

;;;BCC 180601
STREAMED ONLINE.
PLANNING.

WELCOME TO EVERYBODY.
>> SO WITH THAT WE'LL TURN IT
RIGHT OVER TO THE ADMINISTRATION
TO GIVE US THEIR PERSPECTIVE ON
THIS ORDINANCE AND THE
METHODOLOGY BEHIND THE SCHEDULE
FINES.

WE HAVE AN EXTENSE F LIST OF
SCHEDULE FINE, BUT WE'RE ONLY
HERE TO ADDRESS CERTAIN ONES.
WE WANT TO GET A SENSE OF WHY
THOSE ONES AND NOT THE OTHERS.
WITH THAT, CHIEF, YOU HAVE THE
FLOOR.

>> PERFECT.

COUNCIL, THANK YOU SO MUCH.
THANK YOU FOR YOUR LEADERSHIP AN
COLLATION RATION DURING THIS
PROCESS AND BEYOND.

THE INTENT IS TWOFOLD.
ONE, WE WANT TO ADDRESS
CONSTITUENT CONCERNS OVER
PARKING ISSUES ACROSS THE CITY.
AND WE WANT TO ACCELERATE THE
IMPLEMENTATION OF GO BOSTON
2030.

FIRST TO TOUCH ON AND FOCUS ON
WHY WE'RE DOING THIS, WHY WE'RE
LOOKING AT THIS PARTICULAR SET
OF FINES.

OVER THE LAST FOUR YEARS WE'VE
SEEN A VERY SIGNIFICANT CHANGE
IN THE NUMBER OF CONSTITUENT
REQUESTS THROUGH 311 THAT HAVE
BEEN COMING INTO US.

IN 2014, WE RECEIVED 4,469
REQUESTS FROM CONSTITUENTS
THROUGH 311 FOR PARKING
ENFORCEMENT ISSUES.

SO FOUR YEARS AGO 4,46, LAST
YEAR THAT NUMBER ESCALATED UP TO
36,421.

WE HAVE SEEN MASSIVE INCREASE IN
THE NUMBER OF CONSTITUENTS
CALLING US AS S FOR VARIOUS
PARKING ENFORCEMENT ASSISTANCE
THROUGHOUT OUR CITY AND EVERY
SINGLE DAY OF THE WEEK.

WHAT WE'VE LOOKED AT WHEN WE
LOOKED AT THAT SIGNIFICANT

ESCALATION IS THAT FELL ENTER A SET OF BUCKETS THAT WE REALLY WANT TO ADDRESS.

THERE ARE A LOT OF CONCERNS FROM RESIDENTS HO ARE COMING HOPE AT NIGHT, AND THEY WERE FINDING PEOPLE WITHOUT RESIDENT PARKING STICKERS.

THEY WANT AN EASIER WAY THE MAKE SURE WHEN THEY GOT HOME, IF THERE WAS A SPACE AVAILABLE FOR THEM.

WE INCREASED A SIGNIFICANT INCREASE IN THE PARKING REQUEST. THAT'S WHY ONE REQUEST HERE IS TO INCREASE THE FINE FOR ILLEGAL PARKING IN RESIDENT PARKING AREAS.

THE SECOND LARGE CATEGORY OF CONCERNS WAS REALLY IN OUR BUSINESS DISTRICTS AND AROUND METERS.

YOU HAVE BEEN A CHAMPION OF HOW WE WOULD EXPAND SUPPORT FOR SMALL BUSINESSES BY INCREASING OPPORTUNITIES FOR PEOPLE TO FIND A METER, TO GET IN, RUN AN ERRAND, HAVE A BITE TO EAT, SHOP, ET CETERA.

ONE OF THE WAYS IN WHICH WE WANT TO INCREASE THAT SMALL BUSINESS SUPPORT IS TO ADJUST THE FINES ASSOCIATED WITH EITHER NOT PAYING YOUR PARKING METER, OVERSTAYING THE PARKING METER LIMIT, AND SO THERE IS A SET OF THREE DIFFERENT FINES IN HERE, WHICH IS ACTUALLY THE LARGEST CATEGORY OF FINES.

IT'S THE LARGEST CATEGORY OF TICKET ISSUANCE WHERE WE INCREASE THREE TYPES OF METER-RELATED FINES FROM \$25 DO \$40.

THE THIRD CATEGORY WE HAD A TREMENDOUS AMOUNT OF CONSTITUENT FEEDBACK FROM WERE THINGS THAT INCREASE CONGESTION ON OUR STREETS AND DECREASE THE SAFETY FOR PEOPLE DRIVING, WALKING, OR BIKING.

THOSE WERE ALL THINGS THAT ARE ASSOCIATED WITH ILLEGAL PARKING AND LOADING ZONES, ILLEGAL

PARKING IN STOPPING AND STANDING ZONES, PARKING IN NO PARKING AREAS, AND SOME DOUBLE-PARKING RELATED FINES.

WE LOOKED AT THAT CATEGORY, AND THERE ARE SIX DIFFERENT FINES IN THAT CATEGORY, THE LARGEST IN WHICH IN TERMS OF VOLUME IS ILLEGAL PARKING IN TERMS OF LOADING ZONES.

WE'RE ADJUSTING THOSE FINES.

WE'VE ALL LIVED IN THE EXPERIENCE OF COMMERCIAL DELIVERY, WHICH ARE INCREASING IN OUR CITY, HAPPENING IN A TRAVEL LANE RATHER THAN HAPPENING IN A LOADING ZONE.

WE WANTED TO FIGURE OUT A WAY TO GET MORE COMMERCIAL VEHICLES TO THE CURB, SO IT'S EASIER TO DO THOSE COMMERCIAL TRIPS QUICKER FOR THE PEOPLE WHO ARE RESTOCKING STORES OR RESTOCKING RESTAURANTS, AND NOT HAVE THEM HAVE TO BE ON A TRAVEL LANE.

SO WE LOOKED AT UPGRADING AND ADJUSTING A SERIES OF FINES IN THOSE CATEGORIES.

THAT INCLUDES, AGAIN, THE LOADING ZONE FINE, THE FINE FOR NO STOPPING AND NO STANDING, AND IT ALSO INCLUDES ADJUSTING THE FINES FOR NO PARKING IN WHAT'S CALLED ZONE A AND ZONE B AND DOUBLE PARKING IN ZONE A AND ZONE B.

ZONE A ESSENTIALLY IS THE HIGHEST CONGESTED AREA OF THE CITY OF BOSTON.

SO IF YOU THINK ABOUT FROM THE MASS AVENUE LINE MORE OR LESS TOWARD DOWNTOWN BOSTON.

SO IT WOULD BE INCLUSIVE OF THINGS LIKE THE SOUTH END, BACK BAY, DOWNTOWN, NORTH END, WEST END, CHINATOWN, FENWAY, KENMORE. I THINK THAT'S THE FULL LIST.

THAT IS THE SET THAT WE WERE LOOKING AT.

IN THAT GROUP AGAIN, THE LARGEST SET IS REALLY IN TERMS OF TICKET ISSUE AND VOLUME.

OUR TICKETS ARE ASSOCIATED WITH LOADING ZONE INFRACTION, WHICH

IS OVER 90,000 TICKETS IN F.Y. 17 AND DOES INCLUDE SOME SHINGS AS WE TALKED ABOUT IN THE PAST AROUND DOUBLE PARKING IN ZONE B, WHICH AGAIN ARE OUR MORE RESIDENTIAL AREAS.

IT WAS ONLY AROUND 7,000 TICKETS ALL LAST YEAR.

IT'S IMPORTANT TO NOTE WITH THAT CATEGORY OF TICKETS, OUR PARKING ENFORCEMENT OFFICERS ALMOST ALWAYS LEAD WITH A CONVERSATION, NOT LEAD WITH A TICKET.

THEY START BY ENGAGING THE PERSON WHO MAY BE DOUBLE PARKING, IF THAT PERSON IS THERE, AND THEN ENCOURAGING THEM TO MOVE ALONG.

IT IS WHEN THERE IS NOBODY IS THERE THAT THE TICKET IS ISSUED. THE FIRST CATEGORY THAT WE LOOKED AT IS ESSENTIALLY ADJUSTMENTS TO AND EXPANSION OF A PROGRAM THAT WE SUCCESSFULLY HAD IN CHARLESTOWN TWO YEARS AGO CALLED THE TICKET-NO-TOW PROGRAM.

WHERE INSTEAD OF TOWING VEHICLES FOR STREET CLEANING, WE ISSUED A HIGHER FINE THAT WASN'T \$40.

IT WAS A TICKET THAT WAS \$90 THAT HAD A SUCCESSFUL PILOT RUN IN CHARLESTOWN.

WE MADE IT PERMANENT IN CHARLESTOWN.

THE PROPOSAL HERE IS TO ACTUALLY EXPAND THAT FOR OVERNIGHT STREET SWEEPING IN THE CITY OF BOSTON, OVERNIGHT STREET SWEEPING THE PUBLIC WORKS TEAM DOES ALL YEAR LONG AT NIGHT, SO BETWEEN 12:00 A.M. AND 7:00 A.M.

REALLY ON OUR MAIN ROUTES.

SO THINK OF ALL THE LARGEST STREETS IN THE CITY OF BOSTON.

AND THE IDEA HERE IS THAT INSTEAD OF TOWING VEHICLES, WHICH TYPICALLY WILL COST A STITCH AROUND \$108, WE WOULD ACTUALLY END THE TOW AND JUST FOCUS ON THE TICKET AND CONSEQUENTLY ADJUST THE TICKET FROM \$40 TO \$90.

THAT SAID, TO YOUR POINT, IS A

SUBSET OF THE MORE THAN 30
DIFFERENT TICKET TYPES THAT THE
TRANSPORTATION DEPARTMENT
ISSUES, AND IT'S TARGETED ON
ADDRESSING THOSE THINGS WE'VE
BEEN HEARING OVER AND OVER AGAIN
FROM CONSTITUENTS, HOW CAN I
HAVE BETTER PARKING IN MY
NEIGHBORHOOD.

HOW CAN I HAVE BETTER PARKING IN
SMALL BUSINESS DISTRICTS, HOW
CAN I HAVE LESS CONGESTION IN MY
TRAVELS THROUGHOUT THE CITY.
AND HOW CAN I MAKE SURE THAT MY
STREET IS CLEANER?

THE FINE ADJUSTMENTS THAT WE ARE
SEEKING PUT US MORE IN LINE WITH
THOSE SIMILAR LEVELS OF DENSITY
AND CONGESTION IN PLACES LIKE
CHICAGO AND SAN FRANCISCO.

