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>> GOOD AFTERNOON.

I'M MICHELLE WU.

I'M THE CHAIR FOR THE PLANNING,
DEVELOPMENT AND TRANSPORTATION
COMMITTEE.

I'M VERY HONORED TO HAVE OUR
CHIEF OF STREETS HERE TO TELL US
ABOUT TWO GRANTS THAT WERE
SPONSORED BY THE MAYOR AND
REFERRED TO THE COMMITTEE,
DOCKET NUMBER 0447, MARCH 6.

I WANT TO REMIND EVERYONE THIS
PUBLIC HEARING IS BEING RECORDED
AND BROADCAST LIVE ON COMCAST 8,
RCN 82 AND VERIZON 1964 AND
WEBCAST STREAMING ONLINE AT THE
CITY OF BOSTON WEBSITE.

SILENCE YOUR PERSONAL DEVICES
AND WE'LL TAKE PUBLIC TESTIMONY
IF ANYBODY IS INTERESTED IN
PLANNING TO TESTIFY.

I WILL READ THE DOCKETS IN THE
REPORT.

DOCKET NUMBER 0174, MESSAGE AND
ORDER AUTHORIZING THE CITY OF
BOSTON TO ACCEPT AND EXPEND A
GRANT FROM THE BOSTON PLANNING
AND DEVELOPMENT AGENCY IN THE
AMOUNT NOT TO EXCEED \$1,502,052
FOR THE COSTS RELATED TO THE
DESIGN AND CONSTRUCTION ON THE
THE HARRISON AVENUE CORDON
PROJECT.

OUR 7447, MESSAGE AND ORDER FOR
\$200,000 IN THE FORM OF A GRANT
AWARDED BY MCAF WINTHROP, LLC,
PURSUANT TO THE REDEVELOPMENT
PROJECT OPERATION AGREEMENT.
THE PURPOSE OF THIS GRANT IS TO
PERFORM THE ACCESS PLAN
AGREEMENT.

THANK YOU, CHIEF.

LET'S DIVE IN WITH THE HARRISON
AVE GRANT AND THEN WE CAN DO
QUESTIONS ON THAT.

>> THANK YOU, COUNCILLOR.

I'M ALSO JOINED BY BILL CONROY
WHO HAS DONE GOOD WORK THIS
YEAR, THIS AFTERNOON.

HARRISON AVENUE, AS YOU

MENTIONED, \$1.5 MILLION TO PUT IN PLACE A PLAN FOR A SECTION OF HARRISON AVENUE GOING FROM HERALD STREET TO EAST BERKELEY STREET.

BACK IN ROUGHLY 2011, 12 WITH THE DEVELOPMENTS COMING ONLINE, WHAT WAS ESSENTIALLY A COMMON PLAN CREATED FOR THAT STREETScape CORRIDOR, WHICH EACH OF THE DEVELOPMENTS HAVE BEEN DESIGNING AS THEY DO THEIR DEVELOPMENTS, SIDEWALKS AND THIS MONEY COMBINED WITH CITY CAPITAL FUNDS IS TO REDO THE STREET BED ITSELF.

BASICALLY MOVING THE MEDIAN FROM THE STREET BED, PUTTING IN BIKE LANES ON BOTH SIDES, SOME PARKING AND A POCKET LEFT TURN LANE.

THE ACTUAL CONSTRUCTION WILL START WHEN THE DEVELOPMENT HAS OCCURRED ON BOTH SIDES.

WE START TEARING THINGS BACK UP. START LOOKING AT A WINTER -- AROUND THE END OF 2020, 2021, ACTUAL RECONSTRUCTION FOR THE ROAD BED SECTION ITSELF.

MUCH OF THE STREETScape COMPONENTS ARE ALREADY IN PLACE WHEN THE PROJECTS ARE DONE OR IN DEVELOPMENT RIGHT NOW.

A SEPARATE SECTION OF THE MONEY, WHICH IS DEVOTED TO IMPROVEMENTS TO THE WEST, ONE ON TRAVELER STREET, ONE ON WASHINGTON STREET.

THERE'S BEEN LONG INTEREST IN HAVING SOME EAST BERKELEY FOR WASHINGTON TO BE TWO WAYS, DEDICATED BIKE LANE IN EACH DIRECTION AND A GENERAL TRAVEL LANE.

THAT WILL BE PUT IN PLACE AND LIKELY GO TO CONSTRUCTION IN 2019, THIS YEAR.

TRAVELER STREET WILL BE CONNECTED TO WILL ALSO HAVE A TWO-WAY COMPONENT.

>> THANK YOU.

BEGINNING 2021, WHICH DEVELOPMENTS ARE YOU WAITING TO FINISH?

>> PREDOMINANTLY THE LAST ONE
BUILT --

[INAUDIBLE]

>> GOT IT.

OKAY.

SO BASICALLY ALL OF THE EXISTING
KIND OF CURB CUTS OR ENTRIES TO
THE WHOLE FOODS OR OTHER PLACES
ARE SET.

SO GIVEN -- I HAVEN'T BEEN
LATELY BUT I HEARD FOR A WHILE
THE BACKUP WILL BE IN CERTAIN
TIMES OF THE WEEK.

>> YES.

>> WILL THIS ALLEVIATE THAT?

>> THIS SHOULD -- IN PARTICULAR,
THE HARRISON TRAVELER WILL
IMPROVE CIRCULATION IN THAT AREA
BETTER.

THE PIECES -- THE BIGGEST
TRANSFORMATION, THE DESIGN, WILL
HAVE THERE WILL BE BIKE LANES ON
BOTH SIDES.

OVER ALL CIRCULATION PATTERN
SHOULD IMPROVE AND WE SPENT A
LOT OF TIME FIGURING OUT HOW
THERE'S GOOD IN AND OUT OF WHOLE
FOODS, THE SURFACE PARKING LOTS.
MINDFUL OF THAT TO MAKE SURE THE
GENERAL CIRCULATION IS IMPROVED
AND IMPROVING CIRCULATION FOR
PEDESTRIANS AND BIKES.

>> GOT IT.

COUNCILLOR O'MALLEY, WELCOME.
THE PROTECTED BIKE LANES WILL GO
NEXT TO THE SIDEWALK AND PARKED
CARS?

