

; 05/15/18 1:07 AM

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>> GOOD MORNING EVERYONE I AM
MARK CIOMMO, WELCOME TO THE
IANNELLA CHAMBER.
TUESDAY, MAY 15, WE ARE HERE
WITH OUR GOOD FRIENDS FROM OUR
PUBLIC WORKS DEPARTMENT.
PERTAINING TO DOCKETS 0559-0563.
ORDERS FOR THE FISCAL YEAR 19
OPERATING BUDGET, INCLUDING
ANNUAL APPROPRIATIONS FOR
DEPARTMENTAL OPERATIONS, ANNUAL
APPROPRIATION FOR THE SCHOOL
DEPARTMENT, APPROPRIATION FOR
OTHER POST-EMPLOYMENT BENEFITS,
APPROPRIATION FOR CERTAIN
TRANSPORTATION AND PUBLIC REALM
IMPROVEMENTS, AND APPROPRIATION
FOR CERTAIN PARK IMPROVEMENTS,
AS WELL AS DOCKETS 0564-0565,
CAPITAL BUDGET APPROPRIATIONS
INCLUDING LOAN ORDERS AND LEASE
AND PURCHASE AGREEMENTS.
I'D LIKE TO REMIND FOLKS IN THE
CHAMBER THAT THIS IS A PUBLIC
HEARING.
BROADCAST AND RECORDED ON RCN
CHANNEL 82, COMCAST CHANNEL 8,
VERIZON 1964, AND STREAMED AT
BOSTON.GOV/CITY-COUNCIL-TV.
I'D ASK FOLKS IN THE CHAMBER TO
SILENCE THEIR ELECTRONIC
DEVICES.
AT THE CONCLUSION OF THE
PRESENTATION BY THE DEPARTMENT,
AND QUESTIONS FROM MY
COLLEAGUES, WE WILL TAKE PUBLIC
TESTIMONY.
THERE IS A SIGN-IN SHEET TO MY
LEFT BY THE DOOR.
WE ASK YOU STATE YOUR NAME,
AFFILIATION, RESIDENCE AND CHECK
MARK THE BOX THAT SAYS YOU WISH
TO TESTIFY.
THERE ARE NUMEROUS OTHER WAYS TO
SUBMIT PUBLIC TESTIMONY.
YOU CAN EMAIL US AT
CCC.WM@BOSTON.GOV, AS WELL AS
U.S. MAIL.
TO THE COMMITTEE ON WAYS AND
MEANS, BOSTON CITY HALL, 1 CITY

HALL PLAZA, BOSTON 02201.
AND WE'RE ALSO GOING TO HAVE A
HEARING SPECIFICALLY DEDICATED
TO PUBLIC TESTIMONY ON TUESDAY,
JUNE 5 BETWEEN 2:00 AND 6:00
P.M.
AGAIN, I'D LIKE TO WELCOME OUR
TEAM, CHRIS, MIKE, P.J. AND ANN.
AND YOUR COLLEAGUES UP IN THE
CHAMBER, WELCOME EVERYONE.
AND I'LL TURN IT OVER TO CHRIS
AFTER I INTRODUCE CITY COUNCILOR
AT-LARGE, ESSAIBI GEORGE.
THANKS FOR BEING HERE.
AND COUNCILOR KIM JANEY TO MY
RIGHT.
JANEY TO MY RIGHT.
>> THANK SO MUCH COUNCILORS AND
THANK YOU FOR THE OPPORTUNITY TO
PRESENT THE BUDGET FOR THE
PUBLIC WORKS DEPARTMENT.
I AM JOINED BY ANN, MICHAEL, AND
LEADING OUR ENGINEERING
DIVISION.
AND YOU ALSO NOTED IN MANY WAYS
MORE IMPORTANTLY, THE MEN AND
WOMEN DOING SMOUCH OF THE ACTUAL
DAY-TO-DAY WORK AND FOR THE GOOD
IMPACT WE ARE HAVING ON THE
STREETS IS THE RESULTS OF WHAT
THEY ARE DOING EVERY SINGLE DAY.
>> AND I WANT TO ALSO RECOGNIZE
DISTRICT 4 IN PARTICULAR, JAMIE
AND ALL THE MEN AND WOMEN
WORKING OUT OF MY DISTRICT,
THANK YOU.
>> APPRECIATED.
THE MAYOR HAD TWO BIG CHARGES
FOR OUR DEPARTMENT.
THE FIRST TO DELIVER EXCEPTIONAL
BASIC CITY SERVICES, AND THE
SECOND TO DESIGN AND BUILD GREAT
STREETS.
IN THE FIRST CATEGORY REALLY
UNDER THE HARD WORK AND
LEADERSHIP OF MIKE, WE HAD A
GREAT YEAR DELIVERING THESE
SERVICES.
WE JUST SURVIVED, MORE THAN
SURVIVED A WINTER WHERE WE SAW
ABOUT 60 INCHES OF SNOW, WHICH
IS ABOUT A FOOT AND A HALF MORE
THAN WHAT THE CITY OF BOSTON
TYPICALLY GETS.

THAT ALSO INCLUDES SOME PARTICULARLY REMEMBERABLE SNOWSTORMS ONE JANUARY 4, AND ONE THE BEGINNING OF MARCH THE LARGEST SINGLE DAY OF SNOWFALL IN MARCH IN THE BOSTON HISTORY. AND STILL OUTSIDE, 11,800 POULT HOLES AND RESPONDED TO 1600 STREET CLEAN REQUESTS THROUGH THE END OF APRIL.

AND IN ADDITION TO THE CORE WORK WE DO SUPPORTING EVENTS THAT HAPPEN IN OUR CITY.

THINGS LIKE FIRST NIGHT, MARATHON AND LOVE YOUR BLOCK EFFORTS HAPPENING IN EACH OF THE NEIGHBORHOODS OVER THE LAST WEEKEND, THIS WEEKEND AND BEYOND.

I'D SAY ONE OF THE THINGS WE PRIDE OURSELVES IN, SINCE THIS IS A BUDGET HEARING, A LOT OF GOOD WORK MIKE HAS BEEN NEEDING TO THINK ABOUT HOW WE BECOME MORE EFFICIENT AND EFFECTIVE WITH THE WORK WE DO EVERY SINGLE DAY.

THAT, IN PART, LOOKING AT HOW WE SHIFT SOME OF THE WORK FROM CONTRACTED OPERATIONS TO ACTUALLY BRINGING SOME OF THE WORK IN-HOUSE.

SUPPORTED BY THE CENTRAL FLEET TEAM.

YOU SEE IN THE BUDGET ADDITIONAL SAVINGS AROUND \$145,000.

LARGELY BY SOME INCREASED EFFICIENCY ON STREET SWEEPING SIDE.

IN ADDITION TO HARD WORK ON THE HIGHWAY DIVISION, ALREADY HARD AT WORK ON WASTE REDUCTION SIDE. AND WITH THE GOOD SUPPORT OF THIS COUNCIL AND COUNCILOR O'MALLEY'S PARTICULAR INTEREST IN THE COURSE OF THE LAST BUDGET CYCLE THIS YEAR WE EXPANDED THE NUMBER OF YARD WASTE PICK-UPS TO 18 OVER THE COURSE OF THIS CALENDAR YEAR, WHICH MEANS THAT ESSENTIALLY FROM THE WEEK OF APRIL 23 ALL THE WAY THROUGH THE FIRST WEEK OF DECEMBER, EVERY OTHER WEEK IN THE CITY OF

BOSTON, ALMOST EVERY OTHER WEEK
IN THE CITY OF THE BOSTON THERE
IS YARD WASTE PICK-UP,
COMPLIMENTING OTHER WORKS
AROUND

COMPOSTING IN THE CITY.
MANY OF OUR CONTRACTS WILL
EXPIRE WITH THAT MAYOR WALSH
PICKED OFF THE WASTE INITIATIVE
AND IT IS A COLLABORATION
BETWEEN YOUR CONSTITUENTS, THE
ENERGY ENVIRONMENT AND
OPEN-SPACE CABINET AND PUBLIC
WORKS TEAM TO REALLY THINK ABOUT
HOW WE ACTUALLY AS A CITY CAN DO
MORE TO REDUCE, REUSE AND
RECYCLE ACROSS THE BOARD.
IN ADDITION TO WASTE REDUCTION,
HARD AT WORK ON THE
STREETLIGHTING SIDE, MAKING SURE
THE STREETS ARE WELL LIT AND
SAFE.

AND THERE IS A LOT OF TERRIFIC
PROGRESS HAPPENING IN THE
STREETLIGHTING DIVISION.
LAST WEEK, FOR EXAMPLE, WE
ACTUALLY FIXED MORE STREETLIGHT
OUTAGES IN ONE WEEK THAN ANY
OTHER WEEK IN THE LAST 12
MONTHS.

A CREDIT TO A LOT OF WORK ON AND
THAT WORK WILL BE RE-ENFORCED BY
VACANCIES WE ARE FILLING
BRINGING ON NEWMECHANICS,
SOMEONE IN THE STOCK ROOM.
AND ALSO PILOTING NEW TECHNOLOGY
ON THE STREET LIGHTS TO THINK OF
WHAT THE NEXT AGAIN OPERATION OF
LED LIGHTS MIGHT LOOK LIKE IN
THE CITY, IN ADDITION TO THE
CONVERSATION WE'LL BE HAVING,
THE WORKING SESSION HAS WITH
COUNCILOR FLYNN AND OTHERS AT
THE END OF THE WEEK TO TALK
ABOUT STRAY VOLTAGE.

ALL OF THAT WORK, THE WORK OF
STREETLIGHTING TEAM, HIGHWAY
TEAM, IT IS WELL SUPPORTED BY
OUR CENTRAL FLEET GROUP, WHICH
HELPS TO PROCURE AND MAINTAIN
AND MANAGE THE FLEET FOR MANY
DEPARTMENTS ACROSS THE CITY.
OBVIOUSLY INCLUDING PUBLIC

WORKS, TRANSPORTATION AND OTHERS.

AMONG THE MANY THINGS OVER THE COURSE OF THE PAST YEAR THAT HAS BEEN ONE OF THE STEPS FOR THE CENTRAL FLEET TEAMS TO TAKE YOU NOTICE IN THE BUDGET A SLIGHT REDUCTION IN THE COMMUNICATIONS LINE BECAUSE THE CENTRAL FLEET TEAM HELPED US TRANSITION TO A NEW PLATFORM FOR OUR G.P.S. SYSTEM WE USE IN OUR VEHICLES. WE MOVED TO A PLATFORM BY A COMPANY THAT IS ESSENTIALLY GIVING US BETTER INFORMATION ABOUT THE CONDITION OF OUR VEHICLES, MORE IMPORTANTLY THE LOW VACATION OF OUR VEHICLES DURING EVENTS, AND AS WELL AS NEW WAYS OF DOING AFTER-AVERAGE REVIEWS DURING THE POST-STORM OR POST-EVENT WORK.

THAT ENVISIONS THE PROCUREMENT OF NEW VEHICLES AND NEW VEHICLE TYPES.

CENTRAL FLEET SUPPORTING THE HIGHWAY DIVISION AROUND NEW INFRASTRUCTURE INCLUDING BIKE LANES IN THE CITY, AND PURCHASING SPECIALTY PIECES OF EQUIPMENT FOR THAT.

IN ADDITION TO ALL OF THE CORE OPERATIONS WORK, A LARGE AMOUNT OF THE WORK THE TEAM COLLECTIVELY DOES AROUND DESIGNING AND BUILDING STREETS IN THE CITY.

YOU WILL NOTICE IN THE CAPITAL BUDGET THERE'S ACTUALLY AN INCREASE OF ABOUT \$16 MILLION, BOTH ACROSS GENERAL OBLIGATION BONDS AND GRANT SOURCES OF FUNDING THAT GOES TO A HUGE VARIETY OF DIFFERENT PROJECTS, CORE AMONG THAT THE SET OF WORK LEADING AROUND BRIDGE AND BRIDGE INVESTMENTS IN OUR CITY.

AND FOLKS MIGHT HAVE SEEN THIS PAST WEEKEND, IT WAS A RATHER REMARKABLE WEEKEND FOR BRIDGE RECONSTRUCTION IN THE CITY OF BOSTON.

IN THE PERIOD OF ABOUT 72 HOURS, OR 72 HOURS AND 45 MINUTES AS I

THINK PARA COMPLETELY CLOCKED IT
AFTER THE MASS AVERAGE OVERCOM A
DEMOLISHED, THE BRIDGE DECK
REPLACED AND ROAD RESURFACED.
TO DO THE MAJOR RECONSTRUCTION
WORK THAT HAPPENED AT THE MASS
OVERCOM BRIDGE AND THERE IS WORK
TO BE DONE, WHY IT IS STILL
REFLECTED IN THE BUDGET.

AND ALSO SIGNIFICANT
RECONSTRUCTION OF THE NORTH
WASHINGTON STREET BRIDGE,
CORRECTING THE NORTH END TO
CHARLESTON HAPPENING OVER THE
NEXT FIVE TO SIX AND ONE OF THE
LARGEST PRIVILEGE PROJECT IN THE
CITY'S HISTORY.

AND ALSO WORK ON THE BRIDGE THAT
CONNECTING ESSENTIALLY
CHARLESTOWN WITH SORT OF THE
CHARLESTOWN SECTION NORTH OF THE
CITY, AS WELL AS THE OTHER
BRIDGES.

AND THERE ARE SIGNATURE BRIDGES
ALSO IN THE BUDGET, ONE OF GREAT
IMPORTANCE TO US AND GREAT
IMPORTANCE TO THE MAYOR, WHICH
IS THE LONG ISLAND BRIDGE.

THERE'S FUNDING IN THIS BUDGET
FOR US TO BE ABLE TO TAKE THAT
BRIDGE REALLY SO WE CAN ACTUALLY
DO THE IMPORTANT WORK THAT THIS
COUNCIL HAS BEEN LONG AN
ADVOCATE FOR, WHICH IS EXTENDING
THE CONTINUUM OF CARE FOR THOSE
SUFFERING OR BATTLING WITH
ADDICTION BY REBUILDING THE LONG
ISLAND BRIDGE, WE CAN REOPEN A
RECOVERY CAMPUS ON LONG ISLAND.
OVER THE COURSE OF THIS YEAR, WE
PLAN ON HAVING A SERIES OF
PUBLIC CONVERSATIONS, BOTH IN
THE FORMAL PERMITTING CHANNELS
AND THINKING ABOUT WHAT THE
RECONSTRUCTION PROCESS LOOKS
LIKE.

AND THEN THAT WILL BE TO THE
ACTUAL CONSTRUCTION WORK THAT
WOULD HAPPEN IN THE OUT YEARS IN
ADDITION TO THAT, FUNDING IN
THIS BUDGET FOR THE
RECONSTRUCTION OF THE NORTHERN
AVE BRIDGE, CONNECTING THE
BOSTON WATERFRONT TO BOUND TOWN

BOSTON.

AS THAT WORK GOES FORWARD,
REALLY PRIORITIZING FOUR THINGS.
MOBILITY, GETTING IN AND OUT OF
THE SOUTH BOSTON WATERFRONT,
WHAT WE HEAR FROM STAKEHOLDERS
QUITE FREQUENTLY.

AND ALSO RECOGNIZE A NEED TO
HONOR HISTORY AS PART OF THIS
PROJECT, THAT WE REALLY NEED TO
SORT OF HONOR THE FACT THIS IS A
SYMBOL OF BOSTON'S INDUSTRIAL
PAST AND THIS AREAS INDUSTRIAL
PAST.

AND ALSO CREATE DESTINATION ON
THE WATERFRONT AND THINKING HOW
THE BRIDGE CAN PLAY A ROLE IN
THE RESILIENCY STRATEGY FOR THE
FOUR-POINT STRATEGY.

AND IN ADDITION TO BRIDGES, HUGE
AMOUNT OF FOCUS ON INVESTING IN
MAIN STREET DISTRICTS.

OVER THE COURSE OF THIS YEAR, WE
WILL BE FINISHING UP WORK AT
HYDE SQUARE, JAMAICA

PLAIN -- AND STARTING WORK IN
NORTH SQUARE ON THE NORTH END.

A SPECIFIC LINE ITEM IN HERE TO
ADVANCE SOMETHING WHICH HAS BEEN
LONG ADVOCATED FOR BY PARTNERS,
IN COLLABORATION WITH THE
ELDERLY COMMISSION.

THE ELDERLY

BOSTON NOTED IN A REPORT CALLED
AGE-FRIENDLY BOSTON, THAT ONE OF
THE THINGS WE N@

CITY TO BE AGE-FRIENDLY, TO BE A
GREAT PLACE FOR SENIORS IS TO
ADD MORE BENCHES.

MORE BENCHES PARTICULARLY IN
MAIN STREET

\$90,000 IN

INCREASE THE NUMBER OF BENCHES

WE CAN BE PUTTING ON OUR
STREETS.

AND LOOKING AT SOME OF THOSE
AREAS FIRST IDENTIFIED AS PART
OF THAT AGE-FRIENDLY BOSTON
INITIATIVE.

AMONG OTHERS.

PROJECTS, THE RECONSTRUCTION
AMONG OTHERS.

THERE'S ALSO FUNDING THAT IN THE
BUDGET TO BE ABLE TO REALLY

SUPPORT A LOT OF THE HOUSING GROWTH WE ARE SEEING IN OUR CITY.

IN PARTICULAR, THERE'S A SET OF PROJECTS REALLY CLUSTERED AROUND THE MADISON PARK AREA.

WE WILL BE SORT OF COORDINATING WORK WITH OUR PARTNERS AT D&D AND BHA, TO INSTRUCT CITIES LIKE WHITTIER AND OTHERS.

AND PUTTING ADDITIONAL FUNDING INTO THE STREETS AROUND THE INC BLOCK TO MAKE SURE THE TRAFFIC PATTERN, DESIGN OF THOSE STREETS REALLY SUPPORT THE GROWTH THAT WE ARE SEEING THERE.

AS WELL AS A SMALL BIT OF FUNDING TO SUPPORT A NEW DEVELOPMENT OFF AMORY STREET IN JACKSON SQUARE NEAR JAMAICA PLAINS AND WHAT WE DO, THE RESTRUCTURING OF SIDEWALKS AND STREETS, HOW THAT IS RUN BY THE TEAM, AND THEY ARE DOING AROUND 40 MILES OF ROADWAY RESERVICING ACROSS THE CITY OF BOSTON, ACROSS YOUR NEIGHBORHOODS OVER THE COURSE OF THIS YEAR. WE WILL ALSO BE RECONSTRUCTING AROUND 500,000 SQUARE FEET OF SIDEWALKS ACROSS YOUR NEIGHBORHOODS.

AND AS MANY OF YOU KNOW, BECAUSE KATIE I THINK BREACHED EACH ONE OF YOU ON, TAKING IT A DIFFERENT APPROACH TO LONG-TERM CAPITAL INVESTMENT ON SIDEWALKS RATHER THAN SIMPLY RESPONDING TO 301 REQUESTS, EQUITY IN THE WAYS WE ARE PRIORITIZING SIDEWALK WORK. LOOKING AT PLACES WHERE THE SIDEWALKS ARE IN POOR CONDITION, HEAVILY USED, AND PLACES THAT HAVE BEEN UNDER INVESTED IN IN THE PAST.

ACROSS THE BOARD AND TO WRAP UP, WE ALSO ARE LOOKING AT SORT OF RESILIENCY IN CAPITAL AND OPERATING WORK.

