
COUNCILOR MCCARTHY.

>> THANK YOU, PRESIDENT CAMPBELL  
AND A COUPLE OF HOUSEKEEPING  
THINGS, FIRST I WOULD LIKE TO  
WELCOME MY FRIEND AND COUNCILOR  
FROM DORCHESTER, FRANK BAKE  
SEARCH IN ATTENDANCE. WE HAVE  
TWO LETTERS FROM COUNCILOR ZAKIM  
AS WELL AS COUNCILOR JANEY BOTH  
GIVING THEIR APOLOGIES FOR NOT  
BEING ABLE TO TO BE HERE BUT  
BOTH VERY INTERESTED IN THIS  
TOPIC AND WE WILL BE REVIEWING  
THE FILM AT A LATER DATE.  
MARK CIOMMO, COUNCILOR CIOMMO.

>> THANK YOU, MR. CHAIR.

>> I MIGHT NOT BE ABLE TO STAY  
VERY LONG SOY JUST WANTED TO PUT  
THIS OUT. THERE I DID SOME  
LIMITED RESEARCH ON HOW CAMERAS  
ARE BEING IMPLEMENTED AROUND THE  
COUNTRY, IN FACT, WE ARE SEEING  
THAT THEY ARE PULLING THE  
PULLING BACK THE USE OF CAMERAS  
AS AN ENFORCEMENT MECHANISM IN  
MORE PLACES.

THERE IS A THEORY THAT THEY MAY  
EVEN CAUSE MORE CLARKS THAT THEY  
PREVENT.

BUT I THINK THAT WE HAVE CAMERAS  
ON MANY OF OUR WORST  
INTERSECTIONS IN THE CITY.  
I KNOW IN AT SON, BRIGHTON, IN  
PARTICULAR, ALL THROUGH THE

WASHINGTON STREET CORRIDOR, ALL THE WAY DOWN CON AVE FROM THE SOLDIERS FIELD ROAD THROUGH CLEVELAND CIRCLE.

I THINK WE SHOULD BE USING OUR CAMERAS TO INFORM OUR ENFORCEMENT.

WE HAVE CRASH DATA, CRASH DATA, RIGHT, FRANK?

NOT ACCIDENT DATA?

>> WE HAVE CRASH DATA THAT SUGGESTS THAT WE SHOULD HAVE MORE ENFORCEMENT.

AND I WILL TELL YOU A LITTLE ANECDOTAL STORY, I MOVED OUT TO CALIFORNIA IN 1982 AFTER BEING A BOSTON DRIVER FOR, YOU KNOW, SIX YEARS OR SO, AND MY FIRST FEW MONTHS THERE I MUST HAVE GOT THREE MOVING VIOLATIONS.

I TOOK A LEFT-HAND TURN BEFORE ALL OF THE TRAFFIC COMING TOWARDS ME -- WE TEND TO RUSH THROUGH, YOU CAN'T DO THAT IN CALIFORNIA.

YOU CAN'T GO OVER THE STRIPED LINES.

THERE WAS AN ENFORCEMENT OFFICER EVERYWHERE I WENT.

I THOUGHT THEY WERE STALKING ME. BUT I LEARNED VERY QUICKLY AFTER GETTING THOSE TICKETS, THAT I DIDN'T WANT ANYMORE TICKETS, AND I REALLY LEARNED THROUGH THAT NEGATIVE FEEDBACK TO BEHAVE BETTER BEHIND THE WHEEL.

I THINK WE STILL LACK ENFORCEMENT AND WE REALLY NEED TO MAKE OUR STREETS SAFER AND THE BEST WAY TO DO THAT IS TO MAKE SURE WE ENFORCE BETTER.

I AM CONCERNED ABOUT USING CAMERAS AS THAT ENFORCEMENT BUT WE CERTAINLY HAVE THE TECHNOLOGY AND THE PHYSICAL INFRASTRUCTURE TO INFORM US WHERE WE NEED ENFORCEMENT.

SO I JUST WANTED TO GET THAT ON THE RECORD BECAUSE I CAN'T STAY VERY LONG.

THANK YOU.

>> THANK YOU VERY MUCH.

0 COUNCILOR FLYNN.

>> THANK YOU, MR. CHAIRMAN.

I JUST WANT TO SAY THANK YOU TO THE CHAIRMAN AND TO COUNCILOR CAMPBELL, COUNCILOR PRESIDENT CAMPBELL FOR HER LEADERSHIP ON THIS IMPORTANT ISSUE AS WELL AS COUNCILOR BAKER TO MY LEFT, WORKING CLOSELY WITH THE CITY COUNCIL COLLEAGUES ON WORKING ON A PLAN TO REDUCE THE SPEED LIMIT FROM 25 MILES PER HOUR TO 20 MILES PER HOUR AND I JUST WANT TO SAY THANK YOU TO THE COMMISSIONER AND TO THE MAYOR AS WELL FOR AGREEING AND WORKING CLOSELY WITH MYSELF AND COUNCIL BAKER AND COLLEAGUES THAT 20 MILES PER HOUR IS CRITICAL. FOG -- FOLLOWING A SERIES OF SERIOUS AND FATAL ACCIDENTS OR CRASHES LAST SUMMER I RECOMMENDED A 12-POINT SAFE STREETS PLAN THAT INCLUDED REDUCING THE SPEED LIMIT IN OUR NEIGHBORHOODS, CROSSWALKS, REPAINTING CROSSWALKS, ROAD DIETS, CURB EXTENSIONS, RAPID FLASH BEACONS TO HELP PEDESTRIANS AND GREATER ENFORCEMENT. TO ME THIS HEARING IS ANOTHER EXTENSION OF THAT. THE ENFORCEMENT OF TRAFFIC VIOLATIONS IN OUR CITY AND, YOU KNOW, I THINK WE ALWAYS CAN DO MORE TO IMPROVE PEDESTRIAN SAFETY. I THINK IT IS THE NUMBER ONE ISSUE FACING OUR CITY IS PEDESTRIAN SAFETY. IT IS PROBABLY THE BIGGEST ISSUE THAT I HAVE FOCUSED MOST OF MY ENERGY AND TIME ON. THERE IS NOT A AT A THAT DOZE BY THAT I DON'T HEAR FROM RESIDENCE IN MY DISTRICT. A LOT OF ELDERLY DISABLED THAT ARE WALKING THE STREETS OF SOUTH BOSTON TO SOUTH END OR CHINATOWN AND THEY ARE IN THE CROSSWALK AND A CAR WILL SPEED BY THEM MAYBE GOING 30 MILES PER HOUR, MAYBE 40 MILES PER HOUR, EXTREMELY DANGEROUS FOR THE ELDERLY, FOR OUR DISABLED, FOR -- WE SEE A LOT OF PARENTS

TAKING KIDS TO SCHOOL IN THE  
CROSSWALKS SO I AM VERY  
CONCERNED ABOUT THIS ISSUE AND I  
JUST WANT TO SAY THANK YOU TO  
THE SUPERINTENDENT AND TO THE  
COMMISSIONER FOR BEING HERE, BUT  
MORE IMPORTANTLY FOR YOUR  
LEADERSHIP ON THIS CRITICAL  
ISSUE THAT IS FACING OUR  
NEIGHBORHOODS.

THANK YOU, THANK YOU  
MR. CHAIRMAN AND THANK YOU,  
MADAM PRESIDENT AS WELL.

>> THANK YOU VERY MUCH, 0  
COUNCILOR FLYNN.  
COUNCILOR BAKER.

>> THANK YOU.  
CHAIR.

THANK YOU, GUYS, FOR COMING SO I  
AM HERE TO LISTEN TO SEE WHAT  
THE POLICE ARE DOING ABOUT  
ENFORCEMENT AND GINA, THANK YOU  
FOR YOUR WORK ON THE 20 MILES.  
I LOOK FORWARD TO IMPLEMENTING  
THAT PLAN.

I, AT THIS POINT, WOULDN'T  
NECESSARILY -- WOULD NEVER BE IN  
FAVOR OF CAMERAS DOING OUR  
TRAFFIC LIKE TICKETING SORT OF SORT  
OF THING.

MAYBE I WILL MOVE OFF THAT  
POSITION BUT I DON'T THINK SO.  
BUT I WOULD RATHER PUT RESOURCES  
INTO THE POLICE. YOU KNOW, JUST  
MORE SEND A FRIENDLY -- MAYBE A  
FRIENDLIER MESSAGE OF BECAUSE  
WHEN YOU ARE DEALING WITH A  
POLICE OFFICER YOU MAY NOT  
NECESSARILY ALWAYS GET THE  
TICKET, YOU WOULD SAY, OKAY, I  
LIVE RIGHT HERE, I WAS RUSHING,  
I DIDN'T -- YOU KNOW, SO I AM  
MORE OF A PERSONAL TOUCH GUY.  
SO THANK YOU.

>> THANK YOU, MR. CHAIR.

>> THANK YOU VERY MUCH,  
COUNCILOR BAKER.

>> I WOULD JUST LIKE TO ADD, YOU  
KNOW, ONE OF OUR BIGGEST ISSUES  
AS FAR AS THE DISTRICT CITY  
COUNCILORS IS BETWEEN YOU ARE  
EITHER SPEEDING OR GOING TOO  
SLOAVMENT YOU ARE EITHER STUCK  
IN TRAFFIC OR SOMEBODY IS FLYING

BY YOU SO IT IS HALF-AND-HALF  
AND WHAT WE FOUND PARTICULARLY  
IN THE HYDE PARK, MATTAPAN  
DISTRICT 5 IS THAT WAYFARING  
DEVICES, THEY HAVE GOTTEN  
EVERYBODY OFF THE HIGHWAYS AND  
INTO OUR NEIGHBORHOODS OFF THE  
MAIN STREETS.

WORKING WITH THE CITY OF BOSTON  
NOW FOR 27 YEARS, I ALWAYS  
THOUGHT I WAS THE ONLY GUY WHO  
KNEW HOW TO CUT THROUGH JP AND  
POP OUT BEHIND POLICE  
HEADQUARTERS AND THE GUY WHO  
COULD GO OVER MISSION HILL AND  
POP OUT AT WENTWORTH, EVERYBODY  
KNOWS THAT BECAUSE THEY PUNCH IT  
INTO THE COMPUTER AND SENDING  
THEM EVERY WHERE, THAT'S A BIG  
ISSUE WE ARE HAVING IN MY  
DISTRICT IN PARTICULAR AND I  
KNOW EVERYBODY ELSE IS HAVING IT  
AS WELL.

AND I THINK PART OF THE OTHER  
ISSUE WE ARE HAVING THROUGHOUT  
THE CITY IS THE FACT THAT  
PREVIOUS CFOS OF THE CITY  
BELIEVE THAT THEY WOULD RATHER  
HAVE ONE POLICE OFFICER WORKING  
90 HOURS A WEEK INSTEAD OF TWO  
OFFICERS WORKING 50 HOURS A WEEK  
AND WITH 53,000 NEW UNITS COMING  
IN BY 2030, OUR CITY IS  
SWELLING, WE SIMILAR GLOINT HAVE  
ENOUGH OFFICERS AND WE SIMPLY  
DON'T HAVE THE PROPER FACILITIES  
TO TRAIN ENOUGH OFFICERS.

THE POLICE ACADEMY IS IN MY  
DISTRICT, IT IS AN OLD WORN DOWN  
GRAMMAR SCHOOL, IT CERTAINLY  
ISN'T THE FACILITY THAT THE, IN  
MY OPINION, THE GREATEST POLICE  
FORCE IN THE NATION SHOULD BE  
TRAINED AT, SO WE HAVE A LOT  
MORE ISSUES TO WORK WITH THAN  
JUST -- THIS IS JUST ON THIS  
ISSUE, I GET IT BUT YOU REALLY  
CAN'T BUILD A BETTER FOUNDATION  
UNLESS YOU FIX THE FOUNDATION.  
YOU CAN'T BUILD A BIGGER HOUSE,  
SO UNTIL WE START ADDRESSING  
THAT ISSUE AS WELL IT IS GOING  
TO BE -- IT IS GOING TO BE A BIG  
ISSUE WITH BPD AS THEY GET



ORDERED TO THIRD SHIFTS NOW WE ALL HAVE FRIENDS WHO ARE POLICE OFFICERS AND HEARING THEM, YOU KNOW, MISSING FAMILY EVENTS BECAUSE THEY ARE BEING ORDERED ON THIRD SHIFT, THEY ARE EXHAUSTED AND WE HAVE TO, AS A CITY, WE HAVE A THE FIDUCIARY RESPONSIBILITY TO MAKE SURE WE HAVE ENOUGH OFFICERS TO COVER THE CITY SO I WILL GET OFF MY SOAPBOX BUT BEFORE I HAND IT TO YOU GUYS WE WERE JOINED BY CITY COUNCILOR LYDIA EDWARDS FROM DISTRICT 1, IF YOU WOULD LIKE TO SAY HELLO.

>> SHE IS IN.

SHE IS IN FOR A QUICK HELLO. SO I WILL TURN IT OVER TO SUPERINTENDENT AND COMMISSIONER WHO I WOULD LIKE TO OPEN.

>>

>> MR. CHAIRMAN, THANK YOU FOR INITIATING THIS IMPORTANT CONVERSATION.

OBVIOUSLY, THE TRANSPORTATION DEPARTMENT IS LOADING, GO BOSTON 2030, AND THE CITY'S VISION ZERO EFFORTS.

MUCH OF WHAT YOU AND COUNCIL PRESIDENT CAMPBELL AND YOUR COLLEAGUES HAVE DISCUSSED SO FAR IS SO CLOSELY ALIGNED WITH THE MAYOR'S OBJECTIVES THE GO BOSTON 2030.

AND AS FAR AS TRAFFIC ENFORCEMENT AND REDUCTION OF SPEEDS A AND ROADWAY SAFETY WE HAVE A NUMBER OF INITIATIVES THAT THE MAYOR HAS SET OTHER IN HIS INITIATIVES.

THIS YEAR.

AND MOST IMPORTANTLY IT IS REDUCING THE SPEED LIMIT ON OUR CITY STREETS TO 20 MILES PER HOUR.

WE KNOW THAT SLOWER SPEEDS SAVES LIVES.

WE IN PARTNERSHIP WITH THIS BODY REDUCED THE SPEED LIMIT TO 25 MILES PER HOUR AND WE ARE INTERESTED IN PURSUING HOW WE REDUCE IT TO 20 MILES PER HOUR.

THIS WILL BE IN ON OUR

NEIGHBORHOOD STREETS.  
COUPLE THE TRANSPORTATION  
DEPARTMENT HAS ESTABLISHED  
SAFETY FILMS IN NEIGHBORHOODS,  
THOSE AREAS AROUND SCHOOLS WHERE  
THE SPEED LIMIT IS REDUCED TO  
20 MILES PER HOUR.

WE HAVE RAPID FLASH BEACONS THAT  
WE USE TO ALERT THE PEDESTRIANS  
FOR SAFE CROSSINGS AT  
UNSIGNALIZED CROSSWALKS, WE ARE  
PILOTING LED PEDESTRIAN  
PALESTINIANS AND WE HAVE A SPEED  
FEEDBACK WHICH IS EFFECTIVE IN  
MANY NEIGHBORHOODS, CAMERA SORT  
OF FALL INTO THE CONTACT OF MUCH  
-- AS MUCH OF DETERRENCE AS AN  
ENFORCEMENT TOOL.

BUT CLEARLY THERE ARE A LOT OF  
PARTNERSHIPS WITH THE BOSTON  
POLICE DEPARTMENT IN THIS BODY  
IN CONVERSATIONS THAT WE WOULD  
LIKE TO HAVE IN TERMS OF HOW WE  
WORK TOGETHER TO ENSURE OUR SAFE  
ROADWAYS.

>> SO FOR THE ENFORCEMENT ASPECT  
FOR THE BOSTON POLICE, I NOTICED  
THAT THERE WAS A NOBODY ARTICLE  
THAT WAS REFERENCED AND JUST TO  
TOUCH ON A FEW THINGS THAT WERE  
MEN'SED THERE, THEY HAD  
SOMEWHERE AROUND 20,000 MOVING  
VIOLATIONS ISSUED AND THEY DID  
SOME COMPARATIVE ANALYSIS WITH  
NEIGHBORING JURISDICTIONS AND  
EVEN WITH NEW YORK CITY, SO JUST  
TO GIVE A LITTLE CONTEXT TO  
THAT, I DON'T KNOW WHAT YOUR  
DEFINITION OF MOVING VIOLATIONS  
ENCOMPASSED MAYBE JUST SPEEDING  
BUT OUR MEMBERS ARE NOT 20,000,  
IT WAS ACTUALLY FROM 2018 IT WAS  
100,000 AND 22 MOVING VIOLATIONS  
THAT WERE ISSUED AND THE WAY WE  
GO ABOUT ISSUING MOVING  
VIOLATIONS AND DOING TRAFFIC  
ENFORCEMENT IN GENERAL IN THE  
BOSTON POLICE DEPARTMENT IS EACH  
DISTRICT FEELS ON AT LEAST TWO  
SHIFTS OF TRAFFIC, THEY CALL IT,  
TANGO 55 CAR.  
AND BASICALLY THEIR ENTIRE  
PRIMARY ROLE FOR THAT SHIFT IS  
TRAFFIC ENFORCEMENT.

AND THAT THE AT THE DISTRICT LEVEL THAT IS DRIVEN BY THE CAPTAINS PRIORITIES, WHICH IS, YOU KNOW, AS YOU HAVE MENTIONED, IT IS TO THE COMMUNITY INPUT, SO THAT THE COMMUNITY MEMBERS, WHETHER IT IS BUSINESS OWNERS OR RESIDENTS WILL DISCUSS AT MEETINGS WHETHER IT IS JUST CALLING A CAPTAIN OR COMMUNITY MEETINGS, WHAT THEY SEE AS PROBLEM AREAS IN THE, AND THE CAPTAIN WILL DIRECT HIS SUPERVISORS TO ENSURE THAT THE TANGO CAR IS, HIS FOLKS ARE IN THOSE AREAS.

IN ADDITION TO THAT WE HAVE MOTORCYCLE UNIT WHICH IS NOT AS ROBUST AND NO LONGER JUST AS FOCUSED ON TRAFFIC AS IT USED TO BE, BECAUSE IT ALSO COMPRISES SOME OF THE TACTICAL TEAMS, WHICH HAVE TAKEN A LARGE ROLLOVER THE PAST DECADE OR SO. BUT WE DO HAVE MOTORCYCLES THAT AUGMENT OFTEN AT THE REQUEST OF THE DISTRICT CAPTAINS OR PROACTIVELY BASED ON WHATEVER AVAILABILITY THEY HAVE, AND THEY DO SIGNIFICANT TRAFFIC ENFORCEMENT AS WELL. SO THAT IS PRIMARILY HOW HE WE DO ENFORCEMENT ON A REGULAR BASIS.

THERE IS ALSO A NUMBER OF GRANTS THAT COME FROM THE STATE AND FEDERAL GOVERNMENTS TO TARGET DISTRACTED DRIVING OR OUI ENFORCEMENT TYPE OF ACTIVITIES. WE DON'T DO ROADBLOCKS, WE JUST DO A REGULAR TRAFFIC ENFORCEMENT, IT IS SUPPOSED TO BE GEARED TOWARDS THE REQUIREMENTS OF THE GRANT, BUT THOSE ALSO AUGMENT WHAT WE DO ON A REGULAR BASIS.

AND CROSSWALK ENFORCEMENT AS WELL, THAT HAPPENS, COORDINATED WITH -- A FEW DIFFERENT UNITS I THINK IT IS DONE WEEKLY IN MOST DISTRICTS.

SO THAT'S THE BACKBONE OF OUR DAY TO DAY TRAFFIC ENFORCEMENT REGIME.

>> THANK YOU VERY MUCH,  
LIEUTENANT.  
WE HAVE BEEN JOINED BY MY GOOD  
FRIEND FROM DISTRICT 6,  
COUNCILOR O'MALLEY.  
WOULD YOU LIKE TO --

>> NO.

>> WE WILL GET RIGHT INTO IT.  
I HAVE A COUPLE OF QUICK  
QUESTIONS.

DO WE GIVE TICKETS FOR -- I KNOW  
WE GIVE TICKETS FOR BLOCKING THE  
BOX DO WE HAVE ANY STATS ON  
THAT?

DO WE HAVE ANY STATS ON TEXTING  
TICKETS?

AND DO WE HAVE ANY -- DO WE GIVE  
TICKETS FOR JAYWALKING AT ALL?  
BECAUSE I THINK THAT WHETHER YOU  
ARE WALKING, RIDING A BIKE,  
RIDING A SCOOTER, SOON TO COME,  
A CAR, EVERYBODY HAS GOT TO PAY  
ATTENTION, AND I KNOW PLENTY OF  
TIMES WHERE PEOPLE WHO HAVE  
THEIR HEADS DOWN IN THEIR PHONE  
AND WALKING RIGHT ACROSS THE  
MIDDLE OF THE STREET, NOT IN A  
CROSSWALK, NOT EVEN CLOSE TO  
BEING A CROSSWALK OR WALKING  
ACROSS A GREEN LIGHT.

ARE WE ALLOWED TO GIVE TICKETS  
TO JAYWALKING?

BECAUSE I KNOW IN OTHER CITIES  
AND THEN YOU GUYS CAN ANSWER ALL  
OF THEM.

I KNOW IN OTHER CITIES WHEN  
COUNCILOR O'MALLEY AND I,  
COUNCILOR BAKER WERE UP IN  
VANCOUVER, LITERALLY, NOBODY  
JAYWALKED, I MEAN, WE COULD LOOK  
DOWN THE STREET, THERE WASN'T  
CAR FOR A MILE BUT IF THAT HAND  
WAS UP, NOBODY WAS MOVING, IT  
WAS THE CRAZIEST THING WHERE IN  
BOSTON WE WOULD ALL RUN ACROSS  
THE STREET, SO CAN YOU -- SO  
JAYWALK, TEXTING AND BLOCKING  
THE BOX.

>> I HAVE NEVER SEEN A  
JAYWALKING TICKET IN MY 29  
YEARS.

>> IN THE POLICE DEPARTMENT.  
I BELIEVE, I BELIEVE IT IS STILL  
ON THE BOOKS, I THINK FINE IS

\$1.

I THINK IT WOULD BE CERTAINLY WORTH LOOKING AT BUT I WOULD -- I WOULD THINK WE WOULD NEED TO DO A SIGNIFICANT PUBLIC EDUCATION AND OUTREACH, I THINK ENFORCEMENT OF BASICALLY DEFUNCT STATUTE LIKE THAT WOULD REQUIRE A SIGNIFICANT PUBLIC INPUT AND SIGNIFICANT BUYIN AT ALL LEVELS BEFORE WE STARTED TO ACTUALLY ENFORCE IT BECAUSE IT WOULD CERTAINLY TAKE PEOPLE BY SURPRISE, I WOULD THINK.

>> YES.

>> I AGREE.

>> IT WOULD BE A CULTURE SHIFT AMONG PEDESTRIANS IN THE CITY. FOR BETTER OR WORSE.

>> HOW ABOUT TEXTING?

>> WE DO CITE FOR TEXTING, AND I DON'T HAVE A BREAKOUT OF THOSE STATS.

I AM NOT SURE IF WE EVEN WOULD HAVE THAT.

MOST OF THE BREAKOUTS ARE FOR TARGETED ENFORCEMENT, IF THERE IS AN OPERATION CROSSWALK OR SOMETHING ALONG THOSE LINES.

