

;;;Boston City Council A 181130

>> -- I AM PROUD TO BE THE CHAIR  
OF THIS COMMITTEE.

I'M MICHELE WU, CITY COUNCILOR  
AT WHRARPBLG.

I'M JOINED BY THE SPONSORS OF  
THIS DOCKET.

A FEW HOUSE KEEPING MATTERS.  
I WANT TO REMIND EVERYONE THIS  
PUBLIC HEARING IS BEING RECORDED  
AND BROADCASTED LIVE.  
STREAMING ON THE CITY OF BOSTON  
WEBSITE.

PLEASE SILENCE YOUR CELLPHONES  
AND OTHER DEVICES.

WE WILL TAKE PUBLIC TESTIMONY  
THROUGHOUT THE HEARING.

I WILL START WITH A FEW OF THE  
FOLKS SIGNED UP ALREADY.

IF YOU DECIDE TO ADD YOUR NAME  
AT ANYTIME ADD YOUR NAME TO THE  
SHEETS NEAR THE DOOR.

A NOTE FOR THOSE TESTIFYING.  
PLEASE STATE YOUR NAME, ADDRESS  
AND AFFILIATION.

KEEP YOUR TESTIMONY TO TWO  
MINUTES OR FEWER.

TODAYS HEARING SON DOCKET 1273.  
I WOULD LIKE TO OFFER EACH OF MY  
COLLEAGUES THE OPPORTUNITY TO  
GIVE A OPENING STATEMENT.

THEN AGAIN WE WILL GO TO ABOUT  
THROW PEOPLE FOR PUBLIC  
TESTIMONY AND THEN OVER TO THE  
ADMINISTRATION PANEL.

WE WILL THEN TAKE A FEW MORE  
PEOPLE.

IT LOOKS LIKE FIVE TOTAL ARE  
SIGNED UP.

THE NEXT TWO AFTER THAT BETWEEN  
THE TWO PANELS AND THEN  
POTENTIALLY CALL ON OTHER FOLKS  
FROM OTHER AGENCIES AND  
ORGANIZATIONS TO JOIN US.  
COUNSELOR ED FLYNN.

>> THANK YOU, COUNSELOR WU, FOR  
YOUR STRONG WHRAEDER SHIP ON  
THIS ISSUE.

I WOULD ALSO LIKE TO THANK MY  
GOOD FRIEND AND COLLEAGUE,  
MICHAEL FLAHERTY FOR YOUR

LEADERSHIP.

I WOULD LIKE TO THANK THE RESIDENTS FROM THE FOUR POINT NEIGHBORHOOD ASSOCIATION THAT HAVE BEEN WORKING HARD ON THIS EXACT ISSUE.

JOE, SARA, TOM FOR THEIR ATTENTION AND CONCERN WHEN IT COMES TO ALL OF THE ISSUES IN FOUR POINT AND SOUTH BOSTON WATERFRONT AS IT RELATES TO TRANSPORTATION.

WE'RE HERE TODAY BECAUSE WE HAVE UNPRESS DEBTED COMMERCIAL AND RESIDENTIAL GROWTH AT THE SOUTH BOSTON WATERFRONT.

THE AREA NO WAY RESEMBLES IT'S APPEARANCE FIVE OR TEN YEARS AGO.

WE'RE THANKFUL FOR THE GROWTH IN OUR CITY.

WITH THE GROWTH COMES ADDITIONAL VEHICLES, CONGESTION, PUBLIC SAFETY CONCERNS POOR PEDESTRIANS, MOTORISTS AND CYCLISTS.

MY CONCERN ALWAYS PUBLIC SAFETY. I WANT TO DID YOU SAY TRAFFIC CALMING FOR OUR -- IN THE AREA. WE HAVE HAD SEVERAL CRASHES THIS YEAR IN SOUTH BOSTON NOT FAR FROM HERE.

ONE TRAGIC AND SOME NEAR MISSES. I THINK THIS HAS TO BE OUR NUMBER ONE FOCUS IN ALL MATTERS. VISION ZERO.

SECOND TRANSPARENCY IN COMMUNITY PROCESS IS VERY IMPORTANT TO ME. COUNSELOR FLAHERTY AND I BELIEVE THAT RESIDENTS THAT LIVE IN THE NEIGHBORHOOD SHOULD HAVE A SAY OF WHAT TAKES PLACE IN THEIR NEIGHBORHOOD.

WE NEED TO SEE THE COMMUNITY PROCESS FOR OUR NEIGHBORS IN FOUR POINT AND THE SOUTH BOSTON WATERFRONT.

>> I WOULD LIKE TO SEE THEM HAVE THE OPPORTUNITY TO WEIGHT IN WITH THEIR CONCERNS DO YOU TO THEIR EXPERIENCES LIVING THERE. IT'S THEIR NEIGHBORHOOD.

THAT THEY CAN GET AN UPDATE OF WHERE THINGS CURRENTLY STAND.

WE WOULD LIKE TO SEE WHAT THE TIME LINE FOR THE PROJECTS WOULD BE.

I WOULD LIKE TO LIKE TO RESPECTFULLY ASK A COMPREHENSIVE TRAFFIC STUDY FOR THE NORTHERN AH BRIDGE AS WELL.

LASTLY TRAFFIC AND CONGESTION IS A TOP ISSUE IN THIS AREA.

I KNOW WE HAVE OPENED UP THE BYPASS ROAD.

I WOULD LIKE YOUR FEEDBACK ON ALLEVIATING THESE ISSUES FOR OUR RESIDENTS.

I WANT TO THANK OUR PANELISTS FOR BEING HERE THIS EVENING.

THANK YOU, COUNSELOR, WU.

>> THANK YOU.

COUNSELOR FLAHERTY.

>> THANK YOU TO THE CO LEAD SPONSOR AS WELL AND THOSE FOLKS TAKING TIME FROM TH +\* SCHEDULES AS WE'RE DOWN TO CRUNCHTIME AT THIS TIME OF THE YEAR.

AT THE JUNE 14th BPDA MEETING THE BOARD UNANIMOUSLY AUTHORIZED THE REQUEST OF PROPOSAL FOR CONSULTING SERVICES TO ASSIST THE BPDA STAFF ON THE STRATEGIC TRANSIT PLAN.

THE PLAN IS DESCRIBED IN THIS MEMO TITLED A REQUEST FOR PROPOSAL OF -- A COLLABORATIVE EFFORT BETWEEN MULTIPLE AGENCIES INCLUDING THE PUBLIC AND STAKEHOLDER COORDINATION OF INTER DEPARTMENTAL AND INTERAGENCY.

THE PRIMARY INTENT IS FOR THE CHAIR TO RECEIVE AN UPDATE ON THE 0 ON GOING COLLABORATIVE EFFORTS BETWEEN THE AGENCIES AND HOW COMMUNITY INPUT HAS BEEN SOLICITED AND WILL BE SOLICITED IN THE FUTURE.

I'M LOOKING TO KNOW HOW THIS WILL BUILD ON THE SOUTH BOSTON WATERFRONT SUSTAINABLE TRANSPORTATION PLAN AND PROGRESS ON SHORT, MEDIUM AND LONG-TERM RECOMMENDATIONS MADE IN THAT PLAN AS WELL AS PLANS FOR FUTURE TRANSIT SOLUTIONS IN THIS KWRAEURB.

I KNOW RICK HAS BEEN HERE  
INVITED TO TALK ABOUT WORK HE'S  
DOING IN COLLABORATION WITH  
EVERYONE HERE FROM A BETTER  
CITY.  
I'M LOOKING FORWARD TO A  
SPIRITED DISCUSSION.  
ALSO THE TERMS OF MATCHING FUNDS  
AND THERE WAS A FOUR HUNDRED  
THOUSAND DOLLAR FIGURE THROWN  
OUT.  
THERE HAS BEEN MENTION OF SILVER  
LINE CAPACITY.  
WHETHER THAT'S PART OF THE PLAN.  
THIS IS MENTION IN THE MEMO  
ABOUT OTHER MATCHING FUNDS.  
IF SOMEONE CAN BRING CLARITY TO  
WHAT FUNDS ARE AVAILABLE.  
WHAT ARE THE SOURCES OF THE  
FUNDS.  
WHO ARE THE MATCHING  
PARTICIPANTS AND PARTIES IN THE  
FUNDS.  
MORE IMPORTANTLY CAN WE GET  
GOING ON THIS.  
I KNOW THIS WAS SUPPOSE TO  
HAPPEN IN THE MEMO.  
IT WAS SUPPOSE TO BE DONE BY  
SEPTEMBER.  
A NINE MONTH PROCESS.  
I NEED TO KNOW WHEN DOES THE  
CLOCK START.  
HAS THE CLOCK STARTED.  
ARE THE FUNDS CATCHING UP TO THE  
PROCESS.  
THOSE ARE ANSWERS I'M LOOKING  
FOR TODAY THROUGH THE CHAIR.  
>> THANK YOU, COUNSELOR  
FLAHERTY.  
COUNSELOR ESSAIBI-GEORGE.  
>> I WILL SAVE MY VOICE FOR  
QUESTIONS.  
THANK YOU.  
>> THANK YOU.  
WELCOME TO THE PANEL FROM THE  
ADMINISTRATION.  
WOULD YOU LIKE TO START --  
>> SURE.  
THANK YOU SO MUCH COUNSELOR WU  
AND COUNSELORS FOR HAVING US  
HERE.  
YOU HAVE ASSEMBLED A TERRIFIC  
GROUP OF FOLKS.  
THEY CAN ANSWER A TREMENDOUS

NUMBER OF QUESTIONS YOU HAVE  
RAISED.

TO SPEAK SPECIFICALLY TO WHAT  
YOU RAISE COUNSELOR FLAHERTY.  
JIM FITZGERALD WILL BE SPEAKING  
IN A MOMENT.

I'M JOINED BY COMMISSIONER --  
AND PAT.

I WILL DO A QUICK SUMY OF THE  
WORK, HAS BEEN DONE, ON GOING,  
AND PLANNED FOR THE FUTURE.  
THEN TALK ABOUT THE TRANSIT  
PLAN.

THE SOUTH BOSTON WATERFRONT IS  
THE BENEFICIARY OF THREE BIG  
THINGS.

ONE IS A FOUNDATIONAL PLAN.  
THE 2015 WATERFRONT --

>> I'M SO SORRY.

I COMPLETELY FORGOT.

I MEANT TO GO FROM COUNSELOR  
STAEUPLS TO THREE MEMBERS OF THE  
PUBLIC.

I TOTALLY SKIPPED OVER THAT.

IF I COULD PAUSE YOU THERE.

SEER WILL YOU HAVE TO REPEAT  
THOSE TWO SENTENCES.

I NEED TO CALL DOWN RICHARD,  
MARK AND ANDY.

ANDY FROM MASSDOT.

WE WILL ASK YOU LATER.

RICHARD AND MARK.

MARK IS FROM MCCA.

WE WILL DO RICHARD, MARK AND  
ANDY WE WILL ASK LATER.

RICHARD, TONI AND PAT SULLIVAN.

>> HI, THANK YOU COUNSELORS.

MY NAME IS RICHARD MARTINI.

I HAVE WORKED IN THE

NEIGHBORHOOD MORE THAN 20 YEARS.

I'M ALSO A RESIDENT DIDN'T OF  
THE SEA PORT.

I HAVE HAD A COUPLE OF MEETINGS  
RECENTLY WITH THE RESIDENTS  
TALKING ABOUT THIS VERY ISSUE.  
INCLUDING THE NORTHERN AH NOW  
BRIDGE.

I WANT TO TALK IN SUPPORT OF THE  
INITIATIVES UNDER WAY.

OBVIOUSLY THIS IS NOT UNIQUE TO  
THE CITY.

THERE IS TRAFFIC THROUGHOUT THE  
CITY.

WITH THE GROWTH THERE IS A LOT

OF MORE MEDIATE CONCERNS.

IT'S BEEN QUICK IN TERMS OF  
OCCURRING.

WE HAVE RECENTLY, ABOUT A YEAR  
AGO GOT POLICE OFFICERS IN THE  
AREA.

IT'S A TERRIFIC EDITION.

WELL RECEIVED BY THE  
NEIGHBORHOOD.

I THINK THE KEY REALLY I WANT TO  
EMPHASIZE IS TRYING TO GET TO  
THE SHORT-TERM GOALS AS QUICKLY  
AS WE CAN.

SHORT SOLUTION THAT'S CAN SOLVE  
PROBLEMS.

I JUST WANT TO ADD, IT'S  
PROBABLY NOT PART OF THE PLAN, I  
APOLOGIZE.

ONE OF THE THINGS COMING OUT OF  
THE RECENT MEETING WITH  
RESIDENTS, FRANKLY JUST SIMPLE  
ENFORCEMENT.

HOWEVER WE RESOLVE THE  
ENFORCEMENT ISSUES BETWEEN  
POLICE, CADETS, TRANSPORTATION  
DEPARTMENT, WHATEVER WE NEED TO  
DO TO GET PEOPLE TO NOT BLOCK  
THE BOX.

TO GET PEOPLE NOT TO DOUBLE  
BLOCK ON NORTHERN AVE AND  
SEAPORT BOULEVARD.

THAT'S A BIGGER SHORT-TERM  
CONCERN EVERYONE BRINGS UP ALL  
THE TIME.

THANK YOU FOR THE ABILITY TO  
TESTIFY HERE AND I LOOK FORWARD  
TO THE RESULTS.

THANK YOU.

>> THANK YOU.

TONI.

>> HI, THANK YOU.

MY NAME IS TONI.

I'M A RESIDENT DEBT OF SOUTH  
BOSTON.

I'M HERE REPRESENTING LIVEABLE  
STREETS ORGANIZATION.

I WANT TO SPEAK TO THE FACT THAT  
WE HAVE DONE QUITE A BIT OF  
PLANNING FOR THIS AREA, SOUTH  
BOSTON SUSTAINABLE PLAN.

I WOULD QUESTION WHY WITHIN THE  
PLANS, THE COMMUNITY FEELS THERE  
HAS BEEN A LACK OF TIME FRONT,  
LACK OF BUDGETS, AND LACK OF

ACCOUNTABILITY.

COUNSELOR FLYNN SPOKE TO  
TRANSPARENCY IN THE PROCESS.

WALTER SPOKE TO THE IDEA THAT  
TRAFFIC AND CONGESTION ARE THE  
BIGGEST CONCERNS FOR PEOPLE IN  
THE AREA.

AS A RESIDENT I CONTEST THAT  
BEING THE CASE.

ONE OF THE QUESTIONS I WOULD ASK  
THEN IS WE KNOW BUILDING MORE  
ROADS AND ACCOMMODATING MORE  
CARS IS NOT A ANSWER TO  
ALLEVIATING THIS.

WHAT WE NEED IS PUBLIC BETTER  
TRANSIT IN THE AREA.

WOULD I ASK IN THE TERMS OF THE  
SEA PORT TRANSIT STRATEGIC PLAN  
WHAT DOES THE CITY OF BOSTON  
DEFINE AS TRANSIT.

WHAT WE KNOW NOW IS THAT THERE  
ARE LIMITED PUBLIC  
TRANSPORTATION OPTIONS IN THE  
SEA PORT.

WHAT WE HAVE A LOT OF THAT ARE  
VALUABLE SERVING HUMAN BEINGS  
ARE PRIVATE SHUTTLES.

UNFORTUNATELY THEY'RE NOT PUBLIC  
TRANSIT.

THEY'RE PRIVATE TRANSIT.

WHAT WE PURSUE FOR THOSE PRIVATE  
TRANSIT OPTIONS.

THEY'RE BENEFICIAL TO PARTICULAR  
BUSINESSES AND EMPLOYEES.

THEY'RE NOT BENEFICIAL FOR  
SOMEONE COMING IN FOR A JOB  
INTERVIEW.

THEY'RE NOT SERVING THE PUBLIC  
GOOD.

WITH THAT IN MIND I WOULD  
QUESTION HOW IS THE MBTA  
INVOLVED IN THE PROCESS?

THEY'RE WORKING ON A BETTER  
BUSES INITIATIVE.

IN WHAT WAY ARE WE TRYING TO  
IMPROVE BUSS SERVICE THROUGH THE  
SEA PORT?