>> YES.

FIVE FOOT BIKE LANE, THREE FOOT
BUFFER.

THE TRAVEL LANE IN EACH
DIRECTION ON HARRISON WITH
POCKET LEFT TURNS.

>> SO WE STARTED WITH THE --
THIS ONE FIRST.

LET ME THINK.

SO ARE YOU CHANGING ANY OF THE
STREET LIGHTS OR ANYTHING ELSE?

>> SOME OF OF THE SIGNALS WILL
BE REVIEWED AND IMPROVED.

THAT IS --

>> THE STREET LIGHTS RIGHT NOW
ARE IN THE MEDIAN.

>> STREET LIGHTS OR TRAFFIC --

>> YES.

[INAUDIBLE]

>> SO I KNOW WHERE I'M COMING.
MAKE SURE EVERYTHING IS ON THE
RECORD.

JUST TO REITERATE, THE
TRAFFIC -- THE STREET LIGHTS
ILLUMINATING THE STREET ARE IN
THE MEDIAN, WILL BE MOVED TO THE
SIDE?

>> EXACTLY.

SOME WAYS, WE'RE TAKING OUT THE
MEDIAN, WHICH WILL BE REDUNDANT
BY THE TIME THE STREETScape
IMPROVEMENTS ARE DONE AND THE
TRAFFIC WILL BE REDONE.

>> IN TERMS OF WITH THE CORRIDOR
PROJECTS, MORE IMPROVEMENT TO
COME OR THE TIMING MOVING TO TWO
WAY PARALLEL TO THERE OR --

>> THE TWO-WAY TRAVELER, WE
ALREADY HELD A PUBLIC MEETING ON
THAT.

ONE OF THOSE THINGS THAT WE'RE
EAGER TO GET IT OFF THE GROUND.
SINCE IT'S OFF THE GROUND, THE
NEIGHBORHOOD IS WANTING TO GET
THIS OFF.

SO WE'RE DOING EVERYTHING IN OUR
POWER TO GET IT DONE THIS SPRING
SUMMER.

WITH HARRISON AVENUE, WE'LL
PROBABLY HAVE ANOTHER PUBLIC
MEETING BEFORE WE PUT EVERYTHING
IN PLACE.

BECAUSE OBVIOUSLY THE DESIGN WAS
DONE AWHILE AGO.

WE JUST WANT TO DUST IT OFF AND
MAKE SURE WE HAVE FRESH EYES
FROM THE COMMUNITY AND MAKE SURE
WE HAVE THE RIGHT INPUT BEFORE
WE BUILD IT.

>> THE LAST DESIGN OR --

>> THE LAST ITERATION WAS DONE
IN 2016.

OKAY?

SO YOU KNOW, A LOT OF THINGS
HAVE CHANGED.

WITH THE STANDARDS BIKE LANES --

>> AND THE PRINCIPAL CHANGE,
2016, THE ORIGINAL DESIGN WAS
BIKE LANES IN THE ADJACENT TO
THE MAIN TRAVEL LANE.

IN 2016, WE SHIFTED IT.

WE'LL TAKE ONE MORE LOOK AT THAT.

THE THING THAT WILL BE DIFFICULT WILL BE MOVING THE CURB.

THE CURB WILL BE SET.

THIS MONEY IS -- WE WOULD LOVE TO REDO THE ASPHALT CURB TO CURB.

>> WHEN WILL THAT PUBLIC MEETING BE IN CASE I GET QUESTIONS?

>> I'D SAY ONCE WE GET THE PROJECT OUT THE DOOR, THEN WE'LL PROBABLY START TO DUST OFF THE PLANS FOR HARRISON.

WITH THE SCHEDULING AS SHE SAID, SOMEWHERE AROUND LATE 2020, 2021.

SO I WOULD SAY WE PROBABLY HAVE A MEETING NEXT YEAR, PROBABLY EARLY NEXT YEAR IN 2020.

>> OKAY.

GREAT.

LET ME SEE IF THERE'S ANY OTHER QUESTIONS ON THIS PIECE.

YOU SAID FROM HAROLD STREET TO EAST BERKELEY.

ANY ISSUES THAT YOU'LL NEED TO ENGAGE RESIDENTS, PARTICULARLY THINKING ABOUT THE MULTILINGUAL RESIDENTS FOR IMPACTS DURING CONSTRUCTION OR --

>> THE WORD DISRUPTION.

MOST OF IT IS LANE MARKINGS AND SIGNALS.

HARRISON WILL DEFINITELY A MAJOR CONSTRUCTION JOB BECAUSE OF THE MEDIAN.

THAT WILL BE MORE OF A COMMUNITY NATURE PROCESS.

THERE'S SOME -- COUNCILLOR FLYNN'S DISTRICT.

AS PART OF OUR -- IT'S NORTH ACROSS THE PIKE ON HARRISON AAND HOW DO WE CONTINUE THE BIKE FACILITY.

AND THEN HOW DO WE CONNECT TO THE SOUTH BAY HARBOR TRAIL AT THE SOUTHERN END.

>> JUST CHANNELLING YOU, MAKING SURE I WAS ASKING ABOUT THE MULTILINGUAL OUTREACH TO RESIDENTS THAT SPEAK CHINESE AND SPANISH THERE WITH THIS HARRISON AVENUE RECONSTRUCTION PROJECT.

ONE LAST QUESTION FROM ME AND
I'LL PASS IT TO COLLEAGUES.
IN TERMS OF REMOVING THE MEDIAN
AND WHAT THAT MEANS FOR
PEDESTRIAN CROSS TIMES AND HOW
THAT WILL HAPPEN.

WHAT -- HOW WILL THE PEDESTRIAN
EXPERIENCE CHANGE?

IT'S A LONGER CROSSING.

IT'S A LANE AND A TURN LANE.

PLUS THE BIKE LANE.

THERE'S BUMP ADDS.

IT'S THE OVERALL FEEL OF WHERE
HARRISON AVENUE WAS IN 2011
VERSUS WHERE IT WILL BE NOW AND
IN 2021 AND 22.