I CAN SEE WHAT WE CAN -- I CAN SEE WHAT WE CAN DO TO GET SOME OF THAT INFORMATION: I WAS ACTUALLY SPEAKING WITH ONE OF THE ANALYSTS JUST BEFORE THIS MEETING, WE USED TO HAVE A TRANSPORTATION ANALYST, WE DON'T NOW, SO I THINK MAYBE THAT IS SOMETHING WE WOULD WANT TO LOOK AT WHERE WE WOULD GET A LITTLE BIT MORE FIDELITY ON EXACTLY WHAT THE ISSUES ARE AND EXACTLY HOW OUR ENFORCEMENT IS TARGETED TOWARDS THE ISSUES THAT WE IDENTIFY.

>> CAN YOU SAY THAT AGAIN, SUPERINTENDENT, JUST ON THE ANALYST POSITION?

>> SO WE PREVIOUSLY HAD -- AND I WAS JUST SPEAKING WITH SOMEONE FROM THE --

>> GRANT DIVISION?

>> SO THERE USED TO BE -- WE USED TO HAVE MORE ANALYSIS OF THAT DATA FROM THE POLICE

ENFORCEMENT PERSPECTIVE, AND APPARENTLY THAT IS NOT THE CASE RIGHT NOW.

SO I THINK WITHOUT A DEDICATED ANALYST, OUR INFORMATION IS PROBABLY NOT GOING TO BE AS DETAILED AS IT WOULD BE OTHERWISE.

>> THANK YOU, COUNCILOR CAMPBELL.

>> THANK YOU, COUNCILOR MCCARTHY AND I WILL LIMIT MYSELF TO A TIMER TO BE FAIR TO MY COLLEAGUES AND I CAN GO THE NEXT ROUND.

THANK YOU BOTH.

SO SPECIFICALLY GOING TO FOCUS ON THE ENFORCEMENT PIECE, THE BULK OF THIS CONVERSATION AND THEN I THINK WE WILL COME BACK TO CAMERAS AND SPEED, SPEED LIMITS AND SLOW STREETS AND, YOU KNOW, INCREASING RIDERSHIP THROUGH DEDICATED BUS LANES. BUT REALLY WANT TO GET AT WHAT CURRENTLY HAPPENS WITH RESPECT TO ENFORCEMENT.

WHAT ARE THE LIMITS -- LIMITATIONS FOR YOU?

HOW DO WE AS A BODY ADVOCATE FOR MORE RESOURCES PARTICULARLY IN OUR NEXT BUDGET CYCLE TO IMPROVE ENFORCEMENT ACROSS THE ENTIRE CITY OF BOSTON?

I THINK THERE IS SOME POCKETS THAT MAY HAVE GREATER ENFORCEMENT, NOT NECESSARILY BECAUSE OF HUMAN CAPITAL BUT BECAUSE IT IS JUST A DIFFERENT LEVEL OF ACTIVITY THERE THAN OTHER DISTRIBUTION.

SO HAVING TO MAKE SURE THAT THE RESOURCES ARE EQUITABLY DISBURSED ACROSS THE CITY OF BOSTON DEPENDING ON WHAT WE SEE.

SO I GUESS STARTING WITH JUST THE DATA, SUPERINTENDENT -- THANK YOU FOR YOUR CLARIFICATION WITH RESPECT TO THE GLOBE ARTICLE AND HOW YOU THINK THAT YOUR DATA LOOKS A LITTLE DIFFERENT.

BUT OF THE 100,000 MOVING VIOLATIONS, HOW DO YOU DEFINE

MOVING VIOLATIONS?  
WHAT DOES THAT MEAN?  
FOR YOU.

>> RIGHT.

THIS IS COMPILED FROM EACH DRINK  
HAS SOMEONE ASSIGNED TO COMPILE  
THE DATA, BOTH IN TRAFFIC  
ENFORCEMENT ACTIONS AND MOTOR  
VEHICLE KRARNLS.

THEY ALSO HAVE DIFFERENT LEVELS  
OF RECONSTRUCTION AS PART OF  
THEIR JOB THEY REPORT THOSE  
NUMBERS FOR ANYTHING THAT IS  
SENT TO THE REGISTRY SO A MOTOR  
VEHICLE 0 VIOLATION WOULD BE  
ANYTHING THAT FALLS UNDER THE  
CHAPTER 90 VIOLATIONS AND SOME  
CITY OF BOSTON ORDINANCES THAT  
WOULD BE A MOVING VIALS SO  
SPEEDING WOULD CERTAINLY BE A  
SIGNIFICANT CATEGORY THERE, BUT  
IT COULD ALSO BE THE TEXTING AND  
THE CROSSWALKS AND THE SCHOOL  
BUS VIOLATIONS AS WELL.

SO ANYTHING THAT COULD RESULT IN  
YOUR BEING FINED IN A WAY THAT  
WOULD IMPACT YOUR LICENSE AND  
YOUR INSURANCE RATE.

>> AND RIGHT NOW, EACH DISTRICT  
COMPILES IT AND THEN SENDS IT TO  
YOU OR SOMEONE IN HEADQUARTERS  
TO SORT OF KEEP TRACK OF IT IN  
ONE CENTRALIZED PLACE?

>> THAT'S RIGHT.

AS FAR AS THE RAW NUMBERS GO OF  
WHAT IS SENT OUT IT IS DONE ON A  
MONTHLY BASIS BY DISTRICT AND  
SPECIAL OPERATIONS.

>> AND IS THIS DATA PUBLICLY  
AVAILABLE?

LIKE IS IT PUBLIC SAFETY, COULD  
YOU TWO ON TO A WEBSITE OR CAN  
YOU SEE IT SOMEWHERE OR IF THAT  
ISN'T THE CASE, IS THERE ANY  
THOUGHTS ON HOW DO WE  
COMMUNICATE THIS DATA PUBLICLY?

>> I DON'T -- I HAVEN'T SEEN  
MUCH ON THE WEBSITES ABOUT WHAT  
THE, SAY, THE DISTRICT WEBSITE  
ABOUT HOW MUCH TRAFFIC  
ENFORCEMENT THEY HAVE  
ACCOMPLISHED IN A GIVEN MONTH OR  
IN A GIVEN AREA.

I DON'T WANT -- I DON'T THINK

THAT WOULD BE INCREDIBLY CHANNELING TO DO THAT. I THINK THAT WOULD BE FEASIBLE. I MEAN, IT IS PUBLIC TO THE EXTENT WE SEND IT TO THE REGISTRY AND AS THE GLOBE DID, I DON'T KNOW WHAT THE PARAMETERS OF THEIR REQUESTS WERE, BUT SO IT IS -- IT WOULD BE RELEASABLE BY US FOR THE NUMBERS WE HAVE, FOR THE RECORDS WE KEEP AND IT IS ALSO DATA THAT THE REGISTRY KEEPS AS WELL.

>> THAT'S VERY HELPFUL. AND THEN ON THE ANALYST POSITION, AND I REMEMBER I THINK IN MY FIRST TERM REVIEWING WHEN I WAS CHAIR OF THIS COMMITTEE, REVIEWING GRANTS THAT SPECIFICALLY WENT TO THE ANALYST POSITION, CAN YOU REMIND US WHAT IT COSTS, WHAT THAT PERSON DID, THE VALUE OF THAT ROLE IN YOUR DEPARTMENT WITH RESPECT TO THE DATA?

>> I HAVE AN EXPERT HERE WHO --  
>> COME ON DOWN.

>> HI.

>> SAVAGE, BOSTON --

>> WE HAVE A TRANSPORTATION ANALYST.

AIM NOT SURE OR REMEMBER HOW MUCH THE FUND, HOW MUCH IT COSTS PER YEAR BUT THE IDEA WAS THAT UNFORTUNATELY OUR CURRENT DATA IS UNWIELDY AND MOST OF THE DETAILS COME FROM THE NARRATIVE BECAUSE WE ACTUALLY DON'T SAY OKAY THIS WAS A MOTOR VEHICLE ACCIDENT INVOLVING A PEDESTRIAN OR BIKE OR AS AN INTERSECTION ALL OF THAT DETAIL REALLY COMES TO A NARRATIVE BECAUSE WE TONIGHT HAVE A LOT OF CRASH REPORTS -- ISSUES THERE.

SO THE TRANSPORTATION AM LIST IS KEY BECAUSE THEY HAVE ACCESS TO THAT DATA AND DO THE NARRATIVES AND HAVE THE DEPARTMENT OF TRANSPORTATION, SO THEY CAN USE THAT DATA TO CONFORM THEIR -- IT IS A CASE MAY BE.

UNFORTUNATELY, BECAUSE WE WEREN'T HAVING -- I MAY BE MISS



REMEMBERING THIS BUT -- WE LOST THE GRANT THAT SUPPORTED THE ANALYSTS OR AT LEAST TOOK AWAY THE ABILITY TO USE THOSE FUNDS TO SUPPORT THE ANALYST.

WE HAVE BEEN GETTING THE DATA TO OUR TRANSPORTATION DEPARTMENT PARTNERS IS VERY DIFFICULT BECAUSE IT IS SO TIME CONSUMING TO READ THE NARRATIVES OR REDACT THEM SO CURRENTLY I AM THE ONLY ONE IN THE OFFICE WHO WILL PROVIDE DATA ON FATAL ACCIDENTS BUT THAT'S IT AND WE DO -- WE TO, I THINK HAVE AS ONE OF OUR -- RESULTS, I DON'T KNOW IF THEY ARE REVAMPING IT BUT I THINK WE HAVE PEDESTRIAN FATALITIES MEASURE THERE AND MEETING WITH THE COMMISSIONER SOON TO TALK ABOUT HOW WE WILL HAVE THOSE METRICS AND ADD MOVING VIOLATIONS AS A MEASURE THERE THAT I CAN BRING UP AT THAT MEETING TO MAKE THAT ONE OF THE MEASURES.

>> AND THEN I JUST HAVE A FEW MORE GENERAL QUESTIONS BEFORE I TURN IT OVER.

GOING BACK TO THE TANGO CAR EACH DISTRICT, SO EACH DISTRICT, FIRST OF ALL, TOTAL NUMBER OF DISTRICT AND THIS IS JUST FOR THE PUBLIC --

>> 11 DISTRICTS, THEY DON'T --

>> I AM JUST TRYING TO SEE IF THEY BROKE OUT DISTRICT 15, WHICH THEY DIDN'T.

IT IS WRAPPED UP IN --

>> YES.

11 DISTRICTS AND SPECIAL OPERATIONS, THAT IS A SEPARATE REPORTING CATEGORY.

>> AND DOES EVERY DISTRICT HAVE TANGO CAR?

>> YES.

FOR AT LEAST TWO SHIFTS.

I DON'T THINK THERE IS -- I

DON'T THINK MANY PUT THEM OUT ON THE MIDNIGHT SHIFT, BUT USUALLY TWO SHIFTS THEY WILL HAVE A TANGO CAR.

>> AND WHAT IS THE SHIFT?

7:30 TO 4:00 AND 4:00 TO 11:45.

>> IS 7:30 TO 4:00 AND POWER TO 11:00.

AND WHAT IS THE TOTAL NUMBER OF OFFICERS?  
THE SAME?

>> THEY ARE ALL SINGLE OFFICER CARS, AS THE TANGO.

>> OKAY.

SO SINGLE OFFICER.

>> AND THEY ARE COVERING -- WHAT IS THE AVERAGE SIZE OF A DISTRICT?

I THINK ABOUT C 11, B 2 --

>> IT IS.

I MEAN, ONE OFFICER DOING JUST, DEDICATED TO THAT WOULD -- COULD PICK ANY NUMBER OF HOTSPOTS AND OBVIOUSLY NOT HIT THEM ALL IN A GIVEN DISTRICT.

AND THEN MY LAST QUESTION BEFORE HE TURNING IT OVER.

WHAT IS THE COST ASSOCIATED WITH -- YOU KNOW, THERE IS CLEARLY A VEHICLE, TANGO VEHICLE, ONE OFFICER IN THERE, TWO SHIFTS, WHAT IS THE AVERAGE COST OR IS THERE A SENSE?

IS THERE AN ESTIMATE YOU COULD GIVE US IN TERMS OF THE COST OF THE INDIVIDUAL IN THAT UNIT? FOR LACK OF A BETTER TERM?

>> PRIMARILY THE COST OF THE OFFICER.

>> OKAY.

>> THERE IS NOTHING -- THEY DO HAVE DEDICATED CARS BUT THERE IS NOTHING SPECIAL IN THAT TRAFFIC ENFORCEMENT CAR.

I KNOW SOME DEPARTMENTS, STATE POLICE IN PARTICULAR HAVE ELECTRONIC TICKETING WHICH IS MUCH FASTER, MUCH MORE EFFICIENT AND THAT CAN CAUSE, I HAVE SEEN RANGES OF TWO TO \$7,000 PER CAR, BUT WE DON'T HAVE ANYTHING LIKE THAT.

IT IS JUST OR REGULAR POLICE CAR SO IT IS REALLY THE COST OF THE OFFICER, PRIMARILY.

>> AND DO YOU HAVE A SENSE OF WHAT THAT NUMBER IS OR VARY BY DISTRICT?

>> NO.

IT WILL VARY SLIGHTLY BY THE

SENIORITY OF THAT OFFICER AND HIS EDUCATIONAL LEVEL AND THINGS LIKE THAT.

SOMEWHERE I WOULD GUESS SOMEWHERE AROUND EIGHT AT THIS THOUSANDISH.

>> AND I WILL SAVE MY QUESTIONS FOR THE NEXT ROUND TO BE FAIR TO MY COLLEAGUES.

THANK YOU.

>> THANK YOU, COUNCILOR CIOMMO.

>> THANK YOU.

COULD YOU SPEAK A LITTLE BIT MORE ABOUT HOW TANGOS, THOSE UNITS ARE ACTUALLY DEPLOYED? LIKE WHAT INFORMATION DO YOU USE TO DEPLOY THEM?

AND LET ME PREFACE THIS BY SAYING, WE HAVE HAD AN INCREASE IN THE NUMBER OF SPEED BOARDS, I AM SURE THROUGHOUT MANY DISTRICTS BUT PARTICULARLY IN ALLISTON BRIGHTON HAVE BEEN -- THEY PROVIDE SOME GREAT INFORMATION ABOUT SPEEDING IN PARTICULAR AND COUNTING OF CARS, IN PARTICULAR.

AND I KNOW THAT THE D 14 DISTRICT HAS USED THEM A LOT AND HAVE ACTUALLY RESPONDED TO MANY AT MY REQUEST IN HOTSPOTS.

SO I GUESS WHAT DO YOU USE TO INFORM THE UNIT, THE TANGO UNIT TO WHERE THEY SHOULD BE , YOU KNOW, IS IT CALL INS OR 31 ONE'S OR --

>> THAT COULD PROBABLY BE A PART OF IT.

I WOULD SAY PRIMARY IT IS THE CAPTAIN'S FEEDBACK FROM HIS COMMUNITY SERVICE OFFICERS, FROM THE MEETINGS THEY HAVE, AND, YOU KNOW, ANYONE THAT WORKS A GIVEN DISTRICT LONG ENOUGH KNOWS WHERE A PROBLEM RED LIGHT IS OR A PROBLEM STOP SIGN OR A PLACE WHERE THERE IS A STREAK OF ACCIDENTS OR A PLACE WHERE PEOPLE MIGHT GET T STATION EMPTIES OUT AT CERTAIN HOURS AND, YOU KNOW, THERE IS CONGESTION, THERE ARE PEOPLE WHO ARE TRYING TO CROSS AT THE CROSSWALK AND HAVE TO WAIT

LONGER THAN THEY SHOULD.  
SO I THINK THERE IS A PROACTIVE  
ASPECT FROM OFFICER IN THAT  
PARTICULAR AND THEN THERE IS THE  
LEADERSHIP ASPECT OF THE CAPTAIN  
AMENDED THE COMMUNITY SERVICE  
OFFICERS GETTING TOGETHER AND  
FORMULATING A PLAN WHICH VARIES  
BY -- WHENEVER YOU CONDUCT  
TRAFFIC ENFORCEMENT WHEN YOU DO  
IT DAY AFTER AT A, IT  
SUPERINTENDENT THAT PLACE THAT  
IS THE PROBLEM BUT DOWN THE  
STREET.

>> IT VARIES BUT A COMBINATION  
OF FACTORS AND JUST TAKING THE  
INFORMATION THAT THEY GET AND  
COME BY WITH A PROACTIVE --

>> SO WE DON'T USE ANY  
INFORMATION FROM THE CAMERAS  
THAT WE -- SO I GUESS THE NEXT  
QUESTION WOULD BE TO THE  
COMMISSIONER ON, DO WE HAVE --  
DOES OUR INFRASTRUCTURE, OUR  
CAMERAS THAT ARE AT MANY TRAFFIC  
INTERSECTIONS HAVE THE ABILITY  
TO ACTUALLY MONITOR VIOLATIONS?

>> WITHOUT TAKING LICENSE PLATES  
FOR THE ACLU PEOPLE?

>>

>> NO, COUNCILOR WE DON'T  
MONITOR VIOLATIONS OR RECORD  
LICENSE PLATES OF VEHICLES THAT  
ARE NOT STOPPING AT RED LIGHTS  
OR HAVE CREATED GRIDLOCK BY  
BLOCKING THE BOX AT  
INTERSECTIONS.

WE DO HAVE THE ABILITY TO  
MONITOR TRAFFIC CONDITIONS AND  
IF WE SEE TROUBLE SPOTS OUT  
THERE AND WE NOTE THEM, WE CAN  
MAKE ADJUSTMENTS TO TRAFFIC  
SIGNAL TIMING PHASE AND ALSO  
ALERT BPD AND ASK THEM FOR SOME  
SUPPORT AT INTERSECTIONS.

>> ALL RIGHT.

SO WHAT WOULD IT TAKE TO  
ACTUALLY HAVE THE CAPABILITY TO  
MONITOR POTENTIAL VIOLATIONS?  
JUST FOR THE SAKE OF THE  
ARGUMENT, THE CORNER OF  
WASHINGTON, MARKET AND CHESTNUT  
HILL IN BRIGHTON, HEAVILY  
TRAFFICKED AREA, HAS CAMERAS,

COULD WE TRIP THEM OUT TO PROVIDE THE KINDS OF INFORMATION BLOCKING OUT THE LICENSE PLATE BY JUST KNOWING HOW MANY VIOLATIONS OCCUR DURING, YOU KNOW, A DAY, A WEEK?

>> WE WOULD HAVE TO EXPLORE THAT WITH SOME OF OUR TECHNOLOGY PROVIDERS AND SEE WHAT CAPABILITIES EXIST IN OUR CAMERA SYSTEMS.

>> AND FINALLY, I GOT A JAYWALKING TICKET IN CALIFORNIA TOO BUT I DIDN'T PAY IT.

>> I AM DONE.

>> THE TICKETS --

>> IT WAS IN WESTWOOD.

>>

>> COUNSELOR ED FLYNN.

>> THANK YOU MR. CHAIRMAN, AND I JUST WANTED TO FOLLOW UP ON COUNCIL PRESIDENT CAMPBELL'S COMMENTS ON THE TRANSPORTATION ANALYSTS POSITION. YOU KNOW, THE CITY COUNCIL IS GOING AND THE MAYOR'S OFFICE IS GOING INTO BUDGET SEASON NOW.

COULD YOU WORK WITH THE CITY COUNCIL AND PROVIDE SOME, MAYBE SOME BACKGROUND INFORMATION ON THAT POSITION?

AND MAYBE THE CITY COUNCIL CAN WORK CLOSELY WHERE THE POLICE AND WITH THE MAYOR'S OFFICE AND TRY TO GET THAT MONEY INTO THE BUDGET?

IT SEEMS THAT IT IS NOT A LOT OF MONEY, BUT IT IS INVALUABLE INFORMATION THAT COULD BE HELPFUL TO ALMOST EVERYBODY IN THE CITY.

IS THAT SOMETHING WE CAN WORK ON?

>>

>> EXPHITIONER, DO WE TRACK ALL CRASHES, ACCIDENTS IN THE CITY, FATAL AND NONFATAL?

AND WHAT DO WE DO WITH THAT INFORMATION SO THAT WE CAN, YOU KNOW, PREPARE OR TO EDUCATE THE PUBLIC?

>> SO WE DO GET THAT INFORMATION FROM BPD, SO THAT'S WHAT WE WERE DISCUSSING IN TERMS OF THE

ANALYST BEING PARTICULARLY HELPFUL WITH US.

SOME OF THE CRASH REPORTS ARE NOT AVAILABLE TO US, SO WE DON'T KNOW THE CIRCUMSTANCES, SO WE RELY ON BPD TO PROVIDE US WITH THAT INFORMATION AS GUIDANCE FOR VISION ZERO AND OUR RESPONSE TO SOME OF THESE INCIDENTS.

>> OKAY.

ALSO, AS PART OF THAT TRANSPORTATION ANALYST POSITION, JUST ON SOMETHING SIMILAR TO THAT, YOU KNOW, AS IT RELATES TO THE BUDGET PROCESS, COULD WE ALSO CONSIDER A ROBUST PUBLIC SERVICE ANNOUNCEMENT CAMPAIGN AS THE SUPERINTENDENT WAS TALKING ABOUT EDUCATING DRIVERS, CYCLISTS?

I THINK WE COULD ALL BENEFIT FROM A BRIEFING ON THE RULES OF THE ROAD AND GIVING PEOPLE AN IDEA OF EXACTLY WHAT IS EXPECTED OF THEM AND WHAT THE RULES ARE, SO WE COULD MAKE OUR STREETS SAFER AND IF WE WERE ABLE TO HAVE A GOOD PUBLIC SERVICE ANNOUNCEMENT CAMPAIGN, INCLUDING SOCIAL MEDIA, I THINK IT COULD BE HELPFUL TO THE RESIDENTS OF BOSTON.

>> WE CERTAINLY SUPPORT THAT, COUNCILOR.

>> OKAY.

>> AND ON MY FINAL QUESTION IS, I DO APPRECIATE THE WORK ON REDUCING, WORKING WITH US ON REDUCING THE SPEED LIMIT FROM 25 TO 20 MILES PER HOUR.

I THINK THAT IS CRITICAL.

I EVEN THINK 25 -- 20 MILES PER HOUR IS STILL FAST IN MANY NEIGHBORHOODS IN THE CITY. IN SOUTH BOSTON MY ELDERLY PARENTS HAVE CUSTODY OF A SPECIAL NEEDS GRANDSON AND THEY ARE IN THE CROSSWALK AND PEOPLE MAY BE GOING, 30, 40 MILES PER HOUR THROUGH THE STREETS OF SOUTH BOSTON, SO, YOU KNOW, THIS IS SOMETHING THAT IS VERY IMPORTANT TO ME.

I KNOW IT IS IMPORTANT TO YOU,

BUT, YOU KNOW,, WHATEVER WE CAN DO TO REDUCE THE SPEED LIMIT FROM 25 TO 20, I THINK IS CRITICAL TO THE PUBLIC SAFETY IN BOSTON PEDESTRIAN SAFETY.

>> THANK YOU.

>> THANK YOU.

>> COUNCILOR BAKE SEARCH GONE SO COUNCILOR EDWARDS.

THANK YOU VERY MUCH AND THANK YOU FOR YOUR TESTIMONY.