IT'S AN ESSENTIAL RESOURCE WE  
COULD BE USING BETTER.

WITH THAT I WOULD ALSO ASK IN  
WHAT WAY ARE WE PURSUING EARLY  
ACTION ITEMS THAT WOULD  
PRIORITIZE PUBLIC TRANSIT  
THROUGH THIS AREA.

BOTH THE SUSTAINABLE PLAN AND GO  
BOSTON 2030 IDENTIFY CONGRESS  
STREET AS A APPROPRIATE BRT  
CORRIDOR.  
WHY ARE WE NOT HAVING THAT  
DISCUSSION?  
WHY IS THAT NOT A PROJECT MOVING  
FORWARD?  
WHERE IS THE FUNDING FOR THAT  
TYPE OF PROJECT?  
IN TERMS OF TRANSPARENCY I WANT  
TO PUSH A LITTLE BIT ON ISSUES  
COMING UP RECENTLY.  
PARTICULARLY THE NORTHERN AVENUE  
BRIDGE.  
THAT PROCESS IS REFLECTIVE OF  
THE GENERAL PROCESSES OF  
PLANNING IN THE SEA PORT.  
OUR ORGANIZATION FOR MONTHS HAS  
BEEN TRYING TO GET OUR HANDS ON  
THE DATA BEHIND THE PLAN TO  
COMPARE EXISTING CONDITIONS IN  
THE PLAN TO EXISTING CONDITIONS  
NOW.  
WE HAVE BEEN TOLD TIME AND AGAIN  
THE DATA DOESN'T EXIST.  
THAT DOES.  
REFLECT A TRANSPARENT PROCESS.  
WE HAVE BEEN ASKING FOR MONTHS  
ABOUT THE PROCESSES FOR THE  
BRIDGE.  
BOTH THE AT A PHA OUPB INSURANCE  
PAL AND STATE, FEDERAL LEVEL.  
I'M TOLD THOSE ARE FORTHCOMING.  
THIS WRITE TPHREBGTSZ PROBLEMS  
WITH TRANSPARENCIES IN THE  
PROCESS.  
THANK YOU.  
I HOPE SOME OF THESE QUESTIONS  
CAN BE ADDRESSED.  
>> THANK YOU, TONI.  
PAT.  
>> GOOD MORNING CHAIRPERSON WU,  
MEMBERS OF THE COUNCIL, THANK  
YOU COUNSELORS FLAHERTY AND  
FLYNN FOR LEADERSHIP ON THESE  
ISSUES.  
I'M EXECUTIVE DIRECTOR OF SEA  
PORT TRANSIT ORGANIZATION.  
-- PHOEPBLT OPTIONS AND TRANSIT  
OPTIONS IN THE DISTRICT.  
I'M HERE TODAY TO VOICE MY  
SUPPORT FOR THE SOUTH BOSTON  
TRANSIT STRATEGIC PLANS AND OUR



DESIRE TO SEE THIS COMMENCE AS  
SOON AS POSSIBLE.  
THE GROWTH IN THE SOUTH BOSTON  
WATERFRONT HAS CONTRIBUTED TO  
THE ECONOMY OF THE CITY OF  
BOSTON AND THE COMMON WEALTH AS  
A WHOLE.

THE GROWTH HAS CREATED  
TRANSPORTATION PROBLEMS.

-- EXPANDED THE SEA PORT TRANSIT  
NETWORK.

THE STUDY PRESENTS A OPPORTUNITY  
TO MEET TODAY'S NEEDS FOR  
SERVICE AND BETTER RELIABILITY  
MITIGATING FUTURE TRAFFIC AS THE  
SEA PORT GROWS.

A CAREFUL STUDY OF TRANSIT  
IMPROVEMENTS ON SUMMER STREET,  
CONGRESS STREET, THE NORTHERN  
AVENUE BRIDGE AND MOBILITY IN  
THE DISTRICT IS A CRITICAL  
ASPECT OF THE STUDY.

I WOULD LIKE TO REFLECT THE  
POINT OF VIEW THAT THE PRIVATE  
SHUTTLES THAT OPERATE IN THE  
SOUTH BOSTON WATERFRONT SERVE A  
VALUABLE PURPOSE.

THEY PROVIDE THOUSANDS OF TRIPS  
EVERY DAY TO COMMUTERS GOING TO  
THEIR JOBS WHO OTHERWISE  
WOULDN'T HAVE THE LAST MILE  
CONNECTIONS DUE TO THE LACK OF  
SERVICE OF THE IMPORTANT POINTS  
THE SHUTTLES SERVE.

SEA PORT -- LOOKS FORWARD TO  
WORKING WITH THE CITY ON THESE  
ISSUES AS PART OF THE LARGER  
PROCESS.

WE THANK YOU FOR YOUR ATTENTION  
TO THE MATTER.

>> THANK YOU.

PATRICK.

OKAY.

I THINK THAT WAS HELPFUL TO  
FRAME QUESTIONS OF THE  
COUNSELORS.

OKAY.

PLEASE PROCEED.

>> -- EVEN MORE VALUABLE GIVING  
A QUICK SYNOPSIS.

-- TALKING ABOUT THE PROGRESS  
GOING ON AND THE TIMEFRONT AND  
BUDGET LIKE.

THAT AGAIN IT HAS BEEN

REFERENCED, WE'RE MAKING A LOT OF PROGRESS IN THE AREA, I THINK WE ARE BECAUSE OF THE FOUNDATIONAL PLAN FROM TO 15. WE ACTUALLY HAVE A GREAT COORDINATION BETWEEN MASSDOT THE MCCA, MASS PORT, NEIGHBORHOOD COMMUNITIES AS COUNSELOR FLYNN MENTIONED FOUR POINTS, SEA PORT LEADERSHIP GROUP, THE CITY OF BOSTON.

IN ADDITION TO THE PLAN AND COORDINATION THERE IS FUNDING AVAILABLE TO THE BOND BILL, CITY BUDGET, ETCETERA, JUST IN SORT OF CAPTURING BROAD THINGS BEFORE TURNING TO JIM FOR TRANSIT.

FOR THOSE GETTING AROUND THE SEA PORT TO, THE SEA PORT WALKING THERE WE HAVE MADE A SIGNIFICANT NUMBER OF INVESTMENTS IN THE AREA.

THE SIDE WALKS OF SUMMER, SEAPORT, NORTHERN AND SLEEPER SECTIONS HAVE BEEN REBUILT. THERE IS IMPROVEMENT FROM COLLABORATION OF FOLKS IN THE ROOM AND PARTICULARLY PAT HOEY. WE HAVE WAYS TO ENCOURAGE BETTER WALKING, BETTER USAGE OF GETTING AROUND BY FOOT.

KNOWING THAT'S A WAY TO BEST ANIMATE THE STREETS AND LEAST CONGEST THE ROADS.

FOR THOSE INTERESTED IN BIKING THERE IS A TREMENDOUS NUMBER OF WORK DONE THE KEY EAST/WEST CORRIDORS.

WE HAVE PARKING PROTECTED BIKE FRONT RUNNING THROUGH THE SEAPORT SQUARE SECTION.

WE ARE RECONSTRUCTING SUMMER STREET FROM FOUR POINT CHANNEL TO WEST SERVICE ROAD.

ADDING CYCLE SECTIONS.

ADDITIONAL FUNDING NOW FOR THE NEXT SECTION OF SUMMER STREET TO THE RECEIVER CHANNEL.

ON CYPRUS STREET MASS DOT HAS BEEN LEADING A CYCLE TRACK FOR THAT STRETCH AS WELL FOR GOOD, SAFE CYCLING FACILITIES.

FOR COUNSELOR FLYNN'S POINT TO GET TO AND THROUGH THE SOUTH

BOSTON WATER FRONT.

THERE IS A TREMENDOUS NEED TO MOVE PEOPLE IN AND OUT THROUGH TRANSIT.

THAT IS THE FOCUS OF WHAT JIM WILL PRESENT ON.

A MAJOR PART IS A SERIES OF INVESTMENTS FROM THE MTBA ADDING SUPPORTS FOR THE 7 AND 9 AND RECONSTRUCTION OF CITY POINT TERMINAL.

SHORTLY IN 2019 THERE WILL BE A NEW CONNECTION FOR EVERY COMMUTER TO THE NORTH AND THE SOUTH BOSTON WATERFRONT.

IN ADDITION TO THAT THERE IS A LOT OF WORK AROUND SHUTTLE CONSOLIDATION.

SO THAT OPTION IS MORE COORDINATED AND MORE CONSOLIDATED ON OUR ROADS. IN ADDITION TO THOSE THERE IS FOCUS AND A LOT LEAD BY MASS PORT TO IMPROVE FREIGHT CON HE CAN EUGSS AND HOW IMPORTANT THAT IS.

THE WORK WE'RE DOING TO IMPROVE THE CYPRUS STREET CONNECTIONS. ACROSS THE BOARD THERE IS WORK BY A NUMBER OF FOLKS IN THE ROOM TO IMPROVE THE STREET GRID IN THE AREA AND MAKE THE SIGNALS AND MAKE THEM WORK BETTER FOR EVERYONE AND MAKE THEM SAVER FOR EVERYONE.

THAT IS WORK HAPPENING BETWEEN MASS DOT AND THE BOSTON TRANSPORTATION DEPARTMENT TO BRING THE NEXT TRAFFIC TECHNOLOGY FEE TO OUR STREETS AND PROVIDE NEW WAYS TO GET PEOPLE TO THE DISTRICT.

>> THERE IS TREPL EN DOS WORK GOING ON.

WE ARE PARTICULAR SEE EXCITED ABOUT THE TRANSIT STUDY.

WE WILL TURN TO JIM AND THEN HAPPY TO TAKE QUESTIONS.

>> THANK YOU.

>> THANK YOU, COUNSELORS.

MY PRESENTATION HAS SINCE GONE DARK.

>> THANK YOU.

>> THANK YOU, COUNSELORS AGAIN.

I'M JIM FITZGERALD.

SENIOR TRANSPORTATION WITH THE DPBA.

I THINK THIS HEARING IS TIMELY. THIS EFFORT HAS YET TO REALLY GET STARTED.

I THINK THAT COUNSELOR FLAHERTY REFUSED WE DID GO TO THE BOARD BACK IN JUNE TO GET PERMISSION OF AN RFP TO HIRE A CONSULTANT TEAM FOR RESOURCES WE HAVE SINCE REQUIRED THROUGH THE SEA PORT SQUARE PROJECT TO ALLOW US TO ADVANCE THIS WORK.

>> SO REALLY THE FOCUS OF THE EFFORT IS ON TRANSIT.

OBVIOUSLY WITH HAVE GROWING IN THIS NEIGHBORHOOD TYPICALLY I DON'T THINK THE TRANSACTION IT IS KEEPING UP.

WE WANT TO LOOK AT TRANSIT. THIS IS A KEY SERVICE FOR US IN THIS NEIGHBORHOOD.

THE WATER FAIRY THE CHIEF MENTIONED WILL GET STARTED IN MID SKWRAPBS.

HOW DO WE WORK WITH THAT AND CONTINUE TO CONSOLIDATE SHUTTLES TO MAKE THEM MORE PUBLIC AND GET THEM TO BE MORE EFFICIENT SO THEY'RE NOT CREATING PROBLEMS IN A TRAFFIC STAND POINT: WE WANT TO COORDINATE THE ON GOING EFFORTS.

I WILL MENTION MORE HERE.

THE MTBA AND MASS PORT IS GETTING STARTED ON THE SILVER LINE CAPACITY STUDY.

LOOKING AT THE FUTURE OF THE SILVER LINE AND MOVING FORWARD WITH IMPROVEMENTS FOR THE SILVER LINE.

WE WANT TO COORDINATE THAT EFFORT.

THERE IS THE RAPID BUSS IDEA. CONGRESS STREET AND WE WANT TO GET INTO THE WEEDS THERE AND SORT OUT THE BEST ROUTING FOR THAT AND SORT OUT THE INFRASTRUCTURE NEEDS TO BE PROVIDED TO ALLOW THAT CONNECTIVITY TO GET OFF THE GROUND.

I MENTIONED THE WATER FAIRY TOO.

THIS WILL HELP IN FORMING THE  
FUTURE OF SUMMER STREET.  
THE ACCOMMODATIONS FOR SUMMER  
STREET AND FUTURE  
RECONSTRUCTION.  
WE WANT TO LOOK AT BUSS RAPID  
TRANSIT LANES MAKING SENSE.  
WE CERTAINLY WANT TO IMPROVE THE  
STOP CONDITIONS ANDY FISH KWREBT  
SEES ON SUMMER STREET.  
AND THE NORTHERN AVENUE BRIDGE.  
AN ON GOING PROCESS.  
IF THAT DECISION ALLOWS FOR A  
CONNECTION HOW DO WE UTILIZE  
THAT AS WELL.  
WE WANT TO ANALYZE THAT AND  
SEIZE THE BENEFITS OF THAT  
OPPORTUNITY.  
AS MOST FOLKS KNOW THEY HAVE A  
ON GOING BETTER BUSS PROJECT.  
IT WILL LOOK TO THE ENTIRE BUSS  
NETWORK AND LOOK AT  
RECOMMENDATIONS FOR SERVICE  
IMPROVEMENTS.  
ROUTE CHANGES AND CONNECTING  
PHOEPBLT TO THE SEA PORT.  
THERE IS A LOT OF PREVIOUS  
RECOMMENDATIONS THAT HAVE BEEN  
REFERENCES ESPECIALLY OUT OF THE  
SOUTH BOSTON WATER  
TRANSPORTATION PLAN.  
WE WILL USE THIS TO EVALUATE THE  
LONGER BIGGER IDEAS.  
EVEN THINGS PROPOSED -- WHAT  
COULD BE THE BENEFITS OF.  
THAT UTILIZING TRACK 61 AND  
OTHER IMPROVE PHEPBGTS, BIG  
PROJECTS OUT THERE.  
WE WANT TO GET INTO THE WEEDS  
THERE AND ANALYZE THOSE TO SEE  
THE PACKAGE OF IMPROVEMENTS FOR  
THE TRANSIT SIDE.  
THIS WILL BE A COLLABORATIVE  
PROCESS WORKING WITH CITY  
COUNCIL, ALL OF THE OTHER  
AGENCIES WE HAVE BEEN WORKING  
WITH OVER THE YEARS.  
A ROBUST COMMUNITY PROCESS FOR  
FEEDBACK SKIN PUT FOR REACTIONS  
ON THESE IDEAS AND ANALYSIS WE  
WILL CONDUCT WITH THE STUDY.  
I MENTIONED RECENT PLANNING  
EFFORTS AND BUILDING OFF THE  
EFFORTS THE SOUTH BOSTON IS

WATER TRANSPORTATION PLAN.  
THERE ARE SPECIFIC SEA PORT  
RECOMMENDATIONS MIRRORING THE  
SOUTH BOSTON WATER  
TRANSPORTATION PLAN.  
TRACK 11 IS A RECOMMENDATION  
THERE AS WELL.  
HOW DO WE CONNECT IT TO A LARGER  
NETWORK.  
WE WANT TO CONTINUE BIKE  
ACCOMMODATION FOR SUMMER  
STREET.  
HOW DOES THAT COORDINATE WITH  
TRANSIT IMPROVEMENTS TO LOOK AT.  
VISION ZERO IS A KEY PART OF OUR  
WORK.  
MAKING SURE SAFETY IS PARAMOUNT.  
THE SAFETY AND ACCESS TO  
TRANSIT.  
WE HAVE DESIGN GUIDANCE FOR  
ACCESS TO TRANSIT AND BUSS STOPS  
BEING A KEY COMPONENT TO THIS.  
RIGHT NOW WE HAVE PROPOSED A  
FOCUS AREA ON THE SEA PORT.  
WE ALSO WANT TO EXPAND IT DOWN  
TO FIRST STREET.  
WE KNOW THERE IS A LOT OF  
ADDITIONAL DEVELOPMENT PRESSURE  
AND LAND USE CHANGES.  
WE ALSO WANT TO INCLUDE BROADWAY  
STATION AND SOUTH STATION FOR  
THOSE.  
IT'S NOT JUST -- WITHIN THE SEA  
PORT IT'S ABOUT CONNECTING THE  
MAIN DESTINATION CORRIDORS AND  
WITHIN THE CITY.  
A SOUTH BOSTON NEIGHBORHOOD WILL  
BE KEY.  
HOW TO IMPROVE CONNECTIVITY.  
NOT JUST ADDITIONAL BUT SPEED OF  
CONNECTIVITY IS KEY FOR TRANSIT  
AND EXISTING BUSES.  
HOW TO IMPROVE THE OPERATIONS IN  
BOTH CAPACITY AND OPERATING  
EFFICIENCIES.  
DOWNTOWN IS A KEY CONNECTION.  
THE AND BACK BAY.  
THOSE CONNECTIONS HAVE ALWAYS  
BEEN PRETTY DIFFICULT TO GET TO  
THE SEA PORT VIA TRANSIT.  
HOW DO WE MAKE CONNECTION INTO  
THE NEIGHBORHOODS.  
SO I WILL OUTLINE THE SCOPE OF  
WORK WE'RE FINALIZING NOW.