IT WILL FEEL MORE LIKE A
PEDESTRIAN FRIENDLY BOULEVARD
THAN IT DOES FEEL LIKE A BROAD
EXPANSE OF --

>> OKAY.

SO THERE WILL BE THE PUSH
BUTTONS AND THE CROSSWALKS
AND -- THAT WILL WORK AND --

>> ABSOLUTELY.

EVERYTHING WILL BE -- THE
CURRENT STANDARDS THAT WE USE
NOW.

COUNCILLOR O'MALLEY?

>> NO, NO QUESTIONS.

JUST A COMMENT.

THANKS FOR YOUR GREAT WORK.
OBVIOUSLY THIS IS SOMETHING THAT
SHOULD BE CELEBRATORY TO SEE
THESE CHANGES.

I KNOW THIS AREA WELL.

I CAN REMEMBER HOW DIFFERENT
THAT SECTION HAS CHANGED.

THIS IS ABSOLUTELY GOING TO MAKE
IT MORE FRIENDLY AND ACCESSIBLE
TO FOLKS ON ALL MODES OF
TRANSPORTATION AS WELL AS
WALKING.

IT'S VERY EXCITING.

I'M MORE CURIOUS.

I WAS LATE.

THIS \$1.5 MILLION COMING FROM
THE BPDA, IS THIS TIED TO A
PROJECT BEING RUN THROUGH THE
CITY OR --

>> TIED TO FIVE SEPARATE
PROJECTS.

ONE OF THE THINGS THAT WE ARE --
THAT WE HAVE DONE HERE AND AS

WELL AS FENWAY AND OTHER AREAS
THAT WE'RE LOOKING TO DO THIS.
RATHER THAN HAVE EACH
DEVELOPMENT FOCUS ON A SPECIFIC
PROJECT, MULTIPLE PROJECTS.
SO FIVE PROJECTS THAT WE WILL
COLLECTIVELY BRING IT IN DUE TO
THIS WHOLE --
>> THAT'S GREAT.
THAT'S A MUCH MORE EFFECTIVE
MODEL.
I MEAN, SIMPLE ECONOMICS
LEVERAGING MONEY AND RESOURCES
BY LOOKING AT THINGS MORE

HOLISTICALLY.
IT WILL BE MORE OF A BICYCLE
RACK HERE AND MOVE SOMETHING
THERE.
THANK YOU, MADAM CHAIR.
>> COUNCILLOR FLYNN?
>> THANK YOU, MADAM CHAIR.
THANK YOU TO YOU AND TO
COUNCILLOR O'MALLEY FOR THE
IMPORTANT WORK YOU'RE DOING ON
THIS ISSUE.

I JUST WANT TO SAY THANK YOU TO
BILL AND KRISTEN AND YOUR TEAM
AS WELL FOR WORKING WITH THE
RESIDENTS ACROSS THE CITY TO
MAKE SURE THAT OUR STREETS ARE
AS SAFE AND ACCESSIBLE AS WE
POSSIBLY CAN MAKE THEM.
THAT'S PROBABLY THE NUMBER 1
ISSUE FOCUSED ON SINCE I
STARTED, MAKING SURE PEDESTRIAN
SAFETY IS ALWAYS FACTORED IN AS
WE DO CONSTRUCTION OR
INFRASTRUCTURE IMPROVEMENTS ON
ANY STREETS OR SIDEWALKS.

I DO APOLOGIZE.
I ARRIVED LATE.

CAN YOU GIVE ME SOME BRIEF
BACKGROUND ON THE PROJECT AS
RELATES TO PEDESTRIAN SAFETY
ISSUES?

>> WHERE WE STARTED IN 2011 IS
WITH A BROAD STREET THAT HAD
MUCH MORE OF A -- AN INDUSTRIAL
CHARACTERISTIC ON THAT STRETCH.
HOW DO WE TRANSLATE IT TO MORE
BIKE AND PEDESTRIAN FRIENDLY.
RECONSTRUCTION OF SIDEWALKS,
IMPLEMENTATION OF TREES,

DECORATIVE PAVERS, BIKE RACKS,
BETTER DRAINAGE.

WE WANT TO REMOVE THE MEDIAN
THAT EXISTS, THE CONCRETE
MEDIAN.

WE WANT TO SHIFT THE BIKE LANES
AND CURB LINES BOTH CORRECTIONS
AND HAVE A ROW OF PARKING.

PARKING LOTS WERE NEEDED BOTH
SIDES.

THE INTENT HERE IS TO DO WHAT IS
OUR TOP PRIORITY, MAKING SURE
IT'S BIKE FRIENDLY.

>> DO YOU KNOW -- AS IT RELATES
TO THE STUDENTS IN THE DOWNTOWN
AREA OR THE CHINATOWN AREA, THE
SOUTH END AREA, THAT ARE WALKING
TO SCHOOL FROM THOSE
NEIGHBORHOODS TO THE QUINCY
SCHOOL, ARE WE ABLE TO FACTOR IN
THE TIME THESE STUDENTS GO TO
SCHOOL, WALKING TO SCHOOL WITH
ENSURING THAT THE LIGHTS REMAIN
ON, GIVING THE KIDS MORE OF AN
OPPORTUNITY TO CROSS THE STREET
WITH MORE TIME AND KNOWING THAT
THEY'RE GOING TO BE CROSSING
THOSE STREETS FROM, YOU KNOW,
6:30 A.M. UNTIL 7:30 A.M. AND
WHEN THEY GET OUT OF SCHOOL AT
2:00 IN THE AFTERNOON TO 3:00 IN
THE AFTERNOON?

JUST TO MAKE IT A LITTLE BIT
MORE SAFER FOR THOSE YOUNG KIDS?

>> WE WANT TO MAKE SURE THAT WE
HAVE THAT.

YOU KNOW --

[INAUDIBLE]

>> OKAY.

MY FINAL QUESTION, AGAIN, I JUST
WANT TO SAY THANK YOU FOR THIS
IMPORTANT WORK.