ESSENTIALLY IT WOULD BE THE MOST
SIGNIFICANT UPGRADE THAT WE'VE
HAD IN OUR OR UPDATE THAT WE'VE
HAD TO OUR TICKET SCHEDULE SINCE
ABOUT 2008, WHICH WAS THE LAST
TIME THIS WAS SORT OF
COMPREHENSIVELY DONE.

IT'S IMPORTANT TO NOTE, AS WE
HAVE TALKED ABOUT BEFORE, THIS
IS LIKELY NOT TO BE A
REVENUE-NEUTRAL PROPOSAL.
THERE WILL BE A REVENUE INCREASE
BECAUSE OF.

THIS WE ARE EXPECTING TO BE
AROUND \$5 MILLION.

WHERE THAT MONEY WOULD GO WAS
OUTLINED IN THE BUDGET HEARING
LAST WEEK.

LOOKING AT UPGRADING THE BASICS
OF DOING MORE STREET
RESURFACING, MORE SIDEWALK
REPAIR, INVESTMENT IN PEOPLE TO
KEEP OUR SIGNALS SORT OF UPDATED
AND WELL FUNCTIONING THROUGHOUT
THE CITY OF BOSTON.

IT WOULD ALSO INCLUDE INVESTING
IN THINGS THAT WE'VE HEARD
REPEATEDLY FROM THE CITY
COUNCIL.

THINGS THAT WE CAN REALLY
IMPROVE SAFETY IN OUR
NEIGHBORHOOD.

EXPANSION OF THE NUMBER OF
NEIGHBORHOODS, WE WOULD BE ABLE

TO DO THAT OVER THE NEXT FOUR YEARS.

EXPANSION ON THE AMOUNT OF PROTECTED BIKE LANES.

EXPANSION IN THE NUMBER OF CHALLENGING INTERSECTIONS WE'D BE ABLE TO ADDRESS IN OUR ENGINEERING WORK.

EXPECTATIONS ARE THROUGH.

THIS WE WOULD BE ABLE TO EXPAND OUR STAFF, NOT JUST TO BUILD BUT ALSO TO MAINTAIN ABOUT 15 NEIGHBORHOODS, ABOUT 15 MILES OF PROTECTED BIKE LANES AND ABOUT 15 CHALLENGING INTERSECTIONS BUT FOR THIS WE WOULDN'T BE ABLE TO DO.

THE THIRD PIECE WHERE THIS MONEY WOULD GO WOULD BE INTO CREATING WHAT WE'RE CALLING A TRANSIT TEAM.

THIS WOULD BE A TEAM THAT CAN WORK WITH THE MBTA TO BETTER COORDINATE WORK BETWEEN THE CITY OF BOSTON AND WHAT THE MBTA IS DOING.

SO WHETHER THAT IS WORK AROUND TRAFFIC SIGNALS ON GREEN LINE CORRIDOR, COORDINATION AROUND LONG-TERM INVESTMENT, OR WORK AROUND THE BUS INITIATIVES WE HAVE GOING ON, THAT'S WHAT THE TRANSIT TEAM WOULD FOCUS ON.

THE FOURTH AREA THIS MONEY WOULD BE ABLE TO GO TO IS CHANGING THE WAY IN WHICH WE WORK WITH PRIVATE STAKEHOLDERS WHO ARE ALSO IN THE TRANSPORTATION SPACE.

SO WE WOULD BE ABLE TO HIRE SOMEBODY WHO COULD WORK WITH GROUPS MASCO, LIKE THE NEWPORT CMA, OTHER SEAPORTS THAT ARE PROVIDING PRIVATE TRANSPORTATION SERVICES AND MAKE SHOO MAKING SURE WE'RE COORDINATING AND SUPPORTING THOSE SO WE KENT PEOPLE TO AND FROM WORK IN A CONVENIENT, RELIABLE FASHION. ADDITIONALLY WE KNOW THERE IS A LOT OF DISRUPTION THAT'S HAPPENING IN TRANSPORTATION FROM RIGHT NOW FROM SHARED TRIP, FROM THINGS LIKE UBER AND LYFT AS

WELL AS THINGS LIKE AUTONOMOUS VEHICLES AND ELECTRIC VEHICLES. WE WOULD BE ABLE TO HIRE SOMEBODY WHO CAN HELP US BETTER COORDINATE OUR STREETS AND MAKE SURE THAT AS TNCs AND EVs AND AUTONOMOUS VEHICLES EVOLVE, THAT THEY'RE DOING SO IN A REGULATED FASHION THAT WORKS WELL FOR THE OBJECTIVES OF OUR CONSTITUENTS.

>> SO IN TOTAL, THIS PACKAGE IS REALLY A RESPONSE TO THESE TWO DIFFERENT ITEMS.

ONE IS THAT WE'VE HEARD A TREMENDOUS AMOUNT FROM OUR COLLECTIVE CONSTITUENTS THAT THERE IS A NEED FOR GREATER MANAGEMENT OF PARKING THROUGHOUT THE CITY OF BOSTON.

WE SEE THAT AGAIN IN THAT ESCALATION OF 311 CALLS.

WE'RE TRYING NOT TO -- WE'RE TRYING TO SORT OF FOCUS OUR ADJUSTMENTS ON THOSE THINGS RESIDENTS HAVE TOLD US THEY ARE MOST INTERESTED IN.

SO AGAIN, IMPROVING RESIDENT PARKING EXPERIENCE, IMPROVING THE BUSINESS PARKING EXPERIENCE, MAKING SURE THAT WE ARE REDUCING CONGESTION ON OUR STREETS TO THE EXTENT POSSIBLE.

BY DOING, THAT WE'RE THEN ABLE TO INVEST IN A WHOLE SET OF TRANSPORTATION INVESTMENTS THAT WE HAVE COLLECTIVELY IMAGINED AND PLANNED FOR THROUGH THE GO BOSTON 2030 PROCESS.

SO THAT IS SORT OF A HIGH LEVEL OVERVIEW.

WE ARE HAPPY TO DIVE INTO ANY SPECIFICS AND ANSWER ANY QUESTIONS THAT YOU MAY HAVE.

>> VERY GOOD.

I'M JOINED BY MY COLLEAGUES. I JUST HAVE A BRIEF LETTER TO READ FROM OUR COLLEAGUE JOSH ZAKIM.

"I AM UNABLE TO ATTEND TODAY'S HEARING, DOCKET 0566 REGARDING PARKING FINES, TRAFFIC PEDESTRIAN SAFETY PARKING, AND OTHER TRANSIT IMPROVEMENTS, SOME

OF THE MOST IMPORTANT ISSUES TO MY CONSTITUENTS IN DISTRICT 8. I'M GLAD THE MAYOR HAS PUT THIS MATTER BEFORE US SO WE CAN REVIEW ALL OF OUR CURRENT POLICIES IN THIS AREA. I REGRET I'M ABLE TO PARTICIPATE IN PERSON, BUT I LOOK FORWARD TO REVIEWING THE VIDEO OF THE HEARING AS WELL AS WRITTEN TESTIMONY."

SINCERELY JOSH ZAKIM.

TO MY COLLEAGUES, ANY INITIAL QUESTIONS?

>> I PROBABLY SHOULD HAVE ASKED IN ADVANCE, SO I APOLOGIZE, I WAS JUST WONDERING THE COLLECTION RATE IN GENERAL AND, A, DO YOU LOOK AT... DO YOU BREAK IT DOWN BY MASS PLATES AND OUT-OF-STATE PLATES.

JUST CURIOUS?

>> ACTUALLY, IT'S NOT BROKEN DOWN BY IN STATE OR OUT OF STATE, BUT THE COLLECTION RATE IS ABOUT 92%.

>> THAT'S PRETTY GOOD.

8% OF THOSE OUT OF STATE PLATES. COULD WE HAVE A NEIGHBORHOOD BY NEIGHBORHOOD BREAKDOWN ON OWL THE SCHEDULE OF FINES, SO WE SEE HOW TO STRIKE THE BALANCE BETWEEN PUBLIC SAFETY BUT ALSO MAKING SURE WE'RE BALANCING NEIGHBORHOODS SO NO ONE NEIGHBORHOOD IS BEING OVERLY BURDENED OR PUNISHED WITH A SPECIFIC CATEGORY OF FINES VERSUS ANOTHER?

>> I DON'T HAVE THAT INFORMATION WITH ME, BUT I CAN CERTAINLY GET THAT FOR YOU.

>> YEAH, NEIGHBORHOOD BY NEIGHBORHOOD BREAKDOWN BY CATEGORY OVER THE LAST THREE YEARS WOULD PROBABLY BE A FAIR REPRESENTATION.

>> IS THERE A WAY TO BREAK IT DOWN BY HOW MANY ARE ISSUED TO OUT OF STATE FOLKS?

>> WE CAN CERTAINLY GET THAT INFORMATION, AS WELL.

>> I'M JUST CURIOUS. MOST OF MY COMPLAINTS,

ESPECIALLY IN MY NEIGHBORHOOD,
THERE'S A TON OF OUT OF STATE
PLATES.

I KNOW IT'S REALLY DIFFICULT
TO -- STUDENTS HAVE THE ABILITY
I GUESS TO NOT BE REQUIRED TO
REGISTER THEIR CAR IF THEY'RE
ATTENDING AN UNDERGRADUATE
COURSE I BELIEVE.

>> SO FOR THE EDIFICATION OF
THOSE WATCHING AT HOME, WHAT IS
THE RULE?

BECAUSE WE GET CALLS TO MY
OFFICE.

SOMEONE IS OUT FRONT OF THE HOME
WITH A MICHIGAN LICENSE PLATE.
THEY CALL THE OFFICE REPEATEDLY
SAYING IT'S BEEN IN FRONT OF MY
HOUSE FOR FLEE MONTHS.

AREN'T THEY SUPPOSED TO SWITCH
OTHER?

WHAT ARE THE RULES?

HOW DO WE ENFORCE IT?

>> COUNCILOR, THEY ARE SUPPOSED
TO SWITCH OVER IF THEY'RE
RESIDENTS HERE FOR MORE THAN 30
DAYS.

STUDENTS ARE EXEMPT AS WELL AS
ACTIVE MILITARY PERSONNEL.
THE CHALLENGE WITH ENFORCING
THAT IS THAT IT HAS TO BE
OBSERVED FOR 30 CONSECUTIVE
DAYS, AND IT'S ALMOST AS IF A
TICKET HAS TO BE ISSUED 30
CONSECUTIVE DAYS BEFORE YOU CAN
ADVANCE THIS THROUGH THE
REGISTRY OF MOTOR VEHICLES AND
STATE AGENCIES TO REQUIRE THE
REGISTRATION HERE IN STATE.
BUT WE CAN CERTAINLY GET YOU THE
BREAKDOWN OF PARKING TICKETS IN
STATE AND OUT OF STATE AS WELL
AS A ROUGH COLLECTION RATES.