>> I JUST WANTED TO WALK THROUGH A LITTLE BIT OF OTHER ENFORCEMENT MECHANISMS, I DON'T KNOW IF THE CITY IS INVOLVED IN THEM.

BUT BUT CORRECT ME IF I AM WRONG, THE TRAFFIC VIOLATIONS THEY ARE NOT CIVIL, RIGHT? THEY WOULD BE CRIMINAL?

>> MOST OF THEM WOULD BE CIVIL.

>> THEY ARE CIVIL?

>> THE CERTAIN VIOLATIONS WOULD BE CRIMINAL.

>> WELL, GIVE ME AN EXAMPLE. IF YOU ARE DRIVING WITHOUT A LICENSE.

>> OKAY.

>> SO --

>> SO THE TEXTING WHILE DRIVING, JAYWALKING.

>> CIVIL.

>> CIVIL?

OKAY.

SO MY CURIOSITY, I GUESS IS, SO I HAD A CONSTITUENT TELL ME SOMEONE RAN OVER THEIR FEET, RIGHT?

AND ANOTHER PERSON WAS THERE JAYWALKING, SO I SEE IT, I CONFRONT THE PERSON, I GET THE LICENSE, MYSELF, WHERE WOULD I GO WITH THAT INFORMATION?

>> YOU COULD MAKE A POLICE REPORT WITH WIT, AND THEN THAT WOULD BE FORWARDED TO THE DISTRICT AUTO INVESTIGATOR AND HE COULD FOLLOW UP FROM THERE AND TRY TO CONTACT THE -- WAS SOMEONE'S FOOT BEING RUN OVER IS A LITTLE CHANNELINGS, IF SOMEONE DENIES IT THERE IS NOT GOING TO BE A LOT OF EVIDENCE.

IT IS A LITTLE BIT DIFFERENCE IF

THERE IS SOME OTHER TYPE OF HIT AND RUN WHERE THERE MIGHT BE PHYSICAL EVIDENCE OF DAMAGE YOU COULD CORROBORATE.

>> OH I MEAN, OR I MEAN I KNOW THE ACLU IS CONCERN ABOUT ELECTRONIC SURVEILLANCE FROM THE GOVERNMENT, BUT I MEAN MOST PEOPLE HAVE A CELLPHONE.

>> SURE.

>> AND WOULD JUST RECORD A PERSON JAYWALKING IN FRONT OF THEM OR TEXTING IF I HAD THAT I WOULD BE ABLE TO WALK INTO THE DISTRICT AUTO INVESTIGATOR?

>> COULD JUST MAKE A POLICE REPORT AND THAT WOULD BE THROWN TO THE AUTO INVESTIGATOR AND IF THEY COULD SUBSTANTIATE PROBABLE CAUSE A VIOLATION WAS COMMITTED THEY WOULD SET THAT UP FOR DISTRICT COURT AND THAT WOULD PROBABLY BE BEFORE A MAGISTRATE, RATHER THAN TAKING THE CRIMINAL COURT THEY WOULD APPLY FOR A --

>> BASICALLY DIRECT THEM TO TRAFFIC COURT?

YEAH, IT IS NOT SPECIFICALLY FOR TRAFFIC BUT IT IS A STEP BELOW AN ARRAIGNMENT, SO SOMEONE IS NOT NECESSARILY CRIMINAL CHARGED.

>> RIGHT.

>> BUT IT WOULD BE A LOWER LEVEL VIOLATION, AND THEN IT WOULD DEPEND ON WHAT WOULD HAPPEN AT THE MAGISTRATE LEVEL.

>> OKAY.

AND SO I AM CURIOUS SPECIFICALLY WITHIN MY DISTRICT.

>> IS A LOT OF BLOCKING THE BOXES AND A LOT OF CONGESTION AND I APPRECIATE MY 0 COLLEAGUE COUNCILOR FLYNN A REQUEST FOR SOME BUDGET NUMBERS BECAUSE AT THE END -- WE ARE NOT MOVING IN EAST BOSTON W HAVE SULLIVANS SQUARE IN CHARLESTOWN, CITY SQUARE, WE UNDERSTOOD WE WERE GETTING SIX OFFICERS, I DON'T KNOW, .. IN THE BUDGET TO HELP US MOVE PEOPLE, BLOCKING THE BOX IS A WAY OF LIFE THERE. THERE IS NO WAY PEOPLE ARE



LEAVING FROM CHELSEA STREET ON  
TO RUTHERFORD AVE TO GET ON THE  
WASHINGTON BRIDGE WITHOUT  
BLOCKING THE BOX SO WE NEED  
POLICE DETAILS.

WE NEED THAT KIND OF ENFORCEMENT  
THERE, AND I CAN'T IMAGINE --  
TELL ME HOW, ARE YOU GETTING  
MITIGATION MONEY TO PUT MORE  
OFFICERS THERE?

HOW ARE WE GOING MAKE SURE  
PEOPLE, FOLKS CAN MOVE?

I CAN'T FORGET THE TUNNEL IN  
EAST BOSTON WHERE I WILL GIVE  
COMPLETE AND TOTAL CREDIT TO THE  
CITY POLICE OFFICERS WHO HAVE  
GONE ABOVE AND BEYOND TO MOVE  
TRAFFIC WHEN THEIR COLLEAGUES AT  
THE STATE LEVEL HAVE NOT.

SO GIVE THEM THAT CREDIT.

BUT WE FEEL AN IMMEDIATE LOSS  
WHEN YOU -- WHEN YOU ARE NOT  
THERE.

SO HOW DO WE GET THAT?

>> THAT'S A DIFFICULT CHALLENGE  
IN THAT AREA AND IT IS  
UNFORTUNATELY GOING TO CONTINUE  
TO BE A CHALLENGE WITH THE  
OPENING OF THE CASINO, CASINO,  
CONSTRUCTION ON BRIDGES IN AND  
AROUND THE AREA.

YEAH, IT IS JUST -- YOU KNOW, IT  
IS DIFFICULT TO PRIORITIZE ONE  
ASPECT OVER ANOTHER BUT  
CERTAINLY WHEN THERE ARE PEAK  
TIMES AND A REAL CHALLENGE WE  
ALLOCATE THE OFFICERS SO THAT  
WE.

WE DO A MINIMUM IN MANNING AND  
WE USUALLY HAVE TOO ALLOCATE  
RESOURCES FROM WITHIN THAT POOL  
OF OFFICERS UNLESS SOMETHING  
SIGNIFICANT HAPPENS.

>> SO WOULD HAVING A TRAFFIC  
ENFORCEMENT UNIT HELP?

>> IT COULD BE -- I MEAN IT  
DEPENDS ON WHAT WE MEAN BY AN  
ENFORCEMENT UNIT BECAUSE THE  
IMHANL S WE ARE STILL TAKING  
THOSE OFFICERS FROM SOMEWHERE.  
WE ARE PRETTY MUCH AT MINIMUM  
MANNING ON EVERY SHIFT AT EVERY  
DISTRICT.

IS THERE IS VERY RARELY DO WE

HAVE EXTRA OFFICERS WORKING, SO THAT LEAVES US, AS WE GET INTO, YOU KNOW, THE BUSIER TIMES, WE APPROACH THE SUMMER, THAT'S WHEN WE START ORDERING OFFICERS EITHER PLANNED OR UNPLANNED TO WORK A DOUBLE SHIFT AND SOMETIMES MORE OCCASIONALLY. SO --

>> I AM JUST GOING TO PUT IT OUT THERE AND I AM SURE MY COLLEAGUES WHO -- AND THANK YOU AGAIN FOR YOUR LEADERSHIP, BY THE WAY.

COUNSELOR MCCARTHY AND COUNCILOR CAMPBELL FOR THIS HEARING.

I WOULD LOVE TO HEAR HOW .. THERE MIGHT BE SOME SORT OF PIPELINE CREATED FOR POLICE OFFICERS THROUGH THIS TRAFFIC ENFORCEMENT UNIT.

IT COULD BE A RECRUIT.

IT COULD BE SOMETHING YOU PULL IN NEW FOLKS, SOMEHOW, SOME WAY TO EXPAND THE NUMBERS.

I KNOW NUMBERS ARE NOT WHERE THEY NEED TO BE, BECAUSE YOU HAVE A LOT OF FOLKS RETIRING TOO.

>> RIGHT.

>> I AM NOT BEING IGNORANT TO THE FACT THAT YOU GUYS ARE STRETCHED THIN AS IT IS. BUT I WOULD LOVE TO SEE THIS AS AN OPPORTUNITY TO RECRUIT DIRECTLY FROM SOME HIGH SCHOOLS OR SOMETHING TO HELP PULL FOLKS INTO THE POLICE DEPARTMENT BUT ALSO 0 PROVIDE THIS VERY VITAL , THIS VITAL SERVICE.

WE ARE NOT MOVING.

IN PARTS OF MY DISTRICT AND WE NEED YOUR HELP.

>> A AND -- AND I THINK PROBABLY, PROBABLY THE QUICKEST, EASIEST WAY TO HAVE A MORE ROBUST TRAFFIC UNIT SET UP IS TO BUILD ON WHAT WE HAVE WITH THE MOBILE OPERATIONS PATROL, BASICALLY THE MOTORCYCLE OFFICERS.

THEY HAVE BEEN -- THEIR TRAFFIC ROLE HAS BEEN KIND OF PARED DOWN OVER THE YEARS BUT IF I WERE --

IF TOMORROW I HAD TO COME OUT WITH A MORE ROBUST CITY WIDE TRAFFIC UNIT, THAT IS HOW I WOULD DO IT.

I WOULD EXPAND THE MOTORCYCLE UNIT, PRIMARILY BECAUSE WHEN TRAFFIC IS REALLY AT A DIFFICULT SPOT, THE MOTORCYCLES CAN GET THERE.

SO IF THERE IS A STUD TRAFFIC TRAFFIC JAM BARKS, BASED ON AN ACCIDENT OR WHATEVER ELSE IT IS, IT IS STILL DIFFICULT TO GET CARS THERE.

SO THE MOTORCYCLES ARE EXTREMELY EFFECTIVE BOTH IN ENFORCEMENT AND FOR DIRECTING TRAFFIC.

THEY CAN -- I WAS A COMMAND OVER THAT UNIT FOR ABOUT FIVE YEARS, SO THEY DO A LOT OF HARD WORK AND THEY DO IT WELL, AND DURING MY TIME THERE I SAW VERY FEW COMPLAINTS FOR THE AMOUNT OF CITATIONS AND THE AMOUNT OF TRAFFIC THEY DIRECTED.

THEY ARE VERY PROFESSIONAL AND I THINK THAT IS PROBABLY THE QUICKEST, MOST TIME TESTED WAY OF GETTING MORE CITY WIDE TRAFFIC CAPABILITIES PUSHED OUT.

>> THANK YOU.

>> I WILL WAIT.

>> THANK YOU.

THANK YOU VERY MUCH, COUNCILOR. COUNCILOR O'MALLEY.

>> THANK YOU, MR. CHAIRMAN, THANK YOU TO YOU FOR HOSTING THIS AND THANK YOU TO THE COUNCIL PRESIDENT FOR YOUR LEADERSHIP AND AUTHORIZING THIS HEARING ORDER, I AM PROUD TO SUPPORT IT AND THINK IT IS PARTICULARLY TIMELY.

I WANT TO BEGIN BY THANKING O FIANDACA FOR HER CAN PARTNERSHIP, THINK A LOT OF YOU KNOW THE SUPERINTENDENT AS WELL, AND HAS BEEN REMARKABLE, EARLY LAST MONTH WE HAD A CRASH AND FATAL ANY WEST ROXBURY, IT IS A ONE WHO WAS SLUM BELOVED IN THE COMMUNITY, AND IT IS SOMETHING THAT I AM DEDICATED TO DOING EVERYTHING I CAN, I KNOW WE ALL

ARE WHAT HAPPENED TO THE WENT FORTH FAMILY IS NOT SHARED BY ANY OTHER FAMILIES.

AND I THINK WE HAVE A COUPLE OF THINGS HERE AS WE SORT OF TALK ABOUT THE TRAFFIC, WE ARE TALK ABOUT, TALKING ABOUT TWO SIDES OF THE COIN, THE CONGESTION THAT COUNCILOR EDWARDS SPOOKED ABOUT AND THEN SPEEDING AND THAT'S WHERE MY FOCUS WANTS TO GET ON A WISE MAN, WHOM I THOROUGHLY TO RESPECTED AND COUNTED, AS A MEN FOR FAMOUSLY SAID, WE WILL MAKE SURE THE CAR IS NO LONGER KING IN BOSTON WE NEED TO THINK ABOUT THAT FIRST.

WE NEED TO THINK ABOUT BUILDING ROADS FOR ALL MEANS OF TRANSPORTATION, INCLUDING BIKES, MICROMOBILITY LIKE ELECTRIC SCOOTERS NOT ONLY CARS AND HAVE SMARTER STREETS, SAFER STREETS. THAT IS PROBABLY THE MOST IMPORTANT THING AS WE TALK ABOUT ATTAINING VISION ZERO.

THE SECOND PART HAS TO BE ENFORCEMENT AND I AM LESS CONCERNED ABOUT TICKED A JAYWALKER I AM THAT SOMEONE WHO IS NOT PAYING ATTENTION AS THEY ARE DRIVING A TWO PHENOMENON VEHICLE. SO THE FACT WE ARE TALKED ABOUT A DEDICATED UNIT WITHIN BPD IS SOMETHING WE NEED TO BE DOING.

YOU GUYS DO MORE -- YOU GUYS AND WOMEN DO MORE WITH FEWER RESOURCES FOR A CITY THAT HAS GROWN BY LEAPS AND BOUNDS AND WE NEED TO MAKE SURE THROUGH THE BUDGET PROCESS THAT WE ARE ABLE TO ALLOCATE FUNDS FOR NEW RECRUITS, HAVING A DEDICATED TRAFFIC ENFORCEMENT SPEEDING UNIT WILL BE INCREDIBLY BENEFICIAL TO THE SAFETY OF ALL BOSTONIANS.

AFTER THE CRASH OF WHICH MRS. WENTWORTH WAS KILL IN EARLY FEBRUARY THERE HAS BEEN ESSENTIALLY A STATIONED CAR AT THAT INTERSECTION, A VERY BUSY, DANGEROUS, HAZARDOUS

INTERSECTION AND THE NUMBER OF  
CITATIONS FOR MOTOR RAYS NOT  
SONG AT CROSSWALKS DOUBLED IN  
KNOWLY A MONTH'S PERIOD.  
THAT WILL CONTINUE AND THANK  
YOU, COMISKEY FOR YOUR CONTINUED  
LEADERSHIP ON THAT.

THE SECOND THING IS I -- I  
APOLOGIZE FOR BEING LATE.  
I KNOW WE ARE SOMEWHAT STYMIED  
BY STATE LEGISLATION AS IT  
RELATES TO TRAFFIC CONVERSATIONS  
BUT THINK WE NEED TO BE HAVING  
THIS CONVERSATION.

OTHER CITIES, OTHER COUNTRIES  
HAVE USED THESE TO GREAT IMPACT  
TO HELP STOP SPEEDING, TO HELP  
MAKING SURE THAT WE HAVE SAFER  
STREETS, FOR PEDESTRIANS FOR  
CYCLISTS FOR OTHERS AND I REALLY  
THINK THAT I KNOW ALREADY SOME  
-- I THOUGH STATE LAW THAT  
PROHIBITS IT BUT THERE IS A  
CONVERSATION WE HAVE TO HAVE  
SHORT -- SHORTLY IN 2019, WE CAN  
BOTH MAINTAIN SECURITY AND  
SAFETY AND MANY CONCERNS AND I  
AM SURE WE WILL HEAR SOME FOLKS  
AS RELATED TO BALANCE  
TRANSACTION WE CAN TARGET THE  
FOLKS WHO SPEED IN CARS AND ARE  
A THREAT TO THEMSELVES AND  
OTHERS.

I GUESS COMMISSIONER DO YOU HAVE  
ANY REMARKS ON THE STATE  
LEGISLATION?

HAS THE MAYOR THE GIVEN AN PEED  
ON THAT?

DO YOU HAVE ANY QUESTION ON  
SPEED CAMERAS.

>> WE HAVE INITIATIVES THAT  
INCLUDE CAMERAS AT INTERSECTIONS  
THAT HAVE BLOCKING OF THE  
INTERSECTION, SO DON'T BLOCK THE  
BOX, AS WELL AS CAMERAS THAT  
WOULD BE DEPLOYED WITH A STOP  
ARM OF A SCHOOL BUS, SO VEHICLES  
THAT DON'T STOP WHEN A SCHOOL  
BUS IS LOADING OR UNLOADED, WE  
TAKE AN IMAGE OF THE VEHICLE IN  
VIOLATION AND THAT WOULD BE A  
VIOLATION, OF BOTH CASES AGAINST  
THE REGISTERED OWN OVER THE  
VEHICLE SO THE IMAGE WOULD BE

TAKEN OF THE REAR OF THE VEHICLE AS IT COMMITS THE VEHICLE, CLEAR IMAGE OF THE REGISTRATION NUMBER, AS THE LEGISLATION IS PROPOSED IT WOULD BE CERTIFIED BY A LAW ENFORCEMENT OFFICIAL AND IT WOULD BE TREATED MUCH LIKE A PARKING TICKET, ASSESSED AGAINST A REGISTERED OWNER ON NO POINTS ON A DRIVER'S INSURANCE RECORD, NOTIFICATION WOULD BE CONSISTENT WITH PARKING TICKET NOTIFICATION.

AND COLLECTION EFFORTS.

SO WE RE-- SO WE SUPPORT THOSE TWO INITIATIVES.

>> DO YOU HAVE ANY THOUGHTS IN TERMS OF MORE SPEED CAMERAS?

>> THAT IS NOT PART OF THE CURRENT LEGISLATIVE INITIATIVE.

>> WHY, DO YOU KNOW?

I AM MORE CURIOUS THAN ANYTHING ELSE.

I WOULD THINK THAT WOULD BE THE -- NOT TO MINIMIZE BLOCKING THE BOX, BUT THAT IS MORE ,, SEEMS TO BE MORE DEALING WITH TRAFFIC CONGESTION, I AM LOOKING AT MORE THE SAFETY.

>> BLOCKING AN INTERSECTION REALLY IS PO AS MUCH A PUBLIC SAFETY ISSUE AS IT IS A CONGESTION ISSUE.

WHEN PEDESTRIANS CAN'T SAFELY DIVERSE THE INTERSECTION --

>> WHICH IS FAIR.

LIKE BUY CYCLIST OR DISABLED FOLKS, SO THIS WOULD BE OUR FORAY INTO STEPPING UP SAFETY MEASURES UTILIZING ENFORCEMENT CAMERAS FOR THAT.

>> THAT'S A FAIR POINT ON BLOCKING THE BOX, I DIDN'T THINK OF IT FROM THAT PER PERSPECTIVE. SO IS IT RIGHT TO JUST SORT OF CHARACTERIZE YOU AND THE MAYOR'S ATTENTION IS THIS WOULD BE A GOOD FIRST STEP AND THEN A DISCUSSION AROUND A SPEED CAMERAS WOULD HAPPEN POSSIBLY LATER.

AT A LATER TIME, YES.

>> AND THEN SUPERINTENDENT I KNOW WE HAVE TALKED ABOUT, AND

IT IS MY UNDERSTANDING WE HAVE  
USE THE CADETS TO SORT OF HELP  
MANAGE TRAFFIC IN THE PAST.  
TO.

>> IN THE PAST.

I DON'T THINK THE IN THE LAST  
COUPLE OF A CLASSES HAVE DONE  
MUCH 0 IF ANY TRAFFIC BUT  
PREVIOUSLY THEY HAD.

>> I WONDER IT THAT WOULD BE  
HARD AND I DON'T FRIEWM SIT HERE  
AND SEE YOU GIVE ANY HELPFUL  
INDUSTRIES IN THE BIDDING  
PROCEDURE.

BUT AFTER THE CADETS THAYER  
SERVICE AND THE TRAINING TIME TO  
THEN HELP THEM TO SORT OF  
ENFORCE TRAFFIC AND SPEED  
SOMETHING I THINK THAT THAT IS  
SOMETHING THAT COULD BE A GREAT  
WAY TO HAVE YOUNG MEN AND WOMEN  
OR OLDER MEN AND WOMEN, YOU  
KNOW, AT THE BEGINNING OF THEIR  
CAREER ALLOW FOR MORE UNIFORMED  
TRAINED FOLKS ON THE STREET TO  
HELP ENFORCE SOME OF THE TRAFFIC  
LAWS AND SPEEDING LAWS?

>> I THINK IN CERTAIN  
CIRCUMSTANCES THERE COULD BE A  
ROLE FOR THEM IN TRAFFIC  
DIRECTION, PER SE, BUT I  
WOULDN'T SAY TRAFFIC  
ENFORCEMENT.

I THINK TRAFFIC ENFORCEMENT  
SHOULD REMAIN A SWORN, TRAINED  
POLICE OFFICER.

IT CAN BE -- YOU KNOW, WHAT WE  
MAY ENVISION AS A ROUTINE  
ENFORCEMENT ACTION MAY NOT BE  
QUITE THAT FOR THE PERSON BEHIND  
THEIR WHEEL BUT MAY HAVE OTHER  
CONCERNS.

AND SO SOME TYPE THE TRAFFIC  
ROLL ROLE MAY BE IMPORTANT BUT  
NOT AN ENFORCEMENT ROLE.

I AM TRUSTING YOUR EXPERTISE.

I THINK THIS, I AM THINKING WHAT  
CAN WE IMMEDIATELY DO TO ADDRESS  
THESE ISSUES, PARTICULARLY IN  
RESPONSE TO ENFORCEMENT.

AFTER THE CRASH IN WEST ROCKS AT  
THE COMMUNITY MEETING, ALONGSIDE  
THE COMMISSIONER AND SEVERAL  
COLLEAGUES AND IT SEEMS LIKE ONE

OUT OF EVERY 10 PEOPLE MENTIONED  
LOVINGLY OFFICER KILL DOVE FOR  
MANY YEARS WAS A TRAFFIC  
ENFORCEMENT OFFICER IN 85 AND  
HAD WRITTEN TICKETS FOR PROBABLY  
TWO-THIRDS OF THE ROOM BUT HE  
WAS A REASSURING PRESENCE.  
WE DON'T HAVE THAT ANYMORE AND I  
KNOW SOME OF SIT YOU GUYS DON'T  
HAVE THE CAPABILITY DO HAVE  
THAT, BUT I WOULD ARGUE THAT WE  
NEED TO DO THAT, AND AS THE CITY  
GROWS, AS WE ARE SEEING THE  
POPULATION GROW BY SUCH  
SIGNIFICANT NUMBERS, IT IS VITAL  
THAT WE ARE ABLE TO ALLOCATE THE  
FUNDS TO HAVE IT FULLY STAFFED  
TRAFFIC ENFORCEMENT DIVISION AND  
DO EVERYTHING WE CAN DO GET  
THOSE OFFICERS ON THE STREETS.  
AND I STAND COMMITTED TO WORKING  
EVERY AGE APPROXIMATELY DOING TO  
TO GET THERE AND THAT'S ALL FOR  
IN ROUND, THE CHAIRMAN O'MALLEY.

>> THANK YOU.

COUNCILOR WU.

>> THANK YOU, MR. CHERYL, GOOD  
AFTERNOON, I APOLOGIZE FOR BEING  
LATE, SO IF YOU HAVE ALREADY  
ANSWER ORDER SPOKEN TO THIS,  
JUST PLEASE SAY YOU HAVE AND I  
AM GOING TO WATCH FROM THE  
BEGINNING.