WITH THE SPECIFIC LINE ITEM IN THE BUDGET, OF \$180,000 TO BE SPENT ESSENTIALLY BETWEEN BOTH KATIE'S WORK AND MIKE'S WORK, THINK ABOUT HOW IN THE COURSE OF

OUR GENERAL CAPITAL PROJECTS AND MAINTENANCE WE ARE ENSURING DEALING WITH THINGS LIKE URBAN EFFECT AND INLAND FLOODING AND USING THE MONEY TO ADVANCE EFFORTS WE NEED TO MAINTAIN THINGS LIKE PERMEABLE SURFACES WE BUILT IN THE CITY OF BOSTON AND NEW STANDARDS AROUND RESILIENCY.

IN TOTAL THE BUDGET I THINK MOVES FORWARD A LOT OF THE THINGS THAT YOU GUYS HAVE BEEN APPROPRIATELY SORT OF REACHING OUT TO US ABOUT, AND REALLY REFLECTS THOSE TWO CHARGES THE MAYOR HAS GIVEN US -- DELIVER EXCELLENT BASIC CITY SERVICES AND BUILD GREAT STREETS IN OUR CITY.

I THANK EACH OF YOU FOR YOUR COLLABORATION OVER THE LAST YEAR, AND THANK THE MEN AND WOMEN WE HAVE THE HONOR OF SUPPORTING EVERY SINGLE DAY OUT THERE MAKING SURE OUR STREETS OF GREAT.

THANK YOU SO MUCH.

>> THANK YOU CHRIS.

LET ME RECOGNIZED JOINED BY SEVERAL OF MY COLLEAGUES TO MY FAR LEFT COUNCILOR TIMOTHY MCCARTHY, MATT O'MALLEY, FRANK BAKER, ED FLYNN AND TO MY RIGHT LYDIA EDWARDS JUST JOINED US. I THINK WE'RE ALL HAPPY THAT YOU EXPANDED THE YARD WASTE BECAUSE IT'S THE PERFECT ANALOGY OF NO GOOD DEED GOES UNPUNISHED. BECAUSE WE NEVER DID PICK UP YARD WASTE DURING THE SUMMER MONTHS.

AND WHEN WE DID, OH, I PUT OUT MY WASTE THIS WEEK AND THEY DIDN'T COME.

WELL THEY NEVER CAME BEFORE. BUT IT WAS TOUGH TO, YOU KNOW, GET PEOPLE THE ACTUAL SCHEDULE. SO AGAIN, I THINK IT'S BEEN A GREAT BENEFIT TO THE RESIDENTS THAT WE EXPANDED THAT.

COULD YOU TALK A LITTLE BIT ABOUT THE COMMISSIONER'S OFFICE HAS TAKEN A HIT THE LAST COUPLE

OF YEARS.

HOW DO YOU ARRIVE AT BEING ABLE TO TAKE THOSE DECREASES THIS YEAR?

12% DECREASE THIS YEAR, AS WELL AS A SMALLER DECREASE LAST YEAR.
>> YEP A SMALL SHIFT OF POSITION ESSENTIALLY FROM THE COMMISSIONER'S OFFICE TO WHAT IS KNOWN AS THE OFFICE OF THE STREETS, WHICH I THINK ACCOUNTS FOR A PORTION OF THAT.

BUT WE ARE ALSO SEEING AS WE THINK ABOUT WHERE THE INVESTMENT PRIORITY IS, THAT WE REALLY WANT TO MAKE SURE WE'RE INVESTING SORT OF INTO THE DIVISIONS THAT ARE ACTUALLY SORT OF EXECUTING ON THE STREETS.

THAT'S FAIR?

>> YEAH.

>> SO IS IT STAFF, A REDUCTION IN STAFF?

>> YES, EXACTLY.

BASICALLY A SHIFT IN POSITIONS FROM ONE -- FROM THE COMMISSIONER'S OFFICE LINE ITEM TO OTHER DIVISION, WHICH MORE ACCURATELY REFLECTS WHERE PEOPLE ARE ACTUALLY WORKING.

>> AND WE TALKED A LITTLE BIT ABOUT THE SNOW BUDGET BEFORE THE HEARING, BUT IT WAS A STRANGE WINTER, TO SAY THE LEAST.

WE HAD THE MASSIVE SNOWSTORM IN EARLY JANUARY, AND THEN FEBRUARY WAS LIKE SPRING AND THEN MARCH WAS LIKE WINTER.

AND WHERE DID WE END UP?

>> SO THE ROLLING SNOW AVERAGE, GOES THROUGH EVERY FIVE YEARS 22.5 MILLION AND WE WILL END UP RIGHT AROUND 24.5, 24.3.

SO \$2 MILLION OVER AVERAGE.

TRENDING WELL THIS LIGHT FEBRUARY AND THEN WINTER HIT IN MARCH.

THE LATER WINTER AFFECTED US, HAVING TO REPLENISH ALL PILES. A BIT MORE BURDEN ON OUR BUDGET. SO AS THE CHIEF MENTIONED WE HAVE 60 INCHES OF KNOW, 17 INCHES OVER AVERAGE.

SMALL ICY EVENTS THAT DON'T SHOW

ACCUMULATION BUT WE HAVE TO SOLVE, CALL IN CONTRACTS TO MAKE SURE STREETS ARE READY.

THE LIVE STORMS THAT ARE NAMED, SCHOOL IS CANCELED, THEY ARE EXPENSIVE.

THE SMALL EVENTS WHEN SCHOOL IS ON IT CAN BE PRICEY BECAUSE WE HAVE TO MAKE SURE THE ROADS ARE READY FOR 5 A.M. COMMUTES. WE DID DID WITH STAFF, AND STARTED WITH 5 A.M. MORE STRONGER THAN YEARS PAST, AND WE HAD TO CALL IN CONTRACTORS LESS BUT BE READY FOR THE SCHOOL BUS. WE THINK ABOUT SCHOOL BUSES FROM PRETTY MUCH HALLOWEEN UNTIL THIS YEAR APRIL 15-ISH.

AND THIS NEW SHIFT ALLOWED US, LEADERSHIP OF DANNY AT THE 5:00 A.M. SHIFT, HE COULD DEAPPLY 50 TO 60 TRUCKS, WHERE IN YEARS PAST WE HAD EIGHT GUYS.

AN ICY VENT THE DAY AFTER THE SUPER BOWL PARADE YEARS AGO WAS A PROBLEM AND WE SCRAMBLED, AND THE NEW SHIFT STRUCTURE ALLOWED US TO HANDLE THE EVENTS WITHOUT WHITE-KNUCKLING.

>> YOU MENTIONED HOW WE ARE DOING SIDEWALKS AND RECONSTRUCTION. WE'RE TAKING A DIFFERENT APPROACH.

LET ME RECOGNIZE OUR APPRENTICE, MY LIAISON, AND ALWAYS CALLING AND I THANK THEM.

AND THEY ARE VERY RESPONSIVE. WE HAD A MEETING LAST YEAR AND I KNOW THAT WE'RE DOING THINGS A LITTLE DIFFERENTLY.

CAN YOU KIND OF GET INTO A LITTLE DETAIL ABOUT THE RATIONAL BEHIND THAT?

>> YEP.

SO THOSE ARE TWO PIECES OF OUR RESPONSE TO MAINTAINING SIDEWALKS.

ONE IS SORT OF THE IMMEDIATE RESPONSE.

THAT WILL NOT CHANGE.

SO YOU CALL US AROUND A MISSING BRICK, A BROKEN PAVER, ASPHALT THAT NEEDS WORK.

AND OUR TEAM IS MAKING SURE THEY HAVE THE TOOLS AND TRAINING TO DO THAT.

THE PIECE WE LOOK AT IS LONG--TERM CAPITAL REPAIR. PARTICULARLY FOR THE SITE SELECTION IT WILL BE LARGELY BASED ON PLACES WHERE WE RECEIVE PHONE CALLS IN THE PAST, 311 REQUESTS IN THE PAST.

WHAT WE REALIZE BY DOING ANALYSIS, WHERE WE GOT CALLS AND WHERE THERE WAS NEED DID NOT EXACTLY LINE UP.

THERE HAS BEEN SOME WORK BY KATIE AND HER TEAM TO REALLY MAP WHERE IS THE MOST NEED FOR INVESTMENT IN OUR SIDEWALKS? AND REALLY LOOKING NOT JUST AT THROUGH THE CONDITION OF THE SIDEWALKS, BUT WHERE WE HISTORICALLY UNDERINVESTED IN SIDEWALK INVESTMENT IN THE PAST AND WHERE THERE ARE SORT OF NETWORKS WITHIN OUR CITY.

NOT JUST SPOT REPAIRS BUT PEDESTRIAN CONNECTIONS.

THROUGH THAT THERE WERE SEVEN AREAS IDENTIFIED AS AREAS WHERE WE NEED TO INCREASE INVESTMENT. THE GARRISON TROTTER HUMBOLDT AREA, AND WE'RE MAKING MORE INTENTIONAL INVESTMENT IN THE AREAS RECEIVING LESS IN THE PAST.

>> HOW ARE WE DOING WITH THE ADA RAMPS AT THIS POINT?

>> YEP.

I BELIEVE LAST CONSTRUCTION SEASON GOT AROUND 906, A LITTLE OVER 900 ADA RAMPS BROUGHT INTO COMPLIANCE.

THAT'S WHAT WE EXPECT TO DO THIS YEAR, \$1.6 MILLION AS YOU KNOW FROM THE BUDGET.

THE WAY IN WHICH WE BELIEVE WE ARE ON TRACK TO GET THE MAJORITY OR ALL OF THE ADA RAMPS COMPLETED BEFORE THE -- AHEAD OF SCHEDULE ESSENTIALLY.

>> ON A DISTRICT-LEVEL I HAVE A CROSS WALK AND IT HAS BEEN IN DISREPAIR FOR A WHILE. FILLED IT LIKE A POTHOLE BUT HAS

KIND OF THE COBBLE STONE BRICKS
IN BRIGHTON CENTER AT THE CORNER
OF CHESTNUT HILL AVE.
AND IF YOU COULD LOOK AT IT, ON
A CONSTITUENT LEVEL.

>> YEP.

>> AND FINALLY, INVESTED IN
BRINGING STREET SWEEPING MORE
IN-HOUSE, AND ALSO PURCHASE
SOME -- THIS MINI STREET
SWEEPER/PLOWS.

>> THROUGH LAST YEAR'S
CONVERSATION WITH THE BUDGET WE
TALKED ABOUT MAYBE INTERNALIZING
SOME CONTRACTUAL WORK, TAKE SOME
PAY WE GIVE TO GOOD COMPANIES
WHO DO GOOD WORK BY US, BUT
MAKING IT INSIDE AND GIVING OUR
FOLKS SOME WORK.

WE MADE SOME SMART PURCHASES OF
SWEEPERS AND ALSO SMALLER, MORE
SPECIALTY SWEEPERS FOR ALLEY
WORK AND THE NORTH END AND THE
BIKE NETWORKS.

ABLE TO INTERNALIZE THE
NON-POSTED PROGRAM IN WEST
ROCKSBURY AND FOR YEARS HAD A
CONTRACTED SWEEPER FOR THE
NORMAL SEVEN MONTHS OF SWEEPING.
AND DECIDED TO PILOT IT.

SPENT ABOUT A MONTH AND A HALF
TIMING IT OUT, CAN WE DO IT,
FINISH THE DAY.

WE FOUND WE COULD.

MONDAY AND TUESDAY IS HEAVY.
MOST SWEEPING OCCURS IDEALLY
AFTER TRASH DAY.

YOU THINK OF THE NEIGHBORHOODS
IN THE AREAS WHERE THERE IS
HEAVY TRASH DAYS OR LEAF AREAS,
THE MONDAY/TUESDAY MOUNT VERNON,
THE BIRDS, THAT AREA, ABLE TO
INTERNALIZE IT AND VERY
SUCCESSFUL.

THE PROBLEM WITHIN -- WITH
INTERNALIING BREAK DOWNS.
WITH A CONTRACTOR WE DON'T WORRY
ABOUT IT.

WITHIN -- WITH INTERNAL WE HAVE
TO DO IT.

AND IT TAKES A BIT MORE WORK TO
STAY ON THE MACHINES, BUT WE ARE
ABOUT TO LOOK INTO A NEW ROUTE
THIS YEAR THAT WILL POTENTIALLY

ADD ON TO IT, INTERNALIZING,
MORE SAVINGS FOR NEXT YEAR.

>> I RECOGNIZE COUNCILOR KIM
JANEY.

>> HOW ARE YOU?

THANK YOU ALL FOR BEING HERE.
THANK YOU FOR THE WORK THAT
YOU'RE DOING.

JUST VERY RESPONSIVE.

I FOUND THAT TO BE TRUE JUST AS
A RESIDENT, AND CERTAINLY NOW AS
A COUNCILOR AND I APPRECIATE THE
WORK YOU ARE DOING.

I JUST WANT TO ACKNOWLEDGE YOUR
TEAM ON THE PANEL, BUT ALSO
HERE.

WHILE I'M ACKNOWLEDGING FOLKS A
SHOUT OUT FOR KENDALL DOING WORK
THE WORK IN ROXBURY -- HE IS
PROBABLY NOT WATCH, BECAUSE HE
IS DOING THE WORK.

MAYBE HIS MOM IS WATCHING.

AND I APPRECIATE THE INVESTMENT
THAT WILL MAKE OUR STREETS
SAFER, MORE WALKABLE, EASIER TO
NAVIGATE FOR PEOPLE WHO RIDE
BIKES, FOR OUR ELDERLY.

I THINK THAT'S VERY IMPORTANT AS
SOMEONE WHO DOES NOT OWN A CAR,
THAT IS A PRIORITY FOR ME.

I WANT TO ALSO ACKNOWLEDGE THE
ADVOCATES IN THE ROOM FOR THEIR
GOOD WORK AND THE WORK YOU ARE
DOING TO PUSH THIS FORWARD.

SO I AM GLAD TO SEE THE
INVESTMENT IN THIS BUDGET.

ALSO WITH THE EQUITY LENS YOU
ARE USING AROUND SOME
IMPROVEMENTS.

WHAT I CERTAINLY KNOW TO BE
TRUE, LIVING IN MY NEIGHBORHOOD,
NOT EVERYONE CALLS 311.

AND FOR VARIOUS REASONS.

WE KNOW THAT PEOPLE DON'T CALL
BECAUSE THEY MAYBE PERHAPS
BELIEVE THAT NOTHING WILL BE
DONE.

YOU KNOW, SO THERE'S, I THINK, A
GAP IN TERMS OF TRUST AND
WHETHER OR NOT THE CITY WILL BE
RESPONSIVE.

IT HAS BEEN MY EXPERIENCE THAT
YOU HAVE BEEN, SO I DO WANT TO
SHOW MY APPRECIATION.

I'M HOPING THAT YOU CAN TALK ABOUT SOME OF THE PROJECTS IN MY DISTRICT, PARTICULARLY MADISON PARK VILLAGE AND WHAT IS HAPPENING ON QUINCEY STREET AS WELL.

>> THE CITIES IN MADISON PARK WE SHOULD BE STARTING CONSTRUCTION VERY SOON ON THAT.

AND QUINCEY, WE HAD A SITUATION WITH PRIVATE UN TITLE THAT NEED TO BE ADJUSTED, AND I THINK THAT BEEN ADJUSTED AND THE CONSTRUCTION WITH US, WE SHOULD BE DOING GROUND-BREAKING AND STARTING CONSTRUCTION ON THAT VERY SOON.

>> HOW ARE NEIGHBORS NOTIFIED WHEN THIS HAPPENS?

SO I NOTICE ON MORELAND STREET, NATIONAL GRID IS DIGGING UP THE STREET ALL LAST SUMMER, AND CONTINUES NOW THAT SPRING IS HERE TO DIG UP THE STREET, BUT I DON'T SEE A LOT OF NOTIFICATION GOING OUT TO NEIGHBORS TO INFORM THEM THEY MAY HAVE ISSUES. THAT THEY WILL HAVE TO EITHER DETOUR WHEN THEY ARE TRYING TO LEAVE FOR WORK OR COME BACK HOME.

OR IF THEY ARE HOSTING SOMETHING AT THEIR HOME, THAT THERE WILL BE A CHALLENGE OF PARKING.

HOW ARE FOLKS NOTIFIED WHEN THE LARGER PROJECTS, BUT SOMETIMES THE ROAD WORK THAT IS HAPPENING? IS THAT LEFT TO THE COMPANIES? IS THAT THE CITY?

>> AND KATIE CORRECT ME, THERE IS A SET OF FLIERING THAT WILL HAPPEN IN ADVANCE TO INFORM NEIGHBORS OF WORK THAT IS HAPPENING ON THEIR BLOCK AND SORT OF THE DURATION, AS WELL AS GIVING INFORMATION WHERE THEY CAN FIND OUT MORE DETAILS OR WHO TO CONTACT.

IT IS CERTAINLY AN AREA WE ARE ALWAYS INTERESTED IN FIGURING OUT IF THERE ARE THINGS WE CAN DO BEYOND THE FLIER THAT CAN HELP INFORM RESIDENTS.

WE LOOK AT BLASTING INFORMATION

OUT IN COLLABORATION WITH
NEIGHBORHOOD SERVICES AND HAPPY
TO BRAINSTORM ABOUT OTHER WAYS
WE MAY BE EFFECTIVE WITH THAT.

>> I THINK THAT WOULD BE
HELPFUL.

I HAVE FOUND NOTIFICATION ISN'T
GOING OUT, AND I AM NOT SURE
THAT IS NECESSARILY THE CITY'S
FAULT.

BUT JUST ON A RANGE OF THINGS
HAPPENING IN NEIGHBOR THAT
INVOLVE NOISE, THAT INVOLVE KIND
OF RE-ROUTING, YOU KNOW, CARS OR
PEDESTRIANS THAT PEOPLE ARE NOT
BEING GIVEN ADVANCE NOTICE OF
THIS.

IN TERMS OF LONG ISLAND BRIDGE,
WHERE ARE WE WITH THE
NEGOTIATIONS?

>> OVER THE COURSE OF THIS YEAR,
THE FOCUS IS REALLY AROUND
DESIGN AND PERMITTING, AND WE
ACTUALLY STARTED THAT PROCESS.
SO TOMORROW WILL BE SORT OF OUR
PUBLIC HEARING BEFORE THE BOSTON
CONSERVATION COMMISSION, WHICH
ACTUALLY WILL BE A PRESENTATION
OF THE BOSTON CONSERVATION
COMMISSION OF THE MEANS AND
METHODS OF CONSTRUCTION AS WE
TAKE ON THE LONG ISLAND BRIDGE,
THAT WOULD THEN BE FOLLOWED UP
WITH A SIMILAR CONVERSATION WITH
THE QUINCEY CONSERVATION
COMMISSION.

AND ALSO ENGAGING THE STATE AND
THE COAST GUARD AND ARMY CORPS
OF ENGINEERS.

THE LOCAL AND STATE AND FEDERAL
AGENCIES THAT THE PERMITTING
AUTHORITIES FOR THE COURSE OF
THE BRIDGE.

AS THIS IS HAPPENING, THIS TEAM
IS THINKING OF THE DESIGN AND
CONSTRUCTION METHODS OF THE
BRIDGE A SEPARATE PART OF THE
CITY'S BUDGET, LOOKING AT THE
ACTUAL PROGRAMMING AND PLANNING
FOR THE ISLAND, MARTINEZ IS
LEADING.

AND THINKING OF THE TYPES OF
SERVICES THAT WE WANT TO
PROVIDE, THE CONTINUUM OF CARE,

AND CREATE THE COVER OF CAMPUS
ON THE ISLAND.

>> AND EVERYONE WHO IS WATCHING
AND EVERYONE IN THE ROOM HEARD
THE RESISTANCE.