THE SCOPE OF WORK THAT THE  
CONSULTANT TEAM WILL DO WE LOOK  
TO HIRE WITH THE RESOURCES.  
WE WANT TO FIRST SPEND TIME  
DEVELOPING THE NECESSARY TOOLS  
TO ANALYZE RECOMMENDATIONS AND  
THE IDEAS WE GENERATE WITH THE  
COMMUNITY.  
OBVIOUSLY HAVE A PERIOD TO  
IDENTIFY NOT JUST ISSUES BUT THE  
PRINCIPALS AND GOALS WORKING  
WITH THE COMMUNITY.  
THEN WE WANT TO DEVELOPMENT IN  
ADDITION BUILDUP THE EXISTING  
RECOMMENDATIONS AND LOOK AT NEW  
RECOMMENDATIONS.  
THE BUSS ROUTES THAT NEED THE  
CHANGE.  
ADDITIONAL BUSS ROUTES TO  
PURSUE.  
OBVIOUSLY THE LEVELS OF SERVICE  
ARE KEY.  
HOW DO WE RECOMMEND THROUGH THIS  
ANALYSIS ADDITIONAL SERVICE AND  
WHERE THE SERVICE SHOULD BE  
ADDED.  
THEN WORKING WITH THE COMMUNITY  
TO GET FEEDBACK ON THE IDEAS.  
SORT OF NARROWING DOWN TO MAKING  
SOME SORT OF RECOMMENDATION  
THAT'S ARE SOLID THAT THERE IS A  
LOT OF OVERLAPPING IDEAS.  
COMPETING IDEAS FOR THE TRANSIT  
NETWORK.  
I THINK WE WANT TO MAKE HARD  
DECISIONS ON WHAT MAKES THE MOST  
SENSE, THE MOST BENEFIT.  
WHICH ONES HAVE THE MOST  
COMMUNITY SUPPORT.  
COME UP WITH BASICALLY AN ACTION  
PLAN TO ALLOW US BACKED BY  
ANALYSIS AND VERY SPECIFIC  
RECOMMENDATIONS AND HOW TO  
IMPLEMENT THE THINGS IS THE KEY  
AND END PRODUCT OF THE ACTION  
PLAN.  
TIME LINE WE HAVE MENTIONED A  
LITTLE BIT.  
>> WE SEE THE FUNDS THIS MONTH  
THAT WILL ALLOW US TO ISSUE A  
RFP TO GET THE PROJECT STARTED  
IN EARNEST HOPEFULLY BY JANUARY  
OF NEXT YEAR.  
WE NEED TIME TO ISSUE THE RFP

AND GIVE TIME FOR THE  
CONSULTANTS TIME TO RESPOND AND  
GET THE TOOLS TO TEST THESE  
IDEAS TO GENERATE WITH THE  
COMMUNITY.

WE WILL LOOK WHILE THE PROCESS  
IS GOING ON WE WILL LOOK FOR  
MEDIATE IMPROVEMENTS TO MAKE.  
WHETHER IT'S WITHIN THE STREETS,  
INFRASTRUCTURE CHANGES.

YOU KNOW WAYS TO BETTER UTILIZE  
OUR EXISTING INFRASTRUCTURE.  
WE WILL WAIT FOR THOSE SO WE  
DON'T HAVE TO WAIT FOR THE STUDY  
TO BE COMPLETELY DONE.

AS COUNSELORS HAVE MENTIONED WE  
HAVE PUT IN THERE A NINE MONTH  
TIME FRAME.

HOPEFULLY IT WON'T TAKE THAT  
LONG.

WE HOPE TO GET THE GROUND  
RUNNING AND GETTING THE IDEAS  
GOING TO MEDIATE ACTION STEPS TO  
DO BEFORE THAT NINE MONTH TIME  
FRAME IS OUT.

THAT'S THE LATEST TIME LINE AND  
OVER VIEW FOR THIS PROJECT.

>> THANK YOU, SR +\*E VERY MUCH  
JIM.

COMMISSIONER PAT, WOULD YOU LIKE  
TO ADD ANYTHING?

WE WILL GO TO QUESTIONS FROM  
COUNSELORS.

STARTING WITH COUNSELOR ED  
FLYNN.

>> THANK YOU COUNSELOR WU.  
MY FIRST QUESTION IS CAN YOU  
GIVE US BACKGROUND INFORMATION.  
MAYBE I HAVE TO ASK MASS DOT  
TOO.

WHAT THE STATUS OF THE SILVER  
LINE PHASE THREE IS?

>> PHASE THREE, YOU MEAN THE  
CONNECTION BETWEEN THE  
WASHINGTON CORRIDOR AND SEA PORT  
THE TUNNEL CONNECTION?

I KNOW THAT GOT THROUGH SOME  
DESIGN.

IT WAS THROUGH A PROCESS.

I THINK RIGHT NOW IT'S, IT WENT  
THROUGH FPA REVIEW.

TO MY KNOWLEDGE IT HASN'T BEEN  
FAVORABLY SCORED BY FTA.

NOW IT'S IN THE CONCEPT STAGES.



SOMETHING WE WOULD LIKE TO SEE.

>> ARE YOU RECEIVING COMMENTS FROM RESIDENTS.

>> - WE DID RECOMMEND TO CONTINUE THE PLAN.

THERE IS A COST FACTOR AS THE PROJECT ENVISIONED.

SO --

>> WOULD IT BE BENEFICIAL FOR THE CITY TO HAVE PHASE THREE UP AND RUNNING?

>> ABSOLUTELY I THINK IT WOULD BE.

AGAIN THERE ARE SIGNIFICANT COSTS AND HURDLES FOR THE TUNNEL UNDER THE STREET.

THIS IS AFTER THE DESIGN PROJECT THERE WAS OPPOSITION OF COURSE.

I THINK THAT THE END RESULT OF THE PROCESS IS THE COST VERSUS THE BENEFITS AS VIEWS BY FTA WERE NOT THAT HIGH ENOUGH FOR I THINK CONTINUING TO ADVANCE THAT PROJECT.

I THINK IT'S SOMETHING THAT WE THINK WOULD BE A GREAT BENEFIT.

I SEE A LOT OF DEVELOPMENT TAKING PLACE IN AND AROUND THE AREA.

POSSIBLY THE EDISON REDEVELOPED THE HOTEL ACROSS BCEC.

>> WHAT IMPACT WILL THIS HAVE ON PARKING.

ARE YOU PREPARING FOR THE BUILDINGS TO COME ON-LINE. DURING THE CONSTRUCTION PHASE. WHAT IS YOUR PLAN TO DEAL WITH TRAFFIC WHILE ONE IS BUILT OR TWO IS BUILT AND THE THIRD IS BUILT.

MAYBE EVEN ALL AT THE SAME TIME.

ARE WE ABLE TO MOVE CARS IN THOSE NEIGHBORHOODS DURING THE CONSTRUCTION PHASE.

>> IN TERMS OF THE OMNI HOTEL THEY WILL MAKE USE OF THE EXIST PARKING GARAGE CONSTRUCTED BY MASS PORT TO SERVE THEIR NEEDS AT THE HOTEL.

7076 SUMMER THEY HAVE PROPOSED A SUBSTANTIAL PARKING GARAGE.

I BELIEVE OVER 1300 SPACES.

THERE IS A DEBATE IF THAT'S TOO MUCH, TOO LITTLE.

THEY HAVE PROPOSED THE GARAGE AS PART OF THEIR PROJECT.  
IN TERMS OF CONSTRUCTION THIS HAS TO BE APPROVED AND IMPROVED BY ENGINEERING BEFORE THEY OCCUPY THE ROADWAY.  
THERE IS A PROCESS TO HELP US MANAGE THE CONCERNS YOU MENTIONED ABOUT TAKING TRAFFIC LANES DURING RUSH HOUR AND THINGS LIKE THAT.  
PUTTING UP BARRIER.  
RESTREUBLGTING THE ROADWAYS.  
THROUGH THE PROCESS AND MANAGING PLAN.  
GETTING US THROUGH THE DISRUPTION.  
GOOD QUESTION, FARE QUESTION.  
AND THE PARKING AGAIN OMNI WILL MAKE USE OF THE EXISTING STRUCTURE.  
A 1300 SPACE GARAGE.  
>> YOU WOULD THINK THE TRAFFIC WOULD BE MINIMAL DURING THE CONSTRUCTION PHASES?  
>> I AM SURE THERE WILL BE PROBLEMS ESPECIALLY ON OMNI STREET.  
FARE TO SAY YOU KNOW SOME DELAYS RELATED TO CONSTRUCTION AS WE HAVE ON A NUMBER OF THE PROJECTS BETWEEN THE POLICE AND OTHERS.  
OUR AS ON THE GROUND WITH CAMERAS TO MONITOR THE CONSTRUCTION.  
WE SHOULD GET THROUGH IT.  
>> WHAT IS THE RELATIONSHIP BETWEEN BPDA AND BTD WHEN A PROJECT IS IN THE VERY BEGINNING STAGES AND TRAFFIC HAS TO BE PART OF THE CONVERSATION WHAT TYPE OF RELATIONSHIP ARE YOU HAVING WITH BPDA  
WHAT IS YOUR MAIN FOCUS AS PART OF THE BTD.  
>> COUNSELOR THERE IS ALWAYS CLOSE COORDINATION WITH THE BPDA.  
THEY ENGAGE EARLY ON IN THE PROCESS TO COME WITH SOME SORT OF AN ASSESSMENT FOR THE POTENTIAL IMPACTS TO THE COMMUNITY.  
ANY CONSTRUCTION PHASE.

CERTAINLY THAT DOES THROUGH A PHASED APPROACH.

OUR PERSPECTIVE IS THAT PUBLIC SAFETY IS NUMBER ONE PRIORITY. INSURING WE ARE CLEAR WITH THE CONTRACTOR AND THE EXPECTATIONS OF THE CONSTRUCTION MANAGEMENT PLANS AND THE TRAFFIC MANAGEMENT PLANS.

YOU KNOW EARLY ON IN THE PROCESS A LOT OF THE EQUIPMENT IS BROUGHT IN FOR STAGING.

THEN IMPACTS ARE SOMETIMES FLUCTUATING THROUGH THE COURSE OF THE PROJECT.

BPDA HAS ENGAGED US EARLY ON IN ALL OF THE MAJOR PROJECTS THROUGHOUT THE CITY.

>> ALSO THIS IS PRESENTATION IN GREAT DETAIL TO THE IMPACTING NEIGHBORHOOD?

>> I CAN ANSWER THAT.

>> YES.

COUNSELOR EVERY LARGE PROJECT OVER 50,000 SQUARE FEET SUBMITTED FOR REVIEW IS REQUIRED FOR TRANSPORTATION ACCESS PLAN INCORPORATED IN PROJECT NOTIFICATION FORM.

IT CONTAINS INFORMATION ON EXISTING CONDITIONS. PROJECTIONS.

BUILD CONDITIONS IN TERMS OF.

>> ALL THAT HAS TO YOU GO

THROUGH REVIEW OF THE STAFF WE WORK WITH THE DEVELOPERS TRANS POOR STATION TEAMS TO MAKE SURE THE METHODOLOGY WAS CORK THAT THEY USED IN TERMS OF

FORECASTING WHAT THE IMPACTS WOULD BE TO THE SITE STREETS.

THEN CONSIDERING ALL THAT WHAT WE DO IS LOOK TO OFF SET THOSE IMPACTS THROUGH MITIGATION.

WHETHER IT'S REQUIRING A DEVELOPER TO CONTRIBUTE TO RETIMING EXISTING SIGNAL OR CONSTRUCTING A NEW SIGNAL OR YOU KNOW CREATING A BIKE LANE. THINGS LIKE.

THAT

TO OFFSET WHATEVER THE IMPACTS MIGHT BE.

TO ANSWER YOUR QUESTION, YES.

EACH, THROUGH THE PROCESS EACH PROJECT, LARGE PROJECT IS REQUIRED TO HAVE A TRANSPORTATION PLAN IN THIS SUBMITTAL FOR REVIEW AND COMMENT.

ULTIMATELY APPROVAL.

>> I WAS TALKING TO RESIDENTS AT THE WHARF DISTRICT COUNCIL SEVERAL NIGHTS AGO.

ONE OF THE RESIDENTS ASKED ME IF I COULD RELAY TO YOU IS THERE A POSSIBILITY TO GET A COMPREHENSIVE TRAFFIC STUDY FOR THE NORTHERN AVENUE BRIDGE AS IT RELATES TO, YOU KNOW, PEDESTRIANS, VEHICLES, VANS. HOW IS ELIGIBLE TO USE IT, WHO IS NOT.

IS WILL A PUBLIC DOCUMENT YOU COULD SHARE WITH US THAT COULD HELP RESIDENT DEPARTMENTS IN THAT AREA?

>> SO THE PERSON OVER MY LEFT SHOULDER IS THE PERSON WHO HAS BEEN PUTTING THAT INFORMATION TOGETHER.

SOME OF THAT INFORMATION HAS BEEN ALREADY PROVIDED BOTH ON THE PUBLIC MEETING WEDNESDAY NIGHT.

THE PREVIOUS TASK FORCE MEETINGS FROM THE PREVIOUS YEAR.

-- FROM THE TASK FORCE AND TONI MADE THE COMMENTS, THERE IS A WAY TO PACKAGE AND PRESENT THAT SO IT'S CLEARER AND MORE PRESENTABLE.

WE CAN WORK ON DOING THAT.

>> THAT WOULD BE HELPFUL.

I DID PROMISE A COUPLE CONSTITUENTS I WOULD TRY TO WORK WITH YOU TO GET SUCH A REPORT. SO, IT WOULD BE IMPORTANT FOR ME TO FOLLOW THROUGH ON THAT.

WHAT IS YOUR BIGGEST CHALLENGE WITH ALL OF THIS CONSTRUCTION GOING ON IN THE CITY?

HOW ARE WE GOING TO GET PEOPLE INTO DOWNTOWN.

HOW CAN WE GET PEOPLE INTO FOUR POINT.

SOUTH BOSTON WATERFRONT.

WHAT IS YOUR PLAN?

>> GREAT QUESTION.

SO WITHIN THE SOUTH BOSTON WATERFRONT SPECIFICALLY WE HAVE THE SOUTH BOSTON WATERFRONT SUSTAINABLE PLAN.

THAT IS ESSENTIALLY UPDATED OR ADVANCED THROUGH THE WORK THAT JIM IS LEADING LOOKING AT TRANSIT IN GENERAL.

ACROSS THE BOARD LOOKING AT OUR BIG OBJECTIVES.

MANAGING GROWTH.

INCREASING EQUITY.

CREATING A RESILIENT CITY WE NEED PEOPLE TAKING AN ACTIVE AND SHARED MODE.

WHETHER THAT'S BETTER TRANSIT LOCALLY.

BUSES AND PARTICULARLY FOR THE SOUTH BOSTON WATERFRONT A COMMUTER RAIL SYSTEM AND MORE SHORT TRIPS MADE BY WALKING AND BIKING.

AS YOU SAID IN THE OPENING STATEMENT, COUNSELOR, WE GET MORE PEOPLE FEEL WALKING AND COMFORTABLE IF THEY DON'T FEEL SAFE.