SO FROM WHAT I CAN PIECE  
TOGETHER THERE IS A LITTLE BIT  
OF CONVERSATION ABOUT THE DATA  
COLLECTION AND THE BARRIERS TO  
HAVING IT IN THE RIGHT FORMAT IS  
THERE A TIMELINE FOR MOVING TO A  
PLACE WHERE THERE COULD BE AN  
AUTOMATED SORT OF REPORTING IN  
THE STANDARDIZED FORMAT?

>> WE ARE IN THE PROCESS OF  
REVAMPING OUR MRS SYSTEM, THE  
REPORTING SYSTEM AND I THINK WE  
ARE ANTICIPATING A ROLLOUT SOME  
TIME AROUND SEPTEMBER.

>> GOT IT.

>> SO THE IDEA IS, AS PART OF  
THAT PROCESS, WE ARE TRYING TO  
STREAMLINE THE ACTION REPORTING.  
I HAVEN'T SEEN ANY -- ANY -- ANY  
PRODUCTS THAT WOULD BE ABLE TO  
TEST WHETHER THAT WILL TAKE THE



PLACE OF THE CURRENT FORM THAT WE USE, THE CRA 65 STANDARD A FORM, BUT HOPEFULLY WE WILL BE ABLE TO INCORPORATE THAT DATA INTO THE NEW RMF SYSTEM WHICH I THINK WOULD MAKE THE RECORDING AND ANALYSIS MORE SEAMLESS PROCESS.

>> OKAY.

BUT SEPTEMBER IS A GOOD TIME TO CHECK IN ON WHETHER --

>> WE SHOULD -- HOPEFULLY IT IS ROLLED OUT FUNCTIONALLY BY SEPTEMBER, MAYBE SOONER, MAYBE JULY IS WHEN WE PLAN TO PUSHING OUT A TEST MODEL BASED ON A MEETING I WAS IN YES.

>> GREAT.

>> IT SEEMS LIKE THERE IS A LOT OF RESOURCES AND GOOD TEAM WORKING ON IT SO I WOULD ANTICIPATE IT WILL STAY ON SCHEDULE.

GREAT.

>> AND THEN JUST I HEARD REFERENCE TO THE DEPARTMENT IS ESSENTIALLY AT MINIMUM JAE GRAPH, GEOGRAPHICALLY AND IT IS HARD TO DIVERT CERTAIN RESOURCES AND CERTAIN PLACES, FOR EXAMPLE, IN WEST ROCKS WHERE THERE IS MORE INTENSIVE WEST ROCKS RECOGNITION RIGHT NOW WHERE THERE IS MORE INTENSIVE FOCUS, I GUESS BUT IF YOU HAD TO PUT A PERCENTAGE ON PERSONNEL HOURS THAT WERE GOING TO TRAFFIC ENFORCEMENT RIGHT NOW [ WEST ROXBURY [ N UNDER TEN PERCENT, UNDER FIVE PERCENT?

>> AS FAR AS DEDICATED RESOURCE IT IS TANGO CARS AND .. IT FLUCTUATES HOW MANY MOTORCYCLES ON A GIVEN SHIFT, IT COULD BE FOUR OR SIX UNLESS THEY HAVE AN AN ASSIGNMENT SO IF WE HAVE A DIGNITARY THAT REQUIRES ESCORTS OR AN EVENT WHICH REQUIRES CYCLES MOWER WHICH HAPPENS MORE AS WE GET INTO THE NICER WEATHER BUT IF IT IS JUST A RANDOM DAY WE MIGHT DEDICATE FOUR MOTORCYCLES TO TRAFFIC DURING THE DAY AND TWO AT NIGHT.

SO IT DUST VARY SOMEWHAT.  
0 BUT IN ADDITION TO THOSE  
DEDICATED RESOURCES, ALL OF THE  
OFFICERS ON PATROL SHOULD SEE  
THEMSELVES AS HAVING A TRAFFIC  
ENFORCEMENT ROLE AND I BELIEVE  
THEY DO.

SO -- AND THAT IS TOUGH TO  
QUANTIFY SO IF YOU HAVE A SLOW  
NIGHT AND YOU ARE NOT HANDLING A  
ROBBERY CALL OR A VIOLENT CRIME  
THEN YOU WILL HAVE MORE  
OPPORTUNITIES TO STOP RED LIGHT  
VIOLATORS.

OKAY.

>> SO --

>> I AM JUST CURIOUS, IS THERE  
ANY DATA OR ANALYSIS ON HOW LONG  
DOES IT TAKE TO DO TARGET  
ENFORCEMENT ON EVEN JUST A  
STREET FOR -- TO GET INTO THE  
AREA OR HOW OFTEN DO -- FOR  
EXAMPLE, PLEASE SAY ON CENTER  
STREET OR CLAREMONT STREET, OR  
SOMEWHERE ELSEWHERE THERE ARE  
SOME ISSUES WITH CROSSWALKS OR  
SPEEDING, IF YOU DO A TARGETED,  
YOU KNOW, EVERYBODY WHO GETS  
CAUGHT FROM THE CERTAIN TIME  
PERIOD TO A CERTAIN TIME PERIOD,  
DO YOU HAVE TO ROTATE -- PEOPLE  
ARE GETTING TICKETS ONE A MONTH,  
DO THEY KIND OF LEARN GOOD  
BEHAVIOR OR --

>> WELL, I HAVEN'T SEEN HARD  
DATA ON THAT, BUT JUST FROM MY  
EXPERIENCE.

>> YES.

>> IT VARIOUS 0 ON THE, VARIES  
FROM THE TIME TRY 0 OF  
RESIDENTIAL PEOPLE YOU DOING, SO  
IF YOU PEOPLE TRAVELING IF SAME  
ROUTE, ESSENTIALLY, OR TYPICALLY  
PREDICTABLE COMMUTING CORRIDOR,  
YOU MAY NOT HAVE TO PUT PEOPLE  
OUT IN MORE THAN ONCE OR TWICE A  
WEEK FOR, YOU KNOW, TICKET TIME,  
A MONTH, TWO MONTHS.

>> YES.

>> BUT IF YOU ARE IN A BUSINESS  
DISTRICT IT MIGHT HAVE, LIKE THE  
MEDICAL AREA WE DID A LOT OF  
ENFORCEMENT ON BLOCKING THE BOX  
RIGHT THERE.

NOW, PEOPLE WHO HAD AN APPOINTMENT ONE MONTH MAY MAY NOT BE BACK FOR, YOU KNOW, ANOTHER SIX MONTHS OR THREE MONTHS OR WHAT HAVE YOU, SO WE FOUND OURSELVES NOT MAKING IF AS MUCH OF WHAT WE WOULD CALL VOLUNTARY COMPLIANCE HEADWAY THERE AS THE NUMBER OF CITATIONS MIGHT INDICATE WE WOULD.

>> I SEE.

OKAY.

AND -- AND SO FOR THE ONES WHERE IT IS MOST LIKELY THE REGULAR COMMUTING PATTERNS, ONE OR TWICE A WEEK OVER -- IN GENERAL, OR IS IT ONCE OR TWICE A WEEK EVERY MONTH?

>> I THOUGHT WOULD -- IT THINK

-- I THINK IT WOULD VARY.

YOU HAVE MORE POSSESS A VOLUNTARY COMPLIANCE EFFECT IF IT IS THE REPEAT, SAME COMMUTERS BUT I WOULD BE TOUGH TO PIN DOWN EXACTLY WHAT THOSE NUMBERS ARE.

>> OKAY.

AND JUST FINALLY TOUCHING ON THE SURVEILLANCE TECHNOLOGY AGAIN, HAS THERE BEEN ANY ANALYSIS? THATTED IT SOUNDED LIKE THERE WAS NO -- THE CONVERSATION WAS GOING TO BE TABLED ON ANYTHING BEYOND THE TWO INITIATIVES THAT THE COMMISSIONER MENTIONED, BUT I MEAN, I THOUGHT THAT IS WHAT THIS FORUM WAS FOR.

IS THERE MORE INFORMATION THAT IS GOING TO BE ANALYZED OR LOOKING AT ANY POTENTIAL NEW INFORMATION TO BE ABLE TO MAKE A DECISION ABOUT WHETHER YOU WILL EXPLORE CERTAIN PATHS OR WHAT WOULD THE NEXT STEPS BE IF THERE ARE MEMBERS OF THE COMMUNITY WHO ARE SPEAK DISEEKING TO PUSH THE CONVERSATION FORWARD?

>> RELATIVE TO TO TRAFFIC CAMERAS?

>> YES.

I DON'T HAVE A LOT OF INVOLVEMENT IN THAT AT THIS STAGE.

I MEAN, THAT IS MORE -- THE IMPLEMENTATION ARM OF THAT, BUT

I THINK THAT THE POLICY DEVELOPMENT, I DON'T THINK IT IS -- IT HASN'T HIT MY LEVEL, ANYWAYS.

>> SO I AM NOT SURE EXACTLY WHAT THE -- WHAT THE MODEL IS -- I KNOW THERE ARE A VARIETY OF MODELS THAT HAVE BEEN USED ACROSS THE COUNTRY, IT SOUNDS LIKE OURS IS GOING TO BE A LITTLE MORE NARROWLY TAILORED THAN OTHER JURISDICTIONS HAVE ATTEMPTED.

>> SUPERINTENDENT THAT A CONVERSATION THAT BPD WILL LEAD ON THE POLICY SIDE, COMMISSIONER?

>> THIS IS SOMETHING THAT WOULD BE JOINTLY LED BETWEEN --

>> JOINTLY LED, OWN.

>> BETWEEN -- AND BPD.

>> WHAT YOU ARE SAYING IS THAT -- SO WHEN YOU SAY THAT, AT LEAST YOUR ROLE OR YOU MEAN THE DEPARTMENT AS A HOLE WHOLE IS A MORE THE ENFORCEMENT ARM AND --

>> IT WOULD BE COOPERATIVE BUT I AM JUST SAYING FROM THE POLICY DEVELOPMENT AT THIS LEVEL, I HAVEN'T BEEN INVOLVED IN IT.

>> OKAY.

OKAY.

>> NEXT UP, COMMISSIONER, CURRENTLY WE ARE FOCUSED ON THE TWO INITIATIVES THAT THE MAYOR HAS ADVANCED WITH DON'T BLOCK THE BOX AND FOR SCHOOL BUSES. AND ADDITIONAL CONVERSATIONS WE LOOK FORWARD TO HAVING WITH COMMISSIONER GRASS.

>> OKAY. SO WHEN WOULD BE -- POTENTIALLY SEPTEMBER OR IN JULY, IF WE CAN CHECK IN ON DATA COLLECTION, WOULD BE KIND OF THE PERIOD AFTER EVERYTHING IS SETTLED WITH THE TWO INITIATIVES TO THINK ABOUT POTENTIAL --

>> WE WOULD HAVE TO SEE WHAT THE TIME FRAME IS ON THE TWO INITIATIVES THAT THE MAYOR HAS SET FORTH.

>> OKAY.

THANK YOU.

>> THANK YOU, COUNCILOR WU.

COUNCILOR CAMPBELL.

>> THANK YOU, COUNCILOR MCCARTHY AND THANK YOU TO MY COLLEAGUES WHO ASKED SOME OF THE QUESTIONS THAT I WOULD ASK. JUST GOING BACK TO CURRENTLY RIGHT NOW TANGO UNITS THAT ARE EACH IN THE DISTRICT, ARE THEY REFERRED TO AS UNITS OR THERE IS A LOT OF MISS COMMUNICATION SO JUST THIS IS SORT OF A TECHNICAL QUESTION.

>> YES.

IT IS JUST, SO LIKE A IS ALPHA, SO THAT CAR WOULD BE THE ALPHA, TANK GO 55, SO THAT IS -- THAT IS JUST --

>> IT IS HELPFUL, I MEAN JUST BECAUSE IN CONVERSATIONS WITH SOME OFFICERS, INCLUDING SOME FOLKS FROM THE PATROL MEN'S ASSOCIATIONS OTHER ABOUT THE ENFORCEMENT PIECE, USING THE TERM DIVISION VERSUS UNITS, SO, YOU KNOW, WE WERE LOOKING TO CREATE SOMETHING THAT IS CENTRAL, THAT IS WELL STAFFED, RESOURCED, HAS ENOUGH HUMAN CAPITAL TO RESPOND TO THE TRAFFIC AND ALL THE OTHER CONCERNS RELATED TO MOVING VIOLATIONS, FROM THIS DIVISION. RIGHT?

SO JUST -- THAT WAS JUST A TECHNICAL QUESTION RELATED TO TERMINOLOGY.

>> RIGHT, NOT TO CREATE CONFUSION WITH EXISTING OFFICERS DOING THE WORK.

>> WHEN THEY TALK ABOUT A UNIT, THEY ARE PROBABLY TALKING LIKE A CITY WIDE BICYCLE UNIT, WHEREAS I GUESS INTERCHANGEABLY IT COULD BE USED TO MEAN ONE CAR, LIKE A SERVICE UNIT.

IT IS JUST ONE MAN CAR THAT ANSWERS NONPRIORITY ONE CALLS, TYPICALLY.

>> AND GOING BACK TO A COUPLE OF QUESTIONS RELATED TO THE TRANSPORTATION ANALYST COMING INTO BUDGET SEASON AND GOING TO PUSH FOR IT, THE AS VALUABLE ROLE, CLEARLY WE ARE GATHERING DATA AND THE QUESTION IS, IF WE

WANT MORE ROBUST DATA THAT INCLUDES, FOR EXAMPLE, RACE OR ETHNICITY, LIKE WHO IS BEING STOPPED WHEN?

TRACKING THAT I THINK IS IMPORTANT, WHILE IT IS GREAT TO HAVE AN OFFICER SAY, NO PROBLEM, COUNCILOR CAMPBELL, JUST SLOW DOWN, YOU MIGHT WANT TO START TRACKING IT TO SEE IF IT IS HAVING A DISPARATE I IMPACT AND YOU CAN'T DO THAT WITHOUT A CONSULTANT.

OR OFFICERS, WHERE SHOULD WE SHOW UP GIVEN OR HUMAN CAPITAL? YOU NEED AN ANALYST AND THE DATA AND SOMEONE DEDICATED TO DO THAT SOUND WE WILL PUSH TO BRING THAT BACK AND YES, IT WAS FUNDED EXTERNALLY BUT SO, IT IS SO IMPORTANT WE SHOULD THINK ABOUT PUTTING IT IN OUR OWN CITY BUDGET N THE UNIT ITSELF, SUPERINTENDENT, HOW MUCH OF IT IS FUNDING JUST, YOU KNOW, HE, WE NEED MORE MONEY TO CREATE THIS AND TO -- OR HOW MUCH OF THIS IS REALLY SHIFTING OF CURRENT, MAYBE A COMBINATION, IS IF THING OF THOSE IN THE MOTORCYCLE UNIT OR THOSE IN THE BIKE UNIT TO SAY, HEY, GIVEN YOUR EXPERIENCE, YOU ARE GOING TO COME JOIN OUR TRAFFIC ENFORCEMENT DIVISION, SO THAT IT IS WELL STAFFED.

SO HOW MUCH IS THIS FUNDING AND LIMITED HUMAN CAPITAL?

BECAUSE WE ARE ALWAYS SAYING WE NEED MORE OFFICERS SO IT MIGHT BE WE COULD CREATE A NEW EDITION AND PULL FOLKS FROM THE BIKE UNIT AND MOTORCYCLE UNITS TO GO THERE AND WE STILL DON'T HAVE ENOUGH OFFICER.

>> OFFICERS.

>> RIGHT.

I DON'T THINK IT IS A FUNDING -- I THINK IT IS A THROUGH PUT OF TRAINED OFFICERS.

SO I THINK WE ARE LIMITED TO, I THINK ABOUT 125 OR 130 IN THE ACADEMY CURRENTLY.

SO WE -- YOU KNOW, IF WE -- WE

HAVE PROBABLY 300 THAT COULD  
RETIRE ANY TIME NOW.  
SO I THINK THE CHALLENGE IS TO  
DEAL WITH THE PROJECTED  
ATTRITION AND HAVE THE ACADEMY  
ACCOMMODATE THE REQUIRED NUMBER  
OF OFFICERS TO KEEP US AT OR  
ABOVE OUR CURRENT NUMBERS.  
SO THE ISSUE IS GOING TO BE, WE  
WOULD HAVE TO TAKE THEM FROM  
SOMEWHERE AND WE REALLY CAN'T  
TAKE THEM FROM THE DISTRICTS  
BECAUSE WE ARE PRETTY MUCH AT  
MINIMUM.

AND EVEN AT MINIMUM,  
PARTICULARLY WITH DIFFERENT  
EVENTS THAT ARE HAPPENING THAT  
MINIMUM DOESN'T REALLY  
ADEQUATELY ADDRESS THE POLICING  
NEEDS. YOU KNOW, I WOULD SAY  
SIX OR EIGHT MONTHS OUT OF THE  
YEAR, WE ARE NOT SUFFICIENTLY  
STAFFED TO COVER EVERYTHING WE  
NEED TO COVER, WHICH IS -- WHICH  
IS FINE.

I MEAN, IT IS MANAGEABLE TO BE  
ABLE TO BRING PEOPLE IN ON OVER  
TIME OR PEOPLE TO WORK EXTRA.  
THAT'S AN EXPECTATION WHEN YOU  
TAKE THIS JOB.

BUT IF YOU SHIFT PEOPLE AWAY  
FROM A DISTRICT IT IS GOING TO  
BE PROBLEMATIC SO THAT LEAVES US  
LOOKING AT SPECIALIZED UNITS  
THAT WE WOULD PULL PEOPLE FROM  
OR REBALANCE IF WE PULLED PEOPLE  
FROM A DISTRICT.

SO, YOU KNOW, THE GANG UNITS AND  
THE DRUG UNITS, CITY WIDE BIKE  
UNIT, MOBILE OPERATIONS,  
MOTORCYCLE AND SWAT TEAM, SO  
THERE ARE TRAINING FACTORS FOR,  
YOU KNOW, FOR ALL OF THOSE  
UNITS, IF PEOPLE HAVE EXPERIENCE  
AND TRAINING WE HAVE INVESTED IN  
A PARTICULAR UNIT AND THEN WE  
REAL INDICATE THEM TO A NEW  
UNIT, THEN, YOU KNOW, WHAT  
CAPABILITIES HAVE WE GIVEN UP ON  
ONE AREA TO REPLACE WITH  
ANOTHER?

AND THAT IS -- YOU KNOW, LIKE  
ANY KIND OF ORGANIZATIONAL  
LEADERSHIP, THERE ARE PRIORITIES

THAT NEED TO BE CONSIDERED AND STAFFING HAS TO FIT THOSE PRIORITIES.

>> AND WE KNOW THIS IS OBVIOUSLY A PRIORITY, I MEAN WE GOT E-MAIL JUST FOR THIS BLOCKING THE BOX AND E-MAIL OR FOLKS IN MY NEIGHBORHOOD, YOU KNOW, SITTING ON THE STREET LITERALLY THEY ARE TRACKING THE CARS THAT ARE SPEEDING BY AND OCCASIONALLY I DRIVE HOME AND SEE AN OFFICER OUT THERE DOING ENFORCEMENT, EVEN THOUGH SHE NOT A PART OF TANGO JUST HAD SOME TIME SO HE SHOWED UP.

>> WHICH IS COMMON.

>> YEAH.

>> I MEAN, IF THERE IS TIME AVAILABLE, PEOPLE WILL DO THAT. SO WE WANTED OBVIOUSLY TO BE RELIABLE, CONSISTENT.

>> AND WE HAVE A SECOND PANEL SO I WANT TO BE MINDFUL OF TIME, BUT IS THERE A DOCUMENT THAT YOU GUYS CAN GET US THAT REALLY SPELLS OUT WHAT THE NEED IS AND WHERE THE GAPS ARE AND, AND WHAT WE CURRENTLY HAVE?

SO WHAT THE NEED IS AND WHAT THE GAPS ARE?

>> SO FOR EXAMPLE, IN DISTRICT B 3, C 11, IN SPEAKING TO MY DISTRICT, ONE TANGO OFFICER, ONE OFFICER DOING ENFORCEMENT IS NOT ENOUGH.

BUT BASED ON THE DATA, WHAT SHOULD THAT NUMBER BE?

AND WHERE CAN WE PULL, WHETHER THE BIKE UNIT, MOTORCYCLE UNIT, WHAT UNITS ARE CURRENTLY AVAILABLE TO US TO PULL FROM TO MEET THESE GAPS?

I WOULD LOVE TO SEE THAT IN DATA FORM ACROSS ALL 11 DISTRICTS.

AND THEN IF WE CAN'T PULL, THERE IS NOT ENOUGH HUMAN CAPITAL CURRENTLY WITHIN THE EXISTING DEPARTMENT, THEN HOW DO WE FAST-TRACK OR WHAT DO WE DO TO HIRE MORE PEOPLE SPECIFICALLY FOR THIS ENFORCEMENT PIECE?

BUT I KNOW THIS HAS TO GO HAND IN HAND WITH THE NEED FOR ENOUGH



OFFICERS OVERALL FOR ENFORCEMENT  
ACROSS EVERY CRIME, NOT JUST  
TRAFFIC VIOLATIONS.

BUT I THINK HAVING SOME NUMBERS  
OR SOMETHING TANGIBLE TO LOOK AT  
AND TO REFLECT ON BEFORE WE GO  
INTO BUDGET SEASON WOULD BE VERY  
HELPFUL.

BECAUSE WHAT WOULD IT MEAN TO  
PLAN AROUND CREATING THIS  
DIVISION, ALONG WITH THE SORT OF  
TRAFFIC ANALYST POSITION,  
FUNDING THAT, BUSHING FOR IT ALL  
AT THE SAME TIME, THAT WOULD BE  
EXTREMELY HELPFUL.

>> YES.

WE HAVE STAFFING MEMBERS FOR  
EVERY DISTRICT, AND THEN I THINK  
PROBABLY THE MOST RELEVANT WOULD  
BE THE MOTORCYCLE UNIT.

WE COULD LOOK AT WHAT NUMBER OF  
OFFICERS ARE ASSIGNED TO  
MOTORCYCLE DUTIES FROM MOBILE  
OPERATIONS AND WHAT NUMBER OF  
OFFICERS ARE ASSIGNED TO OTHER  
DUTIES, PRIMARILY TACTICAL CARS  
THAT WE HAVE THROUGHOUT THE CITY  
ON ANY GIVEN DAY.

SO, YOU KNOW, THAT TAKES UP SIX  
OFFICERS AND A SUPERVISOR EVERY  
SHIFT, SO -- AND THAT'S A  
REQUIREMENT THAT MATERIALIZED,  
YOU KNOW, SOME TIME OVER THE  
LAST FIVE TO EIGHT YEARS THAT  
SOAKED UP SOME OF OUR MOTORCYCLE  
RESOURCES.