IT'S THE CITY'S POSITION THAT
THIS -- THAT WE'LL JUST KEEP
MOVING FORWARD WITH THE
PERMITTING AND DEALING WITH THE
STATE AND WHOMEVER THAT WE NEED
PERMITS FROM AND THAT THINGS
WILL MOVE FORWARD?

>> AND WE CERTAINLY WANT TO
ENGAGE PARTNERS IN QUINCEY.
AND THE LAST QUESTION, IN ANY OF
THE CONSTRUCTION PROJECTS WE
ALWAYS LOOK TO MINIMIZE ANY
IMPACT IT HAS ON RESIDENTS AND
ENABLE THE RESIDENTS IN THE
PROCESS.

WE ARE CERTAINLY DOING THAT WITH
PARTNERS IN QUINCEY AND DOING
THAT AS THIS MOVES FORWARD.

>> ASSUMING IT MOVES FORWARD
SMOOTHLY REMIND ME OF THE
PROJECTED DATE.

>> WE EXPECT TO BE ABLE TO BUILD
THE BRIDGE IN THE NEXT 3 1/2
YEARS WHICH IS WHAT IS REFLECTED
IN THE CAPITAL BUDGET HERE.

>> AND SO I AM GOING TO COME
BACK TO THE NEIGHBORHOODS NOW.
SO THERE IS A STREET, ALBERT
STREET, IT IS -- IT BORDERS THE
ALICE TAYLOR HOUSE DEVELOPMENT.

>> YEP.

>> THE SORRY SIDE IS THE
SOUTHWEST CORRIDOR WITH THE
STREET STATION THAT IS THERE.
NO ONE IS CLAIMING
RESPONSIBILITY FOR THIS STREET.
RESIDENTS NEED TO KNOW THAT THIS
STREET CAN BE REPAVED, NOT JUST
POTHLES FIXED ON OCCASION.
BUT WHO'S REALLY RESPONSIBLE?
AND IT SEEMS THAT EVERYONE IS
SAYING NOT US.

YOU KNOW WHETHER YOU TALK TO THE
STATE, WHETHER YOU TALK TO BHA,
WHETHER YOU TALK TO THE CITY IT
WOULD BE HELPFUL TO GET SOME
CLARITY.

>> MY PHONE IS NOT WORKING FAST
ENOUGH FOR ME TO PULL UP THE

STREETS OF BOSTON, WHICH CAN ANSWER THIS EXACT QUESTION, BUT WE WILL GET BACK TO YOU AS TO RESPONSIBILITY.

>> AND ALSO FOR STREETLIGHTS, SO IS THAT YOU?

THERE IS A STREETLIGHT THAT IS OUT I HAVE GOTTEN A CALL ABOUT. OR DOES IT DETERMINE IF IT IS A CITY LIGHT OR --

>> IT DEPENDS A LITTLE ON THE OWNERSHIP OF THE STREET BUT WE CAN LOOK INTO THE STREETLIGHT AND COORDINATE WITH YOU TO CONTACT WHOEVER THE RIGHT PARTY IS, WHETHER IT IS US OR SOMEONE ELSE.

>> I CAN FOLLOW-UP ONLINE, THAT'S IT FOR NOW, I WILL WAIT FOR SECOND ROUND.

>> COUNCILOR ESSAIBI GEORGE.

>> THANK YOU FOR ALL BEING HERE AND I THINK YOU WILL HEAR THE ECOS OF THANKS TO YOUR TEAM AS THEY KEEP US INFORMED WHAT IS HAPPENING AND A LOT OF CALLS FROM OUR OFFICES NEED TO END UP IN YOUR OFFICE.

I HAVE A COUPLE OF QUESTIONS ABOUT NEEDLE DISPOSAL.

I KNOW A YEAR AGO WE TALKED ABOUT IT.

I'M WONDERING IF YOUR DEPARTMENT HAS BEEN TRAINED, AND YOUR EMPLOYEES HAVE BEEN TRAINED IN SHARP'S DISPOSAL, PROPER SHARP'S DISPOSAL.

>> THE PUBLIC HEALTH COMMISSION REALLY TAKES THE LEAD WITH THE SHARP'S TEAM AND WE WILL CALL THEM IN WHEN THE NEEDLE PICK-UP IS NEED.

>> GREAT.

HAS THERE BEEN ANY EFFORT TO TRAIN?

I KNOW THE BPL HAS DONE QUITE A BIT OF WORK AROUND TRAINING STAFF AND HAVING APPROPRIATE KIOSKS IN LIBRARIES.

THE PARKS DEPARTMENT HAS DONE A PRETTY EXTENSIVE STAFF TRAINING ACROSS THEIR DEPARTMENT.

AND I WOULD HATE TO THINK THAT WORK IS STOPPING WHILE WE'RE

WAITING FOR A NEEDLE TO GET
PICKED UP.
>> SO FAR YET TO DATE WE HAVE
YET TO STOP TRAINING.
WE TALKED TO LABOR, FRIENDS WHO
OVERSEE THE LABOR UNIONS.
A LITTLE PUSH BACK WITH SAFETY
CONCERNS.
THE INITIAL SHOPS YOU FUNDED
HAVE BEEN HELPFUL.
THE TURN-AROUND TIMES HAVE
BEEN -- IT HASN'T STOPPED WORK.
IT'S BEEN -- I CALLED SOME IN ON
THE SURFACE ROAD BEHIND THE
FENCE AT BOB BLACKSTONE STREET,
PARCEL 9, 45 MINUTES THEY WERE
THERE.
AND I ACTUALLY CREATED A CASE TO
KIND OF SEE, TO KIND OF TEST IT.
IT HAS BEEN VERY HELPFUL.
AS OF RIGHT NOW WE HAVE KIND OF
KEPT IT TO THE POINT WHERE OUR
FOLKS ARE NOTIFYING 311.
311 ACTUALLY THEY DON'T CREATE A
CASE, THEY MAKE A PHONE CALL.
THEY DO A CASE LIKE IT IS AN
EMAIL ALERT.
BUT THE TEAM HAS BEEN VERY GOOD
TO BE THE CONDUIT AND TO DATE
THAT SYSTEM HAS WORKED.
I AM CONCERNED WITH THE LABOR
UNIONS, JUST THE HANDLING OF AT
THAT MATERIAL.
>> IT IS CERTAINLY
UNDERSTANDABLE.
I AM WONDERING ABOUT THE IMPACT
OF THE CLEANING VEHICLES,
ESPECIALLY AS WE TAKE STREET
CLEANING MORE IN-HOUSE.
THE IMPACTINGS OF SWEEPING UP
NEEDLES AND THE COST OF THAT.
BECAUSE THEY ARE -- I KNOW IT IS
A CONCERN FOR SOME OF THE
AUTHORITIES AND PRIVATE
CONTRACTORS.
>> IT'S A BAND ITEM AT OUR
TRANSFER STATION.
WE TALKED A LITTLE BACK AND
FORTH IN EMAILS ABOUT HOW TO
FIND THAT INFORMATION IN THE
WASTE STREAM.
THEY DON'T QUANTIFY IT.
THEY DON'T HAVE A PERCENTAGE OF.
AS IT'S NOT SOMETHING THEY ARE

SUPPOSED TO BE ABLE TO HANDLE.
AS OF NOW IT HADN'T BEEN AN
ISSUE.
>> WHEN IT COMES THROUGH THE
WASTE STREAM, WHAT HAPPENS TO
THEM.
>> I DON'T THINK IT IS SEEN, I
THINK PARDON THE PUN, A NEEDLE
IN A HAYSTACK.
WHEN WE DUMP THE SWEEPERS WE CAN
HAVE 3.5 YARDS OF MATERIAL
COMPOUNDED AND PUT IN A
COMPACTOR, AND WE HAVE YET TO
GET A CALL.
WE GET CALLS ON TOO MUCH WOOD,
TOO MUCH PLASTIC, WHATEVER THE
IT IS, BUT I THINK IT IS GETTING
THROUGH.
>> GETTING IN THE WASTE STREAM
WITH GARBAGE AND THE STREET
SWEEPERS.
>> WHEN I SAY THAT 3.5 YARDS OF
THE HOPPER IF YOU WILL, THE
SWEEPERS ARE THE BACK OF A
PACKER, THE 20-YARD PACKER.
>> AND WHAT ABOUT WITH WASTE
DISPOSAL, GARBAGE.
>> AS IT IS SEEN WE ALERT OUR
SHARP'S TEAM.
>> AND MEASURING IT ALL, GOES IN
THE BACK, IT IS IN HOUSEHOLD
TRASH, THE BACK OF A DUMP TRUCK.
>> IF IT IS THERE WE DON'T TOUCH
IT AND WE GET SHARP'S.
>> BUT YOU DON'T SEE IT.
IT IS IN THE TRASH BAG.
IS THERE ANY --
>> I DON'T SEE IT.
>> ANY DATA ON THE AMOUNT OF
NEEDLES ENDING UP --
>> I CALL THEM AND THEY WEREN'T
ABLE TO GET ANY TYPE OF
GUESSTIMATE EVEN.
AND IT BEING A BANNED ITEM THEY
WOULD PULL THE CHUTE IF YOU
WILL, CALL TIME-OUT AND IT IS
TOUGH TO FIND THE NUMBER WHEN IT
IS NOT EMBEDDED IN A BAG.
>> SOME CITIES HAVE DONE --
>> AN AUDIT, YEAH.
>> I SEE WITH THE WASTE REMOVAL
LINE 52, 52500, AND AN INCREASE
IN THE GARBAGE WASTE REMOVAL
LINE.

CAN YOU TALK A LITTLE ABOUT THE INCREASE?
>> THE CONSUMER PRICE INDEX. INFLATED IT BY THE CONSUMER PRICE INDEX FOR THIS COMING YEAR.
>> WHERE ARE WE IN THE LENGTH OF OUR CONTRACT WITH WASTE?
>> 13 MORE MONTHS, I THINK IS THE OFFICIAL OR 13.5 MORE MONTHS.
JULY 1, '19 IS THE NEXT 15-YEAR -- I AM SORRY, 5-YEAR.
>> DO WE HAVE AN OPTION TO IMMEDIATELY RENEW?
>> I BELIEVE THAT THERE ARE ALWAYS WAYS TO NEGOTIATE EXTENSIONS.
IT'S BEEN DONE IN THE PAST. BECAUSE OF THE YARD WASTE CONVERSATION WE ARE PROUD OF THE 18 WEEKS, BUT ARE PUSHING FOR 20 WEEKS.
IN THE NEW CONTRACT WE CAN GET TO 20, BUT THINGS WE WANT TO TIEN THE BELT FINANCIALLY AND WASTE STREAMS.
>> AND DIFFERENCE IN COSTS OF DUMPING?
>> YES.
WE HAVEN'T SEEN IT, A \$5 FLOOR PRICE WRITTEN INTO THE LAST CONTRACT.
BUT THE MARKET AS A WHOLE HAS GONE UP.
SO WE HAVE YET TO SEE THAT HIT US YET.
BUT WE'RE PLANNING FOR IT AND EXPECTING IT IN THE NEXT CONTRACT.
>> GREAT.
MY CLOCK IS GOING TO EXPIRE IN A SECOND, I WILL SAVE THE NEXT FOR THE NEXT ROUND.
>> COUNCILOR MCCARTHY.
>> THANK YOU STRETCH AND WELCOME EVERYBODY.
I DON'T WANT TO GO THROUGH THE LIST OF THANKS, YOU START GETTING YOURSELF IN TROUBLE. BUT I WILL GO THROUGH THE PEOPLE THAT I AM DEALING WITH ON A REGULAR BASIS.
ERIC ESPECIALLY IS ALWAYS THERE

AVAILABLE TO TAKE MY CALL.
SO IS MIKE, AND I APPRECIATE
THAT.
ROBBY, AND THEN MARK OF COURSE
IS CHASING UTILITIES AROUND.
IT IS FUNNY, ONE OF MY GOOD
FRIENDS WORKS FOR THE UTILITIES
AND I STAY MARK IS A GOOD FRIEND
OF MINE AND HE CRINGES.
AND HE IS LIKE GREAT TO HAVE ON
YOUR TEAM BUT YOU DON'T WANT HIM
ON THE OTHER TIME.
AND THANK YOU FOR EVERYTHING YOU
DID IN DISTRICT FIVE IN
PARTICULAR.
A BUSY COUPLE OF YEARS COMING UP
IN DISTRICT FIVE AND I CERTAINLY
APPRECIATE THAT AND AARON, WHO
ALWAYS TAKES MY CALL AND KEEPS
YOU GUYS ON TIME, WHICH ARE IS
NICE.
I'M REALLY HAPPY WITH GOING OVER
THIS BUDGET, SIMPLY BECAUSE I
THINK THAT THIS ADMINISTRATION
HAS RECOMMITTED THEMSELVES TO
THE CAPITAL PLAN.
WHAT PEOPLE SEE OUTSIDE THEIR
FRONT DOOR.
AND THAT'S IMPORTANT.
IN HYDE PARK, THE BRIDGE,
BETWEEN THE INTERSECTION, AND
THE VILLAGE JUST REPAINTED AND
RESURFACED.
AND WE HAVE THE BUS, THE BUS
LANE PILOT, AN INCREDIBLE
SUCCESS.
AND I HAD A LADY FROM RANDOLPH
CALL ME SAYING SHE CAN'T HAPPY
SHE LOST HER PARKING SPACE, SHE
PARK THERE IS TO WALK TO FOREST
HILLS.
I DIDN'T CARE.
[LAUGHTER]
>> ULTIMATELY THE BUS LANE HAS
BEEN AN INCREDIBLE POSITIVE AND
A LOT OF MOVING PARTS.
AND I THANK YOU CHIEF, AS WELL
AS BTD, AND EVERYBODY INVOLVED
IN THAT EVERY SINGLE MORNING AND
IN MATTAPAN YOU CONTINUE WORK
FOR WORKING IN MATTAPAN SQUARE.
AND I KNOW THAT SOON WE WILL
TALK ABOUT THE RECONSTRUCTION OF
MATTAPAN SQUARE AND POSSIBLE

RE-DESIGN TO REACTIVATE THAT DISTRICT.

I AM INCREDIBLY HAPPY WITH EVERYTHING GOING ON IN THE PUBLIC WORKS DEPARTMENT.

IT IS NOT BECAUSE I USED TO BE A PUBLIC WORKS GUY, I THINK YOU STAYED ON TOP OF EVERYTHING THAT YOU NEED TO STAY ON TOP OF.

THE FEEDBACK THAT WE GET BETWEEN PEOPLE PICKING UP THE TRASH, PEOPLE THROWING AWAY THE TRASH. THE BUSINESS DISTRICTS AND WE HAD A HUGE LOSS, BUT FREDDY AND THE GUYS ARE DOING A NICE JOB IN ALL OF THE MAIN STREET DISTRICTS.

DOING A REALLY GOOD JOB AND I REALLY HAVE NOTHING BUT POSITIVE THINGS TO SAY.

THE ONLY LINE THAT CONCERNED ME WAS THAT THOSE BENCHES.

BENCHES BRING PEOPLE.

SOMETIMES PEOPLE NOT WELCOMED. AND WE HAD BENCHES REMOVED, ESPECIALLY IN THE MAIN STREET DISTRICT WHERE PEOPLE CONGREGATE AND SOMETIMES THERE ARE ISSUES. AS MANY BENCHES AS YOU CAN PUT IN SOMETIMES YOU ARE PUTTING BENCHES OUT.

IT IS MORE OF A HEAD'S UP.

I AM GOOD WITH BENCHES IN DISTRICT FIVE, THANKS.

>> THANK YOU MR. CHAIR.

>> THANK YOU.

>> COUNCILOR O'MALLEY.

>> THANK YOU MR. CHAIRMAN.

THANK YOU.

YOU GUYS HAVE DONE AMAZING JOB AND REALLY SET THE TONE.

FREDDY THE BEST, TONY HARRIS ALL-STAR.

ERIC, AND MARK NONE BETTER, SOME OF THE NAMES SO RESPONSIVE TO ME AND MY TEAM.

I THINK SNOW REMOVAL IN THIS PAST SEASON WAS THE BEST I HAVE SEEN IN EIGHT YEARS ON THIS BODY.

WE HAD CHALLENGING STORMS, THREE NOR'EASTERS.

WHAT WAS DIFFERENT THIS YEAR COMPARED TO PRIOR YEARS?

MIKE?

>> SO I THINK IT'S ANOTHER YEAR
OF A TEAM TIGHTENING THINGS UP
AND PLANS GETTING JUST A LITTLE
BIT BETTER IN PLACE.
AND COUNCILOR MCCARTHY CAN TELL
YOU HOW SNOW GOES.
IT GOES AND YOU REACT.
WE THINK ABOUT SNOW 12 MONTHS OF
THE YEAR.

>> YEAH.

>> LEADING INTO A SNOWSTORM I
THINK THE ABILITY TO GET SNOW
BLOWERS IF I MY LIGHT
-- HIGHLIGHT WE ARE ASKING FOR
A THIRD SNOW BLOWER.
AND WE WERE ABLE TO PUT THOSE
SNOW BLOWERS ON THE ROAD INSIDE
OF THE SNOW EVENT.
IT IS STILL SNOWING, TWO OR
THREE HOURS LEFT, THINK IT IS
DISSIPATING ENOUGH TO START
FOCUSING.

WE BRING IN THE TRAILER-TRUCKS
AND BLOW SNOW.
IT IS FRESHER SNOW.
LESS DEBRIS AND HOUSEHOLD TRASH.
IT IS MORE LIKE THE SNOW THAT
ALL THE AIRPORTS DEAL WITH, NICE
AND CLEAN.

WE DID BROADWAY, WE
STARTED -- WITH THOSE TWO
BLOWERS ABLE TO IMPLEMENT AND
GET THE SNOW REMOVED --
>> THE FIRST YEAR WE HAD THOSE
TWO?

>> NO, IT WAS THE FIRST YEAR WE
HAD THE VOLUME.
YOU NEED VOLUME.

>> YEAH.

>> I DON'T WANT VOLUME, BUT FOR
THE BLOWERS YOU NEED VOLUME.
AND IT ALLOWS US TO KIND OF GET
INTO A QUICKER CLEAN-UP MODE
INSIDE OF THE EVENT.
TO REMOVE SNOW INSIDE OF A
SNOWSTORM I THINK IS PRETTY
IMPRESSIVE.

>> I AGREE.

>> IT IS NOT PUSHING, IT IS
TAKING AWAY.

WE CAN'T TAKE THESE THINGS DOWN
CRESCENTS AND RAVENS AND THE
DIFFERENT STREETS IN ALL OF YOUR

DISTRICTS, BUT WE CAN MAKE A DIFFERENCE.

>> A COUPLE OF YEARS AGO, THE SMALL STREET, THE GRAVEYARD ADMINISTRATION KILLED A HOUSE, BUT I DO APPRECIATE THAT. LUCKILY HE WAS A CITY EMPLOYEE, THE PERSON WHO LIVED IN THE HOUSE, SO HE GAVE US A LITTLE BIT OF A PASS.

THE REQUEST FOR ADDITIONAL SNOW BLOWER THIS YEAR.

THAT SHOULD BE A NO-BRAINER. AND THEN IT WAS DONE SO WELL, I THINK THE COORDINATION, PARTICULARLY WITH PARKS AS WE HAD THE NOR'EASTERS, I WOULD VENTURE GUESS MORE DOWNED TREES CERTAINLY IN MY TIME ON THIS BODY IN MANY, MANY YEARS. AND CHIEF, IN ADDITION TO THE CHIEF OF STREETS, ACTING COMMISSIONER.

HOW IS THE PROCESS TO FIND THE PERMANENT COMMISSIONER?

THE TIMELINE ON THAT.

>> A SEPARATE SET OF CONVERSATIONS.