A TREMENDOUS AMOUNT OF WORK WE'RE DOING IS IMPROVING THE SAFETY OF OUR ROADS WITH INFRASTRUCTURE CHANGES TO THEM. WORKING FORWARD IS OUR COORDINATION WITH THE MTBA TO MAKE THE STREETS WORK BETTER FOR BUSES AND MASS TRANSIT.

OVER THE LONG TERM INCREASING THE CAPACITY OF OUR OVER ALL REGIONAL RAIL SYSTEM.

THE STATE HAS MADE SIGNIFICANT INVESTMENTS IN THIS REGARD.

THE IMPROVEMENTS OF RED LINE GOING FROM 3:30 TO 3:30 WILL BE A SIGNIFICANT BENEFIT.

I ENCOURAGE EVERYONE TO BE INVOLVED IN THE FUTURE IMPACT ON HOW WE CAN MOVE THROUGHOUT THE REGION TO DESTINATIONS OF SOUTH BOSTON, SOUTH BOSTON WATERFRONT, THE WHARF DISTRICT, ETCETERA, THESE ARE KEY PIECES THEY'RE WORKING ON TO MAKE SURE THE CO PILLARS OF ACTIVE TRANSPORTATION

AND MORE TRANSPORTATION MOVE FORWARD THAT WE ENVISION.  
>> MY LAST FINAL QUESTION IS DURING THE CONVERSATIONS COULD WE ALSO INCLUDE WAYS THAT WE CAN REDUCE THE SPEED IN OUR NEIGHBORHOODS WHETHER IT'S IN FOUR POINT.  
WHETHER IT'S SEA PORT THROUGHOUT SOUTH BOSTON.  
YOU KNOW PEOPLE GOING DOWN A STREET OR B STREET.  
WEST BROADWAY GOING AT THAT MILES AN HOUR.  
GOING THROUGH, GOING TO FOUR POINT AREA.  
25 MILES AN HOUR IS TOO FAST.  
CAN WE COME UP WITH A PLAN TO REDUCE THE SPEED.  
I KNOW I HAVE SPOKEN TO ALMOST ALL OF YOU ABOUT IT.  
I AM VERY CONCERNED ABOUT CARS SPEEDING THROUGH THE SEA PORT, FOUR POINT, SOUTH BOSTON.  
OVER 25 MILES AN HOUR.  
PROBABLY 40 MILES AN HOUR.  
IT WOULD BE A COMBINATION OF REDUCING THE SPEED AND A COMBINATION OF ENFORCEMENT.  
I WAS DOWN AT FOUR POINT OVER THE WEEKEND WITH MY WIFE AT CHURCH.  
THERE WAS SOME ELDERLY PEOPLE THERE, THEY WERE NOT ABLE TO CROSS THE STREET BECAUSE THE CARS WERE GOING 40, 50 MILES AN HOUR.  
CAN WE DO SOMETHING ABOUT THE SPEED IN BOSTON?  
>> COUNSELOR, WE HAVE WORKED SO CLOSELY WITH YOUR NEIGHBORHOOD PARTICULARLY ON REDUCING SPEEDS. AS YOU KNOW IT'S A CHALLENGE. WE SEE THIS REALLY AS A THROW-PRONG APPROACH.  
THE FIRST BEING ENGINEERING INTERVENTIONS IN SOME OF WHAT WE HAVE MADE IN SOUTH BOSTON IN REDUCING DISTANCES AND IMPROVING SIGHT LINE AND SPEED TABLES AT SOME OF THE INTERSECTIONS.  
CLEARLY ENFORCEMENT IS A KEY COMPONENT OF A ENGINEERING INTERVENTION.

WE HAVE CLOSELY COORDINATED WITH  
BPD.

WE HAVE INSTALLED SPEED RADAR  
BOARDS FOR MOTORISTS.  
EDUCATION IS A KEY COMPONENT  
HERE.

CLEARLY YOU KNOW FOLKS ARE, ARE  
USING THE ROADWAYS IN WAYS THEY  
REALLY WERE NOT DESIGNED FOR  
WITH NAVIGATIONAL APPS AS WELL  
AS DISTRACTION FROM THAT THE  
APPS PROVIDE.

SO WE DEFINITELY WANT TO WORK  
WITH THE COMMUNITY ON  
IDENTIFYING HOW TO PARTNER WITH  
LAW ENFORCEMENT AGENCIES AND  
ADVOCACY GROUPS TO HIGHLIGHT THE  
IMPERATIVE

STAND DOWN AND SLOWING DOWN.

>> JUST ADD TO THAT, COUNCILLOR.  
A KEY COMPONENT OF THIS TRANSIT  
STUDY EFFORT WILL NOT JUST BE  
SERVICE AND WHERE IT SHOULD GO  
BUT ACCESS TO SERVICE AND SAFETY  
FOR PEDESTRIANS TO ACCESS  
TRANSIT.

THAT FITS IN.

AS I MENTIONED, THERE'S SOME KEY  
AREAS WHERE WE WANT TO DO SOME  
SORT OF TACTICAL INTERVENTIONS  
LIKE THROUGH VISION ZERO.

WE WANT TO LOOK AT THAT AND GET  
THE INTERVENTIONS IN PLACE EVEN  
DURING THE STUDY.

>> THANK YOU.

>> THANK YOU, COUNCILLOR FLYNN.  
COUNCILLOR FLAHERTY?

>> THANK YOU.

IF I CAN TIGHTEN UP THE  
SCHEDULE.

SO IT'S -- IN JANUARY OF 2019,  
THE RFP WILL BE IN THE STREET  
FOR 30, 60, 90 DAYS.

WHAT'S THE PARAMETER?

>> I HOPE WE CAN GET IT OUT  
BEFORE THE END OF THE YEAR.

>> SO END OF DECEMBER 18,  
JANUARY 19?

>> YEAH.

>> AND HOW LONG --

>> 30 TO 45 DAYS.

>> SO SOME TYPE OF ANNOUNCEMENT,  
EARLY MID FEBRUARYISH?

>> YES.

>> AND THE CLOCK WOULD START FOR THE NINTH MONTHS SHORTLY THEREAFTER?

>> RIGHT.

>> BRINGS US UP TO PROBABLY THIS TIME NEXT YEAR?

>> YES.

>> I THINK WE'LL DO EVERYTHING WE CAN TO EXPEDITE THAT TIME FRAME.

>> AND BPD REPS MENTIONED IT WAS ONLY GOING TO FOCUS ON RAPID TRANSIT.

I CAN SEE FROM YOUR PRESENTATION IT'S GOING TO INCLUDE TRACK 61, WHICH WE'RE HUGE SUPPORTERS OF. ONE THING WE HAVE CONCERN ON AND THE CHIEF AND I HAVE HAD DISCUSSIONS ABOUT THIS, WE'RE NOT SOLD OBJECT THIS BUS RAPID TRANSIT IDEA.

CONGRESSMAN LYNCH IS INSISTING, INCLUDING IN THIS -- TAKING AN AERIAL SOLUTION AS PART OF THIS RFP AND I'LL BE SUPPORTING THAT EFFORT AS WELL.

IF THERE'S A TAKE-AWAY FROM HERE, THAT WE WOULD LIKE TO INCLUDE AN RFP, WHOEVER BIDS ON THIS STUDY, WHILE LOOKING AT BUS RAPID TRANSIT AND FOR THE RECORD, TAKING A LANE OF TRAVEL IN EACH DIRECTION IS A NONSTARTER FOR THE SOUTH BOSTON COMMUNITY.

A NONSTARTER.

SO UP LESS YOU WANT TO FIND A WAY TO PUT BUS RAPID TRANSIT IN HERE, GIVENING THE EXTENSIVE WORK GONE DOWN THERE TO DATE, I KNOW WE WILL FIGHT YOU TOOTH AND NAIL ON IT.

OUR CONGRESSMAN IS A BIG SUPPORTER OF TAKING A LOOK AT THE GONDOLA CONCEPT.

IT'S IMPORTANT THAT WE LOOK AT MORE FORWARD THINKING AND MORE INNOVATIVE SOLUTIONS.

SAME OLD SAME OLD IS NOT CUTTING THE MUSTARD.

STREET GRIDS, OUR INFRASTRUCTURE, NOW MAY BE THE TIME TO THINK OUTSIDE THE BOX AND WE WOULD BE INSISTING THAT



THAT BE IN PART OF THE PLAN.

AS WELL AS THE PROPOSED FOCUS  
AREA.

IT'S INCUMBENT ON THE STUDY TO  
LOOK AT DORCHESTER APP THAT RUNS  
BY SOUTH STATION, O COLONY AND  
ALSO STREET.

THOSE ARE THE MAIN CUT-THROUGHS.

A LOT OF THAT TRAFFIC THAT IS --  
I GUESS ONE WOULD ARGUE IT'S NOT  
ORIGINATING THERE.

THEY'RE CUTTING THROUGH THE  
SOUTH BOSTON COMMUNITY, GET DOWN  
TO THE WATERFRONT.

THAT WOULD BE -- WE HAD A  
SIMILAR STUDY WORKING WITH  
MASSPORT AUTHORITY AS WELL AS  
THE MCCABC ABOUT EXPANDING THAT  
FOOTPRINT.

YOU HAVE IT IN HERE, BUT THERE'S  
SOME MAIN THOROUGHFARES THAT  
WE'RE WORKING CLOSELY WITH THE  
COMMISSIONER AND THE CHIEF AND  
PAT OVER THE COURSE OF THE  
SUMMER.

AGAIN, THEY'RE EXTENSIONS OF  
I-93.

PEOPLE COME OFF OF I-93 AND HAUL  
UP L STREET, HAUL UP TO  
DORCHESTER AVENUE, DORCHESTER  
STREET.

I THINK THAT THAT NEEDS TO BE  
INCLUDED IN THE STUDY AREA AS  
WELL.

AND THEN DIVING INTO SORT OF THE  
FUNDS, IF YOU WILL.

I KNOW THERE WAS A TOTAL OF 400  
THAT WAS SET ASIDE.

IN THE -- IN THAT MEMO, A  
NOVEMBER 16, 2017 MEMO FROM THE  
BPDA THAT DISCUSSED -- THAT THEY  
TALKED ABOUT \$400,000 BEING THE  
FUNDS, THE FUNDING SHALL WILL BE  
DETERMINED IN COORDINATION WITH  
THE BPDA AND OTHER  
ORGANIZATIONS.

MAY INCLUDE A CAPACITY STUDY,  
FOLLOWING COMPLETION OF THE  
ABOVE STUDY, FINDING TOWARDS THE  
SILVERLINE SYSTEM IMPROVEMENTS.

THE QUESTION IS THE SILVERLINE  
CAPACITY STUDY BEING CONSIDERED  
AS PART OF THIS SOUTH BOSTON  
STRATEGIC PLAN AND IS THAT

INCLUDED IN THE \$400,000?

>> THAT IS NOT PART OF THIS \$400,000.

THAT'S A PARALLEL EFFORT AS I MENTIONED WITH MBTA AND MASSPORT.

THEY HAVE THEIR OWN FUNDING. WE EXPECT TO WORK VERY CLOSELY WITH THOSE -- THAT ANALYSIS AND THOSE RESULTS AND THOSE RECOMMENDATIONS WILL BE COORDINATED WITH THIS EFFORT.

>> ARE THOSE FUNDS CURRENTLY THERE OR ARE THOSE --

>> THOSE FUNDS, THEY HAVE -- THEY'RE FUNDS SECURED TO THAT EFFORT.

IT'S NOT WITHIN THE 400,000 AND IT'S NOT FROM ANY OF THE OTHER SEAPORT SQUARE MITIGATION. YOU MAY HAVE NOTICED IN THE BOARD MEMO FOR SEAPORTS WHERE THEY ARE ALSO PROVIDING OPERATING SUBSIDIES FOR A TEN-YEAR PERIOD FOR THE SILVERLINE FOR \$250,000 A YEAR FOR A TEN-YEAR PERIOD.

SO THEY'RE ALSO HELPING TO FUND OPERATIONS OF SILVERLINE AND HOPEFULLY ADDITIONAL IMPROVEMENTS TO THE SILVER LINE.

>> AND MATCHING FUNDS ARE ALSO MENTIONED TO ASSIST WITH THE SOUTH BOSTON SEAPORT AND POTENTIAL BUS ROUTES AND BUS RAPID TRANSIT CORRIDORS.

IS THAT COMING OUT OF THE 400,000 OR --

>> YEAH, THOSE TWO BULLET ITEMS WILL BE PART OF THIS EFFORT.

THE REASON WHY WE SAID POTENTIALLY MATCHING FUNDS WOULD BE ADDED TO IT IS WE WEREN'T SURE IF ALL THREE OF THOSE PIECES OF WORK COULD BE FUNDED WITH THE 400,000.

WE'VE BEEN FORTUNATE THAT WITH MASSPORT AND MBTA THAT THEY WERE ABLE TO FIND RESOURCES TO FUND THE SILVERLINE PIECE.

WE'RE CONFIDENT THAT THEY CAN BE A PART OF THIS EFFORT.

>> SOME OF THOSE REPRESENTATIVES ARE HERE.

I DIDN'T KNOW IF IT WOULD BE IN THE FISCAL YEAR 17 TO FUND PART OF THE PLAN.

>> I WOULD HOPE THAT COULD BE AN OPTION, ABSOLUTELY.

AND ONE OF THE OTHER THINGS THAT I DON'T FORGET, I THINK THE STUDY AREA DEFINITELY COULD BE CHANGED AND EXPANDED AS NECESSARY BASED ON YOUR FEEDBACK AND OTHERS FROM THE COMMUNITY ONCE WE GET UP AND RUNNING.

I THINK ABSOLUTELY THE CONNECTION OF DOT AVE TO SUMMER STREET IS SOMETHING THAT WE'VE ALWAYS WANTED AND REALIZE THERE'S GREAT BENEFITS THERE. SOME EARLY PLANNING THOUGHT ABOUT BRINGING BETTER BUS ACCESS VIA THAT CORRIDOR TO GET TO SOUTH STATION.

THAT COULD BE A BIG IMPROVEMENT AND HELP SQUARE SUMMER STREET SPECIFICALLY.

SO THAT WILL ALSO BE PART OF IT AND THE POTENTIAL BENEFITS OF THAT CONNECTION FOR TRANSIT ACCESS WILL ALSO BE PART OF THIS EFFORT.

>> WE SUPPORT THOSE.

AGAIN, WE'RE IN A CRITICAL POINT IN TERMS OF WHO WE NEED ADDITIONAL FUNDING OR ADDITIONAL MATCHING GRANTS, ET CETERA GIVEN THAT WE'RE HEARING FROM COMMERCIAL BROKERS, THERE'S FOLKS IN THE PROCESS OF RENEWING LEASES AND DECIDING TO PULL OUT OF THAT AREA BECAUSE IT'S TOUGH TO GET IN AND OUT OF OR MORE OFTEN THAN NOT, EMPLOYEES -- MORE EMPLOYEES ARE ASKING TO WORK FROM HIM SO THEY'LL BE REQUIRING LESS SQUARE FOOTAGE. IT'S A SERIOUS ISSUE THAT WE NEED TO GET OUR HANDS AROUND. WE ALSO NEED TO TAKE A LOOK AT THE IMPACTS ITS HAVING IN THE BROADER COMMUNITY AS IT'S BEING CUT THROUGH TO GET DOWN THERE IN ADDITION TO MOVING THE FLOW DOWN THERE.

THEY'RE ALL RELATED TO ONE ANOTHER.

WE WOULD LOVE TO OVERSEE THAT  
AND IF WE HAVE TO EXPAND, WE ASK  
FOR THOSE TO PARTNER WITH US AND  
WE NEED TO KNOW THAT IF WE HAVE  
TO SET OTHER FUNDS ASIDE.

WE NEED TO KNOW THAT BEFORE WE  
HEAD INTO THE BUDGET SEASON.  
OBVIOUSLY JUST TRY TO GET A  
COMMITMENT ON MAKING SURE THAT  
AN AERIAL SOLUTION OR OUTSIDE  
THE BOX SOLUTION IS THERE AS  
OPPOSED TO LUMPING IT INTO THE  
BUS RAPID TRANSIT MOVEMENT.  
I KNOW WE HAVE OTHER FOLKS THAT  
WE'LL HEAR FROM AS WELL TODAY TO  
FIND OUT A LITTLE BIT ABOUT WHAT  
THEY'RE DOING.