SO MAYBE, YOU KNOW, MAYBE JUST  
LOOKING AT THAT SHIFT, IF WE  
REPLACED ANOTHER HALF DOZEN  
MOTORCYCLES ON A AT A, AND THE  
FIRST HALF SHIFT, WE ARE NOT  
KIND OF RECREATING A NEW UNIT,  
WHICH MEANS THAT WE ARE NOT  
HAVING, HAVING ADDITIONAL  
SERGEANT AND ADDITIONAL  
LIEUTENANT AND THE  
INFRASTRUCTURE THAT GOES ALONG  
WITH CREATING A NEW UNIT IF WE  
JUST AUGMENT MOTORCYCLE OFFICERS  
IN THAT UNIT IT IS A QUICKER  
FIX, AND IT IS A KNOWN QUANTITY,  
IT DOESN'T CAUSE US TO REPLICATE  
SUPERVISORY RESPONSIBILITIES AND  
IT IS STILL INNINGABLE, THE

CONTROL IS STILL SUFFICIENT AND  
IF WE FIND IT IS NOT IT IS  
EASIER TO HIRE ONE ADDITIONAL  
SERGEANT, BECAUSE, YOU KNOW,  
WHEN YOU CREATE A NEW UNIT, ONE  
SERGEANT DOES NOT GIVE YOU ONE  
SUPERVISOR EVERY DAY.  
IT IS THREE SERGEANTS TO GET  
COVERAGE ACROSS THE THREE SQUADS  
OF PERSONNEL.

>> THAT'S VERY HELPFUL.

>> SO, YOU KNOW, I WOULD  
ENVISION IT, IF WE WERE TO DO A  
STAND-ALONE TRAFFIC UNIT WE  
PROBABLY WOULD LOOK AT STICKS  
SERGEANTS, LIEUTENANTS, I WOULD  
ASSUME, SIX SERGEANTS ]

>> AND A SIGNIFICANT NUMBER OF  
OFFICERS TO FULLY STAFF THAT,  
WHERE WE COULD OTHERWISE JUST  
ADD A DOZEN PEOPLE TO THE  
MOTORCYCLE UNIT AND HAVE A  
PRETTY SIMILAR EFFECT WITH THE  
ECONOMY OF SCALE THAT -- THAT I  
THINK --

>> THE MOTORCYCLE UNIT, YOU ARE  
NOT DOING THAT ANYMORE.  
AND THAT IS HELPFUL, AND  
ESPECIALLY IF YOU THINK ABOUT  
OTHER UNIT OR DIVISIONS OR  
POSITIONS THAT ARE CREATED 0 IN  
COMMUNITY ENGAGEMENT OFFICER OR  
-- ALL OF THESE FOLKS COULD  
INFORM DIFFERENT PIECES OF THIS  
ENFORCEMENT CONVERSATION I MEAN  
THE CAMPAIGN COUNCILOR FLYNN WAS  
TALKING ABOUT.

CHARGED WITH GOING OUT INTO  
COMMUNITY ENGAGING, WITH  
DIFFERENT FOLKS BUT THEY COULD  
BE ENGAGING ON THIS VISION ZERO,  
TRAFFIC ENFORCEMENT, TRAFFIC  
FLOW, WHAT WE ARE DOING, WHAT  
WOULD IT MEAN TO PULL THEM IN  
AND OTHERS AS WELL.  
ABSOLUTELY.

>> THAT WOULD BE A COLLECTIVE  
EFFORT.

>> THERE ARE OPPORTUNITY FOR  
SUPERINTENDENT AND EDUCATION  
PIECE AND OUTREACH PIECE TO TEAM  
ONE TO MOTORCYCLE UNIT OR, YOU  
KNOW, THE ACTION INVESTIGATIONS  
AND ANYONE THAT CAN KIND OF HELP

EDUCATE PEOPLE TO WHAT IS THE SCALE OF THE PROBLEM AND WHAT IS IT THAT CITIZENS AND VISITORS AND BUSINESS PEOPLE CAN DO TO HELP US ACHIEVE OUR GOALS AND WHAT ARE WE DOING TO FACILITATE THAT A CASH -- AS WELL. SO NOTHING IS -- IT IS ALL INTERCONNECTED.

>> RIGHT.

WELL THIS IS, I MEAN, AN EXTREMELY HELPFUL AND I KNOW COMMISSIONER, SEPARATELY WE WILL CONTINUE THE CONVERSATION ABOUT LOWERING OF THE SPEED LIMITS, SLOW STREETS AND MORE INVESTMENTS FOR THOSE PROGRAMS AND SPEED HUMPS AND STRUCTURAL CHANGES, AND OF COURSE, YOU KNOW, WHAT OTHER COLLEAGUES HAVE SAID, GOING TO THE BUS COMPLAINTS AND THINGS WE CAN DO ON OUR SIDE, THE T IS THERE BUT WHAT CAN WE DO FROM WHERE WE SIT TO MOVE THE NEEDLE AND THESE, ON THESE ISSUES AND ENFORCEMENT OF COURSE IS A BIG PIECE OF IT.

BUT PEOPLE, YOU KNOW, THEY CAN'T WAIT.

THIS IS AT LEAST FOR THE DISTRICT COUNCILORS, AND AT LARGE AS TOOT BUT PARTICULARLY DISTRICT COUNCILORS ARE GIVEN THE NUMBER OF CONSTITUENT CALLS WE GET THIS IS TRULY A MAJOR ISSUE, ENFORCEMENT, OR PEOPLE'S LACK OF IMPORTANT IF YOU ARE A RESIDENT IN A COMMUNITY, PEOPLE NOT GETTING A TICKET OR SEEING SPEEDING CARS COMING UP AND DOWN YOUR STREET, AND SITTING THERE ALL DAY AND NOT NECESSARILY GETTING THE RESPONSE FROM THE BPD, AND IT IS DIFFICULT TO DO THAT IF YOU ONE PERSON COVERING ONE DISTRICT.

THAT'S A LARGE DISTRICT TO COVER.

AND ANOTHER CONCERN THAT WE GET, WHICH IS RELATED IS AN OFFICER WILL EVENTUALLY SHOW UP BUT BY THAT POINT THE PERSON IS LONG GONE SO NOT QUITE EFFECTIVE SO

THIS CONVERSATION HAS BEEN  
THINK, THIS IS HELPFUL TO THINK  
WHAT CAN WE DO HAVE 0 HAVE AN  
IMPACT IN THE ENFORCEMENT  
SPACE AND WE LOOK FORWARD TO  
CONTINUING THIS CONVERSATION  
WITH YOU.

>> AND THANK YOU, COUNCILOR  
MCCARTHY.

>> I THINK IT ALL COMES DOWN TO  
PERSONNEL AND WE REALLY HAVE TO  
TAKE A BETTER LOOK AT OUR  
FACILITIES, 18, I THINK AS  
DISTRICT COUNCILORS WE ARE GOING  
TO HUNDREDS OF MEETINGS A WEEK,  
IT FEELS LIKE HUNDREDS OF  
MEETINGS A WEEK, HUNDREDS OF  
MEETING AS YEAR, AND WHEN WE DO  
ULTIMATELY SOMEBODY WILL RAISE  
THEIR HANDS OR ONE OF THE CSOS  
OR SAY HEY CAN YOU COME TO CHILD  
STREET AT PERKINS AND PEOPLE ARE  
FLYING BY AND SOMEBODY ELSE WILL  
SAY OH, YEAH, AND YOU HAVE BEEN  
TO THOSE MEETINGS, DEPUTY SO YOU  
KNOW.

THE AND IT COMES DOWN, TO IF YOU  
JUST DON'T HAVE THE PEOPLE TO  
SEND OUT THERE, YOU DON'T HAVE  
THE PEOPLE TO EXTEND OUT THERE.  
AND I KNOW IF WE HAD ANOTHER  
HEARING RIGHT AFTER THIS ABOUT  
UNSOLVED MURDERS, YOU WOULD HAVE  
PEOPLE SAYING WE NEED MORE  
POLICE FOR THAT AND IF YOU HAD  
PEOPLE ABOUT THE OPIATE CRISIS  
YOU NEED MORE PEOPLE DO THAT, TO  
DO THAT BUT THE REALITY IS YOU  
ARE STUCK IN A COMMUNITY SCHOOL  
IN HYDE PARK AND MANAGE 40 TO 60  
RECRUITS AT A TIME WHICH IS JUST  
NOT ENOUGH, AND AS WE MOVE  
ALONG, FURTHER THERE IS GOING TO  
BE, I HAVE LOOKED AT THE DATA  
AND LOOKED AT THE NUMBERS THERE  
ARE GOING TO BE A LOT OF POLICE  
OFFICERS RETIRING IN THE NEXT  
TEN YEARS AND WE ARE GOING TO  
NEED TO MAKE SURE THAT OUR RANKS  
ARE FULL OF PEOPLE WHO HAVE A  
LITTLE BIT OF EXPERIENCE AND  
WHEN YOU LOSE THAT MUCH  
INSTITUTIONAL KNOWLEDGE, YOU  
KNOW, YOU HAVE A DEPARTMENT

THAT, YOU KNOW, IS IN JEOPARDY  
SO I WILL CONTINUE TO FIGHT FOR  
MORE, MORE POLICE OFFICERS ON  
THE STREET AND CERTAINLY A NEW  
FACILITY WHICH IS WHAT I THINK  
WE NEED TO IMPLEMENT THIS AND AS  
WE ATTACK THE TRAFFIC ISSUE, YOU  
KNOW, WE NEED FOCUS ON OUR MAIN  
STREET BUSINESS DISTRICTS WHERE  
PEOPLE ARE WALKING IF THEY DON'T  
FEEL SAFE THERE AND THEY DON'T  
SHOP IN OUR LOCAL STORES THEY  
DAVID ORTIZ DON'T GO TO OUR  
LOCAL RESTAURANTS THAT IS  
TROUBLESOME AND OF COURSE THE  
SCHOOL DISTRICT, OBVIOUSLY,  
THANK GOD WE HAVEN'T HAD  
ANYTHING LIKE THAT HAPPEN IN A  
SCHOOL DISTRICT BUT, YOU KNOW, I  
LOOK AT THE COLONIES SCHOOL ON  
POPLAR STREET AND WE TALK ABOUT  
THAT ALL THE TIME HE ALWAYS HAS  
A GUY DOWN THERE AND HE WILL GO  
DOWN THERE HIMSELF AND MAKE SURE  
THAT IS KIND OF A WINDING TURN  
WHERE THE BUSES PARK AND WE ALL  
KNOW, WE ALL HAVE THE ANECDOTAL,  
ANECDOTE TO TALK ABOUT DANGERS  
-- DANGEROUS INTERSECTIONS IN  
OUR OWN DISTRICT SO I APPRECIATE  
YOUR TIME AND GO TO THE NEXT  
PANEL NOW, SO DEPUTY,  
COMMISSIONER AND JEN, THANKS FOR  
COMING DOWN AND WE APPRECIATE  
EVERYTHING YOU DO EVERY DAY.  
THANK YOU.

>> THANK YOU VERY MUCH.

>> THANK YOU.

>> THE NEXT PANEL WILL BE  
BRENDAN KEARNY, STACY THOMPSON,  
BECCA WILSON AND EMILIANO FALCAO  
ANY.

>> FALCONI.

>> ONE MOMENT.

>> WHY DON'T WE -- WHOEVER WANTS  
TO KICK IT OFF.

IF YOU WILL LIST YOUR NAME, YOUR  
TITLE, WHAT ORGANIZATION YOU ARE  
WITH AND WE CAN START HEARING  
TESTIMONY.

>> I CAN SPEAK A LITTLE BIT AND

--

>> GREAT.

>> MY NAME IS KEARNY,

COMMUNICATIONS DIRECTOR FOR --

>> HOLD ON.

>> TURN YOUR MIKE ON.

>> PERFECT.

>> MY NAME IS BRENDAN CARNEY,  
THE COMMUNICATIONS DIRECTOR FOR  
LOCK BOSTON, THANK YOU VERY MUCH  
FOR HAVING US HERE TODAY TO  
SPEAK TO YOU A LITTLE BIT MORE  
ABOUT ENFORCEMENT. YOU KNOW, I  
AM SPEAKING AS A REPRESENTATIVE  
OF LOST BOSTON I WOULD BE  
REMISS NOT TO POINT OUT THE  
NUMBER OF CRASHES THAT INVOLVE  
ALL MODES OF TRANSPORTATION, IN  
THE CITY OF BOSTON.

I AM ACTUALLY GOING TO BRING UP  
ON THE SCREEN THE CITY OF  
BOSTON'S TRANSPORTATION WEBSITE,  
THE VISION ZERO SITE.

IF YOU WILL JUST GO -- LOOK AT  
THAT.

THANK YOU CARRIE.

>> THANKS, CARRIE.

>> I THOUGHT IT WOULD BE  
IMPORTANT TO KIND OF GET A SCOPE  
OF WHY WE ARE HERE TODAY.  
WE ARE TRYING TO MAKE IT BETTER  
FOR EVERYONE TO GET AROUND THE  
CITY OF BOSTON.

AND SO SINCE WE DON'T HAVE THE  
GOOD BPD DATA WE DO HAVE PRETTY  
DECENT E F DATA.

SO THE TWO THINGS WE ARE GOING  
TO LOOK AT REAL QUICK IS THE MAP  
THAT SHOWS -- THERE WE GO.

FIRST LET'S LOOK AT THE CRASH  
REPORT DASHBOARD THAT GIVES THE  
BREAKDOWN OF MONTHS AND YEAR BY  
MODE.

SO THIS GOES BACK TO 2016.

AND SO FOR PEDESTRIAN CRASH, WE  
GOT AN AVERAGE OF 783 CRASHES IN  
THE CITY OF BOSTON.

OVER THE LAST FOUR YEARS. YOU  
KNOW, THAT IS MORE THAN TWO A  
DAY.

PEOPLE INJURED ON THE STREETS OF  
BOSTON.

PEOPLE BIKING. YOU KNOW,, IN  
2016, 424 INJURY CRASHES, 390 IN  
2017 AND 425 IN 2018.

AND THEN PEOPLE IN CARS, DRIVERS  
AND PASSENGERS.

>> A LITTLE TOUCHY HERE ON THE SCREEN, BUT I HAVE IT WRITTEN DOWN TOO.

2016, OVER 3,000 PEOPLE WERE INJURED.

2017, OVER 3,300, IN 2018, OVER 3,200.

SO THAT IS AN AVERAGE OF 4,400 INJURY CRASHES EVERY SINGLE YEAR OVER THE LAST THREE YEARS IN THE CITY OF BOSTON.

THE NEXT THING I WANTED TO BRING UP IS THE CRASH MAP ITSELF.

SO YOU CAN KIND OF SEE LET'S BRING IT UP FROM JUST THIS HERE.

SO ACTUALLY JUST LAST YEAR.

>> YOU ARE ALREADY SEE IT IS HEADING ALL -- SO, YOU KNOW, 4,300 CRASHES.

AND IF WE ZOOM OUT.

YOU CAN START TO SEE WHERE THE ARTERIAL STREETS ARE TOO.

THE HEAVIER LINES. YOU KNOW,.

I AM SURE YOU CAN BOTH NAME WHAT THE PROBLEM STREETS ARE IN YOUR OWN DISTRICTS, I DON'T REALLY NEED TO TELL YOU.

BUT, YOU KNOW, THESE CRASHES ARE HAPPENING 0 ALL OVER THE PLACE.

THE -- I THOUGHT IT WAS VERY INTERESTING YOU WERE SAYING EARLIER TODAY YOU EITHER HEAR THAT TRAFFIC IS NOT MOVING FAST ENOUGH OR TRAFFIC IS MOVING WAY TOO FAST.

AND THAT IS A PERFECT SUMMATION OF THE ISSUES THAT THE

TRANSPORTATION DEPARTMENT IS TRYING TO DEAL WITH RIGHT NOW.

SO I AM JUST GOING HEAD BACK UP TO THE SEAT HERE, BUT --

>> AND I THINK JUST WHILE YOU DO THAT, YOU KNOW, WE KNOW IT, WE LIVE IT AND GRIEVE IT EVERY DAY AS RESIDENTS, BUT ALSO THE E-MAILS, THE CALLS AND OF COURSE HAVING TO RESPOND USUALLY TO THE SCENES OF THESE VERY ACCIDENTS, AND FRANKLY ALL OF THEM DON'T GET ME ATTENTION.

>> SURE.

>> BUT IT IS JUST FOR THE SAKE OF THE PUBLIC, YOU KNOW, THIS THIS THIS IS AVAILABLE ON THE

WEBSITE.

I THINK SOME PEOPLE KNOW THAT SO  
THANK YOU FOR --

>> BOSTON.GOV/VISION ZERO.

>> SO THE QUESTION IS WHAT ARE  
WE GOING TO DO ABOUT IT.

>> SURE.

THAT'S REALLY THE MISSING LINK  
OF THE BPD CRASHES WE CAN'T SEE  
WHAT BEHAVIORS MADE THESE  
CRASHES AND PAID THESE DOTS ON  
THE MAP. YOU KNOW, AND WE  
TONIGHT ACTUALLY KNOW WHAT LEVEL  
OF INJURY HAPPENED IN THESE  
CRASHES TOO, SO WE CAN'T LOOK AT  
WHAT THE MOST SERIOUS CRASHES  
ARE AND START TARGETING THOSE.

>> IT WAS GREAT THAT YOU ALREADY  
HAVE BEEN TALKING ABOUT THAT  
CRASH ANALYST POSITION, WITH  
BPD.

WITHIN THE BOSTON POLICE  
DEPARTMENT.

AND A CRITICAL PART OF VISION  
ZERO IS ANALYZING, PROCESSING  
THIS TRAFFIC CRASH DATA.

I AM GLAD THAT SOMEONE FROM THE  
DATA DEPARTMENT AT BPD WAS HERE  
TO GIVE MORE CONTEXT FOR THAT,  
SHE DIDN'T EVEN -- SHE IS BEING  
VERY, VERY MODEST IN THE WAY SHE  
IS TALKING ABOUT DEALING WITH  
THAT.

WE HAD SEEN SOME OF THESE CRASH  
REPORTS THAT ARE BEING  
GENERATED, AND ONCE AGAIN, YOU  
KNOW, THERE IS OVER 11 CRASHES A  
DAY THAT ARE CAUSING INJURY,  
LOTS OF -- LOTS OF THAT, SO MUCH  
OF THAT IS IN THE NARRATIVE BUT  
ALSO THE EMS CRASHES CAN COME UP  
ON A MAP LIKE THIS, BECAUSE THEY  
ARE GEO CODED FOR EACH TRIP.  
THE BOSTON POLICE DATA IS NOT.  
SO YOU COULD HAVE THREE SEPARATE  
OFFICERS REPORT TO A SITE AND IT  
COULD LOOK LIKE THREE DIFFERENT  
INTERSECTIONS FROM THE CRASH  
DATA.

SOMEONE MIGHT WRITE IT UP AS  
MASSACHUSETTS AVENUE AND --  
BOULEVARD, SOMEONE ELSE MIGHT  
WRITE IT AS NAS S&C ASS AND SOME  
MAY WRITE IT AS MASSACHUSETTS



AVENUE.

THOSE SHOW UP AS THREE DIFFERENT ENTRIES SO THE DATA ANALYSTS WOULD HAVE TO GO IN AND MAKE SURE TO MATCH THESE ALL UP. SO THEY ARE ENDING UP IN THE SAME PLACE.

.. THAT IS A THANKLESS TASK BUT IT IS SOMETHING THAT MEANS SO MUCH TO THE TRANSPORTATION DEPARTMENT, SO THEY CAN DO THEIR JOB.

AND ALSO TO BE HONEST, THE CITY IS LEAVING MONEY ON THE TABLE BECAUSE THERE ARE OPPORTUNITIES FOR OTHER GRANTS FROM MASS DOT. THERE IS A PROGRAM THROUGH DOT WHICH IS CALLED THE HSOP -- HIGHWAY SAFETY AND IMPROVEMENT PROGRAM THAT GIVES MONEY TO COMMUNITIES IN HIGH CRASH COMMUNITIES FOR BICYCLE AND AUTO ACCIDENTS WHICH HAS BEEN GOING ON SINCE 2014. FUNDING HAS CHANGED A LITTLE BIT, BUT BOSTON HAS NEVER QUALIFIED FOR THAT PROGRAM.

THERE IS ALSO SOMETHING IN THE EXECUTIVE OFFICE OF PUBLIC SAFETY AND SECURITY, THE IOPS, WHERE ONCE AGAIN IT DEALS WITH CRASH THAT AND THOSE ARE GRANTS GIVEN TO POLICE DEPARTMENTS TO DO FOR ENFORCEMENT AROUND DANGEROUS BEHAVIORS WHERE THERE HAVE BEEN CRASHES.

SO, YOU KNOW, WE ARE MISSING OUT ON FUNDING TO MAKE OUR STREETS SAFER.

>> AND THEN I JUST WANTED BEFORE I TURN IT OVER TO EVERYONE ELSE HERE I WANT TO SHARE ONE MORE THING ABOUT DISTRACTION AND DISTRACTED WALKING.

I TESTIFIED UP AT THE STATEHOUSE TWO FALLS AGO ABOUT A BILL ABOUT DISTRACTED WALKING.

AND THERE WAS A GREAT EDITORIAL IN TORONTO'S GLOBE AND MAIL WHERE THEY ACTUALLY DID AN ANALYSIS OF PEDESTRIANS DEATHS IN THE U.S. FROM 2010 TO 2014 LOOKING AT FARR'S DATA, THEY SHOWED THAT AN ELECTRONIC DEVICE

IN THE HAND  
MAKE IT SAFE AND COMFORTABLE FOR  
ANYONE TO BE ABLE TO BIKE SAFELY  
WITHIN THE CITY OF BOSTON AND  
THE REGION, I'M HERE  
REPRESENTING THE VISION ZERO  
COALITION, TO MAKE THE STREET  
SAFER FOR EVERYONE.

AND FIRST I WANT TO ACKNOWLEDGE  
THE COMPLEXITIES OF POLICE  
BEING, AND TRAFFIC ENFORCEMENT.  
THE CHALLENGES WITH RESPECTIVE  
POLICE TREATMENT AND  
RELATIONSHIPS WITH COMMUNITIES  
OF COLORS, RELATIONSHIPS WITH  
UNDOCUMENTED FOLKS AND THE  
SOMETIMES DANGEROUS TRAFFIC  
STOPS.

THE ONE THAT LED TO THE KILLING  
OF KASSIM KARIM LAST MONTH AND  
EVERY NEIGHBORHOOD WE KNOW AND  
WE'RE HEARING TODAY ESPECIALLY  
THAT PEOPLE TALK ABOUT THEIR  
LACK OF FEELING SAFE, WHILE  
WALKING TO THE BUS STOP, WALKING  
TO THE T, WALKING TO  
DESTINATIONS IN THEIR COMMUNITY  
AND DESTINATIONS WITHIN THEIR  
COMMUNITY.

AND KNOW WHY WE'RE HERE TODAY.  
BUT AT THE SAME TIME THE LEVEL  
OF ENFORCEMENT THAT PEOPLE WANT  
THAT THEY TALK ABOUT IN PUBLIC  
MEETINGS ISN'T SUSTAINABLE.

AND IT WOULD BE A MUCH BETTER  
USE OF CITY'S RESOURCES TO  
CHANGE THE STREETS TO BE  
SELF-ENFORCING OF LOWER SPEEDS  
AND TO REALLY FOLKS ON -- FOCUS  
ON THE MOST DANGEROUS STREETS.  
DESIGN CAN DISINCENTIVIZE  
BEHAVIOR.