WHAT IS SOME OF THE -- WHEN
YOU'RE DOING PEDESTRIAN SAFETY
AND INFRASTRUCTURE IMPROVEMENTS,
IS THERE ALSO A COMPONENT OF
PUBLIC EDUCATION TO INFORM THE
PUBLIC NOT ONLY OF WHAT YOU'RE
DOING BUT WHAT STEPS THE PUBLIC
CAN TAKE TO MAKE IT SAFER FOR
THEM AND FOR THEIR FAMILIES AS
WELL?

>> THAT IS SOMETHING THAT IS
SORT OF A -- IT IS ABOUT

ENGINEERING AND ALSO ABOUT ENFORCEMENT AND EDUCATION. I THINK THERE'S THINGS THAT WE CAN DO, SIGNS AROUND SPEEDING OR METS THAT WE CAN DO TO MAKE SURE HOW YOU'RE GETTING AROUND, THAT YOU'RE PARTICIPATING IN MAKING OUR CITY MUCH SAFER.

THAT IS THE FOCUS ON THIS CALENDAR YEAR AND WE SHOULD BE DOING MORE EDUCATION AND OUTREACH AROUND ROAD SAFETY. ONE OF THE THINGS COMING UP IN A NEW ROUND, ONE WAY OF WHICH WE HAVE APPROACHED IN THE PAST, WHICH IS A COMPETITION TO HELP FROM ALL OF THE BEHAVIORS WHILE WE'RE DRIVING ON CITY STREETS.

>> THANKS, CHIEF.

I APPRECIATE YOUR HARD WORK. AS YOU DO CONTINUE THE OUTREACH TO THE COMMUNITY AND ESPECIALLY THE COMMUNITY ALONG CHINATOWN, I KNOW YOU DO COMMUNICATE IN CANTONESE AND MANDARIN TO THE RESIDENTS.

I APPRECIATE YOU ENSURING THAT THOSE RESIDENTS THAT MAY NOT SPEAK ENGLISH, THAT THEY'RE ALSO HEARD IN THIS PROCESS AND OPINIONS ARE ALSO WEIGHED IN AND FACTORED IN AND THAT LANGUAGE ACCESS IS DONE.

IT'S AN IMPORTANT ISSUE TO ME AND TO THE MAYOR AS WELL.

THAT'S SOMETHING THAT I HOPE WE WILL CONTINUE TO DO AS WE MOVE FORWARD.

THANK YOU TO THE CHAIR AND THANK YOU TO COUNCILLOR O'MALLEY AS WELL.

>> THANK YOU, COUNCILLOR FLYNN. SO FINALLY, JUST TO WRAP UP THIS GRANT, COULD YOU JUST GIVE -- WE TALKED ABOUT DIFFERENT PIECES WITH IT.

WHAT IS THE BREAK DOWN OF HOW THE \$1.5 MILLION WILL BE USED?

>> ROUGHLY 70,000 FOR WASHINGTON TRAVELER, BALANCE FOR HARRISON AND PLUS CITY FUNDING FOR HARRISON.

>> HOW MUCH CITY FUNDING?

>> \$3 MILLION.

>> BACK TO THE PEDESTRIAN CROSSING.

THERE'S PLACES WHERE AT THE CROSSINGS THAT WE'RE GOING TO TRY TO PRESERVE SOME OF THE MEDIANS.

AN OPPORTUNITY TO ACTUALLY ENSURE THAT WE'RE GOING TO REDUCE THE CROSSING DISTANCE A LITTLE BIT AND PROVIDE AN -- A CROSS WALK PROTECTION. THANK YOU.

>> I CAN SEND THAT TO YOU ELECTRONICALLY. I CAN SCAN IT AND SEND IT IF YOU WANT TO DO THAT.

>> THANK YOU. SO MOVING ON TO DOCKET NUMBER 0447.

FROM THE WINTER SQUARE GARAGE PROJECT.

OUTLINE THIS.

>> SO AS PART OF THE WINTHROP SQUARE AGREEMENT, FUNDING COMMITMENTS OF \$200,000 WHICH ALLOWS US TO ADVANCE PLANNING, FOCUSED ON NORTH STATION TO SOUTH BOSTON WATERFRONT POTENTIALLY.

AND SOUTH BOSTON CONNECTIONS. POTENTIALLY WILL GO IN PARALLEL WITH AN EXISTING EFFORT, WHICH WE'VE HAD SOME CONVERSATIONS ABOUT, SOUTH BOSTON WATERFRONT, STRATEGIC TRANSIT PLAN.

THIS IS AN ONGOING EFFORT BETWEEN THE BPA AND BPD TO FIGURE OUT WHAT THE RIGHT TRANSIT CORRIDORS ARE WITHIN THE SOUTH BOSTON WATERFRONT.

ESSENTIALLY ALLOWS FUNDING FOR US TO HAVE A PARALLEL AND ALIGNED EFFORT TO MAKE SURE WE'RE LOOKING AT CORRIDORS LIKE CONGRESS AND OTHER STREETS IN THE DOWNTOWN CORRIDOR.

THE WORK IS HAPPENING OVER THE COURSE OF THE YEAR, SOUTH BOSTON.

OUR INTENT IS TO HAVE A PLAN FINISHED OR IN DRAFT FORM BY THE END OF THE CALENDAR YEAR.

I'D EXPECT SOMETHING HERE, MAYBE 2020.

>> AND SO WHAT EXACTLY WILL THE PLAN BE?

>> LOOKS AT SORT OF WHAT THE CURRENT TRIP PATTERNS ARE FOR MBTA BUSES AS WELL AS SHUTTLES. DESIRE LINES BETWEEN NORTH STATION, DOWNTOWN POINTS AND SOUTH BOSTON WATERFRONT. FIGURE OUT WHAT OTHER WAYS WE CAN ENHANCE THE STREETS AND IMPROVEMENTS THAT MAKE SINCE. GOOD CONVERSATIONS BETWEEN MASS DOT, BTDA AND BPDA.

THIS ALLOWS TO US HAVE A PARTNER COME ON BOARD THAT CAN ACCELERATE THAT PLANNING EFFORT.

>> OKAY.

WHAT IS THE PUBLIC ENGAGEMENT PIECE OF IT?

>> TIED IN WITH -- BILL CAN SPEAK TO THIS.