>> SO SHORT OF CONSTITUENTS
STANDING IN FRONT OF THE
VEHICLE, TAKING A PHOTO WITH SAY
THE MORNING NEWSPAPER FOR 30
CONSECUTIVE DAYS, WE CAN'T DO
ANYTHING ABOUT IT?

>> IT IS QUITE CHALLENGING TO
ENFORCE THAT.

>> THE DOOR IS OPEN WITH THESE
SCHEDULE OF FINES.

HOW DO WE REVISIT THAT ONE?

>> WE ARE QUITE DILIGENT WITH REGARD TO ENFORCING RESIDENT PERMIT REGULATIONS.

OUT-OF-STATE VEHICLES ARE NOT ALLOWED TO PARTICIPATE IN THE PROGRAM, UNLESS THEY'RE ACTIVE MILITARY.

ONE OF THE SPURS FOR THE RESIDENT PARKING PROGRAM IS WHEN THERE IS AN INFLUX OF PEOPLE THAT DON'T LIVE IN THE NEIGHBORHOOD COMING TO PARK THERE.

IT DOES INCLUDE IN SOME CASES STUDENTS OR VEHICLES THAT ARE NOT REGISTERED IN STATE, REGISTERED OUT SIDE OF THE NEIGHBORHOOD.

THAT'S WHERE THE RESIDENT PARKING PROGRAM CAN BE QUITE HELPFUL.

>> SO THE PERSON WOULD HAVE TO CALL 311 EVERY DAY FOR 30 STRAIGHT DAYS POTENTIALLY, RIGHT?

I KNOW THIS HAPPENS ACROSS THE CITY.

SO I GUESS DOES THAT ACCOUNT FOR A PORTION OF THE INCREASE IN THE PHONE CALLS IN TERMS OF THOSE TYPES OF VIOLATIONS REQUIRED LITERALLY 30 DAYS REPEATED EFFORT.

ALSO COUPLED WITH HOW YOU DISSECT THIS FROM 311.

I TALK TO SOME 311 EMPLOYEES. SOMETIMES THERE'S AN ORGANIZED EFFORT.

THERE MIGHT BE A CAMPAIGN OR THERE WILL BE A SPECIFIC BUILDING OR FROM A COMMUNITY GROUP THEY'LL SAY, HEY, YOU HAVE TO CALL, YOU HAVE TO CALL, YOU HAVE TO CALL.

JUST THE 311 WOULD BE FLOODED WITH CALLS ON ONE SPECIFIC ISSUE AND THEN WE REACT TO IT.

I DON'T KNOW WHAT PERCENTAGE OF THAT HAPPENS, BUT I TALKED TO SOMEONE ON 311, AND THEY GET A SENSE THAT IT'S SORT OF THE SAME PERSON OR THE SAME PEOPLE JUST CALLING REPEATEDLY, KIND OF A SQUEAKY WHEEL THEORY I GUESS

WOULD BE A FAIR ASSUMPTION HERE,
BUT I GUESS YOU HAD MENTIONED IN
THERE HAS BEEN AN INCREASE IN
CALLS.

WHAT PERCENTAGE OF THIS THAT IS
THE POOR PEOPLE THAT HAVE TO
CALL 30 STRAIGHT DAYS IN A ROW
AND WHAT PERCENTAGE IS THE
ORGANIZED EFFORTS BY A BUILDING
OR A COMMUNITY GROUP OR AN
ORGANIZATION TO TRY TO AFFECT
CHANGE TO SALTS PHI THEIR
AGENDA?

-- SATISFY THEIR AGENDA?

>> OTHER THAN ANECDOTALLY I'M
SURE WE CAN DISCUSS THAT IN SOME
WAY.

OUR TEAMS WOULD HAVE A GOOD
SENSE OF THAT.

>> SOME FOLKS HAVE MASTERED THE
PHONE TREE.

IT'S FAIR GAME.

WE HAVE A 311 SYSTEM.

WE ARE IN A DAY AND AGE OF
DASHBOARD AND DIGITAL STUFF.
SOMETIMES THE PERSON ON ONE OF
THE PHONE CALLS HAS ONE
PERSPECTIVE.

IF YOU GET OUT THERE ON THE
STREET YOU SEE A DIFFERENT
PERSPECTIVE.

BUT I WANT TO MAKE SURE WE'RE
CONSCIOUS OF SORT OF THE
ORGANIZED EFFORT, THE CAMPAIGN,
THE PHONE TREE THAT WHEN WE'RE
REACTING, WE'RE DOING IT BECAUSE
IT'S IN THE INTEREST OF PUBLIC
SAFETY AND BECAUSE IT MAKES
SENSE, NOT WE HAVE TO STOP THESE
311 CALLS, THAT ONE BUILDING
CALLS 50 TIMES A DAY EVERY DAY
FOR THE WHOLE YEAR.

WE HAVE TO MOVE THE SPOT OR
CHANGE THIS OR BUMP THAT OUT
OR... I WANT TO MAKE SURE THAT'S
NOT HOW WE'RE OPERATING.

>> TO THAT POINT, I THINK THERE
IS A NEED TO SOLVE THE
UNDERLYING PROBLEM.

ONE OF THE THINGS WHICH IS IN
THIS PROPOSAL, I RECENTLY HEARD
IN THE PAST, THERE HAS
TRADITIONALLY BEEN A G.P. IN
SORT OF PERIOD OF ENFORCEMENT

THAT PARKING ENFORCEMENT OFFICERS HAVE BEEN AVAILABLE. WE GET A HIGH NUMBER OF CALLS DURING HOURS WHEN PARKING ENFORCEMENT OFFICERS ARE NOT ON. THIS WOULD ALLOW US TO HIRE AN ADDITIONAL SUPERVISOR TO LOOK AT THE SHIFT STRUCTURE.

SO THEY CAN RESPOND TO SOME OF YOUR PREVIOUS REQUESTS AROUND THE OPTIMAL SHIFT STRUCTURE FOR PARKING ENFORCEMENT, WHICH HELPS US GET TO THE UNDERLYING PROBLEM.

IF IT'S AN UNDERLYING PROBLEM, WE SHOULD SOLVE THAT RATHER THAN HEAR 50 CALLS EVERY DAY.

>> AND MAY HAVE A CONVERSATION ABOUT EXPANDING THE HOURS.

I HAVE SEVERE RESERVATIONS ON THE METER PARKING SIDE, UNTIL WE ADDRESS THE HANDICAP PARKING FRAUD AND ABUSE, AS THE CHAIR, I CAN'T MOVE THE PARKING METER ONE FORWARD.

IT JUST WOULDN'T BE FAIR.

FURTHERMORE, IT WOUNDS EXACERBATE THE ABUSE, BECAUSE IF PEOPLE REALIZE THAT THE FINES ARE GOING TO GO UP, THAT'S GOING TO ENCOURAGE MORE PEOPLE TO GO TO THEIR DOCTOR TO GET THE NOTE TO GET THE FREE PASS.

SO THAT WOULD THEN IN TURN CAUSE US TO LOSE ADDITIONAL REVENUE. SO SERIOUS RESERVATIONS ON THE SCHEDULE THAT SPEAKS TO PARKING METERS UNTIL THAT GETS ADDRESSED.

THAT IS JUST MATTER OF BASIC FAIRNESS.

IT'S EVERYONE PLAYING BY THE RULES BEING PUNISHED.

ONCE WE INCREASE THE FINES, IT'S GOING TO INCREASE CIRCLING THE BLOCK.

IT'S GOING TO INCREASE THE HANDICAPPED PARKING FRAUD AND ABUSE.

IT'S GOING TO DECREASE OUR PARKING METER REVENUE.

ON THAT NOTE YOU GUYS COME HERE TO THE COUNCIL FOR THE FINE SCHEDULE, BUT YOU DON'T COME

HERE FOR INCREASING THE METER
FEE.

SO I GOT TO UNDERSTAND THAT A
LITTLE BETTER.

FURTHER, WHILE WE'RE HERE, WHY
AREN'T WE TALKING ABOUT MOVING
THE METERS BEYOND 8:00.

MY FORMER COLLEAGUE, OUR FORMER
COLLEAGUE HAD RAISED THAT ISSUE.
WE SEE IT HAPPENING ACROSS THE
COUNTRY WHERE METERS ARE
AVAILABLE UNTIL 10:00, MAYBE
11:00 AT NIGHT.

WHAT THOUGHT HAS GONE INTO
WHETHER OR NOT... RIGHT NOW
WE'RE AT 8:00 A.M. UNTIL 8:00
P.M.

SHOULD WE BE 7:00 A.M. UNTIL
11:00 P.M.?

I DON'T KNOW.

WOULD THAT GENERATE ADDITIONAL
REVENUE?

THE DOOR IS OPEN HERE.

WE CAN ADDRESS THE HANDICAPPED
PARKING FRAUD AND ABUSE ONCE AND
FOR ALL.

SERIOUS RESERVATIONS TO MOVE
ANYTHING AROUND HANDICAPPED
PARKING METERS UNTIL THAT'S
ADDRESSED.

AND WHILE WE'RE HERE, WHY DON'T
WE TALK ABOUT METER FEES.

WHY DOESN'T THE COUNCIL HAVE
INPUT ON THE METER FEES LUKE WE
DO ON THE SCHEDULE OF FINES.
AND THEN WHY AREN'T WE MOVING
THE HOURS?

TO ADJUST TO THE CHANGING CITY.
I KNOW THAT'S A LOT.

>> TO YOUR POINT ON THE HANDY
CANNED PLACARDS.

I SIT ON HANDICAP PLACARD ABUSE
TASK FORCE RUN THROUGH THE
STATE.

IT'S RUN BY THE DEPARTMENT OF
TRANSPORTATION THROUGH THE
REGISTRAR'S OFFICE.

THEY HAVE PASSED LEGISLATION THE
MAKE IT MORE DIFFICULT FOR
DOCTORS TO JUST SIGN OFF ON
PLACARDS AND HAND THEM OUT, LIKE
EVERYONE GETS A PLACARD TYPE OF
THING.

THEY ARE CONTACTING DOWN ON THE

DOCTORS THAT ARE ISSUING THESE
PLACARDS.

SO THE CRUX OF THE ISSUE IS WHY
AREN'T THEY REQUIRED TO PAY THE
METER LIKE EVERYBODY ELSE.

>> ISSUE IS WHY
AREN'T THEY REQUIRED TO PAY THE
METER LIKE EVERYONE ELSE?

>> WE HAVE THE iPADS.

>> THE LEGISLATION WAS FILED TO
HAVE THAT ACTUALLY HAPPEN TO
MAKE HANDICAP PLACARD PEOPLE PAY
THE METERS, WHICH WOULD THEN
ELIMINATE MAYBE 80%, 90% OF
FRAUD AND ABUSE.