WE KNOW POLICE OFFICERS CAN'T BE  
ON EVERY CORNER, AND WHEN L  
DESIGNED BETTER WE CAN FORCE  
PEOPLE TO DRIVE MORE SLOWLY.  
BUT WE ALSO KNOW THAT THE CITY  
CAN'T DESIGN ALL THE STREETS  
OVERNIGHT AND CHANGE NEEDS TO  
HAPPEN, ESPECIALLY OR ARTERIALS,  
LIKE BRENDAN SHOWS ARE HAPPENING  
MOTION.

AS JOINTLY NO. CONJUNCTION WITH  
THE TRANSPORTATION DEPARTMENT,

TO INFORM WHERE DESIGN MODES  
NEED TO BE CHANGED AN  
ENFORCEMENT CAN BE UTILIZED.  
AGAIN WITH RESPECT TO  
ENFORCEMENT, THE MOST DANGEROUS  
BEHAVIORS SHOULD BE TARGETING.  
AND NOT TARGETED, AND THAT  
INCLUDES SPEEDING, FAILURE TO  
YIELD THE A PEDESTRIAN IN A  
CROSSWALK AND ANY USE OF  
INTIMIDATION, FOR -- ANY USE OF  
A VEHICLE FOR INTIMIDATION OR  
THREAT, AND INTENTIONAL HANDLE.  
AND THOSE SHOULD BE TREATED WITH  
THE SEVERITY THEY DESERVE AND WE  
HEAR ABOUT ALL OF THESE  
BEHAVIORS NOT BEING TREATED WITH  
THAT SEVERITY.  
AND WITH RESPECT TO DATA, AND  
THE ANALYST POSITION, AGAIN, AS  
MS. SANCH ALREADY SPOKE ABOUT --  
SAVAGE ALREADY SPOKE ABOUT, I  
HAVE SOME CONCERNS ABOUT THE  
TIME LINE OF IMPLEMENTATION  
WITHOUT MORE RESOURCES.  
JUST FOR BACKGROUND, BACK IN  
MANY 2013, 2014, LOOKING AT THE  
NARRATIVES, THE WAY THIS CRASH  
WAS DESCRIBED, THE RIGHT HOOK,  
SO THEY COULD SEE WHAT TYPES OF  
DESIGN AND ENFORCEMENT, NOT  
INTERVENTIONS, COULD BE  
UTILIZED.  
AND AFTER THAT PROCESS WAS  
COMPLETED IN 2014, MAYBE 2015,  
THE CRASH PROCESS WAS SUPPOSED  
TO BE TRANSITIONED AT THAT TIME.  
SO -- AND JUST TO ALSO FURTHER  
EXPLAIN WHY THE DISTINCTION  
BETWEEN THE TYPES OF CRASH DATA  
THAT WE HAVE IS IMPORTANT, RIGHT  
NOW WE ONLY HAVE EMS DATA TO  
ANALYZE.  
AND IN EVERY CASE OF THE CRASH,  
WE ENCOURAGE PEOPLE TO REPORT  
THE CRASH.  
AND MAY OR MAY NOT BE AWARE THAT  
CYCLISTS ARE INCREDIBLY HARDY.  
IF SOMEONE IS HIT WHILE BIKING  
THEY MIGHT THINK I'M FINE AND  
REALIZE THE NEXT DAY LATER THAT  
DAY THEY REQUIRE MEDICAL  
TREATMENT.  
THAT'S HAPPENED TO ME TWICE.

AND LATER, THAT CRASH WILL BE REPORTED TO THE POLICE.

IF EMC DIDN'T RESPOND AND SHOW UP, THAT DATA IS NEVER UTILIZED IN THE VISION ZERO ANALYSIS. SO IT'S CRITICALLY IMPORTANT THAT WHEN CRASHES ARE REPORTED TO THE POLICE THAT'S INCORPORATED INTO VISION ZERO STRATEGY.

IT IS IN CAMBRIDGE AND SUMMerville, IT IS NOT IN BPD AND IN BOSTON BECAUSE THIS AUTOMATED CRASH SYSTEM DOES NOT EXIST.

FEW MORE THINGS I WANTED TO ELEVATE.

AND WHILE THE TRAINING AND ENFORCEMENT AND TRAFFIC ANALYSIS IS NEEDED WITHIN BPD, I'D BE CONCERNED IF IT WAS JUST A UNIT, AND THAT TRAINING DIDN'T PERVADE THROUGHOUT THE ENTIRE POLICE FORCE.

I'M ACTUALLY GOING TO READ A COUPLE, TWO STORIES, AND I'LL TRY TO BE AS BRIEF AS POSSIBLE. FROM FOLKS WHO ARE HIT IN CRASHES AND THE TREATMENT AND RESPONSE BY THE POLICE DEPARTMENT.

THESE TWO CRASHES THAT I'M GOING TO READ ALOUD HAPPENED SEVEN YEARS APART.

SO THE FIRST ONE IS A RESIDENT OF JAMAICA PLAIN.

IN 2011, THESE ARE HER WORDS. IN 2011 AROUND 6:30 P.M. WHILE THE SUN WAS STILL OUT AND THE WEATHER AND ROAD CONDITIONS WERE CLEAR I WAS RIDING MY BIKE ON COREY STREET HEADING TO IRDZ NEWTON.

AS I WAS RIDING I BECAME AWARE THAT A CAR WAS DRIVING BEHIND ME.

WE GOT THE GREEN LIGHT AT VFW PARKWAY AND THE CAR WITH PASSED ME, THE CAR TURNED WITHOUT WARNING AND HIT ME WITHOUT WARNING.

RIGHT HOOK, WHERE THE SCAR TURNED IMMEDIATELY IN FRONT OF ME LEAVING ME NO OPTION OTHER

THAN TO BE HIT BY THE CAR.  
I SUFFERED A SPINAL CORD INJURY,  
THREE RUPTURED DISKS IN MY NECK,  
PARTIAL ROTATOR CUFF TEAR AND A  
LOT OF SKIN RASH, ROAD RASH.  
I CONTINUED TO HAVE PAIN FROM  
THE SPINAL CORD INJURY WHICH  
REQUIRES MEDICATION FOR THE REST  
OF MY LIFE.

WHILE I'M THANKFUL TO BE ALIVE I  
WILL NEVER BE THE SAME.

I WAS NERCH INTERVIEWED AT THE  
SCENE, I WAS TAKEN TO THE  
HOSPITAL BY AMBULANCE.

THE DRIVER CONCLUDED, I DIDN'T  
SEE HER AND SHE MUST HAVE BEEN  
SPEEDING UP TO PASS ME ON THE  
RIGHT.

WHEN I DIDN'T HEAR FROM A POLICE  
DETECTIVE I CONTACTED DISTRICT E  
AND WAS CONNECTED TO AN  
OFFICER'S VOICE MAIL.

I CALLED THREE OR FOUR TIMES  
WITHIN THE SPAN OF TEN DAYS AND  
NEVER RECEIVED A RETURN PHONE  
CALL.

ANOTHER OFFICER GOT IN TOUCH  
WITH ME ALMOST IMMEDIATELY AND  
FACILITATED A RESPONSE FROM THE  
OTHER OFFICER.

THE OFFICER FINAL REPLY  
INTERVIEWED ME OVER THE PHONE  
AND AFTER MANY MORE CALLS AND  
E-MAILS, TOLD ME THAT HE WAS  
CLOSING MY CASE WITHOUT FINDING.  
HE FURTHER INFORMED ME THAT I  
SHOULD FEEL LIKELY THAT I WASN'T  
CITED FOR TRYING TO PASS ON THE  
RIGHT.

DIRECTLY TO MY CASE ASKING THAT  
HE CITE THE DRIVERS HE HAD  
VIOLATED MASS GENERAL LAW.  
HE DECLINED TO DO THIS AND  
FURTHER TOLD ME THAT IN HIS  
OPINION, BICYCLES SHOULD NOT  
BALOONING ON THE ROAD AT ALL.  
AUTOMOBILE CRASHES ON BIKE LANES  
THAT HAD BEEN PAINTED ON BOSTON  
ROADWAYS AND INFORMED ME THAT HE  
WAS THE SECOND --

>> LIKE THIS IS KIND OF HEARSAY  
BARK ONE POLICE OFFICER ONE  
INCIDENT.

I DON'T THINK WE WANT TO GO DOWN

THAT ROAD.

WE JUST HEARD FROM THE DEPUTY WHO IS AGREEING WITH JUST ABOUT EVERYTHING, WE'RE ALL TRYING TO MOVE, ALL TRYING TO ROLL IN THE RIGHT DIRECTION SO THIS SOUNDS LIKE YOU'RE PICKING ON ONE POLICE OFFICER, ONE INCIDENT, WE DON'T HAVE THE OTHER SIDE OF THAT CASE, SO CAN WE JUST KIND OF, I MEANING THIS IS WHERE THE TRAINING PIECE COMES IN BUT AGAIN, WE DON'T KNOW WHAT BOTH SIDES OF THE STORY WAS.

>> AND I CAN APPRECIATE THAT. I DID WANT TO NOTE, AND IT MAY NOT SEEM THIS WAY, NOT HERE TO DISPARAGE THE POLICE OFFICERS AND DEPARTMENTS, WE GET ON AVERAGE ONE OR TWO OF THESE PER MONTH.

WHERE PEOPLE ARE STILL NOT GETTING FAIR TREATMENT UNDER CRASHES.

SO WE WANT TO POINTS OUT THAT THE POLICE DO NEED MORE RESOURCES AND THEY DO NEED BETTER TRAINING ON HOW TO HANDLE TRAFFIC STOPS AND INCIDENTS OF CRASHES AND WANT THERE TO BE FULL ALIGNMENT FROM THE DEPARTMENT, FROM THE MAYOR, FROM THE COMMISSIONER ON HOW TO HANDLE CRASHES AND HOW TO PROTECT THE MOST VULNERABLE PEOPLE.

>> OKAY, THANKS.

MS. STACY.

>> I'M STACY THOMPSON, EXECUTIVE DIRECTOR OF LIVABLE STREETS LOINS, WHILE LIVABLE STREETS ARE A LOT OF THINGS, MY JOSH TODAY IS TALKED TO YOU ABOUT AUTOMATED ENFORCEMENT.

IT IS A COMPLICATED TOP INC. AND I KNOW THERE ARE MEMBERS OF THE PUBLIC WHO WOULD LOVE TO PROVIDE THEIR STATEMENTS.

I'LL GO QUICKLY.

HIGH LEVEL CONTEXT, HELPING YOU WHAT IS BEING HELD AT THE STATE HOUSE, SHOW LEADERSHIP ON TO MOVE THIS ISSUE FORWARD.

SO THE HIGH LEVEL TAKE AWAY IS

THAT GIVEN THE NUMBER OF CRASHES  
IN BOSTON, WE CAN'T ASK OUR  
POLICE TO BE SUPERHEROES.  
THE THERE ARE NO NUMBER OF  
POLICE OFFICERS THAT WE COULD  
PUT ON EVERY CORNER TO ADDRESS  
THIS PROBLEM MEANINGFULLY AND  
WE'VE TALKED ABOUT THAT.  
SO WHAT WE WOULD SAY  
AFFIRMATIVELY IS WHEN DEPLOYED  
PROPERLY, AUTOMATED ENFORCEMENT,  
SPECIFICALLY SPEED CAMERAS AND  
RED LIGHT CAMERAS HAVE BEEN  
PROVEN TO REDUCE THE NUMBER OF  
CRASHES AND THE SEVERITY OF  
CRASHES.  
RED LIGHT CAMERAS ARE IN 388  
MUNICIPALITIES AND SPEED  
PROGRAMS EXIST IN 137  
MUNICIPALITIES.  
THAT IS, I THINK EARLIER TODAY  
SOMEONE SAID THAT THESE WERE  
BEING ROLLED BACK.  
THAT IS NOT IN FACT THE CASE.  
IN CERTAIN MUNICIPALITIES, WHERE  
IMPORTANT MEASURES VICE  
PRESIDENT BEEN EMPLOYED, WHICH I  
WILL TALK ABOUT AND OUR FRIENDS  
AT THE ACLU WILL TALK ABOUT,  
WHEN THEY ARE DEPLOYED PROPERLY  
THEY REALLY WORK SO THAT'S WHAT  
I WANT BOSTON TO THINK ABOUT.  
IN TERMS OF WHY WE'RE EXCITED  
ABOUT THIS, THE ADVANTAGES OF  
AUTOMATED ENFORCEMENT INCLUDE  
THAT SPEED CAMERAS LIKE REALLY  
FOCUS ON REDUCING FEED AND THE  
NUMBER OF CRASHES.  
WHEN YOU IMLOI RED LIGHT CAMERAS  
THEY HAVE BEEN PROVEN TO REDUCE  
THE SEVERITY OF CRASHES.  
SO WHEN YOU THINK ABOUT THE  
DIFFERENCE BETWEEN SOMEONE  
HAVING A LIFE CHANGING INJURY  
VERSUS A LITTLE BIT OF A FENDER  
BENDER THOSE THINGS MATTER.  
THEY ALSO ALLOW FOR POLICE  
OFFICERS TO NOT BE PUT IN  
DANGEROUS SITUATIONS.  
OFTENTIMES WE ASK POLICE  
OFFICERS TO STAND IN REALLY  
DANGEROUS INTERSECTIONS AND  
ROADWAYS AND PUT THEMSELVES IN  
DANGER.

THERE IS AN ABILITY TO PROTECT  
OUR OFFICERS TO DEPLOY THEM MORE  
EFFECTIVELY IN IF OTHER  
SITUATION IS.

WHERE WE DO LEARN ON THE  
LONGFELLOW BRIDGE WHERE THEY  
DEPLOYED THE STATE POLICE FOR A  
WEEK THEY HANDED OUT A FEW  
HUNDRED TICKETS AND AS SOON AS  
THOSE POLICE OFFICERS LEFT THE  
SPEEDS WENT STRAIGHT BACK UP.  
CAMERAS ENSURE 24 HOURS A DAY,  
SEVEN DAYS OWEK ENFORCEMENT  
WHICH AGAIN WE CANNOT ASK OUR  
OFFICERS TO DO.

AND I THINK MOST IMPORTANTLY  
THEY REMOVE THE ABILITY OR THE  
REALITY OF IMPLICIT BIAS OR  
RACIAL PROFILING.

CAMERAS WHEN DEPLOYED PROPERLY  
TAKE THAT SORT OF ELEMENT OF  
ENFORCEMENT OUT OF THE MIX.

I DO WANT TO BE REAL THAT THERE  
ARE CONCERNS AROUND AUTOMATED  
ENFORCEMENT AND IF WE WANT TO  
TAKE THIS APPROACH WE NEEDS TO  
CONSIDER THEM.

FIRST AND FOREMOST THERE ARE  
CONTRACT ISSUES THAT CAMERAS  
COULD BE IMPLEMENTED JUST TO  
BRING IN REVENUE.

I'LL EXPLAIN WHY I THINK WHAT  
WE'RE PROPOSING THE STATE HOUSE  
MOVES AROUND THAT.

PRIVACY ISSUES WHICH WE WILL  
TELL YOU WILL SPEAK ABOUT MORE  
DIRECTLY BUT CERTAINLY CONCERNS  
THAT CAMERA DATA CAN BE  
SUBPOENAED, FOR THE GOVERNMENT  
TO MONITOR, ON THE FLIP SIDE OF  
THE EQUITY COIN, WE NEED TO BE  
CAREFUL THAT THEY ARE NOT  
OVERLEE DEPLOYED IN COMMUNITIES  
OF COLOR, OR THAT THE FINES DO  
NOT INCLUDE UNDUE BURDEN.

TO NOT RAISE REVENUE.

IF YOU SEE REALLY HIGH FINES, TO  
US THAT'S A PROBLEM.

WE WANT TO CHANGE BEHAVIOR AND  
HAVING A CONSISTENT PROGRAM WITH  
LOW FINES ACHIEVES THAT.

AND FOR FOLKS WHO HAVE UNSTABLE  
HOUSING THEY MAY HAVE TROUBLE  
GETTING NOTICE IN THE MAIL, SO



IT'S ONE OF THOSE EQUITY COMPONENTS THAT WE JUST NEED TO BE AWARE OF.

SO WHAT DOES THIS MEAN FOR BOSTON TODAY?

THE COMMISSIONER MENTIONED THAT THE MAYOR DID PROPOSE A BILL AT THE STATE HOUSE, FOCUSED ON BLOCK THE BOX AND SCHOOL BUS VIOLATIONS.

THERE IS A SECOND BILL THAT SENATOR BROWNSBERGER SUBMITTED, THAT THE COALITION SUPPORTS, SB 1461, WE CAN SEND YOU THE FULL SCOPE OF LEGISLATION.

WE SUPPORT IT BECAUSE IT FOCUSES ON THE MOST DANGEROUS BEHAVIOR. THESE BEING SPEEDING AND INTERSECTION RED LIGHT VIOLATIONS.

IT ALSO INCLUDES SOME OF THE SAFE HOLDS THAT WE THINK ARE REALLY IMPORTANT.

WHICH MEANS THAT THE MAXIMUM PENALTY IS \$25 FOR A VIOLATION, I BELIEVE THE MAYOR'S IS UPWARDS OF \$200 WHICH IS AN EQUITY CONCERN.

THE BROWNSBERGER PIECE INCLUDES PROTECTIONS SO THAT THE A CAPITAL RA CAN TAKE A PICTURE OF THE FRONT OF THE VEHICLE, SO YOU CAN'T ACTUALLY SEE THE PERSON DRIVING THE CAR, WHICH GETS INTO SOME OF THE DATA ON PRIVACY CONCERNS.

IT REQUIRES NOTIFICATION OF THE COMMUNITIES EDUCATION.

THERE ARE LOTS OF SAFE HOLDS AROUND HOW MANY CAN BE DEPLOYED IN A COMMUNITY.

AND REQUIREMENTS THAT YOU USE THE GREAT DATA THAT WE ARE SAYING THE CITY MUST COLLECT TO PUT THESE CAMERAS IN THE MOST DANGEROUS PLACES.

IT ALSO HAS A GOOD BIT OF INFORMATION AROUND REQUIREMENTS THAT THE CITY OR TOWN MUST SUBMIT ANNUAL REPORTS TO MASS D.O.T. LISTING THE LOCATIONS OF THE CAMERA PROVING THERE IS NONCOLLECTION OF DATA ON THIS STUFF.

IN TERMS OF WHAT THE CITY  
COUNCIL COULD DO TO MOVE FORWARD  
I WOULD SAY THERE ARE TWO THINGS  
AND WE'LL GET INTO A LITTLE BIT,  
ONE OF THESE MORE IN A MINUTE.  
BUT THE CITY OF CAMBRIDGE  
RECENTLY ADOPTED A SURVEILLANCE  
PROTECTION ORDINANCE AND IT IS  
SIMILAR TO WHAT HAS BEEN USED IN  
SEATTLE.

AND THAT IS SOMETHING THAT THE  
COUNCIL CAN DO HERE TO PROTECT  
THE PEOPLE OF BOSTON.

WHAT'S NOTABLE IS THAT THESE  
ORDINANCES HAVE BEEN IMPLEMENTED  
IN COMMUNITIES THAT HAVE RED  
LIGHT AND SPEED CAMERAS AND WE  
CAN DO THE SAME AN PROTECT OUR  
CITIZENS.

SECONDARILY, BECAUSE THE THERE  
ARE MULTIPLE EAMENTS --  
AUTOMATED ENFORCEMENT BILLS AT  
THE HOUSE, THERE ARE  
PERSPECTIVES HERE THAT PERHAPS  
THERE IS A WAY FOR A WORK  
SESSION, TO GET COUNCIL AROUND  
WHAT YOU DO AND DO NOT SUPPORT  
AND MORE SPACE FOR US TO DIG IN.  
I AM MORE THAN HAPPY TO ANSWER  
QUESTIONS BUT I KNOW OTHERS WANT  
TO SPEAK.

THANK YOU.

>> THANK YOU.

YOU'RE ON.

>> GOOD AFTERNOON, MY NAME IS  
SEMELINO FACON, I'M HERE ON THE  
ACLU BEHALF.

I'M HERE TO DISCUSS THE CIVIL  
RIGHTS AND CIVIL LIBERTIES  
ISSUES, RELATED TO ATHE POSSIBLE  
CREATION OF A TRAFFIC  
ENFORCEMENT UNIT, AND THE USE OF  
AUTOMATED ENFORCEMENT  
TECHNOLOGIES LIKE RED LIGHTS AND  
SPEED CAM LAST.

GENERALLY SPEAKING WE HAVE FOUR  
PRIMARY AREAS OF CONCERN.

THE FIRST ONE IS THE LEGAL  
AUTHORIZATION FOR THE  
SURVEILLANCE.

THE SECOND ONE IS THE DISPARATE  
IMPACT OF RACIAL JUSTICE, THE  
THIRD ONE IS THE PRIVACY AND NOT  
THE PRACTICES AND THE FOURTH ONE

IS THE ONGOING OVERSIGHT  
TRANSPARENCY AND ACCOUNTABILITY.  
BEFORE I GET INTO MORE DETAIL  
ABOUT THOSE ISSUES ALLOW ME TO  
SHARE A STORY ABOUT SOMETHING  
THAT HAPPENED IN BOSTON IN  
RECENT YEAR AS AN EXAMPLE WHRAF  
THE CITY SHOULD NOT DO -- OF  
WHAT THE CITY SHOULD NOT DO.  
OFFICIALS IN BOSTON'S  
TRANSPORTATION DEPARTMENT  
RECEIVED A CALL FROM AN  
INDEPENDENT JOURNALIST NAMED  
KENNETH LIPP.

WHILE COUNCIL RESEARCH ONLINE,  
LIPP HAD DISCOVERED A PLAIN TEXT  
DATABASE, CREATED AND MAINTAINED  
BY THE TRANSPORTATION  
DEPARTMENT.

THE DATABASE CONTAINED  
APPROXIMATELY 1 MILLION RECORDS  
INCLUDING THE HOAX RECORDS OF  
PEOPLE WITH BOSTON PARKING  
PERMITS, THEIR LICENSE PLATE  
NUMBERS, AND A LIST OF 2500 OR  
SO PEOPLE, APPARENTLY DESIGNATED  
BY THE FBI AND THE BOSTON POLICE  
DEPARTMENT AS SUSPECTED GANG  
MEMBERS OR TERRORISTS.

THIS DATABASE WAS NOT PASSWORD  
PROTECTED SO LIPP WAS ABLE TO  
PERUSE THE RECORDS.

AFTER HE NOTIFIED THE CITY, THE  
SYSTEM WAS LOCKED DOWN.  
BUT WE DON'T KNOW HOW MANY OTHER  
PEOPLE ACCESSED THE INFORMATION  
BEFORE LIPP'S REPORTING LED THE  
CITY AND ITS SURVEILLANCE  
CONTRACTORS TO TAKE BASIC  
SECURITY SERIOUSLY.

DATA -- SORRY -- DATA IS TOXIC.  
AND HAVE TO BE HANDLED  
ACCORDINGLY.

TOO OFTEN AGENCIES IN THE PUBLIC  
AND PRIVATE SECTORS DON'T DO  
ENOUGH TO PROTECT THE SENSITIVE  
INFORMATION THEY COLLECT, MANAGE  
AND STORE ABOUT PEOPLE.

AND WH EVEN WHEN THEY TRY,  
HACKERS WITH MALICIOUS INTENT  
CAN HACK IN.

EMPLOYEES AND CONTRACTORS FROM  
THE OFFICE PERSONNEL MANAGEMENT  
INCLUDING SOCIAL SECURITY

NUMBERS.