BUT AS PART OF OUR OVERALL SORT OF SOUTH BOSTON AND DOWNTOWN EFFORT, THERE'S A -- WE'RE GOING TO USE THAT BETTER BUS PLATFORM TO REACH OUT TO STAKEHOLDERS TO SEE WHAT ARE THE POINTS TODAY, WHAT WILL BE BETTER TOMORROW, WHAT ARE SOME I'M PROVED TREATMENTS ON EXISTING ROUTES THAT WE SHOULD BE PUTTING IN PLACE.

>> SO FOR EXAMPLE, HOW MANY PUBLIC MEETINGS DO YOU ANTICIPATE?

>> I DON'T KNOW.

>> ONCE THEY COME ON BOARD, WE'LL PROBABLY HAVE SOME ROOM FOR THAT.

>> EXACTLY.

>> OKAY.

IS THIS -- WHERE DO THE GONDOLAS FIT IN.

>> THERE WAS SOME COMMITMENT FOR THAT.

>> PART OF THE OTHER PIECE, THE COMPANION PIECE, ONE OF THE CHARGES FOR THAT GROUP IS TO LOOK AT ALL FORMS OF MASS TRANSIT.

SO CONSIDERING THAT SEPARATE FROM DOWNTOWN.

>> I THINK IT MENTIONED -- DID IT MENTIONED BUS RAPID TRANSIT?

>> YES.
REALLY LANGUAGE THAT IS
ESSENTIALLY PULLED FROM GO
BOSTON 2030.
HOW DO WE FIGURE OUT HOW TO HAVE
BETTER CONNECTIONS LARGELY TO
OUR STATION AND DOWNTOWN FROM
SOUTH BUTTON, THE WATERFRONT.
>> YOU DO MENTION THE BUS RAPID
TRANSCRIPT IN YOUR TRIP
PATTERNS.
IS THE IDEA THAT WILL BE A
SPECIFIC LOOK AT DEDICATED --

>> YES.
THAT IS -- PART OF THIS IS --
DEDICATED LANES.
SIGNALIZATION.
WHERE ARE THE ROUTES TODAY AND
WHERE THEY CAN BE IN THE FUTURE.
>> OKAY.

QUESTION FROM COUNCILLOR
O'MALLEY AND FLYNN.
>> I DON'T THINK GONDOLAS SHOULD
BE APPROACH IN THE CITY.
SAY THAT FOR THE RECORD.
IT'S NOT ABOUT THIS, BUT SINCE
IT WAS RAISED.
THIS IS \$200,000 GRANT THAT WILL
FUND THE STUDY.
JUST WALKING YOU THROUGH THIS.
IT WOULD -- WE WOULD HIRE
CONSULTANTS THAT WOULD RUN A
PROCESS IN PLACE AND WE'VE GOT
TENS OF THOUSANDS OF NEW
RESIDENTS IN THE SOUTH BOSTON
WATERFRONT, DOWNTOWN BOSTON,
SORT OF THE NORTH STATION AREA.
WE NEED THE CHANGE OUR
TRANSPORTATION MODELS.
SO IT COULD BE CONCEIVABLY AN
EXTENSION OF THE RED LINE, A NEW
LINE, COULD BE --

>> THIS IS SPECIFICALLY --
CREATING A NEW BUS LINE OR
CHANGING THE ROUTE --
>> MAKE THE EXISTING ROUTES OR
THE NEW ROUTES -- ALL OF THOSE
PIECES SIMILAR TO THE SOUTH
BOSTON PIECE OF THIS.
WE'RE TAKING IT CORRIDOR BY
CORRIDOR.
>> I GET THAT.
WE HAVE TO BE SENSITIVE.
SEEMS LIKE A LOT OF MONEY.

BUT CLEARLY IT'S AN INVESTMENT,
A SOUND ONE OBVIOUSLY.
WE KNOW THE CHAIR AND COUNCILLOR
FLYNN AGREE THAT SUCCESS OF THE
DEDICATED BUS LANES CANNOT BE
OVERSTATED.

I KNOW YOU FEEL THAT WAY, CHIEF
AND THE MAYOR AS WELL.
GRATEFUL FOR THAT.

>> ABSOLUTELY.

YEAH, I THINK AGAIN THESE ARE
EXCITING PROJECTS AND GLAD TO BE
SUPPORTIVE OF THEM.

>> ONE SMALL THING, SINCE YOU'VE
ALSO LAUNCHED A CONSORTIUM,
PUBLIC PRIVATE, THE NORTH
STATION WATERFRONT SERVICE,
WHICH HAS BEEN AN INTERESTING
COMPANION TO THIS, SOMETHING
THAT HELPS US FORM HERE.
WHERE DOES IT MEAN SENSE FOR
TRANSPORTATION AND WHAT ARE THE
WATER TRANSPORTATION
COMMITMENTS.

A LOT OF THAT HAS BEEN BROUGHT
OUT BY THE HARBOR NOW.
THE INITIAL EXPERIENCE OF
STAKEHOLDERS IN SOUTH BOSTON
WATERFRONT HAVE BEEN SOMETHING
WE'VE BEEN LOOKING AT, A
REDUCTION IN TRIP TIMES.

MOVING AROUND 700 FEEL A DAY BY
FERRY FROM THE NORTH STATE AND
ESSENTIALLY THE ICA AND HERE.

>> DO WE CONTRACT THAT OUT OR --
>> IT'S CONTRACTED OUT.

THE MCCA IS ESSENTIALLY THE --
THEY'RE CONTRACTING WERE
BOSTON --

>> CORRECT.

AND IT'S -- I CAN'T ALWAYS -- I
KNOW WE'RE ALL IN AGREEMENT
HERE.

I'M PREACHING TO THE CHOIR.
BUT LOOKING AT DIFFERENT MODES
OF TRANSPORTATION IS SO
INNOVATIVE AND SMART.

PEOPLE ARE WILLING TO PAY EXTRA
FOR A FERRY RIDE IF IT WILL
REMOVE THE STRESSORS AND THE
CARS FROM THE ROADS.

IT'S REALLY A GOOD WAY TO THINK
OF THINGS.

I APPRECIATE YOUR FOCUS.

THAT SHOULD CLEARLY BE DRIVING
THIS CONVERSATION.

THAT'S GREAT TO HEAR.