WE'RE TALKING ABOUT THE  
EXPANSION.

THEY CONTINUE TO EXPAND THEIR  
CRUISE SHIP TERMINAL AND TALK  
ABOUT POTENTIALLY TRYING TO OPEN  
UP THE CYPRESS STREET EXTENSION,  
WHICH WOULD REQUIRE THESE TRUCKS  
TO MAKE A LEFT-HAND TURN ACROSS  
SUMMER STREET.

NOT ON BOARD WITH THAT.

HAS TO BE A BETTER ALTERNATIVE  
FOR THAT.

WE KNOW -- WE TALKED PERSONALLY,  
WE'RE STUCK BUMPER TO BUMPER ALL  
SUMMER AND ENVISION THE TRACTOR  
TRAILERS MAKING THE LEFT-HAND  
TURN ACROSS SUMMER STREET, IT'S  
NO BUENO.

THAT'S A RECIPE FOR DISASTER.

WE NEED TO WORK CLOSELY WITH  
MASS PORT TO IDENTIFY WHAT THE  
SOLUTIONS THOSE ISSUES ARE.

ONCE THE SUPER TANKERS COME IN,  
WE'LL SEE THE TRUCK FLOW DRIBBLE  
OR POSSIBLY QUADRUPLE.

THE PORT IS ACTIVE, THE PORT IS  
ENGAGED.

PEOPLE ARE SHIPPING HERE.

WE'RE PUTTING LOTS OF FOLKS TO  
WORK.

GOOD STUFF.

BUT TO GET THAT FREIGHT IN AND  
OUT AND TO ADDRESS THESE  
CONFLICT POINTS WITH OTHER  
VEHICULAR TRAFFIC, CYCLISTS,  
MORE WORK NEEDS TO BE DONE  
THERE.

IF THERE'S A COLLABORATIVE EFFORT AND A SHARING OF INFORMATION SO WE'RE NOT OPERATING IN SILOS, THE WORK THAT RICK IS DOING WITH THE STAKEHOLDERS DOWN THERE, THE FOLKS AT FOUR POINTS CHANNEL, IT'S A COLLABORATIVE EFFORT. IF WE CAN KEEP THE LINES OF COMMUNICATION OPEN AS WE DO THESE STUDIES.

LASTLY, I GUESS THROUGH THE CHAIR, THE GENTLEMAN, WE TALKED ABOUT IT.

CHIEF, YOU MENTIONED WE WERE AT ONE OF THE NORTHERN AVENUE BRIDGE TASK FORCE MEETINGS. I CHALLENGE THE SURVEY THAT HAD BEEN TAKEN PLACE.

IF YOU'RE IN A VEHICLE AND DOWN NEAR THE FEDERAL COURTHOUSE AND YOU'RE GOING TO EXIT SOUTH BOSTON WATERFRONT AND NATURALLY TAKE THE LEFT BECAUSE YOU CAN'T GO OVER THE NORTHERN AVENUE BRIDGE AS IT'S CONFIGURED, SO MOST FOLKS WOULD TAKE THE LEFT. SO SURVEYING VEHICLES AT THAT JUNCTURE THERE, I SUGGESTED I THINK THE STUDY IS FLAWED.

UNLESS YOU KNOCK ON THE DRIVER'S WINDOW AND ASK WHAT WOULD THEIR PREFERRED ROUTE OF TRAVEL BE, THEY SAY IF THE NORTHERN AVENUE BRIDGE IS OPEN, IT GO OVER THE NORTHERN AVENUE BRIDGE.

THAT'S NOT ALWAYS THE CASE. THE CARS BUMPER TO BUMPER THERE, YOU CAN'T ASSUME THEY'RE GOING OVER THE NORTHERN AVENUE BRIDGE. BECAUSE THE CHUTE IN ORDER TO GO 93 NORTH, YOU HAVE TO GO OVER THE OTHER BRIDGE.

SO UNLESS WE'RE -- WE ARE CLICKING CARS AND EVERYONE THINKS THE CARS ARE ATTRIBUTED TO THE NORTHERN AVENUE BRIDGE, THAT'S -- FROM THE GET-GO, THAT'S A FLAWED STUDY.

YOU HAVE TO KNOCK ON THE DOOR AND ASK THE DRIVER AS TO WHERE IS YOUR FINAL DESTINATION.

SO IF YOUR FINAL DESTINATION IS THE NORTH END OR CHARLESTOWN,

THAT'S A NORTHERN AVENUE BRIDGE  
CAR.

IF YOU'RE GOING TO REDDING OR  
RUBEN OR DANVERS, THAT'S ANOTHER  
CAR.

WHEN YOU GO OVER THE BRIDGE, YOU  
HAVE TO GET ON TO 93 NORTH.

I THROW IT OUT THERE TO THOSE OF  
YOU LISTENING HERE, I'M NOT SURE  
WHAT TYPE OF STUDY WILL GIVE YOU  
AN ACCURATE COUNTING OF VEHICLES  
THAT WOULD CHOOSE THE NORTHERN  
AVENUE BRIDGE OVER CONGRESS  
STREET OR ANOTHER STREET.

SO THROW MY EDITORIAL ON THAT.  
WE HAVE TO FIGURE OUT HOW TO GET  
THAT ANSWER.

ONE FINAL THING IS, IF ANYONE  
HAS A SOLUTION -- SOMEBODY  
MENTIONED BLOCKING THE BOX.

RICHARD'S QUESTION IN THE  
OPENING FROM PUBLIC TESTIMONY.  
I KNOW THERE'S TECHNOLOGY THAT  
MAY BE COMING ONLINE.

HAD ANY OF THAT ADDRESSED THE  
BLOCKING OF THE BOX?

ANY TECHNOLOGY THAT WE COULD USE  
THAT WOULD CURTAIL FOLKS THAT  
BLOCK THE BOX OTHER THAN KNOCK  
ON THE WINDOW AND PULL THE  
VEHICLE OVER AND GIVE THEM A  
CITATION?

WHEN YOU SEE BLOCK THE BOX, IT'S  
A MAJOR ISSUE.

I DON'T KNOW IF THERE'S  
TECHNOLOGY -- I KNOW THERE'S NEW  
TECHNOLOGY COMING ON THAT WE'RE  
GOING TO TRY SOON.

I DON'T KNOW IF IT ADDRESSES  
BLOCK THE BOX.

IF IT DOES, GREAT.

IF IT DOESN'T -- IF YOU KNOW  
SOMETHING, WE SHOULD PROCURE IT.  
IT'S A BIG FACTOR HERE.

>> THE WORK WE'VE DONE, THOSE  
THINGS THAT WE HAVE THE CURRENT  
AUTHORITY TO DO.

THAT REALLY IS ABOUT SIGNAGE AND  
STRIPING AS WELL AS STATIONING  
OFFICERS FOR DETERRENCE.

SOME TECHNOLOGY ARE NOT ALLOWED  
BY THE STATE WHETHER IT'S FOR  
BLOCKING THE BOX OR OTHER  
ENFORCEMENT ISSUES.

>> COUNCIL, THANKS FOR YOUR COMMENTS.

ONE WAY ON THE NORTHERN AVENUE BRIDGE PIECE THAT YOU MENTIONED AND TRYING TO DETERMINE THE VOLUME THAT WE WOULD USE IF IT WAS OPEN.

IF YOU COUNT THE RIGHT TURNS AT MOKLEY AND ATLANTIC AVENUE, THOSE THAT DON'T ACCESS THE TUNNEL BECAUSE THERE'S NO OTHER WAY TO GO.

SO THAT NUMBER OF VEHICLES TURNING RIGHT ON ATLANTIC FROM MOKLEY, YOU COULD SURVIVE THE NOBODY THAT WOULD USE NORTHERN AVENUE EXTRACTING WHAT WAS COMING FROM SEAPORT BOULEVARD.

>> COUNT THEM AT THE HOOK LOBSTER SITE --

>> IF YOU COME TO THE RIGHT, WHICH WE HAVE DATA FOR, THE RIGHT TURNS AT MOKLEY AND ATLANTIC AND NOT GOING INTO THE TUNNEL AND SEPARATING OUT, YOU CAN DETERMINE THE VOLUME IN GENERAL FASHION THAT -- ALREADY ON NORTHERN AVENUE, 100 NORTHERN AVENUE OR WHEREVER, PIER 4, THAT NUMBER POTENTIALLY WOULD USE A WESTBOUND BARREL OF NORTHERN AVENUE BRIDGE.

>> BE MORE ACCURATE THAN IF YOU WERE COUNTING ON THE OTHER SIDE OF THE BRIDGE.

>> IT'S NOT AN EXIT SCIENCE.

>> GAVE YOU A FAIRER REPRESENTATION.

>> RIGHT.

IF YOU'RE TURNING RIGHT ON ATLANTIC AND NOT ACCESSING THE TUNNEL, FAIR TO SAY THEY MIGHT HAVE GONE OVER THE BRIDGE.

LOCAL TRAFFIC.

NOT NECESSARILY INTERSTATE TRAFFIC THAT COULD BE LOCAL, REGIONAL.

SO THERE'S SOME MERIT TO THAT. THE DEBATE CONTINUES.

>> SOME MAY ABANDON AND GO UP SLEEPER STREET TO CONGRESS STREAK.

SNAKE AROUND.

MORE OF A BEACON HILL, WEST END

TRAVELER MAYBE INSTEAD OF TOING  
OVER AND SNAKING THAT WAY.  
>> TO THE COMMISSIONER'S POINT  
ABOUT THE APPs.  
YOU KNOW, THE GPS, WAZE, THAT  
CAN BE A FACTOR.  
WHO USES THE CONNECTION OVER THE  
CHANNEL.  
>> TRUE.  
>> THANK YOU, COUNCILLOR  
FLAHERTY.  
COUNCILLOR ESSAIBI-GEORGE?  
>> THANK YOU.  
A COUPLE QUICK QUESTIONS.  
DO WE KNOW THE CURRENT  
UTILIZATION OF THE TNCs?  
>> IN THE SOUTH BOSTON WATER  
PORT OR --  
>> IN GENERAL I'M CURIOUS.  
>> IN GENERAL, AT LEAST IN 2017,  
IT WAS ROUGHLY 96,000 TRIPS FROM  
BOSTON EVERY DAY.  
34 MILLION IN TOTAL OVER THE  
COURSE OF THE CALENDAR YEAR.  
WE DON'T HAVE WITH US RIGHT NOW  
THE SPECIFICS, HOW MANY  
ORIGINATED IN SOUTH BOSTON  
WATERFRONT AREA.  
I THINK THAT -- IT'S A HUGE  
FOCUS HOW YOU HAVE PICKUPS AND  
DROP OFFS, WHETHER IT'S TAXI,  
TNC OR ANYTHING THAT WORKS  
EFFECTIVELY.  
>> DO WE HAVE AN IDEA OF THE  
UTILIZATION OF THE BUSS IN  
PARTICULAR, ESPECIALLY ON THE  
WATERFRONT?  
ARE THEY FULL CAPACITY, 25%  
FULL, 15, 75?  
>> NUMBER 4 AS WELL AS --  
THERE'S DATA ON THE SHUTTLE  
SERVICES PROVIDED AS WELL.  
THE SHUTTLES ARE VERY  
WELL-UTILIZED.  
>> WE HAVE AVAILABLE CAPACITY.  
THE NUMBER 7 --  
>> BTA BUSS?  
>> YES.  
>> WHAT ABOUT THE PRIVATE  
SHUTTLES THAT OPERATE IN THE  
SEAPORT?  
>> AS FAR AS AVAILABLE CAPACITY?  
I THINK WE'LL WANT TO FIGURE OUT  
HOW MUCH CAPACITY WE CAN GET OUT



OF THOSE AND WHAT IS REMAINING.  
YEAH, THAT WILL BE PART OF THIS  
EFFORT TO FIGURE OUT HOW TO MAKE  
THEM MORE EFFICIENT.

>> WHAT IS THE FEE THEY PAY TO  
USE OUR ROADS?

ON THE SHUTTLES IN PARTICULAR,  
THE VANS.

>> OBVIOUSLY THROUGH MASS  
TRANSIT, WHICH IS A BROAD  
CATEGORY, WHICH INCLUDES  
SHUTTLES AND MBTA, THERE'S NOT  
A SPECIFIC USER FEE FOR THE USE  
OF THE ROAD FOR EITHER OF THOSE  
CATEGORIES.

>> I'M CURIOUS ABOUT A REVENUE  
OPPORTUNITY.

BUT MY SECOND QUESTION IS,  
RELATIVE TO THE TNC, WHY WE  
CAN'T ASK THEM TO UTILIZE  
AVAILABLE SEATS ONCE THEIR  
EMPLOYEES OR WHOEVER IS USING  
THEM TO OCCUPY THE EXTRA SEATS.  
YOU KNOW, IF THEY'RE NOT FULL  
UTILIZATION, ESPECIALLY IN THE  
OFF PEAK HOURS, THEY'RE STILL  
OPERATING, IDLING, STILL USING  
INFRASTRUCTURE, COULD THEY ALSO  
TAKE OUR RESIDENTS AND VISITORS  
FROM POINT A TO POINT B?

>> JUST DIFFERENTIATE FROM UBER  
OR LYFTS --

>> THE SHUTTLES.

>> AS JIM REFERENCED, THERE'S AN  
OPPORTUNITY TO THINK ABOUT HOW  
THE SHUTTLE SYSTEM WHICH IS --  
WE MOVE LOTS AND LOTS OF PEOPLE  
BY HIGHER CAPACITY VEHICLE THAN  
DRIVING ALONE, HOW WE CAN MAKE  
THAT SYSTEM WORK BEST FOR  
EVERYBODY.

>> THERE'S A LOT OF THOSE  
SHUTTLES DOWN THERE.

>> TO YOUR POINT ABOUT THE  
SHUTTLES AND THE CAPACITY.  
THE CONSOLIDATED SHUTTLE AND  
MAYBE PAT CAN CORRECTED ME,  
THEY'RE SERVING 4,000 PEOPLE A  
DAY, MAYBE 5,000 PEOPLE ON THE  
CONSOLIDATED SHUTTLE.  
WE WOULD LIKE MORE COMPANIES TO  
PARTICIPATE TO REDUCE THE NUMBER  
ON THE ROADS.  
BUT THAT'S 4,000 LESS SINGLE

OCCUPANCY VEHICLES --

>> I DON'T DISAGREE THERE'S A VALUE.

BUT IF THERE'S AN OPEN SEAT, I'D LIKE TO SEE IF THERE'S WAYS WE CAN ACCESS THEM FOR RESIDENTS, VISITORS OR EMPLOYEES THAT DON'T HAVE DIRECT ACCESS TO THE SHUTTLES --

>> EXCELLENT POINT.

>> MY OTHER QUESTION IS, ON SOME OF THE RECOMMENDATIONS THAT WE WANT TO MAKE TO THE MBTA, WHO ARE YOU WORKING WITH TO DELIVER THE RECOMMENDATIONS?

ESPECIALLY MY COLLEAGUES IN SOUTH BOSTON, THERE'S BEEN RECOMMENDATIONS AS LONG AS I'VE BEEN ALIVE ON IMPROVEMENTS THAT WE'VE NEVER SEEN THE LIGHT OF DAY.

>> THERE'S TWO VERY SIGNIFICANT MBTA PLANNING PROCESSES. ONE IS CALLED FOCUS 40 WHICH LOOKS AT THE OVERALL SYSTEM, THE SUBWAY BUS, COMMUTER RAIL. THE FOCUS 40 DRAFT RECOMMENDATIONS ARE OUT RIGHT NOW.

WE'VE BEEN VERY ACTIVE IN GIVING FEEDBACK ON THAT AND ENCOVERAGE EVERYBODY TO DO THAT.

THERE'S A COMPUTER RAIL SYSTEM THAT HAS IMPACTS ON THE AREA THAT IS ANOTHER PLANNING EFFORT THAT WE'VE BEEN ENGAGED IN AND GIVING FEEDBACK ON.

CAN MAKE A BIGGER DIFFERENCE FOR THIS AREA AND FOR THE REGION AS A WHOLE.