PEOPLE WHO SAW THEIR DATA  
COMPROMISED INCLUDING EVERYONE  
WHO HAD APPLIED FOR A U.S.  
GOVERNMENT SECURITY CLEARANCE,  
MEANING THAT THE GOVERNMENT  
FAILED TO PROTECT SENSITIVE  
DATA, ALONG WITH SPIES, MILITARY  
LEADERS AND INTELLIGENCE  
ANALYSTS.

IT IS VERY DIFFICULT TO PROTECT  
THAT INFORMATION.

THAT MEANS EVERY TIME A CITY  
AGENCY TAKES THE STEPPINGS TO  
BEGIN COLLECTING NEW TYPES OF  
SENSITIVE DATA,.OUR RESIDENTS  
USING SURVEILLANCE TECHNOLOGY  
ELECTED OFFICIALS AND RESIDENTS  
SHOULD ASK AND GET ANSWERS ABOUT  
BASIC QUESTION ABOUT HOW THE  
TECHNOLOGY WORKS, WHO HAS ACCESS  
TO YOUR DATA AND UNDER WHAT  
CIRCUMSTANCES, HOW THE  
INFORMATION CAN AND CANNOT BE  
USED, WHAT SECURITY,  
TRANSPARENCY, ACCOUNTABILITY,  
AND OVERSIGHT MECHANISMS WILL  
EXIST TO ENSURE THAT THE DATA IS  
NOT MISUSED OR ABUSED.

ULTIMATELY, RESIDENTS AND  
ELECTED OFFICIALS SHOULD DECIDE  
WHETHER THE POSSIBLE BENEFITS TO  
USING THE TECHNOLOGY OUTWEIGH  
THE POSSIBLE HARMS.

AND ONLY ADOPT AFTER A CLEAR  
DEMOCRATIC CONSENSUS IN FAVOR OF  
DOING SO.

WITH RESPECT TO RED LIGHT AND  
SPEED CAMERAS, THE FIRST CYCLE  
FOR BOSTON OFFICIALS IS A STATE  
LAW.

IN MASSACHUSETTS, CITIES CANNOT  
USE TRAFFIC ENFORCEMENT CAMERAS  
UNLESS THEY ARE AUTHORED BY THE  
STATE LEGISLATURE.

WE UNDERSTAND THERE IS WITH  
PROPOSED LEGISLATION ON BEACON  
HILL WHICH, IF AUTHORED, WOULD  
ALLOW THE STATE TO USE SPEED  
CAMERAS AND RED LIGHT CAMERAS  
BUT NO SUCH LAW EXISTS TODAY.  
SUGGESTING IT MAY BE PREMATURE  
FOR CITY OF BOSTON TO SPEND  
PRECIOUS TAX DOLLARS CREATING A

TRAFFIC ENFORCEMENT UNIT FOR THE BOSTON POLICE DEPARTMENT IF THAT UNIT INTENDS TO FOCUS ITS WORK ON AUTOMATED ENFORCEMENT. SOMETHING IT'S NOT CLEAR THE LEGISLATURE WILL ALLOW IN THE SHORT TERM OR EVER.

IF THE LEGISLATURE FINALLY AUTHORS THE -- AUTHORIZES THE USE OF SUCH CAMERAS, BEFORE DECIDING TO IMPLEMENT, FIRST OF ALL THE CITY MUST CONSIDER THE DISPARATE IMPACT ON RACIAL JUSTICE AND THE HISTORY OF THE BOSTON POLICE TARGETING BLACK AND BROWN NEIGHBORHOODS FOR SURVEILLANCE.

IN 2013, A JOURNALIST, DISCOVERED THE BOSTON POLICE DEPARTMENT HAS BEEN USING LICENSE PLATE READERS WITHOUT ANY LEGISLATIVE AUTHORIZATION AND ABSENT A PUBLIC DEBATE. THE RESULT, THE BPD CAMERAS WERE USED TO MONITOR WITH RESIDENTS IN LOWER INCOME WHY COMMUNITIES, DORCHESTER, MATTAPAN AND ROXBURY, ANY FUTURE CAMS SHOULD BE DATA DRIVEN EVIDENCE PERTAINING TO ACCIDENT RATES AND OBJECTIVE ASSESSMENTS THAT CONFIRM CAMERAS IN THOSE SPECIFIC LOCATIONS WILL REDUCE CRASHES.

BE LEADING IT -- LEAVING IT UP TO THE POLICE DEPARTMENT WHERE TO PLACE CAMERAS COULD RESULT IN PLACEMENT OF CAMS LAST IN LOWER INCOME AND COMMUNITIES OF COLOR WHEN THERE IS NO PUBLIC SAFETY JUSTIFICATION FOR DOING SO.

THE ACLU WILL STRONGLY RESIST, UNDER THE GUYS GUISE OF NEUTRAL TRAFFIC ENFORCEMENTS.

ALL FUTURE DECISIONS OF WHERE TO LOCATE THE CAMERAS MUST BE MADE WITH OBJECTIVE PARAMETERS IN MIND AND WITH COMMUNITY AND THE COUNCIL INVOLVEMENT.

SECOND, THE ACLU IS VERY MUCH CONCERNED ABOUT THE PRIVACY RIGHTS OF ALL BOSTONIANS, BEFORE THE CITY DECIDES TO IMPLEMENT ANY NEW SURVEILLANCE TECHNOLOGY

IT MUST ASK US AND ANSWER  
QUESTIONS RELATED TO DATA  
COLLECTION, RETENTION,  
MANAGEMENT, SHARING AND ACCESS.  
WHO DECIDES WHAT FORECAST WILL  
BE COLLECTED AND WHERE IT WILL  
BE STORED?

IT WILL BE COLLECTED BY PRIVATE  
COMPANIES WHO HAVE ACCESS TO OUR  
DATA.

WHO WILL OWN THE INFORMATION,  
THE CITY OR THE CONTRACTORS?

HOW WILL THE DATA BE PROTECTED  
AFTER IT IS COLLECTED?

BOTH THROUGH TECHNICAL AND HUMAN  
SAFEGUARDS.

HOW LONG WILL INFORMATION BE  
RETAINED?

WHO WILL HAVE ACCESS TO  
INFORMATION, FOR WHAT PURPOSES?

HOW WILL THE COUNCIL ENSURE THAT  
BPPED BPD IS FOLLOWING THE  
RULES?

WHAT ACCOUNTANT MECHANISMS WILL  
EXIST ESSENTIALLY THAT PEOPLE  
WILL HAVE THE RIGHT TO SUE THE  
GOVERNMENT OR OTHERWISE, TAKE  
ACTIONS IF THEIR RIGHTS ARE  
INVITED?

IN RECENT WEEKS UNFORTUNATELY WE  
HAVE LEARNED THAT THE TRUE  
RELATIONSHIP BETWEEN THE BOSTON  
POLICE DEPARTMENT AND  
IMMIGRATION, CUSTOMS  
ENFORCEMENT, INCLUDES A SPECIAL  
TASK FORCE AND BEHIND CLOSED  
DOORS INFORMATION-SHARING, TO  
MAKE SURE THE CITY LIVES UP TO  
ITS COMMITMENT TO PROTECT  
IMMIGRANTS AND OTHER RESIDENTS  
THE CITY COUNCIL SHOULD ENSURE  
THAT THERE ARE BOTH QUESTIONS  
AND MORE ARE ANSWERED CLEARLY IN  
A LEGALLY ENFORCEABLE POLICY  
BEFORE GREEN LIGHTING ANY NEW  
SURVEILLANCE TECHNIQUE.

THE COUNCIL SHOULD ALSO REVIEW  
ALL EXISTING BPD SURVEILLANCE  
INFORMATION SHARING AND  
COLLABORATION ISSUES WHERE ICE  
IS CONCERNED.

ADDITIONALLY, WE STRONGLY URGE  
THE COUNCIL TO FORBID THE POLICE  
DEPARTMENT RED LIGHT CAMERAS OF

TAKING PICTURES OF PEOPLE'S  
FACES.

FROM USING FACIAL RECOGNITION,  
FACIAL ANALYSIS AND OTHER  
BIOMETRIC TRACK SOFTWARE IN ANY  
OF ITS LAW ENFORCEMENT  
FUNCTIONS.

ACADEMIC RESEARCHES INCLUDING  
WHERE MIT HAVE FOUND WHY WITH  
EXHIBIT AND GENDER BIAS AGAINST  
A BLACK WOMAN SPECIFICALLY.  
BUT EVEN IF THESE SYSTEMS WORKED  
PERFECTLY CE THEY FACILITATE  
AUTHORITARIAN METHODS OF CONTROL  
AND ARE ANATHEMA, AND MUST BE  
PROTECTED.

FREEDOM TO BE LEFT ALONE.

THE USE OF TRAFFIC ENFORCEMENT  
CAMERAS IN MODERN CITIES MEANS  
PRESENCE OF YET MORE  
SURVEILLANCE DEVICES TRACKING  
OUR EVERY MOVE.

BEING WATCHED ALL THE TIME,  
EXPIRES AGAINST OUR CORE  
FREEDOMS.

AND THESE ISSUES ARE NOT GOING  
AWAY.

NO MATTER WHAT THE STATE  
LEGISLATURE DECIDES, WITH  
RESPECT TO AUTOMATED TRAFFIC  
ENFORCEMENT.

AS ARTIFICIAL INTELLIGENCE, BIG  
DATA, AND AUTOMATION CONTINUES  
TO CHANGE EVERY AREA OF OUR  
LIVES, THE POOL OF SO-CALLED  
SMART CITY DEVICES -- SORRY --  
THAT BRING MORE TRACKING AND  
SURVEILLANCE OF RESIDENTS,  
COLLECTIVELY OF COLLECTIVE  
LIBERTY, BOSTON SHOULD PASS A  
COMMUNITY CONTROL OVER POLICE  
SURVEILLANCE ORDINANCE.

SUCH ORDINANCE WILL DEMOCRATIZE,  
PROVIDE A FRAMEWORK FOR ONGOING  
ACCOUNTABILITY, TRANSPARENCY,  
AND OVERSIGHT, OVER ANY APPROVED  
SURVEILLANCE PROGRAMS.

LAST YEAR CAMBRIDGE AND LAWRENCE  
JOINED WHERE APPROXIMATELY A  
DOZEN OTHER COMMUNITIES  
NATIONWIDE IN PASSING THESE  
LAWS.

TO ENSURE OUR CITY OPERATIONS  
ALIGN WITH OUR VALUES, BOSTON

SHOULD, TOO.

IT'S NOT CLEAR THAT BOSTON IS  
READY FOR DEBATE ABOUT TRAFFIC  
CAMERAS, SPECIFICALLY BECAUSE NO  
STATE LAW AUTHORIZES THEIR USE.  
BUT AS THE CITY CONTINUES TO  
DELIBERATE, OVER HOW TO PROTECT  
PEDESTRIAN AND I CYCLIST SAFETY  
AND THE STRUGGLES WITH DECISIONS  
REGARDING SURVEILLANCE AND  
PRIVACY MORE GENERALLY, WE ARE  
HAPPY TO MANY OFFER THE ACLU, WE  
ARE CONFIDENT WE CAN PROTECT THE  
PUBLIC'S RIGHT TO WALK, CYCLE  
AND DRIVE, THROUGH OUR  
COMMUNITIES, SAFE FROM HARM,  
WITHOUT NEEDLESSLY COMPROMISE  
BEING OUR RIGHTS TO PERSONAL  
LIBERTY AND COLLECTIVE PRIVACY.  
>> APPRECIATE IT, JUST ON A SIDE  
NOTE, COUNCILLOR McCARTHY WILL  
STEP BACK IN, COUNCILOR WU AS  
WELL AS MYSELF WITH RESPECT TO A  
SURVEILLANCE ORDINANCE, IT IS  
VERY IMPORTANT.

THANK YOU ALL FOR BEING HERE.  
I DON'T HAVE A LOT OF QUESTIONS.  
IT WAS IMPORTANT TO HAVE THIS  
PERSPECTIVE.

IT IS ALWAYS IMPORTANT TO HAVE  
THIS PERSPECTIVE WITH RESPECT TO  
ANY ISSUE WE'RE TALKING ABOUT IN  
THE CITY OF BOSTON AROUND  
TRANSPORTATION, TRAFFIC  
CONCERNS, MULTIMODES OF  
TRANSPORTATION, ET CETERA.

SO THANK YOU TO EACH OF YOU FOR  
WORK THAT DO YOU.

YES, THERE IS A SENSE OF  
URGENCY, AND I THINK YOU SORT OF  
GOT TO THAT.

PEOPLE ARE DYING.

AND SO WE HAVE TO STEP THIS UP  
AND QUEEZ HAVE TO RAMP THIS UP,  
WE HAVE TO BE CREATIVE, WE HAVE  
TO THINK OUT OF THE BOX.

DO BETTER WITH RESPECT TO THE  
DATA IN ALIGNING WHAT WE SEE AT  
EMS, WE TALK REGULARLY ABOUT THE  
DATA, THEY POLLED BECAUSE WE  
LOOK AT IT TOO, WHAT DOES ITS  
MEAN TO ALINE IT WITH BPD, TO  
GIVE THEM THE RESOURCES THEY  
NEED BOTH IN THE HUMAN CAPITAL



FRONT OR THE TECHNOLOGY OR  
SYSTEMS FRONT TO DO A BETTER JOB  
TO TRACK THIS DATA TO INFORM  
BPD'S WORK.

IN ADDITION, THIS IDEA OF  
LEAVING MONEY ON THE TABLE MANY  
IS A PROBLEM -- IS A PROBLEM.  
IT'S A GREAT POINT AND I SORT OF  
PUT A STAR NEXT TO IT TO SAY WE  
NEED MONEY.

THERE IS MONEY?  
WOW.

WE EVEN HAVE TO STEP IT UP FOR  
THAT REASON ALONE.

NOT ONLY EFFECT PEOPLE ARE  
DYING.

THERE IS MONEY OUT THERE TO DO  
THIS WORK IN A BETTER WAY AND  
THE CITY OF BOSTON SHOULD BE AT  
THE FOREFRONT IN THIS WORK.

AND LASTLY, I'LL SAY A COUPLE OF  
POINTS.

I KNOW THAT THE PARTICULAR  
ROUND, THE ENFORCEMENT CAMERAS,  
THAT IS A STATE ISSUE.

BUT ANY TIME THE STATE IS --  
WHAT I MEAN BY HAD A IS STATE  
LEGISLATION, STATE AUTHORITY,  
BUT RIGHT NOW THAT BILL WHICH I  
HOPE STACY YOU WILL MAKE SURE  
WHICH I HAVE THE TALKING POINTS,  
ALL THE QUESTIONS REALLY HELPFUL  
INFORMATION IS SHARED WITH THE  
COUNCIL SO WE CAN SHARE IT  
PUBLICLY.

IS THIS CREATING AN OPTION WHERE  
A CITY CAN OPT IN ON OUR  
PRESIDENT AS THE STATE IS HAVING  
THESE CONVERSATIONS I THINK IT  
IS EXTREMELY IMPORTANT THAT WE  
TOO BE HAVING THE CONVERSATION  
TOO.

AND IT'S COME UP IN DIFFERENT  
SPACES.

WHETHER IT'S A WORKING SESSION  
OR JOINING A CONVERSATION HELD  
BY SOME OF THE COALITION  
MEMBERS, HAPPY TO DO THAT AND  
STACY'S WANTING TO CHIME IN AND  
GO RIGHT AHEAD.

>> I DO JUST WANTS TO CLARIFY  
THE WAY THE LEGISLATION IS  
WRITTEN IS A MUNICIPAL OPT-IN.  
IT'S BEEN MADE CLEAR THAT YOU

COULDN'T DO, THERE ARE ALL KINDS OF RACES AROUND IT, BUT THE TREMENDOUS INTEREST THE COUNCIL SHOWED, IS I WOULD RESPECTFULLY DISAGREE AND SAY THIS IS ACTUALLY THE MOMENT TO DIG IN AROUND CAMERA ENFORCEMENT. SO WE CAN GET IT RIGHT AND DEMONSTRATE AGAIN STATEWIDE LEADERSHIP TOGETHER.

>> THANK YOU.

AND YOU'RE EXACTLY RIGHT.

I LOVE THE COUNCIL, I TALK ABOUT THE COUNCIL AND THE POWER OF THIS INSTITUTION TO EFFECTUATE CHANGE.

NOT JUST THE WHOLE ADMINISTRATION ACCOUNTABLE BUT TO MOVE THE NEEDLE IN THESE PRESSING ISSUES.

I WILL CONTINUE TO STAY IN CONTACT WITH AURAL OF YOU ON THE DATA PIECE, THE FUNDING OF THE TRAFFIC ANALYST'S POSITION, THE BACK AND FORTH ON THE TRAFFIC AUTOMATED CAMERAS, AND WHAT THOSE CAN LOOK LIKE.

AND SOME OF THE OTHER PIECES THAT CAME UP TODAY AS WELL.

I DON'T LIKE WASTING TIME AND I THINK THIS IS A GREAT START.

A LOT OF INFORMATION.

BUT THERE'S A LOT THAT'S SHARED THAT WE CAN ACTUALLY MOVE ON QUICKLY INCLUDING WITH BPD AROUND TRAINING, NOT AROUND ANYONE WHO IS ACTUALLY DOING THE TRAFFIC STOPS BUT THE PEOPLE FROM THE DEPARTMENT RESPONDING PROPERLY FOR PEOPLE WHO ARE BRINGING FORTH LEGITIMATE COMPLAINTS.

THANK YOU GUYS, THANK YOU COUNCILLOR McCARTHY AS WELL, AND GIVE THE TIME BACK TO THE PEOPLE WHO WANT TO GIVE PUBLIC TESTIMONY.

>> COUNSELOR FLYNN.

>> THANK YOU, MR. CHAIRMAN AND THE COUNCIL PRESIDENT AS WELL, I APOLOGIZE FOR STEPPING OUT FOR A WHILE.

HI ANOTHER MEETING WITH STUDENTS IN THE PUBLIC SCHOOLS.

AND I WANT TO THANK THE FOUR  
PANELISTS FOR BEING HERE, AND  
I'LL REVIEW THE RECORD LATER  
THIS EVENING.

BUT I DO THINK THAT PEDESTRIAN  
SAFETY IS THE TOP ISSUE FACING  
OUR CITY.

AND YOU KNOW WHAT, THERE WAS AN  
IMPORTANT ROLE THE CITY COUNCIL  
PLAYED IN WORKING CLOSELY WITH  
THE MAYOR'S OFFICE ON AT LEAST  
GETTING THE DEBATE GOING ON  
REDUCING THE SPEED LIMIT FROM 25  
TO 20.

BUT WE LAYERED THE MESSAGE LOUD  
AND -- HEARD THE MESSAGE LOUD  
AND CLEAR FROM PEOPLE ACROSS  
BOSTON.

THEY THOUGHT THAT 25 MILES AN  
HOUR IS TOO FAST.

AND THEY WANT A REDUCTION TO AT  
LEAST 20.

AND WE HEAR EVERY DAY FROM  
RESIDENTS ABOUT THE VAST SPEEDS  
TAKING PLACE IN OUR CITY, AND  
WHAT ELSE CAN WE DO TO MAKE  
STREETS SAFER FOR PEDESTRIANS,  
FOR CYCLISTS, FOR THOSE DRIVING  
VEHICLES.

BUT I ALSO THINK THAT PUBLIC  
SERVICE ANNOUNCEMENTS ARE  
CURRICULUM TO UPDATE EVERYBODY  
OPEN THE RULES OF THE RODE -- ON  
THE RULES OF THE ROAD, AND WHAT  
IS EXPECTED ARE EVERYBODY,  
INCLUDING A ROBUST SOCIAL MEDIA  
PRESENCE AS WELL.

I DO AGREE WITH THE COUNCIL  
PRESIDENT, THE TRANSPORTATION  
ANALYST POSITION IS CURRICULUM.  
AND THAT'S -- IS CRITICAL.

THAT'S AN IMPORTANT ROLE, IN  
THIS DEBATE IS TO ADVOCATE FOR  
THAT POSITION INTO THE BUDGET.  
IF WE DON'T HAVE THE NECESSARY  
DATA TO KNOW EXACTLY WHAT'S  
HAPPENING, WE'RE NOT MAKING THE  
BEST DECISIONS WITHOUT THE DATA.

SO IT'S CRITICAL THAT WE DO GET  
THAT MONEY FOR THAT POSITION.  
AND AGAIN JUST WANT TO SAY THANK  
YOU TO THE FOUR PANELISTS FOR  
BEING HERE TODAY.

THANK YOU, MR. CHAIRMAN.

>> THANK YOU, COUNSELOR FLYNN,  
THANK YOU PANELISTS FOR BEING  
HERE.

WE ARE ROLLING IN THE RIGHT  
DIRECTION, WE JUST GOT TO GO IN  
THE RIGHT DIRECTION.

I'LL DISMISS THE PANEL AND WE  
HAVE SEVERAL PEOPLE WHO WANT TO  
GIVE PUBLIC TESTIMONY.

WE HAVE TWO MICROPHONES, IF WE  
CAN LINE UP 1'S AND 2'S, THAT  
WOULD BE FINE.

IF YOU ARE STILL IN THE CHAMBER,  
STEVE JONAS.

SARAH KLINESCHMIDT.

STEVE YOUNG.

CHRISTINA METCALF.

I JUST NEED THEIR NAME AND  
ADDRESS AND ORGANIZATION FOR THE  
RECORD AND YOU HAVE A COUPLE  
MINUTES.

GREATLY.

>> THANK YOU VERY MUCH.

MIC ON?

THANK YOU IT'S BEEN A LONG WAIT.

MY NAME IS STEVE JONAS.

I'M A RESIDENT OF CITY OF  
BOSTON, 25 BEAVER PLACE.

I'M DAILY PEDESTRIAN IN THE CITY  
AND VERY CONCERNED ABOUT THE  
LIFE SAFETY ISSUES, AS A  
PEDESTRIAN EVERY DAY IN BOSTON.

I'D LIKE TO IF I CAN PLEASE  
BRIEFLY READS AN EXCERPT OF AN  
E-MAIL I SENT TO THE MAYOR BACK  
IN NOVEMBER FOLLOWING COUNSELOR  
FLYNN'S HEARING TO WHICH I  
RECEIVED ZERO RESPONSE AND THE  
TITLE IS LIFE SAFETY ON THE  
STREETS OF BOSTON.

YOUR HONOR I WOULD LIKE TO NOT  
GET KILLED CROSSING THE STREET  
IN BOSTON AND I'M SURE YOU HOPE  
FOR THE STAPLE SAME THING FOR  
YOURSELF.

IT SEEMS LIKE THE RISK OF THIS  
HAPPENS IS RISE AT A RAPID RATE.  
AS A PEDESTRIAN IN THIS FINE  
CITY I HAVE SEEN THE RAMPANT  
INCREASE OF BEING VEHICLES  
RUNNING RED LIGHTS, MY MESSAGE  
IS THAT ENFORCEMENT OF TRAFFIC  
VIOLATIONS HAS BECOME ALMOST  
NONEXISTENT, THERE ARE NO

CONSEQUENCES TO DISREGARDING THE TRAFFIC SAFETY LAWS.

AS A RESULT MORE MOTORISTS ARE DOING JUST THAT AT THE PERIL OF PEDESTRIANS BIKERS AND OTHER MOTORISTS.