THANK YOU.

>> COUNCILLOR FLYNN?

>> THANK YOU, COUNCILLOR WU.

I JUST HAD A COUPLE OF FOLLOW UP
QUESTIONS.

I CERTAINLY SUPPORT DEDICATED
BUS LINES.

I SUPPORT DEDICATED BICYCLE
LANES AS WELL.

SO AS YOU STUDY THE POSSIBILITY
OF INCLUDING MORE BUS RAPID
TRANSIT, HOW WILL YOU COME UP
WITH RECOMMENDATIONS FROM PEOPLE
THAT RELY ON THE BUS OR THAT MAY
NOT RELY ON THE BUS BUT IT WOULD
BENEFIT THEM?

WHAT TYPE OF OUTREACH WOULD YOU
DO FOR THEM TO GET THEIR
OPINION?

>> COME BACK TO THIS.

BUT FULL STAKEHOLDER ENGAGEMENT
IN A REALLY GOOD WAY.

LONGER EXPERIENCE WITH THIS, BUT
I THINK OUR BUS RIDING PUBLIC IS
MORE AND MORE ENGAGED, WHICH IS
A REALLY WONDERFUL THING.

HELPS GET US BETTER FEEDBACK AND
PIN POINTS TODAY AND MANY OF
YOUR CONSTITUENTS I KNOW ARE
SHOWING UP IN SOUTH BOSTON,
LOOKING AT THE BACK BAY AND
DOWNTOWN.

PLACES THAT NEED IMPROVEMENTS.
BETWEEN THIS PLAN AND PARALLEL
WHAT'S HAPPENING, WE'RE GOING TO
MAKE SOME IMPROVEMENTS.

HOPEFULLY THIS WILL GET US SOME
INVESTMENT AS WELL.

>> WILL THE PLAN INCLUDE BUS
RAPID TRANSIT GOING FROM THE
NEIGHBORHOOD, SOUTH BOSTON TO
TOWARDS ELF STREET AND BROADWAY
OR IS IT MORE FOCUSED TOWARDS
THE WATERFRONT OR IS IT ALL
INCLUSIVE OF SOUTH BOSTON?

>> THIS IS MORE DOWNTOWN.

THE PLAN WITH THE BPDA IS IN
SOME WAYS TO ROUND FIRST, THE
CHANNEL.

THAT'S NOT SOMETHING THAT IS
OVERALL WORK.

WE'RE LOOKING BEYOND THAT, THE GEOGRAPHIC SCOPE.

>> OKAY.

LAST NIGHT I HAD THE OPPORTUNITY TO VISIT AND SPEAK WITH THE HARBOR FRONT ALLIANCE WITH COUNCILLOR EDWARDS.

A LOT OF THE MEMBERS ARE MADE UP OF THE SOUTH BOSTON WATERFRONT NEIGHBORHOOD ASSOCIATION.

ALSO A LOT OF RESIDENTS FROM CHARLESTOWN AND DOWNTOWN AS WELL.

I KNOW YOU REFERENCED IT EARLIER.

HOW IS THE CITY OR HOW IS THE STATE DOING ON WATER TRANSPORTATION GOING FROM THE BOSTON GARDEN AREA TO SOUTH BOSTON WATERFRONT?

DO WE HAVE ENOUGH ROOTS, DO WE HAVE ENOUGH PASSENGERS, MAKING SURE THAT IT'S AN INCLUSIVE TRANSPORTATION PLAN AND, YOU KNOW, HOW CAN WE IMPROVE IT OR GET MORE PASSENGERS TO PARTICIPATE IN WATERFRONT TRANSPORTATION?

I DO THINK THAT PUBLIC TRANSPORTATION IS VERY CHALLENGING TO SAY THE LEAST. I THINK WE HAVE A TREMENDOUS OPPORTUNITY WITH WATERFRONT TRANSPORTATION.

>> WE CERTAINLY AGREE.

I THINK THE PILOT HAPPENING NOW, JUST STARTED THIS YEAR, IS SOMETHING THAT WE CAN LEARN FROM.

YOUR POINT AROUND INCLUSIVITY, THE PRICE POINT MATTERS FOR WATER SHUTTLE.

THAT'S SOMETHING THAT WE NEED TO TAKE A LOOK AT.

THERE'S INTEREST IN HOW THAT EXPANDS AND WE'RE -- THERE'S A NUMBER OF THE PRIVATE PROPERTY OWNERS, OUR AFFILIATES LIKE THE MCCA, THE STATE AND THE CITY TO FIGURE OUT HOW DO WE EXPAND TRANSPORTATION.

BOSTON HAS DONE A GOOD LOOK LOOKING AT THIS.

WHAT ARE THE NEXT RIGHT ROUTES

THAT WE SHOULD BE FOCUSED ON.

>> MY FINAL QUESTION.

I HAD A CONVERSATION A COUPLE WEEKS AGO WITH THE MAYOR OF SALEM, MAYOR DRISCOLL.

WE TALKED ABOUT THIS SAME ISSUE. SHE WAS TELLING ME THAT A LOT OF THE RESIDENTS OF SALEM WORK IN THE SOUTH BOSTON WATERFRONT. CERTAINLY IT CAN BE CHALLENGING FOR THEM.

SHE SAID SHE WOULD -- SHE HAS A GOOD RELATIONSHIP WITH MAYOR WALSH.

WATER TRANSPORTATION FROM THE NORTH SHORE OF SALEM OR SOME OF THOSE PLACES GOING FROM THERE TO THE SOUTH BOSTON WATERFRONT.

SO YOU'RE KEEPING THE VEHICLES OFF THE ROAD AND PROVIDING A GREAT TRANSPORTATION SERVICE. DO YOU HAVE ANY THOUGHTS ON JUST GENERALLY SPEAKING ABOUT HOW WE CAN ALSO MAKE SURE IT'S A REGIONAL APPROACH AS WELL?

>> SOME OF THE PILOTS THAT ARE HAPPENING NOW IS REALLY WITH AN EYE TOWARDS NORTH SHORE COMMUTERS.

SALEM TO NORTH STATION, WHICH IS TERRIFIC.