ONE OF THE THINGS I APPRECIATE THE COMPLIMENT, IT IS TO THE TEAM AROUND ME.

THEY PROVIDED SO MUCH OF THE LEADERSHIP, SO MUCH OF THE WORK THAT ACTUALLY GETS DONE.

SEPARATE CONVERSATIONS.

>> FAIR ENOUGH I WON'T PUSH IT. BUT WE OBVIOUSLY HAVE GREAT PEOPLE ONBOARD AND I HOPE THERE ARE SOME STRONG, INTERNAL CANDIDATES WHEN THAT HAPPENS. LET'S TALK A LITTLE BIT ABOUT I THINK BOTH COUNCILOR ESSAIBI GEORGE AND MCCARTHY TALKED ABOUT IT.

THE CONTRACT UP NEXT YEAR, GENERALLY FROM THE MEN AND WOMEN I TALKED TO IN THE YARDS SEEM PRETTY HAPPY WITH THEM, GOOD WORKING RELATIONSHIP.

I LOVE THE IDEA OF EXPANDING YARDWAYS OF EVEN MORE TWO WEEKS. BUT HOW -- WHAT ARE SOME CONVERSATIONS -- I KNOW WE CAN'T GET INTO CERTAIN NEGOTIATIONS AT

THIS POINT, BUT THE GENERAL CONVERSATIONS ON WHAT WE WANT TO SEE OUT OF THE NEXT CONTRACT, IF COSELLA IS ABLE TO WORK WITH US, THOUGHTS ON WHAT YOU WANT TO SEE.

>> MOST IS HAPPENING THROUGH THE ZERO WASTE ADVISORY COMMISSION, AND THE NEXT MEETING IS JULY 16. OVER THE COURSE OF THE YEAR, WE BASICALLY ARE LOOKING AT WHAT ARE WAYS IN WHICH WE CAN EITHER INCREASE RECYCLING OR REDUCE THE AMOUNT OF --

>> WHAT IS THE RECYCLING RATE?

>> 21%.

>> WHAT WE WERE 10 YEARS AGO?

>> WE HAVE GONE UP SIGNIFICANT CAPTAINLY.

>> I WOULD SAY AROUND 16%.

IS THAT FAIR TO SAY?

AND THAT WAS PRIOR TO THE SINGLE-STREAMER RECYCLING AND THAT WAS THE LAST BIG --

>> STILL PRETTY LOW THOUGH, 21%.

>> IN MANY WAYS THE REASON WE ARE DOING THE ZERO WASTE WORK, HOW DO WE INCREASE 21% NUMBER OR REDUCE THE AMOUNT OF WASTE PUTTING IN.

AND THAT IS A CREDIT TO ROB, BRIAN AND JERRY WHO ARE STAFFING THAT AND PUTTING THEIR IDEAS INTO THE PROCESS.

LOOKING AT THE NEXT BID OR RFP, WE CAN PUT IN SOME PROGRAMS AND THEY HAVE A BIG IMPACT.

>> IS CURBSIDE COME POST PART OF THE DISCUSSION TO GET TO ZERO?

>> ONE OF THE PIECES, THE THREE CATEGORIES LOOKING AT NEW SERVICES, NEW RULES AND DIFFERENT OUTREACH.

IN THE NEW SERVICES CATEGORY, WE CERTAINLY ARE LOOKING AT COMPOSTING IN GENERAL.

A SIGNIFICANT PORTION, 20% OF WHAT ACTUALLY ENDS UP IN THE TRASH BASED ON PREVIOUS WASTE ITEMS.

A HUGE OPPORTUNITY WITH COMPOST.

>> THAT IS HUGE BECAUSE I WOULD VENTURE TO GUESS MOST HOUSES HAVE INSINKERATORS, JUST DON'T

USE THEM?

>> WHETHER IT IS AN ABSENCE OR NOT FAMILIAR WITH USING THEM, OR PREFERENCE NOT TO.

THERE WOULD BE A BUNCH OF REASONS WHY THAT'S THE CASE. ONE OF THE THINGS THAT'S A BIG FOCUS FOR US ESSENTIALLY IS THINKING ABOUT THAT SLICE OF THE WASTE PIE.

HOW TO THINK OF ADDRESSING THAT. WHETHER IT MEANS EXPANSION OF SOMETHING LIKE A PROJECT OSCAR, DIFFERENT SERVICE, CURBSIDE SERVICE.

>> I AM SORRY TO CUT YOU OFF, I WANT TO GET THROUGH A COUPLE OF THESE.

I LOVE THE CONCEPT OF PROJECT OSCAR, NOBODY USE IT IS. WE WANT TO MAKE IT EASIER FOR FOLKS TO DO IT.

I THINK IN JAMAICA PLAINS YOU HAVE SEEN IN HYDE PARK AND PARTICULARLY IN J.P. WHERE IT STARTED AND THE NEIGHBORS IMMATERIAL MORE FOCUSED ON SOUTHWEST BOSTON.

YOU SEE GREAT LOCAL INDUSTRIOUS INDIVIDUALS WHO STARTED THE CURBSIDE PICK-UP AND ARE DRIVING.

AND I WOULD EXPECT THAT SOME WOULD BE WILLING TO PAY A SMALL FEE FOR CURBSIDE COMPOST PICK-UP SO WE CAN MAKE IT COST-NEUTRAL AND SAVE MONEY BECAUSE OF THE SIGNIFICANT WASTE STREAM.

COUNCILOR PRESSLEY AND I FOR YEARS ARE TALKING ABOUT PILOTING A CURBSIDE COMPOST.

WHAT HAPPENED IN CAMBRIDGE, PILOTED IN A SMALL NEIGHBORHOOD, IT WAS SUCCESSFUL AND EXPENDED. AND I WILL PUSH FOR THAT IN WEEKS AHEAD AS WE GET TO THE BUDGET.

I DON'T MEAN TO MINIMIZE PROJECT OSCAR, A GREAT STEP, BUT WE HAVE THREE I BELIEVE IN THE ENTIRE CITY.

ONE IN JAMAICA PLAINS AND NOBODY -- THERE ARE SIX?

>> SIX TOTAL.

>> OH, SIX TOTAL.
>> AND I DON'T DISAGREE THAT
THERE ARE OTHER SERVICES WE NEED
TO PROVIDE IF WE WANT TO LOOK AT
MORE OF THE POPULATION.
>> PERFECT.
BRIEFLY CAN YOU TALK A LITTLE
BIT HYDE SQUARE AND REDESIGN AND
WORK AROUND THERE.
>> ALMOST DONE WITH HYDE SQUARE
THERE MAY BE A LITTLE BIT OF
WORK THAT IS LEFT.
WHAT WE ARE LOOKING FORWARD TO
IS THE PUBLIC ART PROJECT, WHICH
I BELIEVE YOU HAVE BEEN
EXTREMELY SUPPORTIVE.
>> IT WILL BE FALL THIS, RIGHT?
>> IT SHOULD BE.
>> HOW MANY TREES REMOVED AND
HOW MANY NEW TREES PLANTED?
>> COUNCILOR I SHOULD BUT I
DON'T.
>> MORE PLANTED.
>> THAT'S ALWAYS THE CASE.
>> THANK YOU FOR THAT.
AND HONESTLY, I THINK DPW IS ONE
OF THE BEST-RUN DEFENDANTS SO
FAR IN THE CITY AND I AM
GRATEFUL FOR ALL OF YOUR WORK.
PEOPLE HERE AND MOST IMPORTANTLY
PEOPLE OUT DOING THE WORK NOW,
SO THANK YOU ALL.
>> THANK YOU.
WE SINCE HAVE BEEN JOINED BY
CITY COUNCILOR AT-LARGE, FLARE
-- FLAHERTY.
DO WE HAVE DATA AT WHAT
NEIGHBORHOODS ARE BETTER AT
RECYCLING THAN OTHERS?
>> SOME BY ROUTE BUT NOTES THEY
-- BUT NOT NECESSARILY
NEIGHBORHOODS.
>> I THINK IT WOULD BE
INTERESTING.
I WOULD VENTURE TO SAY MY
NEIGHBORHOOD IS A LOWER
RECYCLING BECAUSE WE HAVE ALL
THE BROWNSTONES AND APARTMENTS,
VERSUS WEST ROXBURY WITH MORE
SINGLES AND TWO AND THREES.
AND THE CHAIR RECOGNIZING
COUNCILOR FRANK BAKER.
>> GOOD MORNING WHAT IS PROJECT
OSCAR?

>> THEY ARE A SET OF COMPOSTING SITES WHERE RESIDENTS CAN TAKE THEIR FOOD SCRAPS TO A PARTICULAR LOCATION. WE DO HAVE ONE THAT'S ACTUALLY RIGHT OUTSIDE OF CITY HALL. THERE IS ONE IN EAST BOSTON, ONE IN BRIGHTON.

>> WHAT IS IT?
A DROP-OFF?

>> A DROP-OFF SITE.

>> WHO HANDLES IT AFTER THAT?
>> DECREE CART THE FOOD SCRAPS TO SOMEBODY WHO WILL TAKE IT. TAKE THE FOOD SCRAPS AND REPURPOSE.

>> IS THERE A COST ASSOCIATED WITH IT?
>> THERE IS, LARGELY IN THE HAULING.

>> MY BIG THING WITH THE COMPOST AND IF WE CHOOSE THAT, AND I THINK WE WILL NEED TO CHOOSE THAT IN THE NEXT COUPLE OF YEARS IS SEE HOW WE AS A CITY WE QUALIFIED, INTELLIGENT PEOPLE HERE.

HOW DO WE DO THAT OURSELVES AND NOT HAVE MORE CONTRACTORS IN THE CITY, MORE CONTRACTORS THAT WE HAVE TO DEAL WITH?
I KNOW THAT SEEMS TO BE WHAT PEOPLE WANT TO DO, JUST ALL CONTRACTORS.

WE SHY AWAY FROM ACTUALLY HIRING PEOPLE TO DO THE WORK THAT WE SHOULD BE DOING.

I MEAN I REALLY THINK WE SHOULD LOOK AT SOMETHING WHERE WE ARE HANDLING IT OURSELVES.

IF WE STARTED SMALLER, SMALLER TRUCKS, MORE ROUTES, I THINK WE CAN DO IT.

IF NEW YORK CITY IS DOING IT TO SOME AGREE, WE CAN CERTAINLY DO IT.

I ACTUALLY VISITING A RED HOOK IN NEW YORK CITY AND THEY HAVE A FABULOUS COMPOST WHOLE PROGRAM GOING ON THERE RUN BY MOSTLY -- WELL IT IS A PUBLIC-PRIVATE PARTNERSHIP, BUT A LOT OF VOLUNTEERS THERE.

AND IT IS ATTACHED TO A

COMMUNITY AND IT REALLY SEEMS TO WORK WELL.

THEY GET THEIR KOOM -- COMPOST AT PEOPLE DROPPING AT A COMPUTER OR TRAIN STATIONS.

THEY COME IN THERE ARE PEOPLE THERE.

NOT JUST DROP THIS HERE, THERE ARE ACTUAL PEOPLE THERE TELLING THEM WHY IT IS IMPORTANT TO COMPOST, WHERE THE COMPOST IS GOING, THAT SORT OF STUFF.

CAN WE TALK ABOUT LONG ISLAND A LITTLE BIT?

WHAT DOES QUINCEY HAVE?

DO THEY HAVE TO SIGN OFF FOR THE BRIDGE?

>> WE HAVE A NOTICE OF ANYONE TAKE FOR THE COMMISSION, GOOD PRACTICE.

FROM THE GET-GO COUNCILOR WE ARE ALWAYS BEING EXTREMELY RESPECTFUL FOR ALL ENVIRONMENTAL ISSUES.

AND WE HAVE TAKEN THE POSITION TO DESIGN THIS BRIDGE SO THAT ITS MEANS OF CONSTRUCTION BE AS LEAST INSTREWSIVE OR LEAST IMPACT TO ANY ENVIRONMENTAL ISSUES.

THAT BEING SAID, BECAUSE OF SOME OF THE BRIDGE IS WITHIN THE QUINCEY PERCENT INVOLVED WE ARE GOING THEIR CONSERVATION COMMISSION, AND DEMONSTRATING TO THEM THAT THE METHOD WHICH WE HAVE CHOSEN WILL BE AS LEAST AS POSSIBLE.

>> AND THE QUINCEY CONSERVATION.

>> THE CONSERVATION COMMISSION.

>> I AM TALKING JUST QUINCEY THAT IS THEIR BITE OF THE APPLE THERE.

AND A SET OF REQUIREMENTS AND IT'S ALL ENVIRONMENT.

WE ARE NOT TALKING ABOUT TRAFFIC ON DORCHESTER STREET THERE.

>> NO, COUNCILOR

>> THE FOCUS IS THE IMPACT TO AREAS WITHIN THE CONSTRUCTION AREA.

>> OK.

>> HOW MANY OF THE SUPPORTS ARE IN QUINCEY WATER OR -- HALF THE

BRIDGE.
>> ABOUT HALF THE BRIDGE IS IN QUINCEY.
>> WHAT TYPE OF WORK NEEDS TO BE PERFORMED ON THOSE STRUCTURES? INTENSIVE WORK TO HAPPEN THERE?
>> COUNCILOR AS I SAID EARLIER, THE MEANS OF CONSTRUCTION IS IT SPECIFICALLY STRUCTURED TO MINIMUM IMPACT TO THE PEERS THAT ARE WITHIN THE MAIN STREET, BECAUSE FLOATING THE BRIDGE AND USING THE TYPE, INSTALLING IT. HOWEVER WITHIN THE INTERACTION BETWEEN MOON ISLAND AND THE VERY FIRST PEER, THAT BIT OF BRIDGE REQUIRES WORK SPECIFICALLY WITHIN THE QUINCEY STORYLINE.
>> DO WE HAVE A TEAM COMMUNICATING WITH QUINCY RIGHT NOW?
>> AND THERE IS OUTREACH AND LOOKING FORWARD TO --
>> THAT'S A NO?
>> YES, WE HAVE CONVERSATIONS WITH QUINCY.
>> WITH WHO?
>> OUR TEAM HAS BEEN HAVING SOME CONVERSATIONS.
>> WHO IS YOUR TEAMS?
>> THROUGH OR OFFICE WE ARE HAVING CONVERSATIONS.
>> IN THIS BUDGET, IS THE COST OF THE WHOLE BRIDGE IN THIS BUDGET?
SO THE 90 HOWEVER MILLION IS IN THIS BUDGET HERE.
>> YEP.
>> WE WON'T BE FULLY FUNDED, DON'T HAVE TO COME BACK NEXT YEAR FOR \$30 MILLION OR --
>> THE MONEY IN THE BUDGET.
>> OVER THE NEXT THREE YEARS COUNCILOR.
>> \$30 MILLION THIS YEAR, \$30 MILLION THIS YEAR, \$30 MILLION THE YEAR AFTER.
>> THE EXACT NUMBER, BUT IT IS WHAT IS IN THE CAPITAL BUDGET COVERS THE ENTIRE CONSTRUCTION COST.
>> OK, GOOD, THANK YOU.
>> CHRIS, WILL YOU TALK ABOUT THE EMERALD NECKLACE.

WHAT'S THE PLAN.

IS IT JUST BIKE LANES DOWN
COLUMBIA ROAD?

OR PAINTED BIKE LANES?

WHAT IS THE PLAN WITH THAT?

ANY SORT OF --

>> THE COLUMBIA ROAD IS PART OF
THE BROADER PLAN.

THE MONEY IN THE BUDGET HERE IS
MONEY THAT REALLY STARTS THAT
FRANKLY REAL COMMUNITY PROCESS,
FIGURING OUT WHAT ARE THE
RESIDENTS IN THAT CORRIDOR
REALLY MOST WANT TO SEE IN THAT
STREET.

HOW MUCH OF THAT IS ADDITIONAL
GREEN SPACE OR BIKING STRUCTURE,
BUS STRUCTURE, WHAT WE ARE DOING
WITH THE COLUMBIA ROAD CORRIDOR.
SOME WORK DONE IN COLLABORATION
WITH LIVABLE STREETS AND AS WELL
AS LOCAL ORGANIZATIONS.

THE MONEY IS TO CREATE THE
BROADER PLAN THAT ANSWERS YOUR
QUESTIONS OF WHAT SHOULD THAT
LOOK LIKE.

>> THE OLMSTED HAD A PLAN FOR
THAT, IT IS NOT GOING TO BE --

>> WE ARE TAKING THAT NOTION OF
BRINGING THE EMERALD NECKLACE
BACK TO THE BOSTON HARBOR IS
PART OF CONCEPTUALLY WHAT WE
WANT TO DO, BUT MAKING SURE ALL
RESIDENTS ARE ENGAGED IN THE
PROCESS, GIVING US DIRECTION
ABOUT WHAT IT SHOULD LOOK LIKE.

>> OK.

THE WASTE CONTRACTS, SHOULD \$42
MILLION FOR WASTE CONTRACT, IS
THAT HOUSE HOLD WASTE AND
RECYCLING?

>> YEP.

>> \$40 ALL-IN.

AND I HAVE SEE ON THE LIST OF
CONTRACTS ABOVE \$100,000 IS
MULTIPLE, I CAN'T SEE IT, IT IS
LIKE 4-POINT TYPE.

I DON'T KNOW IF IT IS ON PURPOSE
OR NOT.

BUT WE HAVE GOT PURCHASE AMERICA
OF CAPITAL WASTE.

>> YEP.

>> HOW MANY COMPANIES?

IS IT ONE UMBRELLA COMPANY AND

THEY SUBCONTRACT?
WHY DO WE HAVE MULTIPLE
CONTRACTS THERE FOR THE WASTE?
>> IT IS SUNRISE AND CAPITAL THE
ONES THAT DO A LOT OF THE
CURBSIDE PICK-UP.
AND I BELIEVE WE ALSO SEE
CONTRACTS FOR THE SITES WE TAKE
THE WASTE TO.
AND YOU WILL SEE ANOTHER
CONTRACT IN THERE FOR THE GROUP
THAT ACTUALLY TAKES THE
RECYCLING.
>> PAUL OF THE PIECES OF THE
CONTRACT COMES UP TO ABOUT \$40
MILLION.
AND AS FAR AS RECYCLING, WHAT'S
THE COST, THE TIPPING COST ON
RECYCLING NOW?
>> WE HAVE SORT OF A CEILING OF
\$5 PER TON.
WE WILL BE CHARGED AT MOST \$5
PER TON DURING THE TERMS.
>> BECAUSE THEY ARE ABLE TO SELL
THAT?
>> THAT'S ESSENTIALLY WHAT WAS
NEGOTIATED.
IF THE PRICE OF THE COMMODITY
BECOMES POSITIVE THERE IS A WAY
THE CITY ACTUALLY, AS HAS
HAPPENED IN PAST YEARS, WE
ACTUALLY GET SOME REVENUE FROM
IT, BUT DON'T EXPECT THAT DURING
THE COURSE OF THIS YEAR.
>> HAVE WE THOUGHT OF OFFERING
RECYCLING TO RESTAURANTS LIKE
CARDBOARD RECYCLING?
>> SOLELY FOCUS ON --
>> LAST QUESTION.
>> AND MAYBE LIMITED STATUTE.
WE ARE FOCUSED SOLELY ON
RESIDENCES.
>> WE CAN GET BACK INTO THAT.
I WILL COME BACK, I AM SORRY.
>> COUNCILOR FLYNN.
>> THANK YOU COUNCILOR CIOMMO.
THANK YOU GENTLEMEN AND LADIES
FOR BEING HERISM WOULD ALSO LIKE
TO RECOGNIZE THE GREAT WORK OF
THE STAFF, ESPECIALLY
MR. PRENTICE.
ONE PROGRAM I THINK IS VERY
EFFECTIVE IS THE HOKIES DOING A
LOT OF WORK ACROSS THE CITY.