YOU KNOW BETTER THAN I THAT IN 2017 THERE WERE APPROXIMATELY 4500 SERIOUS CRASHES THAT REQUIRED EMT RESPONSE, APPROXIMATELY 4500 OF WHICH INVOLVED PEDESTRIANS AND BIKERS. THIS IS NOT GOING IN THE RIGHT DIRECTION.

I'M STRONG USE TO URGENTLY PILOT THE USE OF VIABLE TOOLS TO HELP ADDRESS THIS ISSUE.

AUTOMATED ENFORCEMENT SYSTEMS, EVERCAM ARE SYSTEMS THAT SITE VEHICLES THAT RUN RED LIGHTS ARE WIDELY IN USE ACROSS THE U.S. MASSACHUSETTS STATE HOUSE WILL CONSIDER DEPLOYMENT WITH THE LATITUDE TO USE THESE TECHNOLOGIES, SUPPORT AND PULL FROM THE CITY OF BOSTON.

MR. MAYOR I'M PLEADING WITH YOU TO TAKE A STAND ON THIS ISSUE AND PROVIDE THE LEADERSHIP THAT WILL BE NECESSARY TO TIP THE SCALES.

THIS COULD GO A LONG WAY TOWARDS MAKING OUR STREETS SAFER FOR ALL.

THANK YOU.

I GOT NO RESPONSE TO THAT.

OF COURSE.

THERE'S VERY LITTLE ENFORCEMENT OF BOSTON, THAT VARIES WIDELY BY NEIGHBORHOOD.

I WALK A LOT IN THE PUBLIC GARDEN, BOSTON COMMON AREA DOWNTOWN.

YOU'D NEVER SEE A POLICE OFFICER, I'VE NEVER SEEN A MOTORCYCLE OFFICER, MY 17 YEARS OF LIVING IN DOWNTOWN BOSTON SO THEY'RE PATROLLING SOMEPLACE BUT THEY'RE NOT PATROLLING THERE. THE FOUR LANE HIGHWAYS AROUND THE PUBLIC GARDEN ARE SPEED WAYS.

PEOPLE RUN RED LIGHTS RAMPANTLY. THE ARTICLE FROM THE BOSTON

GLOBE ON LACK OF ENFORCEMENT,  
THERE'S DATA THAT WAS CITED BY  
STACY ON THE NUMBER OF  
MUNICIPALITIES AND THE LIST OF  
THEM IN THE UNITED STATES, AND  
IT'S GROWING, THAT ARE USING  
THIS.

AND I WANTED TO PROVIDE TO THE  
COUNCIL THE MOST RECENT STUDY OF  
THE NEW YORK CITY RED LIGHT  
EQUAL RA PILOT THAT IS NOW IN  
ITS 15th YEAR OF OPERATION.

THIS IS NOT NEW.

NEW YORK WAS THE FIRST.

IT'S 15 YEARS IN.

AND SOME OF THE DATA FROM THIS  
STUDY WHICH IS EXCELLENT, I  
RECOMMEND THAT IT BE REVIEWED.  
RED LIGHT VIOLATIONS AT THE ENFORCED  
INTERSECTIONS ARE DOWN 75%.

CRASHES ARE DOWN 62%.

SEVERE INJURIES ARE DOWN 76%.

AND REAR END CRASHES WHICH IS  
ALWAYS SOMEWHAT CONCERN, ARE  
DOWN 39%.

AND IN THE FIRST TEN YEARS OF  
OPERATION WHICH THIS STUDY  
COVERS, AFTER ALL OF THE PROGRAM  
COSTS, CAPITAL COSTS AND ANNUAL  
OPERATING COSTS THERE ARE ONLY  
184 CAMERAS IN NEW YORK.

AND IT HAS NETTED AFTER ALL  
THOSE EXPENSES A QUARTER OF A  
BILLION DOLLARS OF NET REVENUE  
IN TEN YEARS.

AND I KNOW THAT WE'RE NOT DOING  
THIS FOR REVENUE GENERATING BUT  
TAKE THAT MONEY PUT IT BACK INTO  
INFRASTRUCTURE, MAKE VISION ZERO  
AND SAFE STREET NEIGHBORHOODS GO  
AT A RAPID PACE INSTEAD OF THE  
GLACIAL PACE IT'S CURRENTLY  
MOVING AT.

I'M GLAD WE'RE DOING SOMETHING  
BUT IT'S MOVING SO SLOWLY.

THERE IS A LOT THAT'S AVAILABLE.  
THIS NEW YORK CITY THEY ARE NOT  
CALLED FINES OR CITATIONS, THEY  
ARE NOTICE OF LIABILITY.

THE FINE IS ONLY \$50, TO STACY'S  
POINT OF HAVING SOME SOMETHING  
MODEST.

IN WASHINGTON, D.C, WHICH HAS  
HAD A CAMERA SYSTEM IN PLACE FOR

ALONG TIME, THE FINE IS \$150,  
NOT \$50.

IN DENVER THE FINE FOR A FIRST  
OFFENSE IS \$150, THE SECOND IS  
\$250.

THERE IS A WIDE RANGE.

THESE THINGS ARE IN PLACE IN A  
LOT OF CITIES IN THE UNITED  
STATES.

MANY OF THE CONCERNS BY THE ACLU  
AND OTHERS HAVE BEEN ADDRESSED.  
WE ARE NOT EARLY, WE'RE NOT LATE  
BUT THERE IS A LOT OF KNOWLEDGE  
THAT COULD LET US PUT THIS IN  
PLACE.

I AGREE THERE IS NO NUMBER OF  
POLICE OFFICERS WE COULD HIRE  
AND MAKE THE CITY STREETS SAFE.  
THE NEXT OFFICER IS GOING TO  
MAKE THEM SAFER BUT TO MAKE THEM  
SAFE WE NEED SOMETHING BOLD.  
WHAT I HEARD FROM THE POLICE AND  
FROM THE TRANSPORTATION  
DEPARTMENT TODAY, I CONSIDER TO  
BE TIMID AND MOVING AT A VERY  
SLOW PACE.

AND AS A PEDESTRIAN I THINK THAT  
THE LIFE SAFETY ISSUE IS VERY  
IMPORTANT.

WE TALKED ABOUT DATA, CRASH  
DATA, AND WHEN I'M CROSSING THE  
STREET WITH MY GRAND KID AND THE  
FOURTH CAR OF THE LINE OF THREE  
THAT'S STOPPED GOES SPEEDING  
THROUGH THE RED LIGHT, IT DIDN'T  
SHOW UP AS A CRASH, BUT IT'S  
GOING TO PRODUCE DATA.

I WAS RETURNING, FROM FOUR DAYS  
AS A PEDESTRIAN IN MANHATTAN,  
ALL 74 DIRECTIONS STOP.

IT'S CRAZY.

I GOT OFF AT BOSTON BACK BAY  
STATION, EVERY INTERSECTION MY  
WIFE WALKED THROUGH, CARS RAN  
THE RED LIGHT.

EVERY SINGLE ONE.

THERE WAS NO REPORTED CRASHES,  
NO ONE WAS KILLED BUT THAT'S  
WHAT'S HAPPENING IN THE CITY.

I'M A HUGE FAN OF ENFORCEMENT.

I DIDN'T BRING COPIES, I CAN  
MAKE IT AVAILABLE TO YOU THANK  
YOU FOR YOUR LEADERSHIP ON THIS.

>> THANK YOU VERY MUCH STEVE,

THAT WAS GREAT.

YES.

>> GOOD AFTERNOON, THANKS TO ALL OF YOU WHO ARE STILL HERE AND WATCHING AT HOME.

MY NAME SARAH KLINESCHMIDT. I COME TO YOU AS A BOSTON COMMUTER AND A PHYSICIAN IN THE EMERGENCY CENTER.

THE FIRST FATALITY I EVER SAW WAS A CYCLIST THAT WAS HIT BY A CAR AND LEFT TO DIE ON THE ROAD SIDE.

EVERY SHIFT I WORK I SEE PEOPLE WHO HAVE BEEN HIT AND INJURED. LEADING TO DEATH, SO THIS IS A VERY PERSONAL ISSUE TO ME. FOR ALONG TIME I THOUGHT THESE WERE UNFORTUNATE ACCIDENTS AND I WONDERED WHAT SORT OF INCREMENTAL CHANGES WE COULD MAKE TO CHANGE THIS PATTERN. MAYBE WE NEED A LITTLE BIT MORE PAINT HERE OR FEW MORE BIKE HELMETS THERE.

THAT CHANGED OCTOBER 10th, I MYSELF WAS CYCLING ALONG MASS AV.

I WENT INTO THE TRAVEL LANE AND A DRIVER BECAME UPSET. HE INTENTIONALLY HARASSED ME, HE TURNED HIS CAR TOWARDS ME ACCELERATED, WHILE HE WAS YELLING AT ME, I DEAL WITH LIFE AND DEATH SITUATIONS EVERY DAY AND I GENUINELY FEARED FOR MY LIFE.

I WAS TRAPPED BETWEEN A CAR TRYING TO ASSAULT ME AND HURT ME AND A LANE OF ONCOMING TRAFFIC. I BRAKED, I BRACED HE HIT ME AND I SKIDDED ACROSS THE PAVEMENT AS I WATCHED HIM DRIVE AWAY. I IMMEDIATELY AND PERHAPS NAIVELY CALLED THE BOSTON POLICE DEPARTMENT.

THEY RESPONDED, I IMMEDIATELY TOLD THEM THE DESCRIPTION OF THE CAR.

THE DRIVER.

THE LICENSE PLATE, THE DIRECTION OF TRAVEL.

AS I BANDAGED UP MY INJURIES I TOOK NOTE OF THE FIVE



SURVEILLANCE CAMERAS THAT WERE VISIBLE IN BROAD DAYLIGHT FROM THAT SPOT AND THEN NOTHING HAPPENED.

A REPORT WAS FILED, CLASSIFYING THIS AS AN ACCIDENT.

BECAUSE I DID NOT CALL EMC, I AM MYSELF A PHYSICIAN, THIS NEVER ENDED UP IN YOUR VISION ZERO DATA.

THE DATA DID GO TO A CUP OF CHIROPRACTORS AND INJURY LAWYERS.

BUT THERE WAS NO INVESTIGATION, NO CHARGES, NOTHING TO PREVENT THIS SORT OF INCIDENT FROM HAPPENING IN THE FUTURE.

AND THIS IS NOT AGAINST THOSE SPECIFIC OFFICERS.

THEY WERE DOING THEIR JOBS.

BUT THOSE JOBS ARE OBVIOUSLY WITHIN A SYSTEM OF DISTRICT, AUTO INVESTIGATORS, THAT LED TO NO INVESTIGATION.

THE OFFICER WHO RESPONDED ON SCENE SAID OH YEAH WE SEE THIS SORT OF ROAD RAGE INCIDENT ALL THE TIME BUT HE TOLD ME HAD NEVER SEEN ANYONE PRESS CHARGES OR HAVE CHARGES BROUGHT FORT.

THE OFFICER SAID I'LL GET TO IT WHEN I GET TO IT AND I HAVE A LOT ON MY DESK, YOU'RE NOT DEAD ARE YOU?

I'M NOT DEAD BUT I WANT TO IMPRESS UPON YOU HOW SERIOUS THESE CRASHES ARE.

A PEDESTRIAN OR CYCLIST WHO GETS HIT FROM A CAR AT 20 TO 25 MILES AN HOUR, HAS A 30% CHANCE OF DYING.

THREE TIMES THE RISK OF GETTING STABBED.

ABOUT THE SAME RISK OF GETTING SHOT, OKAY?

LET'S THINK FOR A SECOND ABOUT WHAT WOULD HAPPEN IF I HAD BEEN ON MY WAY TO WORK AND HAD BEEN INTENTIONALLY SHOT IN THE MIDDLE OF MASS AV, HOW POLICE WOULD HAVE RESPONDED, EVERY TIME PEOPLE WENT TO CROSS THE STREET TO GET TO THE PLAYGROUND OR THE BUS STATION THEY WERE AT RISK OF

GETTING SHOT OR STABBED?

THERE ARE OTHER PLACES THAT DO  
TAKE THIS SERIOUSLY.

OKAY?

IN SOMERVILLE, IN ROXBURY  
NOTHING, MOTOR VEHICLE HOMICIDE,  
IN SOUTHIE NOTHING.

SO THIS IS AN ANECDOTE BUT IT IS  
ALSO A PATTERN WHERE I'M NOT  
SAYING NEVER BUT AS A PATTERN WE  
DO NOT TAKE IT THE MINOR  
INFRACTIONS WE DO NOT  
INVESTIGATE INCIDENTS AND WE DO  
NOT TAKE THARGES EVEN WHEN  
THERE'S SERIOUS INJURY AND GET  
INVOLVED.

IN MANY INSTANCES WE HAVE  
INVESTED IN SAFETY.

I APPRECIATE ALL THE WORK VISION  
ZERO HAS DONE.

WE HAVE BIKE LANES, REFLECTIVE  
BOLLARDS IN A LOT OF PLACES BUT  
I'M HERE TO TELL YOU IN THAT  
EXPERIENCE THAT IT DOES NOTHING  
UNTIL IT IS PAIRED WITH  
ENFORCEMENT.

WHAT GOOD IS A SPEED LIMIT IF  
SOMEONE IS ACTUALLY GOING TO  
DRIVE TOWARDS YOU AND MAY HAVE  
NO CONSEQUENCES.

WE HAVE THESE SIGNS  
TECHNOLOGICAL PEOPLE THE SCAN  
THE STREET BUT IF THEY ARE NOT  
LOOKING AT THE STOP SIGN THEY'RE  
CERTAINLY NOT LOOKING AT THE  
SIGN EITHER.

YOU KNOW, WHAT DOES SEEM HABIT,  
ENFORCEMENT.

LET'S TALK ABOUT STREET  
CLEANING.

WE OBVIOUSLY THINK A LOT ABOUT  
LEAVES IN OUR CUT GOODERS.

POLICE ASSIGNED TO THAT DETAIL,  
WE HAVE TOWTRUCKS, AND EVEN IN  
BOSTON, WE ARE BUSY BUT WE MOVE  
OUR CARS.

WITHOUT THAT TYPE OF ENFORCEMENT  
A SEISMIC SHIFT OF HOW WE VIEW  
WITH ENFORCEMENT IN OUR ROADS,  
AND I'M GOING TO KEEP SEEING  
THOSE EMERGENCIES AND DEATHS IN  
MY EMERGENCY DEPARTMENT.

I HAVE DO LISTEN TO THE SCREAMS  
OF THE GRANDMOTHERS AND THE SOBS

OF THE GRANDCHILDREN.  
I DID EVERYTHING I COULD TO  
PREVENT THAT AND NEXT TIME WE'RE  
GOING TO DO BETTER.  
I'M OBVIOUSLY NOT A POLITICIAN,  
NOT A POLICE OFFICER, I  
SPECIALIZE IN AFTER THE CRASH.  
BUT WE NEED YOUR EXPERTISE TO DO  
EVERYTHING THAT WE CAN.  
I DON'T KNOW IF THIS INVOLVES  
TRAFFIC CAMERAS.  
THAT IS A COMPLICATED ISSUE BUT  
I KNOW WE NEED BOOTS ON THE  
GROUND.  
I KNOW WE NEED A CHANGE IN THE  
SYSTEM SO A LIFE CHANGING CRASH  
DOESN'T END UP IN THE SAME PIEFL  
PAPERWORK AS SOMEBODY'S DENTED  
LEXUS IN A PARKING LOT.  
THAT IS A SYSTEM ISSUE THAT WE  
CAN FIX.  
WE NEED TO TAKE THE DATA AND  
TAKE THIS SERIOUSLY.  
THIS IS NOT A LAUGHING MATTER,  
OTHER PLACES GET TICKETS FOR  
THIS, THIS IS SERIOUS, LIFE OR  
DEATH AND EVERY DAY.  
THANK YOU FOR DOING YOUR JOB.  
I WILL CONTINUE TO DO MINE AND  
I'M HAPPY TO SPEAK WITH ANY OF  
YOU IN THE FUTURE IF IT'S  
HELPFUL.  
>> THANK YOU VERY MUCH DOCTOR.  
DOES ANYBODY ELSE HAVE ANY  
PUBLIC TESTIMONY?  
>> GOOD AFTERNOON.  
I MUST SAY I HESITATE TO SAY  
ANYTHING AFTER WHAT WE'VE ALL  
JUST HEARD.  
AND WHAT I HAVE TO SAY IS NOT AT  
THE LEVEL OF THE LAST SPEAKERS'  
CONCERNS.  
BUT I THANK YOU BOTH FOR HAVING  
THIS HEARING.  
AND WHAT WAS PARTICULARLY  
INTERESTING TO ME WAS TO HEAR  
HOW IN THE EXCHANGE WITH THE  
SUPERINTENDENT, IT WAS VERY  
CLEAR THAT THE POLICE DEPARTMENT  
DOES NOT HAVE THE PERSONNEL TO  
DEAL WITH THE ISSUES WE'RE  
TALKING ABOUT.  
SO TRYING TO FIGURE OUT HOW TO  
GET THE POLICE DEPARTMENT, AS

PRESENTLY STRUCTURED AND MANNED,  
TO DEAL WITH IT, IS NOT GOING TO  
GET US THERE.

I'M FULLY IN FAVOR OF YOUR  
HAVING A TRAFFIC ENFORCEMENT  
UNIT, BUT TO THE EXTENT THERE'S  
ANY WAY, WHETHER IT'S THROUGH  
COLLECTIVE BARGAINING OR  
WHATEVER, TO GET NONHIGHLY  
TRAINED LAW ENFORCEMENT OFFICERS  
DOING SOME OF THESE THINGS THAT  
DO NOT REQUIRE THAT LEVEL OF  
ENFORCEMENT, WHAT THIS LADY WAS  
JUST TALKING ABOUT MAY.

BUT THERE ARE OTHER THINGS, THE  
BLOCK THE BOX, I LIVE ON BEACON  
STREET BETWEEN ARLINGTON AND  
BERKELEY.

WHEN THE SECURITY GUARD IS  
STANDING ON THE CORNER OF BEACON  
AND BERKELEY WHERE TRAFFIC BACKS  
UP ALMOST OVER TO COUNSELOR  
FLYNN'S NEIGHBORHOOD THEY DON'T  
BLOCK THE BOX.

AND WHAT HAS HE DONE?

HE STOOD THERE IN A SECURITY  
GUARD UNIFORM.

THAT'S ALL.

IT'S A DETERRENT.

NOW I'M NOT SAYING HAVE THE  
FISHER GUARD STAND THERE BUT  
HAVE OFFICIALS IN UNIFORMS PUT  
IN APPROPRIATE LOCATIONS, I  
DON'T KNOW IF IT'S POSSIBLE,  
WITH THE AUTHORITY TO ISSUE  
TICKETS, NOT LOCK NUB UP OR  
ANYTHING, JUST ISSUE A TICKET.  
IF THAT COULD BE DONE, IF THE  
SUPERINTENDENT AND THE UNION  
THAT SAYS WE DON'T HAVE ENOUGH  
PERSONNEL TO DO IT, CAN AGREE TO  
SOMETHING LIKE THAT, THEN AT  
LEAST PART OF THE PROBLEM CAN BE  
ADDRESSED.

SOMETHING THAT HASN'T BEEN  
MENTIONED, I'VE BEEN IN THE CITY  
FOR 20 YEARS, I DON'T KNOW HOW  
LONG, 27 YEARS I THINK --

>> I WORK FOR THE CITY -- I WISH  
IT WAS 27.

>> I GOT THAT.

BUT WE HAVE ALL SEEN THE  
TRAFFIC, VEHICULAR TRAFFIC  
HUGELY INCREASE.

THEN WE SEE THE BIKE SHARES THAT ARE DOCKED.

THEN WE SEE THE BIKE SHARES THAT AREN'T DOCKED, THAT CAME FROM CAMBRIDGE AND ARE LEFT ALL OVER. YOU SEE THE MOTORIZED SCOOTERS, ET CETERA.

THIS IS GOING TO INCREASE, WHAT YOU'RE DOING NOW IS GOING TO HAVE TO TAKE INTO ACCOUNT WHAT THE TRAFFIC VEHICULAR AND PEDESTRIAN TRAFFIC IN DOWNTOWN BOSTON IS GOING TO BE IN FIVE, TEN YEARS.

AROUND THESE VEHICLES CANNOT BE ON THE SIDEWALK, ANYTHING MOTORIZED REALLY CAN'T BE ON SIDEWALK.

WE'RE SEEING IT NOW ALL THE TIME IN DOWNTOWN BOSTON.

WHERE DO THEY GO?

MAYBE THEY GO ON TO THE BIKE LANE, I DON'T HAVE THE ANSWER. THAT'S GOING TO BE, HAVE TO BE ENFORCED.

DOES IT TAKE A HIGHLY STRAINED POLICE OFFICER WHO CAN HELP PROTECT US FROM ROBBERY RAICH AND MURDER?

NO IT DOESN'T.

I'M URGING A LOWER LEVEL, WITH THE CAMERAS, THAT'S FINE, ANYTHING ELSE IS FINE, CAMERAS ARE DELAYED ENFORCEMENT.

YOU GO THROUGH THE LIGHT AND YOUR PICTURE IS TAKEN, AND YOU THEN GET NOTICE THAT YOU'VE BEEN CAUGHT.

WELL, THE COUNSELOR WHO EARLIER TESTIFIED HE WAS OUT IN CALIFORNIA AND WHAT DID DOUGH WITH THAT ENFORCEMENT?

HE DISREGARDED IT.

NOW MAYBE THERE'S A RECIPROCITY, THEY CAN CATCH UP WITH HIM ANYWAY.

BUT GETTING A TICKET AT THE SITE OF THE EVENT WILL STICK WITH YOU.

THE SUPERINTENDENT SAID THAT IT DOESN'T TAKE EVERY DAY.

BUT A COUPLE OF TIMES A WEEK.

OVER A COUPLE OF WEEKS, PEOPLE WILL LEARN.

ONE OF THE FOLKS WHO TESTIFIED  
HERE SAID NO, THAT DOESN'T WORK,  
ON LONGFELLOW BRIDGE IT DIDN'T  
WORK.

I DON'T KNOW THE ANSWER.  
INTERMITTENT ENFORCEMENT.  
THEY TALKED TO YOU ABOUT BIOLOGY  
IN ELEMENTARY SCHOOL WORKS.  
BOTH WAYS INTERMITTENT, YOU GET  
SOMETHING IF YOU DO THE ACT AND  
YOU'LL END UP DOING IT EVEN WHEN  
YOU'RE NOT GETTING IT AND SAME  
THING WITH PUNISHMENT.  
SO I'LL LEAVE IT AT THAT.

I THANK YOU BOTH, ALL THE MANY  
COUNCILORS TO MOVE THIS  
ENFORCEMENT, SOME ASPECTS OF IT  
AT HE'S OUT OF THE FORMALITILY  
TRAINED POLICE DEPARTMENT.  
THANK YOU ALL.

>> THANK YOU VERY MUCH.  
THANKS EVERYBODY FOR BEING HERE,  
ESPECIALLY THE PANEL MEMBERS AND  
THE PEOPLE WHO SPOKE IN PUBLIC  
COMMENT.

THIS HAS BEEN DOBLGHT NUMBER  
DESCRU DOCKET NUMBER 4143,  
EXPLORING THE PROS AND CONS OF  
INSTALLING TRAFFIC ENFORCEMENT  
COMMITTEE, THIS WILL REMAIN IN  
COMMITTEE AND HEARING IS NOW  
ADJOURNED.