PROVIDE A QUIT CONNECTION TO THE SOUTH BOSTON WATERFRONT IS WHAT THIS SHUTTLE SHOULD DO.

THERE'S OTHER PLACES THAT A SHUTTLE SHOULD HAVE DIFFERENT DESTINATIONS BESIDES -- AT THIS POINT IN TIME.

[INAUDIBLE]

CAN BECOME MORE AND MORE CRITICAL FOR ALL OF US AS SOME OF THESE LONGLY NEEDED MAJOR CAPITAL INVESTMENTS HAPPEN. THESE ARE MAJOR CAPITAL PROJECTS WHICH WILL HAVE A SIGNIFICANT IMPACT FOR FOLKS THAT TRAVEL FROM THE NORTH SHORE.

THERE'S MORE WORK AHEAD. THIS IS A GOOD FIRST STEP THOUGH.

>> OKAY.

THANK YOU, CHIEF.

MY FINAL COMMENT REALLY IS AND I KNOW YOU HAVE CONCERNED ABOUT

THIS AND DEDICATED TO THIS AS I AM.

AS WE DISCUSS WATERFRONT, WATER TRANSPORTATION ALSO, WE ALWAYS WANT TO FACTOR IN ENSURING THAT EVERYTHING THAT IS ADA COMPLIANT IS OPEN, ACCESSIBLE FOR THOSE IN OUR DISABILITY COMMUNITY AS WELL.

THE MAJOR SHARES THOSE CONCERNS AND YOU DO AS WELL.

THAT'S SOMETHING THAT IS VERY IMPORTANT TO ME AS WELL.

I HAVE SPOKEN ABOUT THAT ISSUE FOR A WHILE SO -- THANK YOU, CHIEF.

>> THANK YOU.

>> THANK YOU, COUNCILLOR FLYNN.

FOLLOWING UP ON THE WATER TRANSIT CONVERSATION FOR A BIT. SO WHO -- I KNOW BOSTON HARBOR NOW HELPS WITH THE BUSINESS PLANNING PIECE OF IT.

WHO IS GOING TO -- THE FINAL ARBITER OF WHAT ROUTES AND WHEN AND WHO IS --

>> IT'S REALLY A SHARED PIECE RIGHT NOW.

I DON'T KNOW IF THERE'S LIKE A FINAL ARBITER, BUT IT MAY -- IT'S SOMETHING THAT IS SHARED.

THE SERVICES ARE -- SOME ARE PUBLIC PROVIDERS, SOME ARE PRIVATE PROVIDERS.

SOMETIMES IT COULD BE A PRIVATE COMPANY AND WE'RE BUILDING THIS OUT.

THAT'S WHY IT'S HELPFUL TO HAVE BOSTON HARBOR AND US ALL THINK COLLECTIVELY.

BECAUSE IT IS -- WE ARE ACTIVELY WORKING TOGETHER TO PUT THIS IN PLACE.

>> ESPECIALLY AS THE CURRENT ROUTES GROW DEMAND AND MORE STOPS.

WE JUST CAME FROM CHARLESTOWN. EVERYBODY IS CLAMORING FOR MORE AND MORE FREQUENTLY.

>> I THINK WE'RE -- AGAIN, WE'RE LEARNING HOW TO DO THIS.

WE'VE TAKEN A GOOD STEP OVER THE YEAR.

>> OKAY.

>> AND TO ADD TO THAT, RICH HAS WORKED ON THIS FOR YEARS NOW. SO HE'S VERY WELL-SEASONED IN THIS.

IF YOU HAVE ANY QUESTIONS OFF LINE, ASK HIM AS WELL.

>> RICH IS GREAT.

>> THANK YOU.

ON THIS GRANT, HOW ARE THE PRIVATE SHUTTLES BEING TAKEN INTO ACCOUNT?

>> LOOKING TO WHAT THAT -- WHAT THOSE ROUTES ARE, WHAT THE DEMAND PATTERNS ARE.

THE MORE THAT WE CAN GET IN, THE BETTER OUR PRIORITY FOR THESE PROJECTS.

THE PUBLIC TRANSPORTATION COMPONENTS, WE START WITH THE MBTA AND COORDINATION.

AS WE'VE DONE IN THE SOUTH BOSTON WATERFRONT, TO KNOW WHAT THOSE PATTERNS ARE AND --

>> I'VE TRIED TO HAVE THIS CONVERSATION WITH GENERAL RESISTANCE.

IF YOU HAD THEM, IT WOULD GO A LOT BETTER ABOUT OPENING UP WHERE THERE'S CAPACITY SOME OF THESE PRIVATE SHUTTLES, ESPECIALLY IF --

>> SINCE WE HAVE THAT, IT'S SOMETHING THAT IS HAPPENING IN THE FERRY PILOT, WHICH IS PRIVATELY FUNDED.

THERE'S SPACES FOR THE PUBLIC. THERE ARE SPACE AS AVAILABLE. SO THIS ALSO LEADS INTO THAT CONVERSATION AS WELL.

JUST HOW DO WE GET MORE PEOPLE REGARDLESS OF WHO IS RUNNING THE VEHICLE TO BE ON A SHARED VEHICLE.

WE AGREE WITH YOU ON THAT.

>> SO I GUESS MY QUESTION WITH THAT IS AS YOU'RE PLANNING OUT THE PUBLIC ROUTES, DO YOU ASSUME THEN THAT THE SHUTTLES WILL OPERATE AT THEIR CURRENT LEVEL OR DO YOU ASSUME THAT THEY'LL EVENTUALLY GET PHASED OUT A LITTLE BIT AND THE EMPLOYEES WILL WANT TO BE ON PUBLIC TRANSIT OR HOW DO YOU ACCOUNT

FOR THAT?

>>

>> IF I MAY, WITH THE NORTH STATION ACTION PLAN WITH THE BPDA, WE LEARNED A LOT OF DATA THERE, GOT A LOT OF FEEDBACK FROM THE ACTUAL COMMUTERS. YOU'D BE AMAZED THAT THEY ALWAYS THINK ABOUT TIME AND DESTINATION, HOW QUICK THAT THEY CAN GET THERE.