I KNOW UNFORTUNATE FIT THINK
THEY ARE ONLY THERE FOR A
CERTAIN PERIOD OF TIME.
CERTAIN MONTHS.

HOW CAN WE -- THE PROGRAM IS
WORKING SO WELL, BUT HOW CAN WE
EXPAND IT TO INCLUDE IT FOR A
LONGER PERIOD OF TIME?

>> WE ACTUALLY STARTED THAT.
THE SEASONAL IS FOR A WINDOW,
5-MONTH WINDOW.

RIGHT NOW A GENTLEMEN NAMED SEAN
WHO DOES GREAT WORK FOR YOU ON
BROADWAY AND PREBBLE AND ANDREW
SQUARE.

THE MONTHS WHERE WE DON'T HAVE A
SEASONAL, THE LEADERSHIP WE TAKE
AN MEO, A MOTOR EQUIPMENT
OPERATOR OR HEAVY MOTOR
EQUIPMENT OPERATOR NOT FILLING A
DIFFERENT ROLE, AND THEY ARE
WORKING AS A HOKIE.

AND A GENTLEMEN NAMED STEVE AND
CHRIS LYNCH WHO CAN DO WORK ON
YOUR STRETCHES AND WE
TRANSFERRED OVER A COUPLE MORE
WHO PICKED UP THAT TASK.

WE STARTED THAT WORK IN EVERY
DISTRICT AND NEIGHBORHOOD WHERE
THE HOKIE SYSTEM DOESN'T JUST
COME WITH A SEASONAL TAG.

IN THE WINTER WE WEAR MULTIPLE
HATS AND PRIORITIES TO GET BACK
TO MAKES STREETS SAFE AND SOME
OTHER WORK, BUT TRYING TO
EXPAND IT WITH NOT JUST A
SEASONAL PERMANENT IT HAS A
PERMANENT TASK.

>> I ENJOY WHEN I AM IN THE
NEIGHBORHOODS TALKING TO THEM,
THEY ARE PROFESSIONAL AND
HARD-WORKING.

DID I HAVE BE AN OPPORTUNITY TO
WORK WITH ERIC PRENTISS AS WELL.
AND A HOKIE IN CHINATOWN DOING
GREAT WORK THERE.

THERE'S ONE STREET IN PARTICULAR
I AM CONCERNED WITH AND I KNOW
THAT PUBLIC WORKS IS GOING TO
WORK HARDER AND DO A BETTER JOB
ON OXFORD STREET.

THERE ARE CERTAIN STREETS IN
BOSTON THAT DON'T GET CLEAN
BECAUSE OF HOW NARROW THEY ARE?

>> NO, AND WE DO PUT A LOT OF
TIME AND ATTENTION TO PLACES
LIKE OXFORD PLACE.
THE BETTER JOB AND A CON SIFRT
-- CONSISTENT JOB DONE.
AND WE ARE STARTING WITH CODE
ENFORCEMENT, AND THEY WERE UNDER
ISD'S PURVIEW AND IN THAT TIME
WE HAVE BEEN ABLE TO BETTER
DEPLOY THE 17 OFFICES.
AND I THINK YOU MIGHT HAVE
TALKED TO THE DIRECTOR, STEVES
ARE AND OTHERS AND IT IS
BECOMING PART OF STEVE'S MORNING
INITIATIVES, AREAS OF EAST
BOSTON OR SOUTH BOSTON AS THE
CASE MAYBE.
AT THIS POINT OXFORD PLACE HAS
BECOME A DUMPING GROUND AS YOU
KNOW.
THE GROCERY STORE IN OXFORD
STREET THEY DO A REALLY GOOD JOB
OF POWER WASHING THEIR STRETCH.
IT IS THE OXFORD PLACE HAS
BECOME A PROBLEM.
IT IS LESS THE SIZE OF IT, MORE
THE NATURE OF THE ILLEGAL DUMPS
THAT OCCUR.
BUT IT'S BEEN ON OUR RADAR.
IT IS NOW ON OUR RADAR WITH THE
CODE ENFORCEMENT PERSONS.
WE CAN TRY TO BETTER MANAGE WHAT
WE SHOW UP TO.
I THINK HAVE YOU SEEN, A
LARGE-SCALE DUMPING STREET.
>> OXFORD STREET AND OXFORD
PLACE AT LEAST ONCE A WEEK, AND
OXFORD STREET DOES NEED TO BE
CLEANED BETTER.
OXFORD ISSUES HAVE ISSUES WHERE
WATER AND SEWER CAN BE HELPFUL
ON.
A LOT OF YOU SEWAGE BACK-UP ON
OXFORD PLACE.
HAVING A BETTER PUBLIC WORKS
PRESENCE THERE WOULD BE HELPFUL.
I WAS DOWN THERE LAST WEEK AND
OXFORD PLACE WAS IN TERRIBLE
SHAPE.
THERE WERE NEEDLES EVERYWHERE,
TRASH EVERYWHERE.
AND YOUNG PEOPLE PLAYING IN THAT
AREA ON THAT STREET.
I COMMUNICATED MANY TIMES WITH

YOUR STAFF, BUT OVER THE SUMMER
I WANT TO MAKE SURE THAT'S A TOP
PRIORITY FOR PUBLIC WORKS AS
WELL.

BOTH OXFORD STREET AND OXFORD
PLACE.

AND ALSO CHINATOWN IN GENERAL.
IT'S SO TINY, BUT A LOT OF
RESTAURANTS AROUND.

WE MAY NEED TO DO PSA'S WITH
RESTAURANT OWNERS ON HOW TO TAKE
OUT THE TRASH AND WHEN TRASH IS
GOING TO BE PICKED UP.

SOME OF THOSE ISSUES, IF I CAN
WORK WITH YOUR STAFF ON.

I THINK IT'S CRITICAL, THERE IS
A RODENT PROBLEM THERE AS WELL.

JUST A LOT OF QUALITY OF LIFE
ISSUES THAT NEED TO BE
ADDRESSED.

IS IT SOMETHING YOU ARE WILLING
TO WORK WITH ME ON?

>> MOST CERTAINLY.

YEAH.

>> AS IT RELATES TO DOWNTOWN
CROSSING, I KNOW THERE'S GOING
TO BE SOME MONEY IN THE BUDGET
FOR DESIGN I IMPROVEMENT.
WASHINGTON STREET, SUMMER
STREET, WINTER STREET
INTERSECTIONS.

ANY UPDATES ON THAT?

PROBABLY THE BUSIEST AREA IN THE
CITY OF THE MILLIONS OF TOURISTS
HAVE COME TO THAT AREA, FREEDOM
TRAIL EVERY DAY.

WE NEED TO MAKE SURE IT IS IN
GOOD SHAPE.

ANY UPDATES?

>> KATIE AND HER TEAM HAD A
NUMBER OF CONVERSATIONS WITH
DOWNTOWN CROSSING AND ARE
PRIORITIZING, PUTTING TOGETHER A
DESIGN FOR THAT WASHINGTON
WINTER/SUMMER INTERSECTION.
OVER THE COURSE OF THE YEAR AND
LOOKING AT SCHOOL STREET WHERE
THE FREEDOM TRAIL COMES DOWN, A
NUMBER OF AREA WAYS.

THAT WE TAKE THE DESIGN AND
RECONNECT WITH THE BID TEAM AND
UNDERSTAND IS THIS SOMETHING
THAT THE CITY CAN DO ITSELF?
CAN DO IN COLLABORATION WITH THE

BID?

OR HAVE THE BID IN SOME OTHER WAY.

>> THERE'S A BARREL TAKEN OFF THE CORNER OF L STREET AND BROADWAY NEXT TO STARBUCKS. WE CAN FOLLOW-UP ON THAT ONE. I GOT AN EMAIL ON IT YESTERDAY. ANY UPDATES ON THE UPCOMING MEETING ON STRAY VOLTAGE? I KNOW THERE NEEDS TO BE A LONG-TERM STUDY ON WHAT THE CITY CAN AND CAN'T DO ACCORDING PSA ANNOUNCEMENTS.

I KNOW WE WILL HAVE A FORMAL HEARING ON THAT. ANY GUIDANCE THAT YOU GUYS WANT TO ACCOMPLISH AT THAT MEETING? >> IN THE PAST THEY LOOKED AT THE STRAY VOLTAGE ISSUE. I THINK WHAT WE WILL TALK THROUGH AT THE SESSION ON FRIDAY IS LOOKING AT SOME IDEAS THAT HAVE COME FORWARD WITH OUTREACH OR INVESTMENT OR COMPREHENSIVE STUDY OF STREETLIGHTING ASSETS. WE WILL BE ABLE TO GO THROUGH THOSE OPTIONS WITH YOU.

>> OK.

BOTH OF THOSE GENTLEMEN HAVE DONE A GOOD JOB OF STAYING IN CONNECT WITH ME AND MY OFFICE AND THEY ARE HELPFUL. I GOT A CALL RECENTLY FROM THE SOUTH END, ALLEN ROHAND SQUARE, PART OF PUBLIC WORKS. AND I THINK THE PARK IS OVERGROWN, SOME VANDALISM THROUGHOUT THE AREA. IS THIS SOMETHING YOU CAN FOLLOW-UP ON?

>> YEP, WE'LL DO THAT. >> FINALLY I WOULD LIKE TO LOOK AT THE WORK FORCE OF YOUR DEPARTMENT.

I NOTICED 3% OF EMPLOYEES ARE ASIAN. IS THAT WHERE YOU GUYS WANT TO BE?

>> WE WANT OUR DEPARTMENT TO REFLECT THE DIVERSITY OF THE CITY AND PART OF OUR H.R. TEAM. WE ARE HAPPY TO WORK WITH YOU. IF THERE ARE OUTREACH EFFORTS

YOU THINK WE SHOULD BE ENGAGED
IN, WE ARE MORE THAN WILLING TO
DO THAT.

>> I THINK WE NEED TO INCREASE
IT MORE THAN 3%.

>> I AGREE, THAT PART OF WHAT WE
ARE VERY INTERESTED IN DOING IS
FIGURING OUT HOW WE ACTUALLY
RECRUIT FROM THE ENTIRETY OF THE
CITY, SO OUR ENTIRE DEPARTMENT
REALLY REFLECTS OUR CITY AND
DRAWS FROM THE STRENGTHS OF OUR
ENTIRE RESIDENT POPULATION.

>> HOW ARE YOU GOING TO DO THAT?

>> THAT IS THE FOCUS OF STET AS
A WHOLE THROUGH OUR CHIEF
DIVERSITY OFFICER AND WORK OF
THE H.R. TEAM LED BY CASEY.
AND A LOT OF IT HOW WE PROMOTE
THROUGH LIKE THE BOSTON CAREER
CENTER AND THE ONLINE PORTAL.
PART OF THAT IS HOW WE ARE
PRESENT AT CAREER FAIRS, AND
SEPARATE FROM OUR OWN WORK,
RECRUITING STAFF, LAST LOT OF
WORK AND AMONG OTHERS HAVE DONE,
RECRUITING PEOPLE TO RESPOND TO
THE CONTRACTUAL OPPORTUNITIES
THE DEPARTMENT HAS.

AGAIN SO WE CAN REALLY MAKE SURE
THE ENTIRETY OF THE CITY REALLY
CAN PARTICIPATE.

>> IF I COULD HELP OUT ON THAT,
PLEASE LET ME KNOW.

WE CERTAINLY HAVE A GROWING
POPULATION, ASIAN POPULATION IN
THE CITY.

VIETNAMESE AND DORCHESTER AND
CHINESE IN BRIGHTON AS WELL,
INCLUDING CHINATOWN, AND I THINK
IT'S IMPORTANT TO TRY TO DO A
BETTER JOB OF BRINGING MORE
ASIANS ONBOARD, THANK YOU.

>> THANK YOU.

>> COUNCILOR EDWARDS.

>> SO I ECHO THE COMMENTS OF MY
COLLEAGUES.

I START OUT HONESTLY THANKING
YOU FOR ALL THE WORK THAT YOU'VE
DONE, AND ALSO THE ORIENTATION
AND HELP YOU GAVE ME AS A
NEW-COMER TO THE THEY COUNCIL.
IN MANY CASES YOU KNEW MORE
ABOUT THE DISTRICT OR RHYTHMS

AND HOW WE MOVE IN DISTRICT ONE
THAN I DID.

AND TO YOUR CREDIT, THANK YOU
BOTH FOR SITTING DOWN WITH ME AT
LENGTH AND HELPING ME UNDERSTAND
HOW I CAN BE AN EVEN BETTER CITY
COUNCILOR.

SO I JUST WANTED TO PUT THAT OUT
THERE.

ALSO TO THANK INDIVIDUALLY THE
FOLKS WHO HAVE BEEN REALLY
HELPFUL AND RESPONSIVE
CLARENCE, JOE -- AND YOU HAVE
ANSWERED MY PHONE CALLS AND

QUERIES AND NO MATTER THE TIME.
THANK YOU SO MUCH.

AND WERE YOU EXCELLENT IN
HELPING TO ORIENT ME ABOUT THE
BRIDGES AND TIMING.

A LOT OF MY QUESTIONS ARE GOING
TO BE JUST ABOUT TIMING, BRIDGES
AND WHAT WE KIND OF ALREADY
TALKED ABOUT BEFORE IN THE
DISTRICT.

AND SOME CLARIFICATION ABOUT
WHAT'S GOING ON.

I'LL START WITH THE TOUGHEST
ISSUE, OR THE BIGGEST CONFUSION
I GET THE MOST QUESTION ABOUT
WAS THE ALFORD STREET BRIDGE AND
WHAT'S HAPPENING OVER THERE.

A LOT OF PEOPLE FELT WE ALREADY
FINISHED THE BRIDGE AND THEN NOW
THERE'S GOING TO BE -- HELP US
UNDERSTAND WHAT HAPPENED.

>> SO THE BRIDGE, YOU ARE RIGHT
WE JUST GOT THROUGH BUILDING
THAT BRIDGE ABOUT 2 1/2 YEARS
AGO.

AND UNFORTUNATELY, THE BRIDGE
DECKS, THE FULL PARTS THAT GO UP
AND DOWN, THEY ARE EXPERIENCING
PREMATURE FAILURE.

AND SO THERE HAS BEEN EXTENSIVE
CONVERSATIONS BETWEEN THE CITY
AND THE MASS DEPARTMENT OF
TRANSPORTATION.

THEY WERE THE AGENCY THAT BUILD
THE BRIDGE ON OUR BEHALF,
INCLUDING THE CONTRACT.

THE GOOD NEWS IS THAT THOSE
CONVERSATIONS HAVE RESULTED IN
COLLECTIVE UNDERSTANDING THAT

THOSE FOUR LEADS NEED TO BE REPLACED BECAUSE WE CAN'T HAVE A BRIDGE OF THAT NATURE. THIS CONVERSATIONS HAVE BEEN AT THE HIGHEST LEVELS AT MASS DOD -- DOT AND CONTRACTORS. AND STARTING LATE SUMMER, AROUND SEPTEMBER OR THEREABOUTS COUNCILOR, WE WILL START REPLACING THE TWO IN-BOUND SLEEVES OF THE BRIDGE AND HOPEFULLY THAT WORK WILL BE FINISHED BY DECEMBER. THROUGHOUT THAT TIME PERIOD, ALL TRAFFIC WILL BE ON ONE SIDE OF THE BRIDGE. ONCE THAT WORK HAS BEEN DONE, WE WILL SHIFT ALL TRAFFIC TO THE OUT, JUST SWITCH THE SIDES. AND NOT HOPEFULLY, WE ARE HOPING TO FINISH THE WORK BY MAY OF NEXT YEAR. WE ARE DEPENDING ON THE CONTRACTOR TO DO DOUBLE SHIFTS TO WORK AROUND THE CLOCK -- NOT AROUND THE CLOCK, DOUBLE SHIFTS TO ENSURE WE MINIMIZE THE

INTERFERENCE BECAUSE WE REACHED OUT TO OUR COUNTERPARTS IN THE CITIES AND THE LARGE MATTERS THAT MIGHT BE COMING TO THE AREA TO ENSURE THAT THE INCONVENIENCE IS AS MINIMUM AS POSSIBLE. BUT IT IS AN AWKWARD SITUATION. >> YEAH, AND NO, I APPRECIATE THAT. A LOT OF US WE THOUGHT, BECAUSE THERE IS SO MUCH HAPPENING IN THE DISTRICT. DISTRICT ONE SEEMS TO GET RIGHT NOW WE HAVE THREE, FOUR, FIVE BRIDGES ALL BEING CONSTRUCTED. WE HAVE SO MUCH WITH THE TRAFFIC AND THE TUNNEL. WE JUST FINISHED CENTRAL SQUARE. THERE'S BEEN A LOT ON OUR SHOULDERS. TO THINK THAT ONE WAS DONE AND THEN TO TURN AROUND AND TO HAVE TO DO IT AGAIN. BUT SINCE WE AREARY -- ARE ON THE TOPIC OF BRIDGES.

WE HAVE BRIDGES BUDGETED AT \$3.9 MILLION, THE FIRST BRIDGE ON MYRIADIAN STREET INTO CHELSEA. WHAT IS THE TIMEFRAME AND THE GOAL?

>> THAT BRIDGE ALSO, COUNCILOR, IT WAS REHABILITATED. SOME YEARS BACK ABOUT 10-PLUS YEARS AGO.

COUNCILOR, WHAT HAS BEEN REHABILITATED NOT THE WHOLE BRIMMING IS -- BRIDGE IS REPLACED, JUST CERTAIN PARTS AT THAT TIME.

AND WE FOUND IT STILL NEEDS ATTENTION.

AND WE ARE HOPING THE REPAIR THAT NEEDS TO BE DONE IS AT LEAST INSTREW -- INTRUSIVE AS POSSIBLE.

>> AND I AM GOING TO COORDINATE WITH THE BRIDGES OR WITH ALREADY THE BOATS THAT COME THROUGH. THE TWO BRIDGES DON'T TALK TO EACH OTHER RIGHT NOW.

I UNDERSTAND THIS IS PART CHELSEA NEEDS TO BE AT THE TABLE.

IT IS HARD ENOUGH TO GET ACROSS THAT BRIDGE ON A GOOD DAY SOMETIMES IF A LITTLE BOAT COMES THROUGH AND YOU BLOCK TRAFFIC ALL THE WAY ALMOST TO THE POST OFFICE INTO MAVERICK SQUARE IT CAN BE THAT BAD.

HOW ARE WE GOING TO COORDINATE THAT?