>> TO ADD TO THAT, COUNCILLOR, MBTA HAS THE BETTER BUS PROJECT AND TAKING A LOOK AT THE ENTIRE BUS NETWORK AND MAKING RECOMMENDATIONS FOR IMPROVEMENTS TO THE EXISTING NETWORK.

WE'VE BEEN WORKING AT A STAFF LEVEL ON A REGULAR BASIS FOR THE MBTA PLANNING FOLKS LEADING THAT EFFORT AND THEY'RE GOING TO WORK WITH US VERY CLOSELY ON THIS EFFORT.

WE THINK THESE RECOMMENDATIONS WILL HELP INFORM AND REINFORCE

THE RECOMMENDATIONS THAT ARE GOING TO COME OUT OF THE BETTER BUS PROJECT.

>> AND LEVERAGE THE \$3 MILLION FOR THE BENEFIT OF THEM RIDING OUR STREETS.

THOSE THAT DON'T UNDERSTAND -- THAT'S IT FOR ME.

THANK YOU.

>> THANK YOU.

COUNCILLOR ESSAIBI-GEORGE.

SO JUST TO FOLLOW UP ON A COUPLE OF THOSE THINGS.

REALLY GREAT QUESTIONS OF MY COLLEAGUES.

ON THE PRIVATE SHUTTLES, THIS IS I THINK THE NEXT PERSON WILL ANSWER THIS AS WELL, BUT THE CITY HAS A LICENSE WHICH THIS COMMITTEE OVERSEES -- I WAS TRYING TO PULL UP THE LANGUAGE. NO PERSON OR CORPORATION IN THE CITY OF BOSTON OPERATE ANY MOTOR VEHICLE ON ANY PUBLIC WAY FOR THE CARRIAGE OF PASSENGERS FOR HIRE SIMILAR TO A RAILWAY COMPANY, ET CETERA, WITHOUT OBTAINING A LICENSE FROM THE CITY COUNCIL.

THAT'S THE ABILITY FOR THE CITY TO FREEZE OR AT LEAST -- EACH LICENSE MUST INCLUDE THE NUMBER OF PASSENGERS THEY INTEND TO CAREY AND THE SCHEDULES AND THE ROUTE SO IT'S NOT REDUPLICATING TRANSIT AND NOT CAUSING PUBLIC SAFETY ISSUES.

SO I DON'T -- MY UNDERSTANDING IS NONE OF THE PRIVATE SHUTTLES IN THIS SEAPORT AIR HAVE LICENSES.

I COULD BE WRONG.

WE'LL HAVE TO FOLLOW UP ON THAT.

JUST TO OFFER THAT THIS COMMITTEE SHOULD HAVE SOME OVERSIGHT OR AT LEAST ROLE IN THINKING ABOUT THOSE CONVERSATIONS.

I ALSO WANT TO CONNECT IT BACK TO THE QUESTION THAT TONY HAD BROUGHT UP EARLIER.

WHAT IS DEFINED AS TRANSIT AND WHETHER IT'S NORTHERN AVENUE BRIDGE CONVERSATION OR THIS

LARGER STUDY.

HOW IS THE CITY THINKING ABOUT PRIVATE SHUTTLES VERSUS MASS TRANSIT.

I'VE HEARD THEM LUMP TOGETHER IN STATEMENT AFTER STATEMENT. HOW ARE YOU THINKING ABOUT THAT DISTINCTION WITH PRIORITY AND USE OF THE ROADS?

>> THANK YOU, COUNCILLOR.

YOUR LAST POINT, THE PRIORITY OF THIS FOCUS WILL BE ON PUBLIC TRANSIT.

WE PROBABLY WILL GET INTO HOW TO BETTER ROUTE AND MANAGE SHUTTLES.

THAT'S PART OF THOSE RECOMMENDATIONS.

FIRST AND FOREMOST, THE FOCUS IS ON PUBLICLY ACCESSIBLE TRANSIT SERVICES.

>> DO YOU INTEND TO HAVE THE BUS -- ANY DEDICATED LANES OR BRT IMPROVEMENTS AVAILABLE TO NOT JUST THE MBTA BUSES BUT THE SHUTTLES?

>> I THINK WE NEED TO SEE WHETHER OR NOT FROM A CAPACITY STANDPOINT THAT THAT WOULD MAKE SINCE IF WE DO WITH THIS EFFORT, YOU KNOW, THINK ABOUT SOME POTENTIAL BUS PRIORITY INTERVENTIONS, I THINK THEY'RE THINGS WE NEED TO DISCUSS AND DETERMINE IF THERE'S EXTRA CAPACITY FOR THEM AS WELL AND MAKES SENSE AND HELPS AND IMPROVE OVERALL TRAFFIC, WE CAN CONSIDER THAT.

WE HAVEN'T REALLY MADE THAT DECISION YET.

>> I THINK THAT EXTRA CAPACITY SHOULD -- THE AVAILABILITY GIVEN YOUR CONSIDERATION SHOULD ONLY COME WITH SOME COMMITMENTS TO REALLY BE FUNCTION MORE LIKE MASS TRANSIT.

WHETHER IT'S OPENING IT UP, ANY EXTRA SEATS ARE AUTOMATICALLY OPENED TO THE PUBLIC.

I HEAR FROM RESIDENTS THAT IS HAPPENING AND NO ONE IS ASKING FOR YOU EMPLOYEE I.D. UPON WHEN YOU BOARD AND ALL THE RESIDENTS

KNOW WHAT THE ROUTES ARE OF WHICH SHUTTLES.

TO FORMALIZE THAT SO PEOPLE NOT IN THE KNOW OR VISITORS TO THE AREA, HAVE THAT AVAILABLE AND SUBJECT THEM TO THE SAME SIGNAGE REQUIREMENTS, THE SAME OTHER COMMITMENTS THAT MASS TRANSIT HAS.

TO ALLOW THE BENEFIT TO THE CORPORATIONS AND THE BUSINESSES IS GREAT BECAUSE THERE'S SO MANY EMPLOYEES AND CERTAINLY SUCH AN ECONOMIC HUB OF THE CITY THERE. BUT THERE'S ROOM TO PUSH IT EVEN FURTHER IN TERMS OF ACCESS. SO THAT WOULD BE A STRONG, STRONG DEMAND COMING FROM THIS COMMITTEE.

AND I'LL TALK TO THE NEXT PANEL ABOUT THAT AS WELL.

I THINK, JIM, YOU WERE THE ONE THAT MENTIONED THAT STUDY AREA COULD BE CHANGED AS YOU GO THROUGH THE GEOGRAPHIC AREA. CAN YOU EXPLAIN ABOUT WHAT THAT MEANS?

COUNCILLOR FLAHERTY WALKED US THROUGH THE JANUARY TO FEBRUARY TO POTENTIALLY NOVEMBER-DECEMBER TIMELINE.

AT WHAT POINT WILL THE GEOGRAPHIC BOUNDARIES BE LOCKED DOWN WITHIN THAT?

>> I THINK WE WANT TO WORK WITH THE COMMUNITY AND CONFIRM WHAT OUR FOCUS AREA WILL BE. SO I THINK THAT WILL HAPPEN EARLY ON.

OBVIOUSLY WE NEED TO GET STARTED FOCUSING ON OUR WORK.

BUT I THINK IT'S MORE THAN JUST KIND OF THE STUDY AREA.

IT'S CONNECTIONS OUTSIDE OBVIOUSLY THAT ARE WAY MORE -- EXTREMELY IMPORTANT TO ADDRESS. SO THOSE CONNECTIONS AND IMPROVING THOSE CONNECTIONS ARE OBVIOUSLY PARAMOUNT.

I THINK THE INTENT IS A STUDY AREA -- I DON'T KNOW WHO WILL LOCK IT DOWN.

SAY THESE ARE THE AREAS THAT WE LOOK TO MAYBE ADJUST ROUTINGS,

LOOK TO WAYS TO IMPROVE OPERATIONS FOR TRANSIT BUT THE FIRST PART IS AN OPEN-ENDED, WE'RE NOT SURE AREA WHAT AREA WE'RE TALKING ABOUT AND ONCE WE DEFINE THAT, WE ZOOM IN AND DO LIKELIHOOD OF BRT OR AERIAL OR ANYTHING ELSE.

I JUST WANT A LITTLE MORE DETAIL AND SORT OF WHAT PERCENTAGE OF THE TIME WILL BE -- CALL IT PHASE ONE OF DEFINING THE STUDY AND PHASE TWO, THE ACTUAL STUDY STUDY WITHIN THE NINE MONTHS OR FEBRUARY TO SPRING.

HOW DOES THAT BREAK DOWN?

>> I'M HOPING WE CAN GET CLARITY IN THE FIRST MONTH OF KICKING OFF THE STUDY ON THE FOCUS AREA AND WHERE ARE THE MAJOR CONNECTIONS TO SOLVE FOR.

I THINK IT WILL COME -- NEEDS TO COME VERY QUICKLY TO YOUR POINT IN ORDER TO GET DOWN INTO THE WEEDS ON STARTING TO DEVELOP RECOMMENDATIONS AND IMPROVEMENT IDEAS.

I'M HOPEFUL THAT THAT CAN HAPPEN WITHIN THE FIRST MONTH, I GUESS, OF THE EFFORT.

JUST CONFIRMING.

COUNCILLOR FLAHERTY BRINGS UP OTHER AREAS BEYOND SORT OF THIS HARDLINE HERE.

I THINK WE SHOULD HOPEFULLY DETERMINE THAT QUICKLY. OBVIOUSLY NEEDS TO BE DONE QUICKLY SO THAT WE CAN FOCUS ON WHAT WE WANT TO MAKE RECOMMENDATIONS FOR.

>> SO I ASK IF THERE WOULD BE -- IF AT LEAST WHEN THE STUDY IS -- EVEN IF IT'S AT THE LATEST WHEN THE CONSULTING WAS CHOSEN AND KICK IT OFF, IF THERE CAN BE CLARITY ABOUT THE END POINT OF PHASE ONE, SO I ANTICIPATE THE COMMUNITY NOT UNDERSTANDING THAT OR RIGHTLY SO BEING CONFUSED ABOUT THE FACT THAT IF THEY WANT TO WEIGH-IN ON THIS PART, THEY NEED TO GET TO THE FIRST MEETING IN THE FIRST MONTH OTHERWISE THERE'S NO OPPORTUNITY AND IT

WILL BE ZOOMED IN.  
IT WOULD APPEAR THAT WE'RE  
CONDUCTING THIS MULTI-MONTH  
PROCESS AND YOU CAN WEIGH-IN ANY  
TIME.  
IF WE KNOW YOUR FEEDBACK WILL BE  
IMPLEMENTED IN MONTH ONE, COME  
TO THE FIRST MEETING, THAT  
SHOULD BE CLEAR FOR NEIGHBORHOOD  
LEADERS TO TELL EVERYONE ELSE.

>> THANK YOU.

>> AND THEN IN TERMS OF PHASE  
TWO OF THAT STUDY, I'M  
PARTICULAR LIQUEUR USE ABOUT THE  
BRT ANALYSIS.

WHAT LEVEL OF DETAIL ARE YOU  
INTENDING FOR THE RESULT TO  
ENCAPSULATE?

WILL IT BE WE SUGGEST THESE  
ROUTES AND HERE'S HOW WE DEAL  
WITH ANY CONCERNS ABOUT TRAFFIC  
AND MAKING CONGESTION WORK OR  
REMOVING PARKING, ET CETERA OR  
IS IT A FAIRLY GENERAL --

>> DEFINITELY THE FORMER.

WE'VE HAD A LOT OF THE GENERAL  
HERE'S A GREAT IDEA OF  
CONNECTING VIA CONGRESS STREET  
TO NORTH STATION, BE SOME  
BRT-TYPE OF INTERVENTION.

WE WANT TO SEE WHAT HAPPENS IF  
YOU TRY TO DESIGN THOSE  
INTERVENTIONS AND ANALYZE WITH  
TRAFFIC MODELLING TO SEE IF YOU  
WANT TO PUT A Q JUMP IN FOR A  
BUS, HOW DOES THAT IMPACTED  
TRAFFIC.

MAYBE IT BENEFITS IT.

THAT'S THE TYPE OF WORK WE WANT  
TO GET INTO THE WEEDS ON AND BE  
SPECIFIC ABOUT CHOOSING  
CORRIDORS, STRETCHES OF ROADS  
WHERE WE THINK THESE TRANSIT  
IMPROVEMENTS MAKE SENSE AND  
MAKING SURE THAT WE'RE -- WE'RE  
NOT CREATING OBVIOUSLY FURTHER  
TRAFFIC CONGESTION.

SO THAT WILL BE THE CORE OF OUR  
WORK.

>> AND THAT BY THE END OF THE --  
WITH THE RECOMMENDATIONS IN  
HAND, IT WOULD REALLY JUST BE  
IMPLEMENTATION AND POLICY SIGN  
OFF?

>> CORRECT.  
WE'RE HOPING TO GET ALL SORTS OF  
CONCEPTUAL COSTS FOR THE PACKAGE  
OF IMPROVEMENTS.  
TRYING TO BE REALISTIC ON THE  
TIMING OF THEM.  
WHICH ONES CAN HAPPEN SOONER.  
I'M HOPING THAT WE FIND SOME  
IMMEDIATE INTERVENTIONS WHEN IT  
COMES TO THINGS LIKE SAFETY AND  
ACCESS TO TRANSIT.  
MAYBE THOSE LEAD INTO SORT OF  
MORE, YOU KNOW, HARDER  
CONSTRUCTION, ESPECIALLY WHEN  
SUMMER STREET GETS CONSTRUCTED.  
THOSE SORTS OF THINGS WILL HELP  
THE SUMMER STREET PHASE.  
WE DO HAVE -- WE'VE DONE DESIGN  
WORK ON CONGRESS STREET.  
WE'VE LOOKED AT THAT.  
IT'S KIND OF OLD DESIGN, I WOULD  
SAY.  
DONE AWHILE AGO.  
WE NEED TO RE-VISIT THAT.  
FIGURE OUT CONGRESS STREET.  
SORT OF THE MAIN CORRIDORS WE'LL  
LOOK AT, CONCEPTUAL  
IMPROVEMENTS, DESIGN  
IMPROVEMENTS AS THEY RELATE TO  
TRANSIT AND ACCESS TO TRANSIT,  
THOSE SORTS OF ELEMENTS.  
>> YOU SAID THIS WILL DOVETAIL  
WITH THE SILVER LINE CAPACITY  
STUDY.  
WHAT IS THE TIME LINE ON THAT?  
WHEN IS THAT SET TO CONCLUDE?  
>> I KNOW IT'S -- THEY'VE  
STARTED TO DO THE BACKGROUND  
ANALYSIS WITH THAT.  
I'M NOT SURE OF THE -- IF YOU  
HAVE DETERMINED HOW LONG THAT  
WILL TAKE OR -- AS FAR AS  
THOSE -- NOT TO PUT YOU ON THE  
SPOT.  
>> SO FOR FOLKS WATCHING, THE  
RESPONSE WAS THREE MONTHS AND  
DONE IMMEDIATE.  
SO IN TIME TO BE INCORPORATED  
TO --  
>> ABSOLUTELY.  
THAT WAS THE IDEA I WAS TRYING  
TO ARTICULATE.  
THAT'S A VERY TECHNICAL PIECE  
LOOKING AT HOW DO WE MAXIMIZE



THE SILVER LINE OPERATIONS.  
THAT WILL BE IN OUR BIGGER  
INVESTIGATION FOR TRANSIT  
IMPROVEMENTS, WILL BE FED INTO  
THIS AND COORDINATED WITH THIS  
EFFORT.

>> FINALLY FOR ME, WHAT IS THE  
TRANSPORTATION PLANNING CAPACITY  
IN HOUSE FOR THE CITY AND THE  
BRA?

>> YOU KNOW, WE RELY ON MULTIPLE  
AGENCIES, BPDA PLANNING.

>> HOW MANY ARE TRANSPORTATION  
FOCUSSED?

>> THERE'S FOUR NOW.

WE HAVE TAD REED FROM  
INFRASTRUCTURE PLANNING.

I WORK WITH HIM.

AND THEN I HAVE TWO ADDITIONAL  
STAFF THAT ARE TRANSPORTATION  
PLANNERS.