COULD WE ADOPT A ZONE OR A PILOT
PROGRAM WHEREBY WE'RE SAYING IF
YOU'RE IN THIS AREA, IF YOU HAVE
A HANDICAP PLACARD, YOU HAVE TO
PAY THE METER LIKE EVERYONE
ELSE.

IT IS GOING TO REDUCE THE FRAUD
AND ABUSE, AND IT IS GOING TO
HAVE A LEVEL AND FAIR PLAYING
FIELD.

>> COUNCILOR, IF LEGISLATION
WERE TO PASS, WE COULD CERTAINLY
IMPLEMENT THAT.

CURRENTLY, WE'RE NOT ALLOWED TO
CHARGE AT PARKING METERS FOR
VEHICLES WITH A HANDICAP PLACARD
OR DISABLED VETERANS.

WE HAVE WORKED HARD WITH THE
REGISTRAR OF MOTOR VEHICLES AS
WELL AS WITH THE INSPECTOR
GENERAL.

THEY'VE DONE SOME GOOD WORK
AROUND REFORMS BOTH WITH REGARD
TO THE PLACARD DISTRIBUTION AND
HOW THE PROGRAM IS ADMINISTERED
AS WELL AS THE PLACARD DESIGN.
THEY ARE REQUIRED TO BE RENEWED
ON A MORE REGULAR BASIS.

WE ARE ABLE TO VERIFY THE
VALIDITY OF A PLACARD IF A
PARKING TICKET IS ISSUED AND THE
RECIPIENT DISPUTES THAT, SO WE
HAVE GOOD COMMUNICATION AND
COORDINATION WITH THE RMV.

WE DO FEEL LIKE THEY'RE MOVING
AHEAD ON REFORMS, AND WE'RE
SUPPORTIVE OF THEIR ÑIEFFORTS.

>> IS EXPANDING THE HOURS OF
METERS, IS THERE AN APPETITE?

>> YES.
>> WHAT WOULD THAT REQUIRE?
COULD WE JUST ADD SOME LANGUAGE
HERE AND WE'RE OFF AND RUNNING?
DO WE HAVE THE CAPACITY SORT OF
TO ENFORCE UNTIL 11:00 AT NIGHT
OR IS THAT OVERTIME?
IS IT EXTRA SHIFTS?
>> TO INCREASE THE METER HOURS
OF OPERATION BEYOND 8:00 P.M.,
SOMEWHERE IN THE NEIGHBORHOOD OF
10:00 P.M. OR 11:00 P.M. AROUND
SOME BUSINESS DISTRICTS, THAT
WOULD BE WITHIN THE SHIFT
STRUCTURE.
WE'D BE ABLE TO SUPPORT THAT.
>> AS IT CURRENTLY STANDS.
THAT WOULD BE AN ORDINANCE FORM
OR POLICY FORM?
>> THAT WOULD BE POLICY, SIR.
>> MAYBE WE GET SOME THOUGHTS.
>> DO YOU HAVE PARTICULAR
QUARTERS WHERE YOU THINK THAT
WOULD MAKE SENSE?
HERE IN SOME AREAS THERE ARE
SOME METERS ON THE EDGE BETWEEN
A RESIDENTIAL AREA AND A
BUSINESS AREA.
IS THERE A PREFERENCE FOR AN
EARLIER TERMINATION OF THE METER
HOURS SO THEY CONVERT TO
RESIDENTIAL PARKING AFTER A
CERTAIN TIME?
IF THERE'S A HIGH NUMBER OF
RESTAURANTS, TURNOVER LATER AT
NIGHTS.
>> YOU SEE THE MAD DASH TO GET
THE SPOT AT 6:02.
>> EXACTLY.
>> FOR THE NIGHT.
TYPICALLY, A LOT OF THE
RESTAURANTS YOU SEE THE MAD DASH
FROM THE STAFF AND DISHWASHERS
RUNNING OUT WITH A FISTFUL OF
QUARTERS.
WE WANT TO MAKE SURE WE'RE NOT
HURTING THOSE WORKERS THAT NEED
SOMEWHERE TO PARK.
CREATE SOME CONGESTION AND
CONFUSION.
ON THE LEFT SIDE OF THE HOUSE,
THAT'S A BIG CHUNK OF THE STUFF.
THEY GET A FREE PASS.
THE HACKNEY DIVISION IS QUICKLY

DECREASING, IF YOU WILL.
NOT SO MUCH THE DIVISION BUT THE
NEED FOR IT.
THEY'RE PICKING UP, DROPPING OFF
IN THE MIDDLE OF THE STREET.
IT IS JUST LAWLESSNESS.
WHAT, IF ANYTHING, CAN WE DO
FROM YOUR PERSPECTIVE ON REELING
THAT IN A LITTLE BIT?
>> THERE'S ABOUT 96,000 UBER
TRIPS TO THE CITY OF BOSTON
EVERY DAY.
IT IS A VERY HIGH VOLUME.
JUST UNDER 35 MILLION IN TOTAL
FOR ALL OF 2017.
ONE OF THE THINGS THE
TRANSPORTATION DEPARTMENT IS
GETTING AT THE ISSUE THAT YOU
RAISED.
HOW DO WE ACTUALLY GET THOSE
VEHICLES TO THE CURB SO THAT
THAT ACTUAL PICK UP AND DROP OFF
CAN BE SAFER?
THE PILOT WE HAVE COMING UP WITH
THAT -- THE PIECE WITHIN OUR
CONTROL IS IN THE NEAR TERM AND
THEN LONGER TERM EFFORTS AS
WELL.
>> A COUPLE THINGS AROUND UBER
AND LYFT.
ONE IS INCREASING THE FUND FOR
DOUBLE PARKING SHOULD HELP
ADJUST THAT AS WELL AS SOME OF
THE REINVESTMENTS IN THE
TRANSPORTATION DEPARTMENT WITH
DEDICATED STAFF TO WORK WITH
TNCs AND TO IDENTIFY HOW BEST TO
ADDRESS THOSE ISSUES.
ALONG WITH THAT IS A POSITION IN
THIS BUDGET AS PART OF THE
REINVESTMENT TO BETTER MANAGE
TAPPERS WITH DEVELOPERS.
OUR OBJECTIVE IS TO ENCOURAGE
THEM TO PROVIDE A SPACE WITHIN
THEIR OWN PROPERTY FOR BOTH
LOADING AS WELL AS TNC PICK UP
AND DROPOFF.
WHEN BOSTON MARATHON WAS TAKING
PLACE HERE, UBER WAS A SPONSOR
OF THE MARATHON.
WE WORKED WITH UBER AND LYFT TO
FIND SOME RENDEZVOUS POINTS THAT
WERE OUTSIDE OF THE, QUOTE,
RACECOURSE.

THAT SEEMED TO WORK VERY WELL,
SO THOSE ARE ALL MODELS, SOME OF
THE WORK THAT'S ALREADY TAKEN
PLACE IN THE PLANNING DIVISION.
WE'LL BE ABLE TO CONTINUE ON AN
ACCELERATED PLACE ON HOW BEST TO
MANAGE THIS DISRUPTIVE
TRANSPORTATION MODE.

>> COMMISSIONER, THAT WOULD
REQUIRE THE METER MAID TO BE
LIKE, I GOT YOU.
I THINK ON THE DOUBLE PARKING
SIDE OF THE HOUSE IT IS GOING TO
BE VERY RARE.
IT IS GOING TO BE VERY
CONFRONTATIONAL.
SOMEONE PULLING AWAY ON A METER
MAID AND TRYING TO FOLLOW THEM
TO SLAP A STICKER ON THE WIND

WINDSHIELD.
SOMEBODY IS GOING TO GET HURT.
WE HAVE AN UBER OR LYFT
UNLOADING IN THE MIDDLE OF THE
STREET OR PEOPLE PULLING OFF TO
THE SIDE AND THEN WE HAVE PEOPLE
BAILING OUT OF THE CAR.
THEN WE HAVE ENFORCEMENT
OFFICERS RUNNING UP TO THE CAR.
I ENVISION THAT GOING FROM BAD
TO WORSE.

>> WE CERTAINLY ALWAYS ENCOURAGE
OUR OFFICERS, IN PARTICULAR WHEN
A VEHICLE IS STOPPED IN THE
TRAVEL LANE -- SOMETIMES THE
DRIVER IS IN THE VEHICLE WITH
LIGHTS ON.

IF THEY'RE CREATING A SAFETY
HAZARD FOR OTHER MOTORISTS AND
CYCLISTS, WE WANT THEM TO FIND A
CURBSIDE SPOT.

WE'LL PROVIDE THESE RENDEZVOUS
POINTS SO THAT WORKING WITH UBER
AND LYFT WE CAN GEOCODE SOME
AREAS WITHIN POPULAR DESTINATION
POINTS WHERE THEY COULD MEET
THEIRñi CUSTOMER AS WELL AS SAFELY
ALLOW THE CUSTOMER TO DISEMBARK.ñr

>> ANY QUESTIONS?

>> THANK YOU, MR. CHAIRMAN.

WHEN IS THE LAST TIME WE
INCREASED FINES FOR THESE?

>> 2008.

>> 2018, SO TEN YEARS.

IS THAT PAR FOR THE COURSE EVERY
TEN YEAR OR SO IT IS
RE-EVALUATED?

>> NOT REALLY AN EXACT SCIENCE.
I THINK PRIOR TO THAT IT WAS
LESS THAN TEN YEARS.

>> OKAY.

AND WHERE DO WE COMPARE TO OTHER
CITIES ROUGHLY IN TERMS OF
SCHEDULE OF FINES AND FEES FOR
PARKING-RELATED OFFENSES?

>> WE LOOK AT THINGS LIKE L.A.,
NEW YORK, CHICAGO, SAN
FRANCISCO.

THERE'S A LITTLE BIT OF A
VARIOUS.

BUT, FOR EXAMPLE, IF YOU WERE TO
LOOK AT METER EXPIRED, RIGHT NOW
IN BOSTON IT IS 25.

WHAT WE'RE IMPOSING GOES FROM 25
TO 40.

IN THEçó NEW YORK CITY BUSINESS
DISTRICT, IT IS 65.

FOR THE REST OF NEW YORK, IT IS
\$35.

IN CHICAGO, IT IS \$60 OR \$50.

IT IS CLOSER TO BUT LESS THAN
WHAT SOME OF OUR OTHER PEER
CITIES WOULD BE.

>> THANK YOU.

DO YOU KNOW HOW MUCH REVENUE
THIS WOULD YIELD?

>> ESTIMATED RIGHT NOW ABOUT \$5
MILLION.

>> 5 MILLION.

OKAY.