>> SO THE TWO BRIDGES, THE CHELSEA TREAT BRIDGE CURRENTLY UNDER THE OWNERSHIP OF THE STATE DEPARTMENT OF TRANSPORTATION, AND THE BRIDGE THAT SUNDAY

-- UNDER THE CITY'S OWNERSHIP. THOSE TWO NEEDING TO TALK TO EACH OTHER, THERE ARE COMMITTEE MEMBERS WHO ALSO POINTED IT OUT. AND I BELIEVE THERE MAY HAVE BEEN MULTIPLE INITIATIVES TO BRING ALL STAKEHOLDERS TOGETHER, WHICH WOULD BE THE STATE DEPARTMENT OF TRANSPORTATION, THE CITY OF CHELSEA, THE CITY OF BOSTON, AND OTHER INTERESTED PARTIES TO SEE IF SOMETHING CAN

BE DONE TO COLLECTIVELY MANAGE
THE SITUATION WITHOUT THE
SITUATION MANAGING US.
>> AND I'LL JUST STAY ON THE
TOPIC OF BRIDGES.
HOW AM I ON TIME?
I HAVE A COUPLE OF MORE
QUESTIONS.
OK.
SO COULD YOU GIVE US AN UPDATE
ON THE NORTH-END BRIDGE.
>> WASHINGTON STREET?
>> WHICHEVER SIDE.
WHICH IS GOOD CLARIFICATION AND
MAKING SURE IT IS CLEAR ON THE
RECORD.
WE WILL CONTINUE TO HAVE A LEFT
TURN COMING OFF OF THAT BRIDGE
ON TO COMMERCIAL, AM I CORRECT?
>> I BELIEVE SO.
>> THAT WAS ONE OF THE BIGGEST
CONCERNS THAT CAME TO OUR
OFFICE, THAT THERE WAS SOME
DISCUSSION OR SOMEONE MENTIONED
THE LEFT-HAND TURN WAS GOING TO
BE TAKEN AWAY THAT IS NOT TRUE.
>> THAT IS NOT TRUE COUNCILOR.
FOR THE CONTRACT DOCUMENTS, THE
LEFT-TURN LABOR WAS ALLOWED.
THERE MAY HAVE BEEN SOMETHING
LOST IN THE TRANSLATION AND WE
JUST KEEP IT AT THAT.
SOMETHING LOST IN THE
TRANSLATION.
>> FAIR ENOUGH.
>> AS FAR AS THE BRIDGE ITSELF,
THE STATE DEPARTMENT OF
TRANSPORTATION, WHO IS MANAGING
THE CONSTRUCTION ON THE CITY'S
BEHALF, SHOULD BE BE GIVEN A
NOTICE TO PROCEED.
THAT IS THE OFFICIAL TRANSFER
POINT BETWEEN THE ADMINISTRATIVE
PROCESS AND CONTRACT.
AND THAT SHOULD BE COMING UP
FAIRLY SOON.
AND RIGHT NOW WE ARE LOOKING AT
FIVE- TO SIX-YEAR TIME HORIZON.
NOTHING TO BEGIN BY DELAYING
THIS UNNECESSARILY, DECIDES TO
GET IN AND OUT QUICKLY, BUT
UNFORTUNATELY LIKE THE WEEKEND
JOB WE DID, IT'S GOING TO TAKE A
FEW MONTHS TO YEARS.

>> CAN YOU GIVE ME MONTH THIS
SUMMER WE WILL START?
>> THE VERY INITIAL STAGE
COUNCILOR, A LOT TO RE-ADJUST
THE UTILITIES ON THE BRIDGE.
BASICALLY TRYING TO BUILD THE
BRIDGE AROUND A SERIES OF
UTILITIES AND THEY NEED TO BE
ADJUSTED.
FOR THE BETTER PART OF THIS YEAR
YOU MAY NOT SEE ACTUAL BRIDGE
WORK, BUT WE ARE -- WHEN I SAY
"WE" THE STATE DEPARTMENT OF
TRANSPORTATION IS WORKING
TOWARDS STARTING THAT UTILITIES
RELOCATION ADJUSTMENT WORK EARLY
THIS SUMMER.
>> EARLY THIS SUMMER, OK.
>> AND THE CURRENT, WHICH IS ONE
LANE LEADING AWAY FROM THE CITY
AND TWO LANES COMING INTO THE
CITY, SHOULD BE MADE AT LEAST
FOR THE BETTER PART OF THIS
YEAR.
>> AND I UNDERSTOOD WE'RE ALWAYS
GOING HAVE THAT.
>> YES, ALWAYS.
>> AT LEAST ONE AND THEN TWO.
>>THE EVENLY REASON I AM SAYING
THAT, COUNCILOR, IN SITUATION OF
THIS NATURE THE CONTRACTOR HAS
THE RIGHT TO PROPOSE THE MEANS
OF DOING THIS PROJECT THAT CAN
MAKE IT BETTER OR FASTER.
SO WE HAVE BEEN ADVISED THE
CONTACTOR SELECTED IS LOOKING
INTO MATTERS OF THAT NATURE, WE
NEED TO GIVE IT DUE DILIGENCE SO
NOT DOING ONE THING ON ONE SIDE
MAKES IT MORE CHALLENGING IN
SOME AREAS.
>> I WILL WAIT UNTIL THE NEXT
ROUND.
>> COUNCILOR FLAHERTY.
>> I THANK THE SUPERINTENDENT
FOR THE GREAT WORK YOU AND YOUR
TEAM DID ON SNOW REMOVAL.
ANY TIME WE REACHED OUT YOU WERE
SUPER RESPONSIVE.
AND I KNOW YOU HAD A FRONT-ROW
SEAT FROM A COUPLE OF YEARS AGO
WITH RESPECT TO THE ACCUMULATION
AND THIS IS PROBABLY A BAG OF
SHELLS, NONETHELESS A

CHAEJ -- CHALLENGE.
AND THE SAME WITH TRASH
COLLECTION.
THERE WAS A TIME ON TRASH
COLLECTION DAY THE STREETS WHY
DIRTY, SWINGING OF BARRELS AND
EXTRA STUFF IN THE BARRELS.
WHETHER IT IS THE CONTRACTOR THE
MANDATE OR DIRECTIVE FROM YOU,
THE TRASH COLLECTORS SEEM TO BE
DOING A BETTER JOB MAKING SURE
THE TRASH GOES FROM THE BARREL
INTO THE TRUCK SO THE FLINGING
IT IS AT A MINIMUM.
I DID NOTICE THE TRASH
COLLECTION, THE CONTRACT WENT UP
1.18 -- IF YOU CAN STATE WHAT
THAT IS ABOUT, GIVEN I AM
FIGURING MORE PEOPLE ARE SET TO
RECYCLE.
THAT THE COSTS WOULD START TO GO
DOWN.
I DON'T KNOW IF WE ARE IN THE
LAST YEAR OF OUR CONTRACT WHEN
IS THE CONTRACT UP, THAT TYPE OF
STUFF.
>> SO THE CONTRACT IS UP ON JULY
1, JUNE 31 OF 2019.
THAT ACTUALLY INCREASES JUST IS
THE C.P.I., I ADJUSTED EVERY
YEAR.
WE ARE SEEING A LITTLE TRASH
VOLUME GO AWAY, DOWN 1% ON
TRASH.
THAT I THINK CAN BE
MARKET-DRIVEN, PACKAGING-DRIVEN
AND THEY DO A GOOD JOB OF
KEEPING THEIR EYE ON THAT.
I ALSO THINK THERE IS A ROLE
THAT CODE ENFORCE.
PLAYS IN THAT, TO KIND OF KEEP
COMMERCIAL TRASH COMMERCIAL AND
RESIDENCEAL RESIDENCEAL.
AND THOSE THAT USED TO TRY TO
SNEAK IT OUT ARE BEING
BIRD-DOGGED.
>> AND WHETHER IT IS DEVELOP
ERROR -- DEVELOPER OR
HOMEOWNER, IT IS ALMOST
LAUGHABLE THAT WILL YOU GET YOUR
DEPOSIT BACK.
I THINK YOU NEED TO CHANGE THE
CULTURE IF SOMEONE CUTS INTO THE
CURB AND HOLD A DEPOSIT IN

ESCROW THERE IS A DEFINE START
AND FINISH.
WHEN THEY ARE LAUGHING TO
THEMSELVES [LAUGHING]
YOU WILL NEVER GET IT BACK, NO
ONE GETS IT BACK.
I WANT TO KNOW THE PERCENTAGE OF
FOLKS WHO ACTUALLY GET THE
DEPOSIT BACK.
I WANT TO KNOW THE METRICS HOW
IT IS DETERMINED AND WHO
DETERMINES WHO GETS THE DEPOSIT
BACK.
I AM ASSUMING IF WE HAVE TO
CONFISCATE BECAUSE IT IS SHODDY
WORK WHERE DOES THE MONEY GO?
TO THE REPAIR OF THE SIDEWALK
THAT WAS LEFT IN DISREPAIR OR
LEFT IN A FUND?
>> AND THE FEEDBACK ON THE
SIDEWALKS AND REPAIR PROCESS IS
SOMETHING WE HEARD FROM
CONSTITUENTS AS WELL AND AN AREA
OF FOCUS ON THE CONSTRUCTION
MANAGEMENT GROUP.
TAYLOR WHO IS WITH US IS DIVING
INTO THE ACTUAL PROCESS TO
ANSWER THESE EXACT QUESTIONS AND
MAKE SURE WE HAVE A PROCESS THAT
REALLY WORKS FOR KEEPING OUR
SIDEWALKS IN THE STATE OF GOOD
WE PAIR, AND GIVING GREAT
CLARITY TO THE PEOPLE WHO HAVE
MONEY ON DEPOSIT WITH THE CITY.
WE WILL GET BACK TO YOU WITH THE
ANSWERS TO THE QUESTIONS.
>> OR AT LEAST IDENTIFY THE
CONTRACT CREDITORS DOING GREAT
WORK, RESTORING IT TO THEIR
COMMISSION.
BUT WHEN PEOPLE ARE LAUGHING
ABOUT IT CHIEF, AND THEY ARE,
DEVELOPERS AND RESIDENTS
[LAUGHING]
DON'T EVEN -- THAT'S A PROBLEM.
THAT'S A PROBLEM.
AND THAT'S ON US TO FIND
THE -- IT'S A TWO-WAY STREET.
IT'S ONE THING, BUT IF WE ARE
THROWING A HEAD-FAKE ON THE
PEOPLE AND JUST TAKE THE DEPOSIT
BECAUSE WE HAVE OTHER USES FOR
IT, SO THAT CURB CUT DEPOSIT
PROGRAM I THINK SOMEONE NEEDS TO

CRANK THAT SUCKER DOWN AND FIND
OUT WHAT ARE THE RULES OF THE
ROAD HERE?
WHAT ARE WE EXPECTING THESE
FOLKS?
WHAT ARE THEIR EXPECTATION AND
HOW WE MANAGE THAT A BIT.
>> WE ARE ABOUT A MONTH INTO
DOING THAT AND LOOK FORWARD TO
WORKING WITH YOU ON THAT.
>> AND I HAVE YET TO RECEIVE AN
UPDATE ON THE COMMERCE OR SUMMER
STREET IMPROVEMENTS AND I WOULD
SUGGEST -- BECAUSE I AM
SUGGESTING AN AMENDMENT TO
REDUCE THE CAPITAL TO THE TUNE
OF \$16,190,000 I SUGGEST THIS
TUESDAY YOU COME IN AND BRIEF
COUNCILOR ON WHAT THE PLANS ARE.
I NEED TO KNOW IF WE ARE LOSING
A LANE OF TRAVEL.
IF WE ARE, YOU'RE NOT GETTING
THE MONEY TO DO THATMENT I NEED
TO KNOW IF WE ARE LOSING METERED
SPOTS, IF YOU ARE, YOU ARE NOT
GETTING THE MONEY TO DO THAT.
I HAVE NOT BEEN UPDATED.
I THINK I AM GETTING SLOW-DANCED
AND I AM NOT GOING AWAY,
COUNCILOR FLYNN IS NOT GOING
AWAY.
MY SUGGESTION THROUGH THE CHAIR,
10:30 IN MY OFFICE THURSDAY FOR
AN UPDATE ON THOSE STREETS.
BETWEEN PUBLIC WORKS IF YOU
THINK YOU ARE WILL SLOW DANCE
THIS THING, AND THINK I WILL NOT
PAY ATTENTION AND JUST GET THE
FUNDS AND START TO IMPLEMENT
THIS STUFF, I HAVE A PROBLEM
WITH IT AND I AM LETTING YOU
KNOW NOW.
MY FRIENDLY AMENDMENT WILL BE
FILED TO REDUCE THE CAPITAL TO
THE AMENDMENT THAT STAYS HERE,
\$13, 690 AND -- IF I DON'T HAVE
AN ANSWER OR AND/OR DEDESIGNS.
I ASSUME IT IS IN YOUR
DEPARTMENT.
I DON'T KNOW WHY I AM GETTING
SLOW DANCED AND PUTTING THE
CURVE ON THE DISTRICT COUNCILOR,
BUT IF YOU ARE MOVING FORWARD
FOR \$16.19 -- \$16 MILLION AND NO

ONE HAS GIVEN AN UPDATE, I KNOW
THE COMMUNITY HASN'T BEEN
UPDATED.

SO THAT'S MY QUESTION.

>> THE SUMMER STREET PROJECT
THAT IS PART OF THE ONE WE
SPOKE GOOD, SELTS THE STREET NO
WEST SERVICE ROAD.

NO REDUCTION IN TRAVEL LANES.
AS WE WORKED THROUGH I THINK WE
DID EVERYTHING TO MINIMIZE
POTENTIAL REDUCTION OF METERED
PARKING SPACES.

I AM HAPPY TO SIT WITH YOU AND
GO THROUGH THE SPECIFICS OF
SUMMER STREET AND COMMERCE
STREET.

SEPARATE FROM THE PLANNING MONEY
FROM WEST SERVICE ROAD TO THE
SERVICE CHANNEL WHICH IS SORT OF
THE LONGER-TERM RE-DESIGN OF
SUMMER STREET IN THAT SECTION.
WE HAVE NOT EVEN GONE TO BID ON
SORT OF THE DESIGN CONSULTANT
FOR THAT EXTRA PROJECT.

>> BUT THERE IS ACTIVE
DISCUSSIONS AMONG SORT OF AN
GROUP OF CONSULTANTS THAT SEEM
TO HANG THE HAT REDUCING THE
LANE OF TRAVEL IN EACH
DIRECTION, NOT GOING TO HAPPEN.
IF THESE FUNDS ARE USED FOR
THAT, YOU WILL NOT HAVE THE
FUNDS FOR THEM. I WILL PUT A
LINE ITEM REDUCING IT.
COUNCIL ROLE WE CANNOT INCREASE,
BUT WE CAN DECREASE.
AND I CAN GO BACK TO THE DRAWING
BOARD ON THE ISSUE, ALONG WITH
THE METERS.

WE HAD VERY FRANK DISCUSSION ON
THAT WE HAVE THE PARKING METER
FUND, BUT IT SEEMS SOMEONE IS
MAKING DECISIONS TO ELIMINATE
PARKING METERS AND THE PRECIOUS
REVENUE THAT GOES INTO THE
PARKING METER FUND SO WE CAN
FUND THIS.

IT IS NOT NICKEL AND DIME
EVERYBODY AND JACK UP FEES AND
FINES.

IF WE TAKE A METER OFF WE NEED
AN EXPLANATION WHY.
AND WE NEED TO IDENTIFY ANOTHER

LOCATION IN THE IMMEDIATE AREA
AND/OR IN THE CITY REPLACING THE
METER BECAUSE THE REVENUE IS
PRECIOUS TO THE CITY.

>> AGREED.

>> THANK YOU MR. CHAIRMAN.

>> THANK YOU.

I WANTED TO FOLLOW-UP ON COM AVE
PROJECT, WHERE WE ARE, WHEN IT
IS COMING TO AN END.

>> AND CAN PROBABLY GIVE YOU AN
UPDATE, ROUGHLY 50% THROUGH
CONSTRUCTION.

THE MAJORITY OF THE CURB CHANGES
DONE BY THE END OF THE YEAR WITH
A LOT OF THE FINISHING AND
CERTAINLY PLANTINGS IN 2019.
AND THE SECOND PIECE OF THAT,
THE TEAM IS WORKING ON, WHICH IS
THE PHASE 3 AND PHASE 4 TAKING
THE WORK THROUGH THE HARVARD AVE
INTERSECTION, ETC.

>> AND LET ME COMPLIMENT THE
WORK OF PARA, WORKING WITH ME
AND THE COMMUNITY WITH THESE
GREAT PROJECTS STARTING WITH
PHASE FIVE I THINK.

WORK OUR WAY BACKWARDS.

BUT I APPRECIATE THAT WORK AND
SAW THE FUNDING IN FOR THREE,
PHASE THREE AND FOUR.

DO YOU HAVE ANY IDEA WHEN IT
WILL GO FROM DESIGN TO
CONSTRUCTION?

>> FOR PHASE THREE AND FOUR?

>> YEAH.

>> DEPENDS ON THE ABILITY TO
ACCESS MONEY FROM THE STATE POOL
OF FINANCING.

IT IS A VERY HIGHLY-RATED
PROJECT IN THE TIP, BUT YET TO
RECEIVE FINANCING.

>> COUNCILOR JANEY.

>> THANK YOU.

SO EARLIER I, YOU KNOW, THANKED
YOU FOR ALL OF YOUR GOOD WORK,
BEEN VERY HELPFUL.

I THINK I WOULD ADD TO THE LIST,
THERE ARE SO MANY, BUT CERTAINLY
A SHOUT OUT TO TRACY WHO HAS
BEEN EXTREMELY HELPFUL TO ME,
LEARNING HOW TO NAVIGATE CITY
HALL.

IN TERMS OF THE HOKIE SYSTEM,

JUST TO BUILD ON WHAT COUNCILOR FLYNN WAS SAYING, AND ALSO SANG THE PRAISES OF MY DISTRICT. WHAT WOULD IT TAKE TO EXPAND THE PROGRAM?

DUDLEY SQUARE, WHICH IS WHERE EROY IS, IT IS NOT JUST A COMMERCIAL DISTRICT BUT ALSO A MAJOR TRANSPORTATION HUB. SO THE FOOT TRAFFIC THROUGH DUDLEY IS JUST CRAZY.

HOW DO WE GET THAT YEAR-ROUND AND THEN ALSO ADDITIONAL PEOPLE?

>> I THINK PART THAT IS A PARTNERSHIP WITH THE TEAM TO KIND OF WORK ON WHERE OUR PARCELS ARE, THEIR PARCELS ARE AND HOW DO WE SYNC UP OUR ASSETS IN OPERATION.

AS FAR AS THE ACTUAL CLEANING OF THAT ENTIRE FOOTPRINT.

TO YOUR POINT, FOLKS COME THROUGH THERE, QUOTE/UNQUOTE TO OUR STREETS AND HOW DO WE BETTER SYNC UP THAT.

AND WORKING WITH ERIC FROM THE T ON DIFFERENT OPERATIONAL DISCUSSIONS WHETHER IT BE SNOW OR OTHER TYPE.

THAT IS PROBABLY WHERE THE WINDOW IS AS FAR AS EXPANDING THE HOKIES WE ARE.

WE ACTUALLY ARE HIRING AS WE TALKED ABOUT TODAY ABOUT THAT EXPANSION.

AND I THINK THAT TO THE CHIEF'S POINT ABOUT RE-ALLOCATING FUNDS INTO FTE'S WHERE IT MATTERS MOST, THAT'S WHERE IT MATTERS MOST.

THOSE ARE LOWER-PAID JOBS THROUGHOUT CAREER LADDER, BUT CERTAINLY A CAREER LADDER. AND THOSE YOU NAMED STARTED OFF IN SOME WAY THAT FORM.

AND IT IS KIND OF WHERE THE CAREER LADDER STARTED.

I THINK EVERY YEAR THE MAYOR IS LOOKING AT US TOWARDS MORE HOKIES.

THE SUMMER OR SPRING ALLOTMENT IS LARGER SEASONALLY, AND HE HAS GIVEN US MORE PERFORM AND YOU WILL SEE A JOB TITLE CALLED

HOKIE.

WE LAUGH AND JOB WHAT IS A
HOKIE?

IT IS SOMETHING YOU CAN GOOGLE
AND FIND NOW.

IT IS A PHYSICAL JOB TITLE.
AND I THINK STARTING WITH THE
SIX NEW ONES WE CAN IMPROVE TO
HELP US 12 MONTHS OUT OF THE
YEAR.

WE KEEP A PRESENCE, DISTRICT 10
DOES A GREAT JOB OF DUDLEY
SQUARE.