MATT WHO IS BACK THERE AND NICK  
SCHMIDT WHO WE JUST HIRED.

SO RIGHT NOW THERE'S FOUR OF US  
THAT WORK ON TRANSPORTATION  
PLANNING.

BUT THEN OBVIOUSLY BPD PLANNING  
HAS ROBUST STAFF, ALWAYS HAS.  
I'VE BEEN WORKING THERE 14  
YEARS.

AT ONE POINT IT WAS JUST ME.

SO I THINK THE ABILITY TO ADD  
STAFF HAS HELPED THE CITY AS A  
WHOLE AND WE WORK DAILY WITH BPD  
PLANNING AND THE STAFF.

THEY'RE GROWING AS WELL.

>> CHIEF, CAN YOU OUTLINE --

THERE'S POSTED POSITIONS NOW.

AT WHAT POINT WILL THERE BE X  
NUMBER OF PEOPLE FOR  
TRANSPORTATION PLANNING?

>> WE'RE HIRING A TEAM RIGHT  
NOW.

INTERVIEWS ARE GOING.

WE'RE NEARING THE COMPLETION OF  
THE FIRST PHASE.

WE ANTICIPATE HAVING SOME STAFF  
ON BOARD BY THE END OF THE YEAR.

PAT IS OUR SENIOR PLANNER TO  
THIS REGION AND WE'LL WORK WITH  
WITH THE BPDA SENIOR STAFF.

>> IS THERE ANYONE RIGHT NOW ON  
TRANSPORTATION PLANNING?

>> TRANSIT PLANNING?

>> YES.

I'M NOT SURE WHAT THE DIFFERENCE IS.

>> GUPTA DOES HAVE A SERIES OF TRANSPORTATION PLANNERS THAT ARE DEDICATED TO ALL THINGS RELATED TO TRANSPORTATION, SPECIFICALLY AS RELATES TO TRANSIT.

WE'VE HAD FOLKS ON THE BETTER BUS WORKING GROUP AND GUPTA HAS TAKEN THE LEAD ON THAT.

PAT HAS ALSO TAKEN THE LEAD ON THE ROSENDALE BUS LANE AND WASHINGTON STREET AND WILL OVERSEE AND COORDINATE WITH OUR NEW TRANSIT PLANNER.

THERE WILL BE OPERATIONAL STAFF THAT WILL BE DEDICATED TO BPD. AS YOU KNOW, TO IMPLEMENT THESE THINGS AS WELL AS ENGINEERING STAFF THAT CAN CONSULT WITH THE ENGINEERING SIDE OF THE HOUSE TO DESIGN TRANSPORTATION AND TRANSIT IMPROVEMENTS.

>> SO I FEEL LIKE THIS IS A KINDERGARTEN QUESTION WITH EXPERTS.

SO WHAT ABOUT BIKES AND MULTIMODAL AS WELL?

TRANSPORTATION PLANNING, YOU MEAN JUST STREETS, SIGNALS OR WHAT IS THE DISTINCTION?

>> SORT OF ALL THINGS RELATED TO TRANSPORTATION IS BASICALLY OUR MISSION.

THE ACTIVE TRANSPORTATION DIVISION THERE'S PLANNERS THAT ARE DEDICATED TO A SORT OF MICROMOBILITY.

WE'RE IN THE PROCESS OF HIRING STAFF FOR THAT AS WELL THAT WILL WORK ON TNCs AND BETTER CURB MANAGEMENT.

ALL OF THOSE THINGS ARE ACROSS POLLENIZATION AND CROSS FUNCTION AND SEE HOW WE WORK BETTER WITH THE MBTA AND OTHER PARTNER AGENCIES.

>> FOR EXAMPLE, BY LET'S SAY APRIL 2019, HOW MANY PEOPLE IN BTD WILL BE -- ARE PLANNERS THAT ARE WORKING ON EITHER MBTA RELATED THINGS, BICYCLE ROUTES AND INFRASTRUCTURE OR

SIGNALIZATION?

>> PROBABLY GET YOU A BETTER ORGANIZATIONAL CHART AS RELATES TO SPECIFIC FUNCTIONS. GET YOU SOME CLARITY AND EXACTLY WHAT PERSONNEL RESOURCES WILL BE DEDICATED TO DIFFERENT MOBILITY FUNCTIONS AS WELL AS ON THE OPERATIONAL AND ENGINEERING SIDE SO WE CAN IMPLEMENT WHAT WE IDENTIFY AS THE IMPORTANT TRANSIT AND MOBILITY IMPROVEMENTS.

>> OKAY.

THAT WOULD BE VERY HELPFUL. I'M NOT TRYING TO BELABOR A POINT.

I'M TRYING TO GET MY MIND AROUND THIS IS A NEED ACROSS THE CITY IN EVERY NEIGHBORHOOD. ARE WE INTENDING TO GROW THE NUMBERS OR WILL IT ALWAYS BE RFP, LOOK FOR FUNDING TO FUND A CONSULTANT, MORE TIME LINES, ET CETERA OR WHEN CAN WE DEVELOP THIS IN HOUSE?

>> OUR POLICY AND PLANNING TEAM, THERE'S FIVE PLANNERS THAT TAKE A GEOGRAPHIC FOCUS.

THERE'S GROUPS WE'RE BUILDING OUT TO DO MUCH OF WHAT YOU'RE SAYING TO GO FASTER ON TRANSIT, THE TRANSIT TEAMS WE'RE ADDING TO FOLKS, PLANNERS AND PLANNER ENGINEERS FOCUSED ON TRANSIT. TWO ADDITIONAL FOLKS ADDING TO STEPHANIE'S TEAM, WHICH IS NOT INCLUDED IN THE FIVE.

THIS IS GETTING MORE COMPLEX. TWO DIFFERENT FOLKS ON THE ZERO SIDE AND TWO FOLKS ON THE PDM AND NEW MOBILITY SIDE.

SO IN MANY WAYS WE'RE DOUBLING OUR CAPACITY OVER THE COURSE OF -- ON THE PLANNING SIDE ALONE TO GO FASTER THIS PARTICULAR AREA.

AGAIN, AS YOU SAID, MAYOR RECOGNIZES THERE'S A NEED TO DO FASTER AND DO THE WORK THAT WE WANT DONE.

SO YOUR COLLECTIVE SUPPORT OF RAISING THE PARKING FINES SUPPORTS OUR ABILITY TO EXPAND.

>> AND ADVOCACY FOR PERMITS  
AND -- AND JIM, YOU'RE FOR?  
IS THAT PROJECTING TO GROW IN  
THE NEAR TERM?

>> NO I'VE BEEN FORTUNATE TO  
DOUBLE OUR STAFF IN THE PAST  
YEAR.

YEAR PLUS, I SHOULD SAY.  
WE WORK DAILY, HOURLY ON  
PLANNING.

I THINK IT'S GREAT.  
WE'RE A VERY COLLABORATIVE TEAM  
WITH BPD PLANNING AND THE REST  
OF ENGINEERING.

>> COUNCILLOR, WE'VE NEVER HAD A  
DEDICATED TRANSIT PLANNER.  
IT'S BEEN A SHARED  
RESPONSIBILITY.

HAVING TWO TRANSIT PLANNERS  
DEDICATED TO TRANSIT FULL TIME  
WILL MAKE A HUGE DIFFERENCE AND  
EXPAND OUR CAPACITY TO DO MORE.

>> THIS IS BASICALLY -- WE'RE  
KEEPING THINGS ON SCHEDULE IN  
TERMS OF RECRUITMENT AND HIRING.  
JULY 1 WHEN POSITIONS WERE  
FORMALIZED AND APPROVED IN OUR  
BUDGET, A INDIVIDUAL ON THE  
PUBLIC WORKS SIDE HAD BEEN  
ASSIGNED TO CRAFTING THE JOB  
DESCRIPTIONS AND WORKING THROUGH  
THE ADMINISTRATIVE PROCESS TO  
HAVE POSITIONS POSTED.

SO BRING ON BOARD ROUGHLY 20  
PEOPLE HAS BEEN A TASK THAT HAS  
BEEN A WHOLE TEAM WITHIN THE BPD  
AND PUBLIC WORKS AND THE STREETS  
CABINET.

THAT HAS BEEN DEDICATED TO THIS.

>> AND YOU THINK BY FEBRUARYISH  
OR --

>> WE ANTICIPATE A FAIR NUMBER  
OF -- YEAH.

A GREAT RESPONSE.  
POSTINGS ARE UP THERE.

>> OKAY.

WE'LL EXPECT A LIST OF THEIR  
PHONE NUMBERS.

DO MY COLLEAGUES HAVE QUESTIONS?  
COUNCILLOR FLYNN.

>> THANK YOU, COUNCILLOR.  
I HAD ONE COMMENT FOR THE SOUTH  
BOSTON WATERFRONT AND FORD  
POINT.

ARE WE ALSO THINKING ABOUT A  
COMPREHENSIVE EVACUATION PLAN IF  
THERE WAS SOME TYPE OF EMERGENCY  
THERE FACTORING IN GRIDLOCK OR  
THE TRAFFIC AND HAVING SAID  
THAT, MY LONG-TERM PLAN THAT I'D  
LOVE TO SEE A FIREHOUSE OR A  
POLICE STATION IN THAT AREA?

I THINK IT'S VERY IMPORTANT TO  
START THINKING ABOUT THIS NOW.  
ANY THOUGHTS ABOUT THAT OR --

>> SO THE CITY'S OFFICE OF  
EMERGENCY MANAGEMENT TO  
COORDINATE THAT GLOBALLY AT  
REGULAR INTERVALS ABOUT THE  
TRANSPORTATION DEPARTMENT AND  
BOSTON POLICE DEPARTMENT,  
EVACUATION ROUTES FOR THE CITY  
OF BOSTON.

THERE'S REGULAR COORDINATION ON  
THAT.

>> THE REASON I BROUGHT THAT UP,  
I SERVE 25 YEARS IN THE NAVY.  
I WORKED ON SOME OF THOSE  
ISSUES.

IT'S ALSO IMPORTANT FOR US TO  
COMMUNICATE WITH THE RESIDENTS  
IN THE IMPACTED AREAS ABOUT WHAT  
THEIR RESPONSIBILITIES ARE, IF  
THERE WAS SOME TYPE OF AN  
EVACUATION AS WELL.

WHAT SHOULD THEY EXPECT?  
HOW DO WE COMMUNICATE WITH THEM?  
JUST QUESTIONS THAT WE ALWAYS  
NEED TO KEEP ASKING, KEEP  
UPDATING OUR PLAN AND MAYBE WE  
CAN CONTINUE TALKING ABOUT THIS  
AT ANOTHER TIME, CHIEF.

>> YEP.  
DEFINITELY.

>> THANK YOU.

>> THANK YOU, PANEL.

WE SO APPRECIATE YOUR TIME  
TODAY.

ALL YOU'RE DOING.

AS WE DO THE SWITCH OVER TO THE  
NEXT PANEL, I WOULD LIKE TO  
INVITE DOWN RICK DEMINO FROM  
BETTER CITY.

AND WE WOULD LOVE TO HAVE YOU  
JOIN US.

TOMMY BUTLER, MARK O'LEARY FROM  
MCCA AND ANDY PAUL FROM MASS  
DOT.

THERE'S NO ONE SIGNED UP FOR  
PUBLIC TESTIMONY.

IF ANYONE WISHES TO -- IF ANYONE  
WANTS TO SPEAK, I'LL TAKE UP TO  
THREE MEMBERS OF THE PUBLIC  
BEFORE THE PANEL STARTS.

>> I'M DAN.

THE PLANS WE HEARD ABOUT YOU NOW  
ARE GREAT.

WE'RE REALLY SUPPORTIVE OF THE  
LONG-TERM PLANS AND THAT.  
THE ONE THING THAT I HAVE TO SAY  
IS IN THE SEAPORT AREA, FOUR  
POINTS, WE NEED SOME POLICEMEN.  
WE NEED TRAFFIC, WE NEED JUST  
PRESENCE.

MAKES A HUGE DIFFERENCE WHEN WE  
GO WALK DOWN THE STREET AND SEE  
A POLICEMAN THAT IS NOT A  
MULTIYEAR PLAN BUT SOMETHING  
THAT WOULD SOLVE A HUGE NUMBER  
OF PROBLEMS.

CARS PARKED IN THE BIKE LANES,  
DOUBLE, TRIPLE PARKED.

IT'S JUST SO CONGESTED THAT A  
COUPLE OF NEIGHBORHOOD COPS  
WOULD MAKE A TREMENDOUS  
DIFFERENCE.

I'M BEGGING YOU TO FIND A WAY TO  
DO THAT.

>> THANK YOU.

>> THANK YOU.

>> AGAIN, THANK YOU FOR THAT  
COMMENT.

I DO TALK TO THE CAPTAIN ALMOST  
EVERY DAY.

I'LL REITERATE THAT TO THE  
CAPTAIN, THAT MAYBE WE CAN TAKE  
ANOTHER LOOK AT GETTING MORE  
POLICE PRESENCE DOWN THERE.

I AGREE WITH YOU AND MICHAEL  
FLAHERTY WILL TALK TO THE POLICE  
COMMISSIONER ABOUT IT AS WELL.

>> THANK YOU.

SHORT TERM SOLUTION, I KNOW, BUT  
IT WOULD REALLY HELP US.

THANKS AGAIN.

>> YOU'RE WELCOME.

>> THANK YOU.

RICHARD, DO YOU HAVE A SECOND  
COMMENT?

ANYBODY INTERESTED BEFORE I GO  
TO THE SECOND ROUND?

>> SORRY.

I APOLOGIZE.

I WOULD LIKE TO ADDRESS THE PRIVATE SHUTTLES FOR A MINUTE AND CLEAR UP THE MISCONCEPTIONS.

>> WOULD YOU LIKE TO JOIN THE PANEL?

>> NO.

I JUST WANT EVERYBODY TO HAVE THE RIGHT INFORMATION.

>> THE KEY COMPONENT THAT PRIVATE BUSINESSES ADDRESS A NEED IN THE NEIGHBORHOOD THAT WAS NOT AVAILABLE THROUGH PUBLIC MEANS.

THERE'S NO PUBLIC TRANSPORTATION THAT IS ADEQUATE FOR NORTH STATION.

PRIVATE GROUPS GOT TOGETHER AND SEVERAL HAVE THEIR OWN SHUTTLES THAT THEY WERE OPERATING WITH OR WITHOUT -- I DON'T KNOW ABOUT THE LICENSE SIDE THAT WAS BROUGHT UP.

IT'S IMPORTANT TO NOTE THAT THEY ADDRESSED A CONCERN AND ARE TRYING VERY HARD TO ASSIST IN ALLEVIATING THE CONGESTION IN THE NEIGHBORHOOD AND REMOVING VEHICLES FROM THE STREETS.

THAT'S NUMBER 1.

IT'S 100% PRIVATELY FUNDED. THERE'S DISCUSSION ABOUT A PUBLIC COMPONENT.

THE ONLY PUBLIC COMPONENT IS THAT THE PRIVATE BUSINESSES ARE PAYING AND WORKING WITH THE MCCA TO PROVIDE THE STAFF TO OVERSEE IT AND RUN THE RFP FOR THE BUSES.

WITH RESIDENTS HAVING TO PUBLIC RIDE, WE WOULD LOVE THAT TO HAPPEN.

THOSE BUSINESSES PAY TENS OF MILLIONS IN TAXES AND WOULD LOVE TO HAVE THOSE BUSES BE PAID FOR BY THE CITY, NOT BY THE PRIVATE CITIZENS.

AS WE GO TO THE FERRY PROGRAM, WHICH WE'VE BPD PLANNING A HUGE ADVOCATE, AGAIN, GET THE BUSES OFF THE STREETS, IT'S 13 MINUTES BY WATER TO GET FROM NORTH STATION TO SEAPORT, DEVELOPING WITH THE MCCA WE'RE DEVELOPING

AN APPLICATION TO PROVIDE PUBLIC SEATING WHEN AVAILABLE AT A COST, WHICH IS HOPEFULLY THE SAME AS THE PRIVATE BUSINESSES HAVE SO IT WILL BE OPEN TO AS MANY PEOPLE AS POSSIBLE, AS MANY AVAILABLE SEATS, PARTICULARLY ON A REVERSE COMMUTE WHEN THEY'LL PROBABLY BE EMPTY AT A REDUCED COST BUT THEY HAVE TO BE TO HELP OFFSET THE COST OF \$3 MILLION. THAT IS GOING ON.