WILL THAT BE SORT OF -- I DON'T
WANT TO USE THE WORD EARMARKED.
I APPRECIATE THE MAYOR'S EFFORT
AND YOUR EFFORTS TO PUT IT INTO
BETTER CYCLING.

>> EXACTLY.

ARE WE EXPANDING THE -- I
BELIEVE THE ANSWER IS YES -- THE
PILOT PROGRAM IN TERMS OF NO
TOWING?

THAT'S GOING TO BE CITYWIDE.

>> JUST FOR OVERNIGHT.

JUST FOR OVERNIGHT STREET
CLEANING.

IT WOULD NOT BE THE DAYTIME
STREET CLEANING PROGRAM,×NSO THE
MAIN CORRIDORS OVERNIGHT.

>> WHY NOT DO JUST ALL STREET

CLEANING?

>> THE OVERNIGHT PROGRAM IS WHERE PUBLIC WORKS FELT IT WOULD BE BEHAVIOR CHANGE AND WE WOULD BE ABLE TO ADDRESS PLACES WHERE A CAR WASN'T MOVED.

WE'D BE ABLE TO GO THROUGH ONE NEIGHBORHOOD TO THE ENTIRE CITY SO QUICKLY.

WE'RE NOT GOING TO BE ABLE TO GET TO THE CURB AND GET OUR STREETS CLEANER.

THE NEXT LOGICAL STEP WE FELT WE COULD HANDLE.

>> WE COULD BE OPEN TO MAYBE RE-EVALUATING IT?

>> YES, IF IT IS SUCCESSFUL.

>> TO THAT POINT -- THIS MAY NOT BE THE APPROPRIATE ISSUE FOR THIS -- I THINK WE NEED TO DEMAND MORE OF OUR VENDORS WITH WHOM WE WORK IN TERMS OF TOWING. THERE ARE DIFFERENT RULES FOR DIFFERENT TOW COMPANIES.

THE MERE FACT THAT ONE OF THE LARGEST ONES IS IN MY DISTRICT REFUSES TO TAKE CASH WHEN -- REFUSES TO TAKE PAYMENTS OTHER THAN CASH -- I UNDERSTAND CHECKS.

THEY HAVE ATMs ON SITE.

SOMETHING LIKE THAT I THINK IS

UNCONSCIONABLE.

WE SHOULD MAKE THAT A REQUIREMENT OF ANY VENDOR TO HAVE CERTAIN CONSUMER PROTECTIONS THERE.

>> GREAT.

>> LET'S FOLLOW UP ON THAT LATER.

IS EVERY PARKING METER EQUIPPED WITH A PARK BOSTON APP?

>> YEAH.

>> THEY STILL TAKE QUARTERS?

>> CORRECT.

QUARTERS, CARDS, AND APP.

>> DO YOU HAVE A BREAKDOWN ON THE PERCENTAGE?

>> I CAN SAY THAT THE VAST MAJORITY OF PAYMENTS ARE ELECTRONIC AT THIS POINT, WHETHER IT IS THROUGH THE APP OR

THROUGH CREDIT CARD.
I DON'T HAVE A SPECIFIC
PERCENTAGE OFF THE TOP OF MY
HEAD, BUT I CAN GET IT TO YOU.
>> IT IS REALLY MORE OF A
CURIOSITY.

I'M JUST CURIOUS AS THE INCREASE
IN TECHNOLOGY GROWS.
I WOULD LOVE TO SEE THE TREND ONÇÓ
THAT.

FINALLY, IS THERE ANY OTHER
MOVEMENT TO ESTABLISH MORE
ELECTRIC CAR CHARGING STATIONS,
METERS?

>> WE'VE HAD A NUMBER OF
CONVERSATIONS ABOUT THAT.

A LOT
NEGOTIATE OFF-STREET LOCATIONS
WITHIN PRIVATE DEVELOPMENT.
WE'RE THINKING ABOUT HOW TO HAVE
MORE PUBLIC ACCESS TO EV
CHARGING.

>> WE THOUGHT OF PUTTING SOME AT
MUNICIPAL LOTS?

>> YES, WE HAVE.

THAT'S SOMETHING WE'RE WORKING
WITH THE MUNICIPAL MANAGER.
IT'S SOMETHING WE'RE DEFINITELY
EXPLORING.

>> EXCELLENT.

I THINK THERE WOULD BE A HEALTHY
APPETITE FOR EV CHARGING
STATIONS THERE.

IF I DON'T HAVE EV AND I PARK AT
AN EV METER, THAT'S NOT ILLEGAL,
RIGHT?

I KNOW IT IS FROWNED UPON, BUT
WE CAN'T RESTRICT BY TYPE OF
CAR.

>> THERE ARE SOME PARKING METERS
THAT ARE LOCATED NEAR CITY HALL
ON CAMBRIDGE STREET.
THOSE ARE ONLY AVAILABLE FOR EV
VEHICLES.

>> IF YOU DON'T HAVE AN EV AND
YOU PARK IN ONE OF THOSE, YOU
CAN GET A TICKET?

>> THAT'S CORRECT.

>> HAVE WE ISSUED ANY TICKETS
FOR THAT?

>> WE HAVE ISSUED TICKETS.
IT IS ACTUALLY A TOWABLE
OFFENSE.

>> WOW.
>> GENERALLY, THOSE METERS ARE OCCUPIED BY VEHICLES THAT ARE ACTIVELY CHARGING.
>> I HAVE AN EV, AND I'VE USED IT, BUT I ASSUMED IT WAS SORT OF -- I'VE SEEN ELECTRIC CARS THAT HAVEN'T BEEN CHARGING THERE, WHICH SEEMS COUNTERINTUITIVE.
>> THE CURB IS ALSO GREEN.
>> I DIDN'T KNOW WE COULD DO THAT.
ALL RIGHT.
THAT'S INTERESTING.
THANK YOU.
>> THANK YOU, COUNCILOR O'MALLEY.
COUNCILOR CIOMMO?
>> THE HANDHELD DEVICES, WHAT KIND OF CAPABILITIES DO THEY HAVE?
IF YOU ISSUE ONE TO A PLATE, DOES ANY OF THEIR HISTORY OF VIOLATIONS COME UP?
>> CERTAINLY THEY DO NOT. THEY DO NOT.

THEY COULD EXPAND TO THAT.
>> I'M JUST WONDERING PEOPLE WHO DON'T PAY THEIR TICKETS HAVE BACK TICKETS.
THERE ARE CHRONIC OFFENDERS, YOU KNOW?
>> THERE ARE A NUMBER OF CAPABILITIES IN THE HANDHELD DEVICES.
ONE IS TO PRELOAD FILES IN THEM. ONE OF THEM IS PARKING FILES SO WHEN A VEHICLE IS PARKED IN AN AREA, BEFORE A TICKET IS ISSUED FOR THAT VIOLATION, THE OFFICER WOULD BEñr ALERTED THERE IS A VALID PERMIT FOR WHATEVER NEIGHBORHOOD THEY HAPPEN TO HAVE IT FOR AS WELL AS THE GROUP FILE.
THE A VEHICLE IS TICKETED THAT IS SIZURE ELIGIBLE, THAT INFORMATION WOULD BE DISPLAYED ALERTING THE ENFORCEMENT OFFICER WHO WOULD THEN NOTIFY THE SUPERVISOR SO A BOOT COULD BE

DISPATCHED.

>> I'M JUST THINKING THERE MAY BE A WAY TO REALLY KIND OF IDENTIFY CHRONIC OFFENDERS, RIGHT, THAT EITHER, A, DON'T PAY THEIR FINES AT ALL OR JUST KEEP DOING THE SAME THING OVER AND OVER AGAIN.

AND I THINK THIS WAS ASKED, SO I APOLOGIZE, BUT ALL THIS REVENUE WOULD GO INTO THE PARKING METER FUND AND THEN BE APPROPRIATED FROM THERE?

GENERAL FUND, ÇÓ BUT ESSENTIALLY IT WOULD FUND THE TRANSPORTATION ENHANCEMENTS THAT ARE ALSO PART OF THE TRANSPORTATION BUDGET.

>> OKAY.

I SUPPORT THESE INCREASES. TO COUNCILOR FLAHERTY'S POINT, I SUPPORT THE INCREASE ESPECIALLY IN THE STREET CLEANING FINE, \$108, GO TO TOW COMPANY RIGHT NOW.

\$40 GOES TO US, I THINK. AND WE'VE SAID THIS MANY TIMES. THE INCREASE FROM \$40 TO \$90 AND NO TOW MAYBE WOULD HELP SOMEONE HANGING ONTO THE SIDE BLOWING THE DIRT OUT FROM A PARKED CAR. I THINK THE GOAL IS TO CLEAN OUR STREETS.

I UNDERSTAND THAT, BUT WE'RE NOT BENEFITTING FINANCIALLY FROM THOSE.

MAYBE WE SHOULD ANALYZE THE KIND OF REVENUE WE'RE GETTING.

IT WOULD BE OFFSET BY HAVING SOMEBODY DO THAT.

I WOULD BE FOR RAISING IT EVEN MORE.

LASTLY, MY ONLY NITPICKY THING HERE IS PARKING TOO FAR FROM THE

CURB, GOING FROM \$45 TO \$75.

I THINK IT IS PROBABLY INEXPERIENCED PARKERS AND ELDERLY PARKERS THE VIOLATORS OF THAT PROBABLY BECAUSE THE NEWER DRIVERS DON'T HAVE IT DOWN YET, AND ELDERLY MIGHT NEED A LITTLE EXTRA ROOM, A PASSENGER TO GET OUT OR WHATEVER.

JUST WONDERING IF WE SHOULD LOOK

AT THAT A LITTLE.
>> THAT MAY BE THE WAY WE'RE
DEFINING DOUBLE PARKING AS
OPPOSED TO -- IT IS NOT INTENDED
AS --
>> I HAVE SECTION 2 IS PARKING
TOO FAR FROM THE CURB.
SECTION 3 IS DOUBLE PARKING.
>> I'M SORRY.
WE'LL CLARIFY THAT AND GET BACK
TO YOU ON THAT.
>> I DON'T LIKE IT EITHER WHEN
PEOPLE ARE STICKING OUT.
HOWEVER, I THINK A FOOT IS THE
MAX.
A FOOT AND 2 INCHES AND IT IS AN
ELDERLY PERSON OR A YOUNG KID OR
WHATEVER.
>> WE'LL LOOK AT THAT.
>> OKAY.
THANKS.
>> WE'VE BEEN JOINED BY MY
COLLEAGUE, COUNCILOR ANISSA
ESSABI-GEORGE.
>> I'M CURIOUS ABOUT THE TIME
WASTED WHILE WE GET THE CARS
MOVED.
OF THE FOUR CARS THAT WERE
TOWED, TWO OF THEM HAD OUT OF
STATE LICENSE PLATES.
I KNOW IN ALL OF OUR
NEIGHBORHOODS WE HAVE SO MANY
RESIDENTS THAT HAVE NOT
REREGISTERED THEIR CARS, SO
THEY'RE NOT PAYING STATE
INSURANCE RATES, EXCISE TAX, AND
ALL THAT SORT OF STUFF.
I WONDER IF THERE IS ANY
MEASUREMENT AROUND THE TIME THAT
IS WASTED WHEN WE TOW BUT THEN
ALSO THE LOSS OF THAT TAX
REVENUE ON THE EXCISE TAX FEES
FOR CARS THAT ARE REGISTERED
OUTSIDE THE CITY.
>> ON THE FIRST ONE, YOU'RE
ABSOLUTELY RIGHT.
IT DOES SLOW THE STREET CLEANING
PROCESS AS WE AWAIT THE TOW.
THE HOPE IS TO MAKE OUR STREET
CLEANING PROGRAM MORE EFFICIENT
BECAUSE WE'RE NOT WAITING FOR
THAT TOW OVERNIGHT.
WE HAVE DONE SOME ANALYSIS.
WE HAVEN'T QUANTIFIED THE TIME

FRAMING.