>> THEY HAVE BEEN GREAT.

>> AND WE HAVE TO GIVE THEM THE
RESOURCES, AND THAT'S ON US.

>> WONDERFUL.

STICK WITH DUDLEY ARE THERE
LANE FOR METERS.

THIS MIXED.

SOME FOLKS DON'T WANT THEM, BUT
SOME BUSINESSES MENTIONED
PARKING AS WELL AS RESIDENTS A
SCHOOL DEPARTMENT THERE.

EVEN THOUGH I THINK THEY PUT IN
TWO-HOUR SIGNS PEOPLE OVERSTAY
THEIR PARKING AND IT'S A BIG
CONCERN FOR RESIDENTS, FOR
BUSINESS OWNERS AND EVERYONE
COMING THROUGH DUDLEY.

ARE THERE PLANS?

IF SO, WHAT IS THE COMMUNITY
PROCESS TO REALLY MAKE SURE
WE'RE HEARING FROM EVERYONE?

>> THERE ARE NO PLANS YET, BUT
AS COUNCILOR FLAHERTY MENTIONED
WE ARE VERY INTERESTED IN SFEEG
THERE ARE PLACES IN THE CITY,
PARTICULARLY IN CERTAIN
NEIGHBORHOOD RETAIL DISTRICTS
WHERE YOU WANT GREATER TURN-OVER
AT THE CURB WHERE A METER MAKES
SENSE.

WITH THAT IN A LOT, CURBSIDE, WE
ARE INTERESTED IN SEEING YOUR
FEEDBACK.

AND NEXT WEEK THE SPEARHEAD OF
THE PROCESS, IF YOU THINK THERE
ARE DUDLEY SQUARE OR STRETCHES
OF WARREN OR OTHER PLACES WE ARE
HAPPY TO HEAR THAT AND ENGAGE IN
A COMMUNITY PROCESS, ON HOW TO
ROLL THAT OUT.

>> I WOULD ENCOURAGE THAT AND

CERTAINLY WANT TO CONTINUE THAT CONVERSATION.

IN TERMS OF FINES, WHILE I FOUND YOUR OFFICE TO BE VERY RESPONSIVE I THINK THERE HAVE BEEN SOME CHALLENGES.

RESIDENTS CALLED DEEPLY CONCERNED AND TROUBLED THAT WHEN THEY DON'T DO WHAT THEY ARE SUPPOSED TO DO, LET'S USE SNOW REMOVAL FOR EXAMPLE, THEY'RE GETTING FINED.

SO IF THE SNOW IS NOT COMPLETELY REMOVED, OR IT WASN'T DONE IN A TIMELY WAY, THEY ARE GETTING A FINE.

BUT IF THERE IS CITY PROPERTY THAT HAVEN'T SHOVELED SNOW AND NOTHING HAPPENS.

AND SO I WOULD MAKE, YOU KNOW, THE PITCH FOR THE CITY BEING A LEADER AND NOT PENALIZING RESIDENTS AND THEN, YOU KNOW, THEY'RE NOT DOING WHAT THEY ARE SUPPOSED TO DO.

SO IF WE'RE GOING TO SAY THAT THIS IS OUR SYSTEM AND PEOPLE ARE GOING TO RECEIVE FINES, I THINK IT IS IMPORTANT FOR THE CITY TO BE A MODEL.

>> TO THAT POINT, MAYOR WALSH HAS A STRICT EDICT THAT WE ARE TO TICKET ANYBODY, ANY AGENCY, ANY INDIVIDUAL.

IF THEY'RE NOT MAKING AN EFFORT, WHICH IS HOW THE IT IS SET, THE 42-INCH MAKE AN EFFORT.

SNOW CAN BE TOUGH, IT CAN ICE. WE ARE TICKETING EVERYBODY.

AND HAVING BEEN GIVEN THAT FOUR YEARS AGO WHEN ENFORCEMENT CAME TO US, WE ARE SEEING DEPARTMENTS DO A BETTER JOB.

WE ARE SEEING OUTSIDE AGENCIES DO A BETTER JOB.

IT IS NOT PERFECT AND IT IS NOT PERFECT YET.

BUT I CAN TELL YOU EVERY WINTER DEPARTMENTS LOOK AT US AND KNOW WE ARE TICKETING US AND THAT MAKES IT AWKWARD.

WE HAVE TICKED OUR OWN SITE, THE BACK SIDE OF THAT HIGHLAND YARD. IT IS JUST THAT YOU FORGET THAT

PART.

THEY WORK 26 HOURS PER SNOWSTORM
BUT WE TICKETED IT BECAUSE IT
WAS NOT SHOVELED.

>> IT IS ONLY FAIR.

>> SO IT IS OCCURRING AND I DO
THINK THE AGENCIES AND
DEPARTMENTS ARE VASTLY IMPROVED.
AND THEY KNOW ABOUT IT.
THEY KNOW IT'S COMING.

>> OK.

IN TERMS OF -- SO THERE ARE A
COUPLE OF ISSUES IN THE SOUTH
END THAT HAVE COME UP.

THERE ARE THE PRIVATE ALLEYS,
ONE AN ISSUE AROUND JUST TRASH
COLLECTION, WHERE THE BARRELS
GO.

THIS'S ONE THIS PARTICULAR HAS
HAS BEEN FOR YEARS AND YEARS
PLACING IT ON THE OPPOSITE SIDE
OF THE STREET BECAUSE THAT HAS
BEEN THE TRADITION.

AND NOW I THINK THERE'S A HOTELS
THERE THAT ISSUED SOME
COMPLAINTS.

SO THERE'S SOME CONFUSION AROUND
WHAT HAPPENS FOR RESIDENTS THERE
WHO DON'T HAVE THE REGULAR
CURBSIDE.

THEY KEEP THEIR TRASH IN THE
BACK.

AND THEN THERE'S OWNERSHIP
ISSUES OF THE ALLEYS.

SO THESE ARE PRIVATE ALLEYS,
ISSUES AROUND WATER, PIPES, WHO
IS RESPONSIBLE FOR REPAIRS.
BECAUSE THEY ARE PRIVATE IT IS
THE RESIDENTS.

AND ONE MIGHT MAKE THE ARGUMENT
THAT THERE'S MORE DISPOSABLE
INCOME IN CERTAIN NEIGHBORHOODS
AND MAYBE THEY CAN TAKE THAT ON,
BUT THERE ARE PRIVATE ALLEYS
THROUGHOUT THE CITY OF BOSTON
AND NOT EVERYONE -- IT IS STILL
A QUESTION OF WHO REALLY SHOULD
BE RESPONSIBLE, AND DOES THE
CITY HAVE A RESPONSIBILITY IN
HELPING TO COVER THE COST OF
MAINTENANCE AND REPAIR OF THE
WATER PIPES UNDERGROUND.

DO HAVE YOU A SPONSOR THOUGHTS
ON THAT?

>> WATER PIPES, WATER AND SEWER HAS A POLICY AND WE CAN WALK THROUGH WITH CONSTITUENTS AND THERE IS A WALK THROUGH AND A COST-SHARING.

AND IT IS NOT DIS SIMILAR FROM SOMETHING THAT COUNCILOR EDWARDS RAISED HOW WE THINK OF SUPPORTING RESIDENTS, CONVERTING A PRIVATE ALLEY TO A PUBLICWAY. FOR THAT OUR PIC, AMY WOULD NEED TO RECEIVE A PETITION FROM ESSENTIALLY 50% OF THE RESIDENTS AND THAT TRIGGERS A COMMUNITY MEETING WITH ALL THE RELEVANT ABUTTERS WHERE WE GO THROUGH WHAT THE ACTUAL PROCESS LOOKS LIKE.

IF IT LOOKS LIKE THEY WANT TO ACTUALLY MAKE THAT CONVERSION FROM A PRIVATE WAY TO A PUBLIC ALLEY, WE THEN WILL DO A COST ASSESSMENT.

IN THE PAST THAT TYPICALLY MEANT AROUND THE \$15,000 TO \$20,000 BILL PER RESIDENT WITH THE CITY BASICALLY ASSUMING 50% OF THE ACTUAL COST.

AND CAN BE PAID BY EACH ABUTTER UP FRONT, OVER A 10-YEAR TIMEFRAME OR IF THERE IS A HARDSHIP OVER 20-YEAR TIMEFRAME. THAT TYPICAL PATH OF CONVERSION FROM A PRIVATE WAY TO PUBLICWAY. IT IS OFTEN THAT RESIDENTS PREFER NOT TO GO DOWN THAT PATH, BECAUSE THEY LOSE SOME CONTROL OVER PARKING RULES WHEN IT GOES FROM PRIVATE TO PUBLICWAY. BUT IF THAT IS SOMETHING OF INTEREST TO ANY CONSTITUENTS WE ARE HAPPY TO WALK THROUGH THAT PROCESS WITH THEM AND THEY CAN MAKE THE RIGHT CONNECTIONS WITH WATER AND SEWER IF IT IS SPECIFIC TO WATER PIPES.

>> AND THERE ARE ALSO ISSUES AROUND DRUG USE, SEX, DISPOSAL OF NEEDLES AND OTHER ITEMS IN THE PRIVATE WAYS.

ALL OVER OUR CITY, BUT IN THE PRIVATE WAYS IN PARTICULAR. THE PRIVATE ALLEYS PARTICULARLY IN THE SOUTH END.

>> YEP.
>> THANK YOU.
A COUPLE OF QUESTIONS [SPEAKING
AWAY FROM MIC] -- HOW MANY DO WE
HAVE ALL TOGETHER THAT WE NEED
TO DO?
WHEN EXPECT TO BE DONE 100%.
>> 25,000 BY 2025.
AND WE THINK WE ARE WELL ON
TRACK TO DO.
>> PERFECT, THANK YOU FOR THAT.
AND THEN I THINK IT CAME UP A
LITTLE BIT, AND I AM NOT SURE IF
IT IS 100% WITHIN THIS
DEPARTMENT, ALTHOUGH I THINK
IT'S UNDEROR CABINET.
BUT THE DESIGN AND PLACEMENT OF
SOME OF THE NEW UTILITIES POLES,
I THINK THAT'S THROUGH THE
IMPROVEMENT.
BUT CAN WE TALK ABOUT THE
SELECTION PROCESS, THE DESIGN
AND WHY THERE ARE SOME
DIFFERENCES?
>> ABSOLUTELY.
>> IN THAT DESIGN.
AND IN DIFFERENT NEIGHBORHOODS.
>> BECAUSE OF THE POLES,
DISTRIBUTED ANTENNAE POLES.
>> THE BIG UGLY UTILITIES POLES.
LET ME REPHRASE THAT.
MOST OF THEM ARE BIG AND UGLY.
THERE ARE A FEW THAT ARE PRETTY
BUT DON'T END UP AESTHETICALLY
PLEASING, BUT THEY DON'T END UP
IN OUR NEIGHBORHOODS, END UP IN
THE DOWNTOWN CORRIDOR.
>> YEP, SO THERE ARE STICKS
DIFFERENT COMPANIES, TELECOM
COMPANIES THAT HAVE ESSENTIALLY
AN AGREEMENT WITH THE CITY OF
BOSTON TO PUT WIRELESS
INFRASTRUCTURE ON THE STREETS,
TWO JUST MERGED.
FIVE DIFFERENT COMPANIES THAT
HAVE THIS RIGHT.
THEY ALL ESSENTIALLY ABIDE BY A
COMMON SET OF DESIGN STANDARDS.
THESE ARE DESIGN STANDARDS THAT
ESSENTIALLY ARE INTENDED TO
REPLICATE WHAT THE OTHER POLES
ON THE BLOCK LOOK LIKE.
IF YOU HAVE AN ACORN POLE THEY
ARE LOOK TO REPLACE IT WITH

SOMETHING THAT LOOKS LIKE AN ACORN POLE, ETC. THEY ARE ESSENTIALLY DOING ALIKE-FOR-LIKE REPLACEMENT. WE WANT TO MAKE SURE AS MUCH AS POSSIBLE THE LIGHTS REMAIN AESTHETICALLY PLEASING EVEN WITH THE TEMP COMMUNICATIONS CABINET AROUND THE BOTTOM OR POLE AND DON'T ACHIEVE THE SAME AESTHETIC LOOK AS THE OTHER POLES AND SOMETHING THAT MIKE HAVE OUR STREET TEAM IS COORDINATING WORK AROUND.

IF THERE IS A SPECIFIC DESIGN YOU FEEL DOES NOT LOOK GOOD, WE CAN TAKE A LOOK AND SEE IF WE CAN MODIFY WHAT THE DESIGN STANDARD LOOKS LIKE.

>> I WOULD SAY ALL OF THEM WILL. ALL OF THEM ARE PRETTY DISPLEASING TO THE EYE. I THINK THERE IS ALSO A CHALLENGE WITH SOME OF THE WORK THAT'S JUST THE EQUIPMENT THAT GETS ATTACHED TO A POLE. AND IN SOME INSTANCES, I THINK AT A VERY LOW HEIGHT, WHICH CAN BE DANGEROUS.

BUT IT'S ALSO, I THINK, JUST KIND OF TRASHY LOOKING TO BE HONEST.

THE OTHER QUESTION IS, ARE WE SPEND ANYTHING OF OUR RESOURCES ON THIS WORK?

>> SO THE CITY DOES RECEIVE REVENUE FROM THE POLES. IT DEPENDS ON THE COMPANY ITSELF, WHETHER WE HAVE BASICALLY \$2500 PER POLE PER YEAR, PLUS A FLAT FEE AND PORTION OF THE REVENUE COMING FROM THE POLES.

WE DO SPEND SOME OF OUR TIME THOUGH, OUR RESOURCES, MAKING SURE THEY ARE FOLLOWING THE APPROPRIATE PROCESS, ADD

-- ADHERING TO DESIGNING STANDARD, AND WORK FOR MIKE AND KATHY GARCIA, WITH US TODAY, IF THEY ARE DOING WHAT THEY SAY, INSTALLING THEM IN THE RIGHT LOCATION.

NOT LEAVING THE SECOND POLE UP

AND LEAVING THE WIDTH FOR CLEAR
PATH OF TRAVEL.

IF YOU THINK THERE IS A
VIOLATION OF ANY OF THOSE THINGS
LET US KNOW.

IT IS A HOT-BUTTON ISSUE AND WE
CAN CONNECT YOU WITH THE
TELECOMMUNICATION COMPANIES FOR
FYOU HAVE FEEDBACK FOR THEM AT
WELL.

>> WITH THE REVENUE FROM THE
POLES, IS THAT EARMARKED TO A
GENERAL PROGRAM?

>> GENERAL FUND.

>> GENERAL FUND YOUR FUND OR
CITY FUND?

>> GENERAL CITY FUND.

>> AND THE WIFI ACCESS IT IS
CREATE SOMETHING THAT FOR THE
WICKED FREE WIFI, THEIR OWN
SUBSCRIPTION --

>> THE 3G 4G, SOME DAY 5G THAT
WIRING ON CELL PHONES.

>> AND WHETHER IT CAN INCREASE
WIFI CAPACITY IN OUR SCHOOLS,
WHICH IS REALLY -- THOSE SYSTEMS
ARE OVERBURDENED.

AND ALSO WE HAVE A NUMBER OF
LARGER FAMILY SHELTERS IN THE
CITY OF BOSTON THAT DON'T HAVE
FREE WIFI.

AND I THINK THAT THAT COULD BE A
WAY TO SUPPORT SOME OF THE WORK
THAT'S HAPPENING IN THOSE
SHELTERS WITH OUR FAMILIES IN
PARTICULAR.

AND I DO THINK THAT WE HAVE TO
TAKE A LOOK AT -- THE REVENUE IS
NICE, BUT AT WHAT PRICE ARE WE
GIVING YOU WILL SOME OF THE
AESTHETICS AND KNOWING THE
REVENUE THAT THE
TELECOMMUNICATION COMPANIES ARE
MAKING ON OUR BACK.

>> AGREED.

>> AND THERE ARE TWO MAIN
ROADWAYS THAT I DON'T THINK WERE
BROUGHT UP.

MATTAPAN AT THE INTERSECTION OF
RIVER STREET I KNOW IS ON YOUR
LIST OF CAPITAL IMPROVEMENTS.
BUT DOES THAT INCLUDE THE AREA
UP TOWARDS EDGEWATER DRIVE?
WE HAD DONE A WALK-THROUGH WITH

BOTH MAIN STREET FOLKS AND SOME
NEIGHBORS IN THAT NEIGHBORHOOD.
>> WE JUST DID WORK ON
EDGEWATER --
>> COUNCILOR IF YOU WOULD
PROMISE TO GET BACK ABOUT WHAT
NEEDS TO BE DONE IF IT WOULD BE
OK WITH YOU.
>> THAT IS GREAT TO MAKE SURE
THAT AREA IS LOOKED AT SO WE CAN
FOLLOW-UP OFFLINE.
AND AMERICAN LEGION HIGHWAY, THE
PARKWAY, WE TALKED ABOUT IT A
YEAR AGO.
WHAT IS AND WHERE DOES PLANNING
FOR AMERICAN LEGION SIT WITH
WHAT IS HAPPENING WITH AMERICAN
LEGION.
>> SO THE NEXT PROJECT, MOVING
FORWARD, THE NEIGHBORHOODS
ADJACENT TO THAT.
ONE OF THE FIVE STREETS MOVING
FORWARD IS ADJACENT TO AMERICAN
LEGION HIGHWAY.
AND DOING WORK AT THE SOUTHERN
END WHERE THERE IS A SIGNIFICANT
CURVE TO ACTUALLY MAKE SAFETY
IMPROVEMENTS TO SLOW SPEEDS IN
THAT PARTICULAR AREA AND AN
ADDITIONAL PROTECTION FOR
CYCLISTS GOING THROUGH THE
CORRIDOR.
IT IS SHORT OF WHAT THE BROADER
COMMUNITY VISION IS FOR WHAT
AMERICAN LEGION PARKWAY COULD
LOOK LIKE, SO WE'RE HAPPEN TO
CONTINUE TO WORK LARGELY THROUGH
OUR GREEN LINKS PROGRAM WISHING
IS FUNDED THROUGH THE BTD BUDGE
TOTE LOOK AT WHAT AMERICAN
LEGION HIGHWAY CAN LOOK LIKE IN
THE FUTURE.
>> AND SOMEWHAT RELATED TO
AMERICAN LEGION BUT IN GENERAL,
COMING UP A NUMBER OF TIMES OVER
THE COURSE OF THE YEAR
CROSSWALKS I KNOW A LOT WITH
TRANSPORTATION.
BUT AS WE TALK ABOUT
RESTRUCTURING ANY LENGTH OF ROAD
WRAE WHAT IS THE TYPICAL
DISTANCE BETWEEN CROSSWALKS ON
ANY STRUCTURE OF ROAD?
IS THERE A MEASUREMENT?

>> I THINK IT IS PRETTY MUCH STANDARD AND --

>> IT IS A FINE BALANCE BETWEEN MANAGING EXPECTATIONS FROM A PEDESTRIAN AND VEHICULAR. IF THERE ARE SO MANY THE DRIVERS MAY NOT PAY ATTENTION TO SOMEONE WHO DEVICE CROSS WITHOUT WAITING TO SEE IF A CAR IS COMING. AND THEY PUT THEM, TO THESE MATTERS ARE STUDYING WITHIN THE BOSTON TRANSPORTATION DEPARTMENT, TO ENSURE THE CROSSINGS ARE COMPLIMENTARY TO ENSURE PEDESTRIAN SAFETY AND MINIMIZE DRIVER AWKWARD EXPECTATIONS.