WE THINK IT'S GREAT FOR THE CITY.

WE HOPE THE WATER FERRY WILL BE AN EXAMPLE THAT CAN BE DONE BUT WE LOOK FORWARD TO GETTING SOME PUBLIC ASSISTANCE TO LET EVERY ONE RIDE.

WE WOULD LOVE TO EVERYONE ON. YOU CAN'T UNDERWRITE PRIVATE PROGRAMS TO GET PEOPLE FROM POINT A TO POINT B.

I APPRECIATE THE OPPORTUNITY TO TALK AGAIN.

>> THANKS FOR YOUR TESTIMONY.

SARAH, WOULD YOU LIKE TO SPEAK?

>> I'M SARAH.

I LOVE IN FOUR POINTS.

I'M ALSO INVOLVED IN THE FOUR POINTS NEIGHBORHOOD ASSOCIATION.

I WOULD LIKE TO THANK MADAM CHAIR, COUNCILLOR FLAHERTY AND FLYNN FOR UNDERSTANDING HOW IMPORTANT THIS ISSUE IS TO US.

I THINK IT WAS SAID ABOUT OUR QUALITY OF LIFE.

JUST WANTED TO TOUCH BRIEFLY UPON THE FACT THAT THERE'S BEEN SOME INCREDIBLE PLANNING EFFORTS THAT HAVE ALREADY OCCURRED.

I'D BE VERY INTERESTED IN KNOWING WHERE WE ARE IN THE IMPLEMENTATION OF THE SOUTH BOSTON WATERFRONT, HOW THE INITIATIVES ARE GOING TO BE IMPLEMENTED IN TANDEM WITH THE STRATEGIC SEAPORT TRANSIT PLAN AND ALSO MENTIONED THE COORDINATION BETWEEN THE STATE AGENCIES AND THE CITY AND THE COMMUNITY IS EXTREMELY IMPORTANT.



RECENTLY MASS TO THE CAME OUT TO THE COMMUNITY ABOUT THE EXAMPLES, THE CYPRESS STREET IMPROVEMENT PROJECT AND ONE OF THE QUESTIONS THE COMMUNITY HAS IS WHY IS -- WITH THE ANTICIPATED INCREASES TRUCK TRAFFIC FROM COMMON TERMINAL, WHY IS IT A SUGGESTION TO BYPASS THE TRUCKS?

AS WE WORK TOGETHER ON TRACKS 51 AND A LOT OF GREAT INITIATIVES INVOLVED IN THE NEIGHBORHOOD, HOW THE CITY AND THE STATE CAN IMPROVE OUR PLANS FOR TRANSPORTATION NEEDS. THANKS FOR YOUR TIME AND I LOOK FORWARD TO HEARING MORE FROM THE PANEL.

>> THANK YOU, PANELISTS FOR YOUR NOT EVEN AGREEING BUT BEING DRAGGED TO THE COUNCIL FLOOR. THE SUGGESTION FROM COUNCILLOR FLAHERTY IS THAT WE KNOW THAT YOU ARE HERE BECAUSE YOU'RE INVOLVED VERY INTIMATELY WITH DIFFERENT PARTS OF THIS WHOLE CONVERSATION.

IF YOU CAN GO DOWN THE LINE OR MAYBE RICK COULD STAR OUT AND GIVE THE OVERVIEW AND EACH PERSON AFTER THAT COULD CHIME IN A FEW SENTENCES ABOUT YOUR AGENCY'S PARTICULAR INVOLVEMENT, THAT WOULD BE HELPFUL.

>> SO FIRST, COUNCILLOR FLYNN, COUNCILLOR FLAHERTY, THANKS FOR INVITING US TO BE PART OF THESE CONVERSATIONS AND DELIBERATIONS. WE ARE CONSTANTLY EXCITED AND LOOK FORWARD TO COLLABORATING WITH THE BOSTON CITY COUNCIL. YOU'VE BEEN ENGAGED IN SHAPING THE CITY AND TRY TO HELP US MOVE THE CITY FORWARD.

A NUMBER OF INSTANCES THAT WE'VE COLLABORATED.

THANKS FOR THE INVITE.

SO TO -- I'M RICHARD.

I'M THE PRESIDENT AND CEO OF A BETTER CITY.

WE HAVE 130 MEMBERS.

WE REPRESENT MANY OF THE DRIVERS IN THE COMMONWEALTH OF

MASSACHUSETTS.  
WE'RE FOCUSED AND WORKING WITH  
THE CITY OF BOSTON AND THE  
COMMONWEALTH TO KEEP OURSELVES  
ECONOMICALLY COMPETITIVE, HELP  
TO SUPPORT OUR QUALITY OF LIFE  
AS WELL AS MATTERS OF  
SUSTAINABILITY AND CLIMATE  
CHANGE.

WE TRY TO DO THIS AS EFFECTIVELY  
AS WE CAN.

WE'VE BEEN IN THAT BUSINESS  
SINCE 1989 WHEN WE WERE THE  
BUSINESS COMMITTEE.

AND STILL REMAIN ACTIVELY  
INVOLVED WITH THESE TYPES OF  
PROJECTS.

SO IN 2014, A BETTER CITY WAS  
ASKED TO CHAIR AND TO HELP  
PROJECT MANAGE THE SOUTH BOSTON  
SUSTAINABLE TRANSPORTATION PLAN  
AND WE DID THAT WITH THE  
COLLABORATION OF ALL OF THE  
RELEVANT CITY AND STATE  
AGENCIES.

A MILLION DOLLARS WAS RAISED AND  
ANOTHER \$100,000 WAS RAISED BY  
THE PRIVATE SECTOR GO FORWARD  
WITH THAT PLAN.

THAT WAS ISSUED BY THE  
ADMINISTRATION HAND SUPPORTED  
AND ADVANCED BY THE WALSH  
ADMINISTRATION.

MANY OF YOU WERE A PART OF THAT.  
MANY OF YOU HELPED TO MAKE SURE  
THAT WE DID THAT RIGHT.

WE GAUGED MANY MEMBERS OF THE  
COMMUNITY.

THE PROCESS WAS ROBUST.

ALL OF THE CITY COUNCIL AND  
LEGISLATIVE OFFICIALS WERE  
ACTIVELY INVOLVED IN HELPING TO  
US THINK THROUGH THAT PLAN AND  
MAKE SURE THAT WE DID IT TO THE  
BEST OF OUR ABILITY.

AS DISCUSSED EARLY, A NUMBER OF  
RECOMMENDATIONS THAT WERE  
IDENTIFIED IN THAT PLAN.

I HAVE AND READY TO SHARE WITH  
YOU AN UPDATE ON A NUMBER OF THE  
RECOMMENDATIONS THAT WERE  
RELATED TO THAT PLAN AND I CAN  
HAND THAT TO YOU WHEN THE  
APPROPRIATE TIME COMES.

SOME OF THE INTERESTING FINDINGS OF THAT PLAN THAT ARE REALLY IMPORTANT FOR US TO CONTINUE TO BE REMINDED OF IS WE LOOKED AT WHAT THE I'M ME CASES WERE GOING TO BE RELATIVE TO THE GROWTH OF THE SEAPORT.

BY 2035.

WE WANTED OUR ARMS AROUND THAT. INTERESTINGLY ENOUGH -- WE FINISHED THE PLAN IN 2015.

SO THREE YEARS HAVE PASSED.

BUT IN 2015, WE ESTIMATED BY 2035 THAT THERE WOULD BE ANOTHER 17 MILLION SQUARE FEET OF DEVELOPMENT IN THE SOUTH BOSTON WATERFRONT AREA.

COULD BE AS MANY AS 9,200 ADDITIONAL RESIDENTS AND 23,000 ADDITIONAL JOBS.

YOU SHOULD KNOW THAT IN 2013, WE AGAIN FINISHED THIS PLAN IN 2015, SO WE COULD ONLY TAKE A SNAPSHOT OF THE RELEVANT DATA AT THE TIME.

IN 2013, THERE WERE 36,500 JOBS ALREADY EXISTING IN THE SOUTH BOSTON WATERFRONT.

SO THE NOTION OF ADDING ANOTHER 23,000 AND ALSO ANOTHER 9,200 RESIDENTS WAS A PRETTY SIGNIFICANT FINDING.

IN ADDITION, WHEN WE LOOKED AT THOSE NUMBERS, WE THOUGHT WE SHOULD BETTER UNDERSTAND WHAT THE TRIP RELATIONSHIP WAS GOING TO BE RELATIVE TO THAT GROWTH.

THAT STUDY FOUND THAT 63% WOULD -- WOULD BE A 63% INCREASE.

64% OF THAT INCREASE IN THE NUMBER OF TRIPS WANTED TO BE ON PUBLIC TRANSIT.

SO THERE ARE QUESTIONS ABOUT WHERE IS THE FUTURE OF PUBLIC TRANSIT HEADING.

IT'S VERY IMPORTANT TO WORK WITH YOU TO WORK WITH THE EL AREN'T HAVE A RELATIONSHIP TO DEALING WITH ISSUES OF CONGESTION AND SAFETY THAT RELATE TO THE RESIDENTIAL AREAS.

>> MAY I INTERJECT?

SO HOW DOES THAT SQUARE WITH THE

RECENT SURVEY THAT JUST CAME IN THAT T RIDERSHIP IS DOWN?  
WE HAVE A 63% INCREASE BY 2035.  
A SIGNIFICANT PORTION OF THAT SAYING IT'S BOOING TO BE PUBLIC TRANSPORTATION AND THEN A STUDY THAT JUST CAME OUT IN THE LAST -- WITHIN THE WEEK SAYING THAT T-RIDERSHIP IS DOWN.  
>> THAT'S RIGHT, COUNCILLOR.  
THERE WAS SOME SPECIFIC GROUPS LIKE, FOR EXAMPLE, THE BLUE LINE.  
THERE WAS INCREASED TRANSIT. I'M NOT SURE AND I WOULD NEED TO LOOK CLOSELY AT THE SILVER LINE. THE ONE THING THAT WE UNDERSTOOD AND ACTUALLY ANALYZED AND EXAMINED IN OUR STUDY IS THE SILVER LINE, THE TRANSIT SERVICE, THE PART OF THE SILVER LINE THAT CONNECTS SOUTH STATION TO THE SOUTH BOSTON WATERFRONT IS OVER CAPACITY.  
SO AT THE A.M. PEAK, 125% CAPACITY OF THE SILVER LINE WAS IDENTIFIED IN THE STUDY.  
FROM ALL OF OUR RELEVANT QUALITATIVE INPUT, THAT LINE IS STILL OVERCAPACITY TODAY.  
SO THE MOST ROBUST OF THE TRANSIT SERVICES AND THERE ARE BUS SERVICES THAT GO FROM SOUTH BUTTON TO THE SEAPORT AND GO ON THROUGH THE DOWNTOWN, THE SILVER LINE IS ALREADY OVER CAPACITY.  
AS YOU WELL KNOW, EVEN THOUGH GENERICALLY OR GENERALLY SPEAKING, OVERALL TRANSIT NUMBERS ARE DOWN, THE RELATIONSHIP THE TRANSIT IS TO THIS PARTICULAR AREA IS FRANKLY OVERCAPACITY.  
I KNOW YOU KNOW THIS BECAUSE YOU SHARE YOUR CONCERNS WITH COUNCILLOR FLYNN AND WU ON A REGULAR BASIS THAT THAT BUS SURFACE IS INADEQUATE.  
SOMETIMES WE HAVE BUSES PASSING BY RESIDENTS THAT CAN'T GET ON BECAUSE THEY'RE OVERLY CROWDED.  
OF ALL THE BUSES THAT SERVE THE AREA, ONLY THE FOUR BUS HAS CAPACITY.

THAT GOES TO NORTH STATION.  
PAUSE THE ROUTING AND TRAVEL  
TIME IS VERY INADEQUATE.  
THE TRANSIT DEMAND FOR THIS AREA  
IS CURRENTLY VERY HIGH.  
IT'S GOING TO GET STRONGER.  
THE TRANSIT SERVES IN THE AREA  
IS INADEQUATE.  
GETTING -- SO A BETTER CITY THEN  
WORKED WITH OUR CITY AND STATE  
COLLEAGUES IN MASS PORT WITH DOT  
AND THE CITY OF BOSTON -- I WANT  
TO CREDIT ALL OF THEM BECAUSE  
THEY SHOWED GREAT LEADERSHIP AND  
THEY COULDN'T YOU'LLY FOCUS ON  
THE IMPLEMENTATION OF THIS CLAN.  
WORK COLLABORATIVELY TO  
IMPLEMENT THIS PLAN.  
BUT ONE OF THE RECOMMENDATIONS  
THAT CAME OUT OF THIS PLAN IS TO  
TELL ME AND OUR COLLEAGUES AT  
THE SEAPORT TMA AND TO WORK WITH  
THE PUBLIC SECTOR TO CONSOLIDATE  
THE PRIVATE SHUTTLE OPERATIONS.  
THAT WAS A CLEAR RECOMMENDATION  
BECAUSE RICHARD REFERRED TO,  
THERE WAS -- THERE STILL REMAINS  
A NUMBER OF INDEPENDENT SHUTTLE  
OPERATIONS THAT ARE NOT PART OF  
THE CONSOLIDATION.  
BY AND LARGE, WE CONSOLIDATED  
MOST OF THEM.  
AS A RESULT, ARE BEING MUCH MORE  
EFFICIENT, UTILIZING THAT  
SHUTTLE SYSTEM IN AN EFFICIENT  
AND EFFECTIVE WAY, CARRYING MORE  
PEOPLE AND CONNECTING AND --  
AGAIN, I WANT TO EMPHASIZE, THE  
PEOPLE ON THOSE BUSES ARE THE  
PUBLIC.  
THOSE ARE CITIZENS OF THE  
COMMONWEALTH OF MASSACHUSETTS  
THAT ARE DECIDING TO TAKE RAIL  
TO NORTH STATION, THE ORANGE  
LINE TO NORTH STATION AND THEN  
GET ON A PRIVATE SHUTTLE BUS  
THAT WASN'T BEING PROVIDED BY  
ANYBODY ELSE.  
WE WOULD BE HAPPY TO SEE THE  
MBTA PICK UP THESE PEOPLE.  
WE KNOCKED ON THAT DOOR.  
NOBODY ANSWERED.  
SO IN ORDER TO ACCOMMODATE THOSE  
TRIPS, THE PRIVATE SECTOR WORKED

WITH THE CONVENTION CENTER AND THAT IDEA WAS A GUIDE IDEA. THE CONVENTION CENTER ONLY -- OF THE PUBLIC AGENCIES WERE IN A POSITION AND HAVE THE CAPACITY TO MANAGE TRANSIT TO THE LEVEL AND RELATIONSHIP THAT WE WERE LOOKING FORWARD TO HAVING IT DONE.

SO BASICALLY COMBINING OUR EFFORTS AND RESOURCES WITH THE PUBLIC AGENCY THAT ACTUALLY HAD TRANSIT MANAGEMENT AND PLANNING -- AND OPERATIONAL CAPACITY MADE A HUGE AMOUNT OF SENSE.

AND THOSE PUBLIC TAXPAYERS, THE COMMONWEALTH OF MASSACHUSETTS PREFERRING TRANSIT ARE GETTING SUPPORTED RELATIVE TO THEIR TRANSIT TRIP TO THE SOUTH BOSTON WATERFRONT.

IT'S A VERY IMPORTANT SHARE OF THE MOBILE SPLIT.

ANOTHER IMPORTANT FACT TO THE GENERALS, THE TRANSIT CAPACITY FOR THE SOUTH BOSTON WATERFRONT IS HORRIBLY SMALLER THAN WHAT IT'S SUPPOSED TO BE.

WHEN I GOT TO BE A PUBLIC OFFICIAL MANY YEARS AGO, WE THOUGHT THE TRANSIT SHARE IN THE SOUTH BOSTON WATERFRONT WAS GOING TO BE 45% OF THE TRIPS.

WHEN WE DID THE STUDY, IT WAS 31% OF THE TRIPS.