IN TERMS OF THE PLATE ANALYSIS
AROUND TOWING --

>> YOU HAVE 30 DAYS TO REGISTER
A VEHICLE IN THE CITY OF BOSTON.
WE'RE FINDING IT A LITTLE
DIFFICULT TO ENFORCE THAT SINCE
WE HAVE TO TICKET THEM
CONSECUTIVELY 30 DAYS IN ORDER
TO KNOW THAT THEY'VE BEEN THERE
AND HAVE NOT REGISTERED THEIR
CAR.

ANY OUT OF STATE VEHICLE IS NOT
ELIGIBLE TO GET A RESIDENT
STICKER FOR THE NEIGHBORHOOD
THEY MAY BE PARKING IN OR ANY
OTHER.

YOU DO HAVE TO HAVE IT
REGISTERED AND INSURED IN THAT
NEIGHBORHOOD IN ORDER TO GET A
RESIDENT PARKING STICKER.

>> AND IT NEEDS TO BE TAGGED FOR
30 CONSECUTIVE DAYS?

>> TO CLARIFY, COUNCILOR, THEY
NEED TO BE OBSERVED 30 DAYS
BEFORE THE INFORMATION CAN BE
BROUGHT TO THE REGISTERED MOTOR
VEHICLES AND INSURANCE
COMMISSION BECAUSE THAT'S
ACTUALLY WHERE THE VIOLATION
WOULD BE ENFORCED.

IT'S TECHNICALLY NOT A PARKING
VIOLATION SIMPLY TO HAVE AN OUT
OF STATE VEHICLE ON A CITY
STREET UNLESS IT IS IN A
RESIDENT PERMIT AREA.

RAISING THE FUNDS FOR RESIDENT
PARKING WOULD ALLOW US TO BETTER
MANAGE THAT PROGRAM, BUT IT IS
ACTUALLY NOT A BLANKET PARKING
VIOLATION THAT WE CAN ENFORCE.

>> IS THERE EVER AN OPPORTUNITY
TO MAKE A HIGHER FINE FOR AN OUT
OF STATE PLATE?

I THINK THE FRUSTRATION IS IT IS
OFF A SNOWSTORM.

THERE'S A CAR THAT'S DEFROSTED
OVER A COUPLE OF WEEKS.

AS THE SNOW MELTS AWAY, YOU
REALIZE THAT SOMEONE FROM
CONNECTICUT OR RHODE ISLAND IS
SOMEWHERE ELSE.

KNOWING THEY'RE NOT CONTRIBUTING
AT ALL TO EXCISE TAXES IN

PARTICULAR --

>> WE CAN CERTAINLY LOOK INTO THAT.

>> THANK YOU.

JUST RESPONDING TO COUNCILOR CIOMMO'S QUESTION.

CBC 6-6.3 IF WE GO TO T, THE FINE SHALL BE \$35.

A PENALTY OF \$11 SHALL ASSESSED IF THE FINE IS UNPAID 21 DAYS AFTER ISSUE.

IS THAT ONE THAT IS IN THIS LIST TO BE REVISITED?

>> NO.

OUR INTENT WAS NOT TO ADJUST THAT ONE.

JUST THE DOUBLE PARKING.

>> THAT IS UNDER 6-6.3T IS THE ONE COUNCILOR CIOMMO IS REFERRING TO THAT.

THAT'S NOT IN THIS SUGGESTED REQUEST FOR AN INCREASE.

>> NO.

>> QUICK QUESTION ON FOLLOW-UP FOR COUNCILOR ESSABI-GEORGE.

I THINK WHAT YOU'RE SAYING IS YOU'D HAVE TO OBSERVE IT EVERY DAY FOR 30 DAYS TO SHOW A PATTERN, BUT WHY COULDN'T WE OBSERVE IT ONCE, SAY A MONTH OR TWO OR THREE MONTHS LATER OBSERVE IT AGAIN, AND THEN AT LEAST SEND A LETTER OR SOMETHING?

I THINK IT COULD BE SOMEONE WHO JUST LIVES OUT OF STATE.

WE HAPPEN TO CATCH THEM TWICE ON THE SAME DAY, BUT LET THEM EXPLAIN THAT.

>> WE COULD CERTAINLY GET CLARIFICATION AROUND THAT POLICY.

IT IS NOT WITHIN THE PURVIEW OF A PARKING ENFORCEMENT OFFICER TO OBSERVE THAT AND THEN BE ABLE TO ISSUE ANY TYPE OF VIOLATION TO THE OWNER OF THE VEHICLE.

IT REALLY SITS WITH THE INSURANCE COMMISSIONER AND STATE AGENCIES.

>> I MEAN, DO THEY CROSS-REFERENCE SORT OF HOMEOWNERS THAT USE THE RESIDENTIAL EXEMPTION AND HAVE

OUT OF STATE PLATES?

DO YOU KNOW?

>> IN TERMS OF THE STUDENTS --

>> STUDENTS ARE LESS MY CONCERN.
THERE'S A SIGNIFICANT NUMBER OF
YOUNGER PROFESSIONALS, EVEN
OLDER PROFESSIONALS, WHO I KNOW
LIVE FULL-TIME IN OUR
NEIGHBORHOODS AND REGISTER THEIR
CARS, EITHER OUT OF STATE OR
CERTAINLY OUT OF CITY BECAUSE IT
IS A LOT LESS EXPENSIVE.

IT CREATES A SYSTEM THAT THOSE
OF US WHO PLAY BY THE RULES ARE
PAYING MUCH HIGHER INSURANCE
PREMIUMS.

I DON'T KNOW HOW WE CAN ADDRESS
THAT.

IT IS AS OLD AS -- WHENñi HENRY
FORD'S MODEL T FIRST CAME OFF
THE ASSEMBLY LINE, I'M SURE
SOMEBODY HAD THIS GREAT IDEA,
BUT IS THERE ANY WAY WE CAN BE
MORE AGGRESSIVE ABOUT CRACKING
DOWN ON THAT?

>> WE CAN DO SOME RESEARCH TO
SEE WHAT THE OPTIONS WOULD BE.

>> VERY GOOD.

I JUST WANT TO RUN THROUGH THE
LIST OF 12 JUST SO WE'RE ON THE
SAME PAGE AND THEN STEVEN
INDICATED HE IS GOING TO GET ME
A NEIGHBORHOOD BY NEIGHBORHOOD
BREAKDOWN OF VIOLATIONS FROM
THAT.

THEN YOU HEARD MY CONCERNS
AROUND THE PARKING METER
SITUATION.

SECTION 1 SAYS, THE CURRENT FEE
IS \$75.

YOU'RE PROPOSING MOVING THAT TO
\$90.

THAT'S PARKING A VEHICLE IN
VIOLATION OF ANY POSTED
PROHIBITION AGAINST STOPPING OR
STANDING OFw3 MOTOR VEHICLES.
THE SECOND ONE IS DOUBLE PARKING
WITHIN ZONE A CURRENTLY IS \$45.
YOU'RE PROPOSING \$75.

IT IS MY UNDERSTANDING THAT ZONE
A IS BASICALLY FROM THE
WATERFRONT, AND I GUESS THAT IS
EAST BOSTON, CHARLESTON, ALL THE
WAY OUT TO MASS AV, WHICH IS

TECHNICALLY ZONE A.
ANYTHING FROM MASS AV FURTHER
OUT IS ZONE B.
IS THAT MY READ SOMETHING.
>> GENERALLY THE DOWNTOWN
CORRIDOR IS ZONE A.
EAST BOSTON WOULD BE ZONE B.
>> WE BROKE IT DOWN.
WE'RE TALKING ABOUT THE
WATERFRONT.
I MENTIONED BOSTON'S WATERFRONT.
>> NO, THAT IS ZONE A.
>> NORTH END, THE DOWNTOWN ALONG
THE WATER, BOSTON WATERFRONT,
ALL THE WAY OUT TO MASS AV IS
ZONE A.
EVERYTHING ELSE IS ZONE B,
INCLUDING EAST BOSTON.
DOUBLE PARKING WITHIN ZONE A
GOES FROM \$45 TO \$75.
DOUBLE PARKING WITHIN ZONE B
GOES FROM \$35 \$65.
>> SUB-BOSTON WOULD BE ZONE B.
>> WE'RE GOING TO GO FROM -- I
GUESS IT IS SHAPED LIKE A GAVEL.
THEN THE WATERFRONT AREA AND
THEN THE FINANCIAL DISTRICT IS
ZONE A.
EVERYTHING ELSE AROUND IT WOULD
BE ZONE B.
>> WOULD BE ZONE B.
>> PARKING WITHIN RESIDENTIAL
PARKING DISTRICTS WITH NO
RESIDENT PARKING STICKER,
CURRENTLY IT IS NOW \$40.
YOU GUYS ARE PROPOSING \$60.
PARKING A VEHICLE IN A LOADING
ZONE IS CURRENTLY \$55.
YOU GUYS ARE PROPOSING \$90.
PARKING A MOTOR VEHICLE WITHIN
ZONE A, CURRENTLY IT IS \$55.
YOU GUYS ARE PROPOSING \$90.
STEVE, CAN YOU EXPLAIN WHAT THAT
IS?
PARKING A VEHICLE IN VIOLATION
OF PROHIBITION OF PARKING
VEHICLES IN ZONE A.
>> YEAH.
THAT'S THE DOWNTOWN CORE, AS WE
MENTIONED, ZONE A.
>> I WOULD DRIVE MY CAR AND
PROBABLY GET ONE OF THOSE
TICKETS.
>> IT WOULD BE A POSTED NO