SO THEY'RE ON THE COMMUTER RAIL, ON THEIR PHONE, SEEING -- IF IT'S NOT AVAILABLE, THE NEXT THING IS CAN THEY GET A RIDE SHARE.

IF THEY CAN'T GET THAT, THEY'RE ON THE SHUTTLE.

SO IT'S ALL ABOUT AS WE'RE LOOKING TO DO, SOME CONSOLIDATION AS WELL.

SO WE HAVE PUBLIC PRIVATE SHUTTLES, BUT YET WE DON'T WANT TO GET TO THE PRIVATE BUSINESS AS WELL.

IT'S A FINE LINE THAT WE HOLD.

>> WE WANT THAT PUBLIC OPTION. WE WILL CREATE TRUNK LINES THAT WILL WORK FOR EVERYBODY.

THERE'S ALWAYS A PRIORITY, A SPECIFIC INTEREST IN PRIVATE SHUTTLES THAT GO TO SPECIFIC DESTINATIONS THAT WE'LL FOCUS ON.

WE'LL SEE A LOT OF PRIVATE SHUTTLE INTEREST.

BUT OUR FOCUS IS HOW DO WE MAKE SURE THAT WE'RE CREATING PUBLIC ROUTES FOR DOWNTOWN.

>> OKAY.

I MEAN, BE INTERESTING TO THINK ABOUT IF THE PUBLIC SYSTEM IS IMPROVED TO A CERTAIN DEGREE WHERE THE PRIVATE SHUTTLES ARE LESS NECESSARY.

>> ABSOLUTELY.

>> HOW DOES THIS FIT IN WITH THE NORTHERN AVENUE BRIDGE?

>> THIS AND THE OTHER STUDY ARE LOOKING AT WHAT THE MAIN CROSSINGS ARE.

SO THE -- AND THE USE OF NORTHERN AVENUE, SUMMER, THE CROSSINGS.

THAT WOULD BE AGAIN, MORE INFORMED BY THE SECOND PIECE. BUT ESSENTIALLY RELATED. THESE ARE TRANSIT ROUTES THAT NEED TO ACCESS NORTHERN AVENUE. CROSSING THE FOUR POINT CHANNEL AND TAKING IT ON ATLANTIC OR ROUTING BUSES UP AND GOING THROUGH THE SQUARE AREAS AND TOWARDS THE AQUARIUM?

>> THIS STUDY WILL HAVE -- IT'S MORE OF A COMPANION STUDY LOOKING AT THAT PIECE.

THIS STUDY IS LINKED TO THAT.

>> WHAT IS THE TIME LINE OPEN THE OTHER STUDY?

>> THE END OF THIS CALENDAR YEAR.

>> AND SO ONCE THIS STUDY IS DONE AND THERE'S SOME GENERAL PLAN OUTLINED, IS THERE A WAITING POT OF FUNDING SIMILAR TO THE OTHER GRANT THAT WE TALKED ABOUT?

>> NOT YET ON THE DOWNTOWN SIDE. THERE'S MONEY IN EXISTING CORRIDORS.

WE HAVE FUNDING FOR LIKE STATE STREET.

WE HAVE FUNDING FOR IMPROVEMENTS IN OTHER SECTIONS OF DOWNTOWN.

THERE'S MONEY THAT WE HAVE, CAPITAL FUNDING FROM THE BUDGET FROM SUMMER STREET AND THE WATERFRONT SIDE.

BUT THIS HELPS US FIGURE OUT WHAT ARE THE AREAS WE SHOULD BE NOW FOCUSED ON.

WE CAN GO FASTER IN SOME AREAS. SOME THINGS THAT WE CAN DO THAT DON'T REQUIRE MASSIVE CAPITAL CONSTRUCTION PROJECTS.

>> OKAY.

ARE THERE ANY OTHER PIECES RELATED TO COMING FROM THE WINTHROP SQUARE FUNDING THAT WILL BE WITH THE REST OF THE COOPERATION AGREEMENT?

IS THAT DONE OR --

>> THERE'S PIECES THAT OTHER -- THAT I'M SURE ARE FAR BEYOND THIS.

THE REDESIGN AND RECONSTRUCTION OF CRANBERRY ROAD.

THERE'S FUNDING IN THE BUDGET TO BE ABLE TO START THE PUBLIC OUTREACH CONVERSATION AROUND COLUMBIA ROAD.
THERE'S ALSO SOME FUNDING AROUND IMPROVING SIGNALS IN DOWNTOWN AND FUNDING TO MAKE ESSENTIALLY -- OR TO IMPROVE THE CRESCENT PUBLIC PARK, WHICH IS A COLLABORATION OF MONEY.
MANY OTHER PIECES AS WELL.

>> OKAY.

WHILE WE'RE ON THIS AND THE PROJECT, IS THERE ANYTHING TO KNOW KIND OF FROM THE CITY'S PERSPECTIVE, PARTICULARLY YOUR CABINET CHIEF, AND THE RECENT RENAMING OF THE FIRST WARD AREA, AFFECTING THE DESIGN PIECES OR THE PEDESTRIAN ACCESS OR --

>> NOT THAT I'M AWARE OF.

OTHER FOLKS MAY KNOW MORE THAN DO.

>> I DON'T KNOW.

>> OKAY.

ANYTHING ELSE THAT I SHOULD KNOW ABOUT THIS GRANT?

>> TWO THINGS THAT WE ARE MOVING FORWARD ON AS A FORMER SOUTH ENDERS.

A LOT OF INTEREST IN THIS PROJECT.

THE DOWNTOWN PIECE IS VALUABLE BECAUSE IT'S A BIG PART OF OUR BUS NETWORK.

>> THANK YOU.

UPTON STREET?

>> UPTON STREET.

>> NO.

>> ONE BLOCK DOWN.

[INAUDIBLE]

>> OKAY.

THANK YOU BOTH FOR YOUR TIME. WE WILL TAKE THIS UP AT THE NEXT COUNCIL MEETING, WHICH IS NOT NEXT WEEK BUT THE ONE AFTER THAT.

ASSUMING THAT JUAN WILL WORK HIS MAGIC.

I THANK YOU.

THIS HEARING ON DOCKET NUMBER 10174 AND 4047 IS ADJOURNED.