PARKING ZONE.
>> SO NO PARKING.
NEXT ONE WOULD BE PARKING A
VEHICLE IN VIOLATION OF
PROHIBITION AGAINST PARKING A
MOTOR VEHICLE WITHIN ZONE A.
IT IS CURRENTLY 55.
YOU'RE PROPOSING 90.
PARKING A VEHICLE IN A METERED
SPACE WHEN THE PARKING METER
ZONE IS EFFECTIVE.
FAILING TO PAY THE AMOUNT IN
TIME.
CURRENTLY IT IS 25.
PROPOSED FEE IS 40.
YOU'VE HEARD MY ARGUMENT ON THAT
ONE.
PARKING A VEHICLE OTHER THAN A
COMMERCIAL ONE IN A METERED
SPACE OVER THE TIME LIMIT IN A
PARTICULAR ZONE.
CURRENT FEE IS 25.
PROPOSED FEE IS 40.
YOU OBVIOUSLY HEARD MY CONCERNS
ABOUT THAT.
PARKING A VEHICLE IN VIOLATION
OF PROHIBITION AGAINST PARKING
OF MOTOR VEHICLES WITHIN ZONE B
CURRENTLY 25.
YOU'RE PROPOSING 55.
PARKING OVER THE POSTED LIMIT
WITHIN ZONE B CURRENTLY IS 25.
YOU'RE PROPOSING 40.
THEN AS REFERENCED EARLIER,
THERE WAS COUNCILOR CIOMMO OR
O'MALLEY TALKING ABOUT THE
STREET CLEANING, WHICH CONCERNS
PARKING A VEHICLE DESIGNATED FOR
STREET CLEANING WITHIN ONE OF
THE PILOT ZONES.
HOW MANY PILOT ZONES DO WE HAVE
OTHER THAN CHARLESTOWN?
>> ONE ZONE.
>> CURRENTLY, THAT FEE IS \$90.
I GUESS THE PROPOSED FEE IS 90
FOR SPECIFIC TIMES OF 12:01 A.M.
TO 7:00 A.M.
WE'RE EXTENDING THE HOURS BUT
NOT THE FEE.
IS THAT MY UNDERSTANDING?
>> THIS PERTAINS TO THE
OVERNIGHT STREET CLEANING
PROGRAM.
THIS WOULD ALLOW US TO ELIMINATE

THE TOWING FOR THAT WITH THE INCREASED FUND, WHICH WOULD BE IDENTICAL TO THE PROGRAM IN CHARLESTOWN.

>> OKAY.

WITH RESPECT TO CROSSWALKS AND HYDRANTS AND HANDICAP RAMPS, THOSE ARE NOT INCLUDED IN ANY OF THESE ALSO.

>> CORRECT.

THAT'S NOT PART OF THE SCHEDULE.

>> IS THERE ANY APPETITE OR OFFSET NEEDED WITH RESPECT ON THE PARKING METER SIDE TO GO GRAB ANOTHER ONE?

>> WE'RE BASICALLY TRYING TO BUILD OFF WHERE WE'RE HEARING THE MOST COMPLAINTS.

>> STEVE, IF I COULD GET THAT SCHEDULE ACROSS THE CITY IN TERMS OF LAST THREE YEARS OF WHERE THEY'RE COMING FROM -- >>xD ABSOLUTELY.

>> -- MAKING SURE WE'RE BEING FAIR AND REASONABLE AND BALANCED.

WE WANT TO BE SURE ONE NEIGHBORHOOD OR NO ONE ZONE OR CITY IS BEING TARGETED.

I ALSO WANT FURTHER CLARIFICATION ON PILOT PROGRAM ASIDE IN AN AREA WHERE I BELIEVE THAT METER FEES ALSO SHOULD BE DONE BY ORDINANCE.

CURRENTLY, IT IS SORT OF DONE BY PILOT IN RESPONSE TO INITIATIVES AND WHATEVER, BUT I THINK THAT SHOULD BE CODIFIED.

JUST MY WORKING KNOWLEDGE OF THE BUILDING.

WE CAN GET SOME FURTHER CLARIFICATION AS TO IN INSTANCES WHERE WE'RE GOING TO, I GUESS, JACK UP METER FEES.

I WOULD ARGUE THAT HAS TO COME THROUGH THE COUNCIL SIMILAR TO HOW -- BEFORE THE COUNCIL NOW. WITH THE EXCEPTION OF PILOT PROGRAMS, WE DO THE PILOT PROGRAM.

WE GET A SAMPLE, KIND OF TEST THE WATERS A LITTLE BIT, AND THEN WHEN WE DECIDE WE WANT TO MAKE THAT PILOT PERMANENT OR WE

WANT TO EXPAND, IN ALL OTHER INSTANCES, WHETHER IT IS SANDWICH BOARDS, PILOT PROGRAMS THAT ALL OF US HAVE BEEN PART OF, WHEN THOSE PILOT PROGRAMS BECOME PERMANENT, THEY COME BACK THROUGH THE COUNCIL AND HAVE THEM MADE PERMANENT AND CODIFIED.

I WANT TO MAKE SURE WE'RE NOT SIDESTEPPING THE LEGISLATIVE BRANCH OF CITY GOVERNMENT WHEN IT COMES TO FEES AND FINES, PARTICULARLY METER FEES. I'M ALSO JOINED BY MY COLLEAGUE CITY COUNCILOR MICHELLE WU. ANY QUESTIONS AT THIS POINT? >> I'M SORRY IF THIS IS DOUBLING BACK.

I THINK IT IS GREAT. I THINK IT IS ABOUT ALIGNING INCENTIVES FOR PEOPLE WHO ARE PARKING THEIR CARS WHEN IT IS CHEAPER TO TAKE A TICKET VERSUS GO FIND A GARAGE THAT WE'RE GOING TO SEE THIS HAPPEN. WHAT HAPPENS IF THE ACTUAL REVENUES FROM PEOPLE RECEIVING THE FINES DON'T HIT 5 BILLION IN TERMS OF WHAT YOU ARE TRYING TO DO ON THE PROGRAMMATIC SIDE? WHERE WILL THE FUNDING COME FROM?

>> THE ULTIMATE ANSWER IS HANDLED BY OUR BUDGET OFFICE, BUT THE EXPECTATION IS WE'LL RAISE \$5 BILLION, BUT THE APPROVAL OF THE MAYOR'S PROPOSED OPERATING CAPITAL BUDGET -- WE'RE WISE ON THIS REVENUE INVESTMENT. THOSE WOULD PROCEED AS WELL, AND THEY'RE NOT TIED TO REVENUE. >> OKAY, GREAT.

I GUESS A SORT OF COROLLARY QUESTION IS WOULD YOU EXPECT THAT THE FIRST YEAR KIND OF REVENUES WOULD BE HIGHER AS PEOPLE REALIZE THIS IS ACTUALLY HAPPENING AND THEN IT GOES DOWN FROM THERE OR HOW ARE YOU THINKING ABOUT YEAR TWO, THREE, FOUR?

>> THERE'S NOT A LOT OF FANTASTIC RESEARCH ABOUT -- THAT

LOOKS AT LONG-TERM TRENDS, BUT WE HAVE PEGGED THIS TO IS SOME RESEARCH THAT HAS SHOWN WHEN YOU DO INCREASED FINES, WHAT IS THE RELATIVE BEHAVIOR xCHANGE.

I THINK WE'VE TAKEN Añi FAIRLY CONSERVATIVE TACT ON RESEARCH. IT DOESN'T SEEM LIKE THERE IS SIGNIFICANT BEHAIOR CHANGE IN SUBSEQUENT YEARS.

>> IN TERMS OF THE LEVEL OF THE FINES, IS THIS THE MAXIMUM FOR EACH OF THESE SECTILñ& OR HOW DID YOU KIND OF ARRIVE AT THE SPECIFIC NUMBER?

>> WE WERE REALLY LOOKING AT THE PEER CITY COMPARISON WHERE OTHER CITIES ARE IN THIS SPACE AND ALSO TRYING TO RESPOND TO THE VOLUME OF COMPLAINTS WE WERE GETTING FROM CONSTITUENTS AND TO YOUR EARLIER POINT AROUND SOME THINGS LIKE METER FEES.

THERE ARE SOME LOCATIONS THAT THE RATIONAL DECISION IS NOT PAY AT THE METER, PARK AT THE CURB, PAY THE TICKET, RATHER THAN PAY FOR A PARKING GARAGE.

>> DO YOU HAVE BASELINES, FOR EXAMPLE, ON HOW MANY VIOLATIONS NOT BYñi REVENUE AMOUNT ARE HAPPENING EACH YEAR OF ALL THESE?

>> YES.

>> WE'LL BE ABLE TO COMPARE?

>> YES.

>> GREAT.

THANK YOU VERY MUCH.

THANK YOU, MR. CHAIR.

>> THANK YOU, COUNCILOR WU.

THIS IS THE PERIOD WHERE WE SHIFT TO PUBLIC TESTIMONY.

IF THERE IS ANYONE WISHING TO OFFER PUBLIC TESTIMONY, THEY MAY DO SO NOW OR FOREVER HOLD YOUR PIECE.

YOU DO SO BY COMING DOWN TO THE MICROPHONE TO THE LEFT, IF YOU WILL.

I JUST ASK THAT YOU WOULD STATE YOUR NAME AND AFFILIATION FOR THE RECORD.

AND YOU HAVE THE FLOOR.

>> HI.

GOOD AFTERNOON.

MY NAME IS ANDREW McFARLAND.
I'M THE COMMUNITY ENGAGEMENT
MANAGER FOR STREETS ALLIANCE.
I WANT TO THANK THE GOVERNMENT
OPERATIONS COMMITTEE FOR HOLDING
THIS HEARING.

WE'RE VERY SUPPORTIVE OF THE
PROPOSED FINE INCREASE.
WE JUST WANT TO DRAW ON WHAT THE
BENEFITS ARE FOR THIS PROPOSAL.
WE'RE REALLY EXCITED ABOUT THE
BENEFITS IT WILL HAVE FOR
BIKING, TAKING TRANSIT, AND
BETTER USING OUR ROADS FOR CARS.
THERE'S BEEN AN OUTPOURING OF
HUGE PUBLIC ENGAGEMENT ACROSS
THE CITY, SO FURTHERING THAT IS
IN THE INTEREST OF THE CITY, I
THINK.

I WANT TO FOCUS ON ONE SPECIFIC
ASPECT OF WHERE THE MONEY WILL
GO IS THE PROPOSED TRANSIT TEAM.
WE CAN'T STRESS HOW IMPORTANT IT
IS THAT THE CITY WILL HAVE
STAFFING AND RESOURCES DEDICATED
TO FIXING OUR BUS SYSTEM.
THIS HAS BEEN A BIG INITIATIVE
OF GLOBAL STREETS OVER THE LAST
FEW YEARS.

WE'VE BEEN ADVOCATING FOR SUCH
STAFFING NOT ONLY BECAUSE IT IS
BEST PRACTICE, BUT A LOT OF
OTHER CITIES ARE DOING THIS NOW
AND THIS WILL BETTER HELP US TO
USE OUR STREET SPACE TO MOVE
BUSES MORE EFFICIENTLY.
THE BUSES SERVICE OVER 450,000
PEOPLE A DAY.

THESE ARE PEOPLE TRAVELING
THROUGH CITY LIMITS.
ABOUT SEVEN MILES OF CHRONICALLY
CONGESTED BOSTON STREETS ARE
HOLDING BACK 1/5 OF BUS
PASSENGERS.

THAT IS ESPECIALLY TRUE IN ROZ
ROSENDALE.

THIS MORNING WAS THE LAST
ITERATION OF THE PILOT, BUT
WE'RE HOPEFULLY WE'RE GOING TO
SEE MORE OF IT IN THE WEEKS TO
COME.

BUT THAT'S HOW IT HAS BEEN
SUCCESSFUL IS BECAUSE THE CITY

HAS LIMITED THEMSELVES.
I THINK THAT'S A REALLY
IMPORTANT LESSON IN WHY WE
REALLY NEED THIS TRANSIT TEAM.
WE UNDERSTAND OUR STREETS.
WE UNDERSTAND OUR NEIGHBORHOODS.
WE CAN BEST LEAD THESE
IMPROVEMENTS IN TRANSIT, AND THE
CITY SHOULD TAKE THE INITIATIVE
IN DOING THAT.

I THINK THE FEE INCREASES ARE
ALL THE MORE REASON WHY WE NEED
MORE SUBSTANTIAL PARKING REFORM.
I COULDN'T AGREE MORE WITH
COUNCILOR FLAHERTY'S POINTS
ABOUT EXPANDING THE TIME WE'RE
HAVING METER IN ACTION FOR
PARKING METERS.

GLOBAL STREETS HAS A PARKING
MEMO WITHÑi THE COUNCIL AND HAS
SOME IDEAS FOR WAYS WE CAN
TACKLE PARKING REFORM.
THE FINES INCREASE IS A BIT OF A
STICK, BUT WE NEED TO FIGURE OUT
SOME MORE CARROTS TO INCENTIVIZE
BETTER USE OF OUR CURBSIDE
SPACE.

WE WANT TO URGE THE COUNCIL TO
ALSO LEAD THAT DISCUSSION.
WE KNOW THERE'S SOME ACTION ON
THAT FRONT, BUT REALLY HAVING
PROGRESSIVE CONVERSATIONS ABOUT
WHAT DOES IT MEAN TO BETTER
MANAGE OUR CURBSIDE IS REALLY
CRUCIAL AT THIS MOMENT.
JUST WANT TO THANK THE COUNCIL
FOR THEIR ATTENTION ON THIS
MATTER, AND I URGE YOU TO PASS
THE MAYOR'S PROPOSAL.
THANK YOU.

>> THANK YOU, ANDREW.

GOOD MORNING, SIR.

IF YOU COULD STATE YOUR NAME AND
AFFILIATION.

>> I'M THE COMMUNICATIONS
DIRECTOR FOR WALK BOSTON.
WALK OF GO BOSTON 2030 AND
PUBLIC ENGAGEMENT PROCESS AROUND
THAT.

WE'RE GLAD THE MAYOR AEGS BUDGET
HAS THE UPDATED TIME SCHEDULE
AND PLAN TO MAKE THIS A
REAGENCY.

BOSTON HAS SEEN A BOOM INCLUDING

AGREEMENTS FOR PRIVATE AND
PUBLIC STREET SCALES.
ADDING A MACKER TO TRACK THE
IMPROVEMENTS ARE IMPORTANT.
IT BENEFITS THE NEIGHBORHOODS
AND WORKS WITH TRANSPORT FUNDING
TO INCREASE THOSE WALKING,
BICYCLING AND TAKING TRANSIT.
THIS WILL FELT IN THE GROUND AND
THE NEIGHBORHOODS.
BETTER SIGNALS AND MORE.
I WANT TO HIGH HOYT AN EXAMPLE
FROM THIS WEEK WHY IT'S
IMPORTANT TO HAVE PEOPLE
MANAGING DIFFERENT DEPARTMENTS.
YOU KNOW THE COORDINATION IS
IMPORTANT BECAUSE JUST THIS WEEK
WE WERE AT A MEETING WHERE
TRANSPORTATION DEPARTMENT WAS
TALKING ABOUT IMPROVEMENTS TO
WALNUT AVE AND ROXBURY.
THEY'RE KIND OF TAKING ADVANTAGE
THAT PUBLIC WORKS WAS DOING
SIDEWALK REPAIRS IN THE AREA.
THEY WERE ABOUT TO PUT ON AN RPF
FOR THE IMPROVEMENTS.
SINCE THEY'RE ALL WORKING
TOGETHER THEY IDENTIFIED OTHER
CHANGES FOR WALNUT AVE TO MAKE
IT SAVER TO GET IN AROUND AND
THE AREA.
THEY'RE LAYERING CONTRACTS TO
MAKE A BIGGER IMPACT IN THE AREA
INSTEAD OF JUST DOING ONE OFF
REPAIRS ON THIS STREET AND
THUNKING LONGER TERM ABOUT
WALNUT AVE.
THANK YOU, VERY MUCH.
>> THANK YOU.
PAM, YOU'RE SIDE TO TESTIFY.
SO WELCOME.
STATE YOUR NAM AND AFFILIATION
FOR THE RECORD.
>> GOOD MORNING CHAIRMAN
FLAHERTY AND MEMBERS OF THE
COMMITTEE.
I'M PAM KOCHER AND I'M -- AND A
CITY RESIDENT.
THE RESEARCH BOROUGH RECOMMENDS
ALL THOSE RECOMMENDED IN DOCKET
0566 FOR SEVERAL REASONS.
FIRST OF ALL THE RESEARCH BUREAU
HAS A LONGSTANDING POSITION THAT
THE CITY OF BOSTON SHOULD

PERIODICALLY INCREASE FEES AND FINES.

IF THE EXPENSE OF THESE SERVICES, IN THIS CASE TRANSPORTATION SERVICES.

-- A COMPREHENSIVE EVALUATION INCREASE AROUND TO 0.

SECONDLY IT'S EVEN MORE IMPORTANT FOR CITY TO LOOK AT OTHER WAYS TO INCREASE IT'S REV NOW.

THE CITY'S HEAVILY RELY ON THE PROPERTY TAX AND THE LIMITED GROWTH AND STATE AID.

THE MAYOR RECOMMENDS A TEAM BUDGET RELYING ON THE PROPERTY TAX FOR 7% OF TOTAL OPERATING REVENUE.

THAT'S NOT TYPICAL FOR A CITY BUDGET.

THIRD POINT THAT THE PROPOSED PARKING FUND ARE ESTIMATED TO RAISE, AS NOTED \$5 MILLION AND ADDITIONAL OPERATING REVENUE TO IMPROVE TRANSPORTATION SERVICES IN THE CITY.

TRANSPORTATION SERVICES ARE A CLEAR MATTER FOR BOTH THE BUSINESS COMMUNITY AND BOSTON RESIDENTS.

SO THOSE ARE ABLE TO MOVE'SLY THROUGHOUT CITY.

A NOW HIGHLIGHTS ON KEY TRANSPORTATION THAT WE WANT TO MAKE A NOTE OF, INCLUDE THE EMPHASIS ON IMPROVING RETAIL BUS SERVICE WORKING WITH THE CITY. PARTICULARLY GIVE RESIDENTS AND WORKERS DO RELY ON MTBA BUS SERVICE MORE THAN ANY OTHER MODE OF TRANSPORTATION.

WE A PRAOERPBYATE THE CITY'S FOCUS ON A TRAN IT TEAM TO MOVE AND IMPROVE THE SERVICE OF BUSING.

THE USE OF THE DEDICATED BUS LINE ON WASHINGTON STREET AND ROSS EN DALE COULD LEAD TO FURTHER EXPANSION TO SPEED UP BUS SERVICE IN THE CITY.

IN A DIAGNOSES IMPROVEMENTS IN BICYCLE AND WALKING ROUTES MAKE ALL ATTORNEY ATE TRANSPORTATION CHOICES MORE ATTRACTIVE FOR

THOSE LIVING AND WORKING SNITY.
THE FINE INCREASE WILL BE
DEDICATED TO CAPITOL EXPENSES.
RELATED TO ROAD SUR PACING AND
SIDEWALK RECONSTRUCTION THAT
LIKE WISE WOULDN'T OCCUR.
-- THE RESEARCH BOROUGH STRONGLY
RECOMMEND THE SHUTE COUNCIL
APPROVE DOCKET 0566 AS
RECOMMENDED.
THANK YOU.
>> THANK YOU, PAM.
ANYONE ELSE ISSUING TO OFFER
PUBLIC TESTIMONY MAY DO SO NOW
OR HOLD YOUR PEACE.
THAT CONCLUDES PUBLIC TESTIMONY.
ANY FOLLOWING COMMENTS?
COUNSELOR WITH YOU.
>> ANY SPECIAL ANNOUNCEMENT FOR
THE DEDICATED BUS LINE PILOT OR
ANYTHING?
>> IT BREAKS IT DOWN SIMPLE AND
CONFIRMED.
>> ANYTHING ELSE, COUNSELOR
ESSAIBI-GEORGE.
THANK YOU, CHIEF AND
COMMISSIONER.
I APPRECIATE YOUR TIME AND
ATTENTION TO THE MATTER.
IN A SHORT PERIOD OF TIME SAY
FRIDAY -- MONDAY OR TUESDAY AT
THE LATEST.
WE WILL TAKE THIS UP IN SHORT
ORDER AND THEN TAKE A LOOK AT
NEIGHBORHOOD BY NEIGHBORHOOD
BREAKDOWN AND SEE WHERE, IF
SOMETHING CAN BE TWEAKED TO MAKE
UP FOR THE DID I HAVE RENTAL ON
THE PARKING MOTOR ONE.
SO WE CAN HAVE A NUMBER THAT IS
SATISFACTORY TO WHAT YOU NEED TO
DO TO CARRY OUT YOUR MISSION FOR
FOLKS ON THE COUNCIL AND YOU
WANT, NECESSARY CHANGES.
WITH RESPECT TO DOCKET 06 --
WHERE IS MY CARD HERE.
DOCKET 0566 -- DOCKET 05 OF 6
CODE ORDINANCE WE ARE ADJOURNED.
THANK YOU.