>> I WOULD ADD TWO NOTES. ONE OF THE PIECE OF THE FEEDBACK WE HEARD, OFTEN WITH THERE'S YOU FILTS PROJECTS THAT HAPPENING WITH AN INTERSECTION, THERE DISRUPTING PART OF THE CROSSWALK IT CAN TAKE A LONG TIME FOR IT TO BE RESTRIPEDED.

AND WE ARE MAKING IT A POSSIBLE AND HOPEFULLY BEEN 14 DAYS. AND IF YOU SEE THAT WEREN'T CITY LET US KNOW.

AND PART EVER THE ROUTINE SERVICE WORK, TRYING TO SEE IF WE CANNOT JUST REPLACE, BUT MAKE IT BETTER INCLUDING RAISED CROSSWALKS.

>> I LIKE THE RAISED CROSSWALKS. WHAT IS THE FINANCIAL COST OF INSTALLING A RAISED CROSSWALK. IT CAN BE A LITTLE SECTOR OF COST.

>> DEFER, BUT MAYBE DRAINAGE.

>> DEPENDING ON THE TYPE OF THE ROAD WRAE, -- ROADWAY WE TRY TO USE THEM PRUDENTLY BECAUSE PUBLIC SAFETY ALWAYS CONCERNED ABOUT HAVING A PATIENT INSIDE OF AN AMBULANCE THAT I EXPERIENCED YOU DON'T WANT TO BUMP, JUMP UP AND DOWN WITH NEEDLES.

IT IS A FINE BALANCE AND LOOKING AT THE INCREMENTAL SAFETY BENEFITS OF HAVING THE RAISED CROSSWALK SO IT DOESN'T GET OUT OF VOGUE, OUT OF STYLE. AND WHEN IT IS NEEDED WE

IMPLEMENT IT.

AND A VARIETY EVER PROJECTS WE
ARE CURRENTLY DESIGNING THAT
INCLUDES RAISED CROSSWALKS.

>> THANK YOU, COUNCILOR BAKER.

>> MIKE, WHEN YOU ISSUED THAT
TICKET DID YOU PAY IT?

>> WE PAID IT, YEAH.

MR. SWEENEY WAS VERY WATCHFUL OF
THAT TICKET.

>> OK GOOD, I DIDN'T THINK YOU
WOULD PAY IT.

>> I PAY ALL THOSE BILLS.

>> YOU PAY EVERYTHING?

>> I PAID FOR ALL THE VIOLATIONS
THAT WE HAVE INCURRED.

>> OK.

GOOD.

CHRIS, CAN YOU TALK TO ME A
LITTLE BIT ABOUT THE SITE, HOW
WE ARE DOING OUT THERE, THE
CONTRACT, THE CONTRACT IS UP IN
JUNE I THINK.

WHAT ARE THE INTENTIONS.

>> THE OTHER CONTRACT WILL
EXPIRE JUNE 30 OF NEXT YEAR.

OBVIOUSLY OUR ABILITY TO DO
COMPOSTING IN THE CITY IS GREAT
ASSET FOR US.

WE HAVE BEEN WORKING WITH CITY
SOIL TO MAKE SURE THEY CAN
PROCESS THE VOLUME OF YARD WASTE
WE ARE TAKING AND WE WILL
CONTINUE TO HAVE THOSE
CONVERSATIONS IF WE CAN SUPPORT
THEM IN DOING THAT.

WE NEED TO MAKE SURE WHETHER IT
IS STORING IT ON THAT SITE OR
PROCESSING IT ELSEWHERE WE CAN
KEEP PACE OF WITH RESIDENTS PUT
ON CURB.

>> DO WE HAVE SPACE THERE IF WE
GRANTED MORE SPACE?

>> WE HAVE LIMITATIONS, AND
BASICALLY RELATED TO THE
AGREEMENT WITH THE NATURE
STERNT.

WE CANNOT EXPAND IN INVOLVE,
LOOKING FOR FLEXIBILITY, BUT
THERE'S A LIMIT HOW MUCH WE CAN
PROCESS.

>> AND THROUGH THE AUTOBON THEY
HAVE LIMITATION.

>> HOW MANY CUBIC YARDS WE ARE

SUPPOSED TO BE STORING.
>> WHAT DOES A CUBIC YARDAGE
MATTER IF IT'S MANAGED PROPERLY
AND THE SITE ISN'T A MESS, WHICH
THE WAY IT WAS ON THE PREVIOUS
CONTRACT?
>> RIGHT.
WITH QUICK CREDIT TO ROB WHO
SPENT A LOT OF PERSONAL TIME
TRYING TO GET SITE FROM WHAT IT
IS TO WHERE IT IS TODAY.
RUNNING ISSUES AROUND YOUR
ACTUAL ABILITY TO HAVE A CLEAN,
MANAGEABLE SAFE WORK SITE IF YOU
DO GET BEYOND THE 12,000 CUBIC
YARDS.
>> 6,000 CUBIC YARDS.
>> DOES HE HAVE MORE CAPACITY
FOR THAT?
OR IS THAT --
>> RIGHT NOW HE IS BUMPING UP
AGAINST THE CAPACITY ON THE
ACTUAL SITE.
WE DEFINITELY HAVE AN INTEREST
IN FIGURING OUT HOW DO WE
ACTUALLY HELP CITY SOIL PROCESS
MORE CUBIC YARDS SORT OF ONSITE
SO THEY CAN GET STUFF ON THE
CURB TO THE SITE TO COMMUNITY
GARDENS IN A TIMELY MANNER.
>> AND ABLE TO SELL THE PRODUCT
NOW?
>> YES.
>> CAN HE TELL A WHOLE DUMP
TRUCK OR --
>> WE PUT RESTRICTIONS IN TERMS
OF THE VOLUMES HE COULD SELL.
PREVAIL VERSUS WHOLESALING.
>> THE GUY ACROSS THE STREET, DO
WE DO BUSINESS WITH HIM?
>> WE DO SOME WORK WITH
LANDSCAPE EXPRESS, TAKING SOME
ADDITIONAL YARD WASTE IF WE
CAN'T HAND MANY THE CITY SOIL
AND TAKING IT TO LANDSCAPE
EXPRESS.
>> DOES HE GET THE SAME AMOUNT
OF MONEY FOR WHAT HE'S DOING?
>> I WILL GET BACK TO YOU ON
THAT I DON'T KNOW IF THERE IS IT
A DIFFERENTIAL AT ALL.
>> ARE YOU FAMILIAR WITH THERE
WAS A GRANT ON THE CABLE THAT
WAS SUPPOSED TO GO OVER THERE

FOR \$300,000 THAT NEVER GOT
MOVED ALONG.
ARE YOU FAMILIAR WITH THAT?
>> IS THAT THE BERM BETWEEN
SGLSH I DON'T --
>> I DON'T KNOW BUT A \$300,000
GRANT WAS SUPPOSED TO, IN PART,
GO OVER TO HIM THAT WAS NEVER
MOVED ALONG ON OUR PART.
>> I AM HAPPY TO TALK ABOUT
THAT.
>> OK.
>> THE DETAILS.
>> OK.
SO ALL THE, ALL THE NEW SAFE
STREET ZONES DO THEY ALL COME
THROUGH YOU, CHRIS?
YOU HAVE TO SIGN OFF?
YOU HAVE DISTRICT OVERSIGHT ON
THOSE?
>> WE FOLLOW A FAIRLY DRIVEN
PROCESS, REPLACING THE HIGH
NUMBER OF ELDERLY AND YOUTH, AND
CRASHES AND CERTAIN NUMBER OF
RESIDENTIAL BLOCKS.
>> WHAT IS THE PLAN, HAVE YOU
SEEN ANYTHING ON HANCOCK STREET
NEAR THE DOG PARK, THAT
STRIP -- JUST OUTSIDE, ARE YOU
FAMILIAR WITH THAT AT ALL?
IS THERE ANY PLAN THERE?
>> NOT THAT I HAVE SEEN, BUT I
WILL GET BACK TO YOU AND SEE
WHETHER THERE WAS.
>> AND RICH VIEW STREET ANY
CHANGE THERE FOR CHANGING
STREETS AROUND?
>> I HAVE NOT, BUT WILL I GET
BACK TO YOU ON THAT ONE AS WELL.
>> I THINK THERE WAS SOMEWHAT A
PLAN ON RICHVIEW STREET, I DON'T
KNOW WHERE IT IS NOW.
IF YOU CAN JUST LOOK INTO THAT A
LITTLE BIT, CHRIS.
>> YEP.
>> I'M GOOD, THANK YOU.
>> THANKS COUNCILOR.
COUNCILOR FLYNN.
>> THANK YOU, COUNCILOR CIOMMO.
I JUST WANTED TO FOLLOW-UP, I
KNOW YOU HIGHLIGHTED IT EARLIER.
YOU WERE UPGRADING OVER 900
RAMPS TO ADA COMPLIANCE.
HOW MANY MORE ARE LEFT THAT YOU

NEED TO DO?

>> ABOUT 60% OF THE 25,000 ARE DONE.

>> OK.

>> SO ABOUT 40% OF THAT LEFT. ABOUT 10,000 RAMPS TO GO.

>> I NOTICED A LOT WHEN DEVELOPERS WOULD BE DOING CONSTRUCTION PROJECT THAT IT SEEMS LIKE THEY WOULD ALMOST TAKE A LITTLE BIT OF THE SIDEWALK FOR THEIR OWN PROPERTY. FOR THEIR OWN DEVELOPMENT. SXIT -- AND IT'S LIMITING THE ACCESS FOR THE ELDERLY, FOR THE DISABLED.

AT TIMES THEY CAN'T WALK THE SAUK IF THERE IS A UTILITIES POLE THERE.

HAVE YOU NOTICED THAT AS WELL?

>> ONE OF THE THINGS WE REVIEW THROUGH THE PUBLIC IMPROVEMENT COMMISSION THAT REMAIN TAKEN A CLEAR PATH OF TRAVEL IF THERE ARE SPECIFIC LOCATIONS, WE ARE VERY HAPPY TO GO OUT AND HAVE CONVERSATIONS WITH THE UTILITIES COMPANY IF IT SEEMS THE POLE IS ENROACHING WITH THE SIDEWALK.

>> SOME OF THE RAMPS ARE NOT INSIDE THE CROSSWALK ITSELF. THEY'RE OFF TO THE SIDE.

SO I NOTICE ELDERLY PEOPLE AND THOSE IN WHEELCHAIRS WALKING DOWN THE RAMP AND GOING DOWN THE STREET A LITTLE BIT INTO THE CROSSWALK, CROSSING THE STREET, AND THEN MOVING OFF TO THE CROSSWALK -- OUT OF THE CROSSWALK TO THE RAMP.

IT'S NOT IN THE SAME AREA.

IT'S NOT IN THE SAME SYSTEM.

HOW MUCH EFFORT WOULD IT TAKE TO MAKE SURE THAT THAT'S IN COMPLIANCE?

>> I THINK WHAT YOU ARE IDENTIFYING CLASSES WHERE WE FIXED THE RAMP BEFORE WE RESURFACED THE STREET. AND WE ARE LOOKING TO MAKE SURE THE RESERVICING PROGRAM AND SIDEWALK AND RAMP PROGRAM ARE SYNCED.

IT HAS BEEN A BIG FOCUS OF THE CONSTRUCTION MANAGEMENT OVER THE LAST YEAR.

>> IS THERE A LOT OF THOSE CASES THROUGHOUT CITY?

>> THERE ARE SOME AND WE ARE WORKING THROUGH THEM IF THERE ARE SOME THAT RISE TO THE TOP LET ME KNOW.

>> A LOT IN SOUTH BOSTON, IN THE SOUTH END.

PUBLIC SAFETY FOR THE ELDERLY AND DISABLED.

PEDESTRIAN SAFETY I THINK IS THEIR NUMBER ONE ISSUE IN THE CITY.

AND AT TIMES OUR STREETS ARE UNSAFE FOR THE ELDERLY TO CROSS. I SEE MOTHERS WITH LITTLE KIDS TRYING TO CROSS THE STREETS, AND CARS ARE SPEEDING BY THEM.

YOU KNOW, I THINK WE NEED TO DO A BETTER JOB MAKING SURE THAT PEDESTRIAN ACCESS IS MOST IMPORTANT PART OF THAT.

>> ABSOLUTELY.

>> HOW SAFE ARE THE BIKE LANES MAKING OUR, MAKING IT FOR RESIDENCE TO CROSS THE STREET AS WELL?

I NOTICE THERE'S A NEW BIKE LANE IN CHINATOWN IN THE MAIN STREET THERE.

DOES IT MAKE IT SAFER FOR PEDESTRIANS TO CROSS THE STREET? IS IT SAFER FOR THE BIKES DRIVING BY?

>> THE DESIGN TEAM IS WORKING WITH THE BOSTON CYCLE UNION AND OTHERS, THINKING OF HOW WE IMPROVE SAFETY FOR EVERYBODY, WHETHER YOU ARE DRIVING, WALKING, RIDING A BIKE.

AND THE BIKE LANE YOU REFERENCE IS A PROTECTED BIKE LANE AND HAS FLEX POSTS IN OTHER SECTIONS IN THIS.

AND THIS GIVES CYCLIST AS DEGREE OF SEPARATION FROM THE FLOW OF CARS, WHICH CAN MAKE THE ROAD MORE COMFORTABLE FOR BOTH PEOPLE WHO ARE DRIVING AND PEOPLE WHO ARE BIKING AND IT CAN GIVE GREATER VISIBILITY TO BOTH

PEDESTRIANS AND CYCLISTS.
SO WE ARE CERTAINLY VERY FOCUSED
ON MAKING THOSE SORTS OF
STREETScape INVESTMENTS MAKING
IT SAFER FOR PARTICULARLY THE
VULNERABLE ROAD USERS,
PEDESTRIANS AND CYCLISTS.

>> DID YOU RECEIVE ANY FEEDBACK
FROM THE BUSINESSES IN CHINATOWN
ABOUT IT?

>> WE DID WE GOT FEEDBACK IN
ADVANCE ABOUT THE NEED TO MAKE
SAFETY IMPROVEMENTS ALONG THE
STREETS AND SOME FEEDBACK ABOUT
HOW WE ACTUALLY MAKE SURE THERE
IS GOOD CURB ACCESS FOR PARKING
FOR CUSTOMERS IN THE AREA.

>> WERE THEY HAPPY WITH THE
RESULTS?

>> SO I THINK THAT THEY ARE
EAGER FOR US TO FIGURE OUT IF
THERE ARE ADDITIONAL PLACES WE
CAN FIND PARKING IN CHINATOWN,
WE ARE CERTAINLY INTERESTED IN
WORKING WITH THEM TO FIND THOSE
PLACES, WHERE THAT IS IN THE
NEIGHBORHOOD.

>> AND THEY SENT ME A BUNCH OF
SIGNATURES THAT THEY WERE
OPPOSED TO IT.
IT HURT THEIR BUSINESS IN THAT
AREA.

WHAT YEAR WAS THAT DONE?

>> WE DID THAT THE END OF LAST
YEAR.

>> LAST YEAR, OK.

>> MY FINAL QUESTION IS, I KNOW
THE PUBLIC WORKS EMPLOYEES DO AN
EXCELLENT JOB.

I ALSO KNOW YOU CONTACT A LOT OF
THE SERVICES OUT.

SNOW REMREMOVAL.

DOWN THE ROAD, CAN WE CONSIDER
HIRING MORE FULLTIME EMPLOYEES?

I'D RATHER THE WORK BEING DONE
BY CITY EMPLOYEES.

THEY ARE DEDICATE THE,
HARD-WORKING, THEY ARE
PROFESSIONAL.

THEY KNOW THE NEIGHBORHOOD.

THEY LOVE THE CITY.

WHY DO WE HAVE TO CONTRACT SO
MUCH SERVICES OUT?

>> SO I THINK -- I

WHOLE-HEARTEDLY AGREE, I THINK
WE ALL AGREE WITH THAT.
ON THE MICRO OF IT, MAINTAINING
AND RETAINING CDL DRIVERS IS
DIDN'T.
WORKING FOR THE CITY PROVIDES A
LOT OF BENEFITS.
GOOD PAY, GOOD BENEFITS.
THE MARKETPLACE WHAT IT IS
TODAY, THEY CAN FIND IT
ELSEWHERE AS WELL.
FOR JUST A BIT MORE MONEY.
WE HAVE A TOUGH TIME MAINTAINING
CDL DRIVERS.
BUT WE'RE ALWAYS -- WE POST FOR
CDL, WHAT WE CALL THE HEAVY
MOTOR EQUIPMENT OPERATORS.
WE POST, WORKING EVERY TWO
MONTHS TO GET A BRAND NEW LIST.
THE LARGE PART THAT IS WE, IN
THIS CITY, WE ON A FULL
PERSONNEL WE HAVE EQUIPMENT TRA
ANY FROM SMALL PICK-UP TRUCK TO
SPREADER, FRONT-END LOADERS.
AND IF YOU EVER GET TO 100%
WOULD PROBABLY BE SOMETHING THIS
CITY CAN NEVER DORK THE ASSET
PROCUREMENT, BUYING THIS
EQUIPMENT AND FTE TO COVER IT IS
PROBABLY TWO OR THREE EMPLOYEES
PER TRUCK IF I THINK OF THROUGH
A STORM, SICK TIME, AND OTHER
THINGS.
AND I THINK WE'VE DONE A BETTER
JOB IN-HOUSING A LOT OF THE
SMALL SNOW EVENTS AS MENTIONED
EARLIER.
THAT SMALL ICE WORK THAT USED TO
BE CONTRACTED OUT, WE ARE READY,
MORE READY AND CAPABLE TO HANDLE
IT WITH OUR OWN FOLKS PAYING
CITY MONEY.
IT IS AN EQUIPMENT PIECE AND
LARGE-SCALEY THINK FTE PIECE AND
RETENTION OF TALENT.
>> AND JUST ONE FINAL
OBSERVATION.
PUBLIC WORKS, THE FIRE
DEPARTMENT, THE POLICE
DEPARTMENT, YOU KNOW WHEN
THERE'S AN OPENING FOR THE HEAD

DEPARTMENT, I ALWAYS THINK THE
NEW COMMISSION SHOULD COME FROM

THE RANKS.

AGAIN, THEY KNOW THE CITY, WE
HAVE THE MOST TALENTED WORK
FORCE.

THE CITY WORK FORCE PROBABLY IN
THE COUNTRY.

I JUST DON'T THINK WE EVER NEED
TO GO OUTSIDE OF THE CITY TO
BRING IN SOMEONE THAT DOESN'T
KNOW THE CITY, DOESN'T KNOW THE
DEPARTMENT.

WHETHER IT'S THE PUBLIC WORKS,
WHETHER IT'S THE FIRE
DEPARTMENT, THE POLICE
DEPARTMENT.

LET'S HIRE FROM WITHIN.

AND THESE PEOPLE KNOW HOW TO RUN
THE DEPARTMENT.

AND IT IS JUST MY OPINION, NOT
NECESSARY TO BRING OUTSIDERS IN
TO RUN A MAJOR CITY DEPARTMENT.
ANY COMMENTS OR THOUGHTS ABOUT
THAT?

>> I THINK WE ARE VERY FORTUNATE
TO HAVE A VERY, VERY STRONG TEAM
WITHIN THE PUBLIC WORKS
DEPARTMENT.

AND A LOT OF THAT COMES AS MIKE
REFERENCED BEFORE, FOLKS KNOW
THE STREETS, THEY KNOW
CONSTITUENTS AND CARE DEEPLY
ABOUT WHAT'S HAPPENING IN OUR
NEIGHBORHOODS.

SO THAT IS A SORT OF SCALE AND
PASSION AND SORT OF EXPERIENCE
THAT IS HARD TO BRING, SO I
UNDERSTAND WHERE YOU ARE COMING
FROM.

>> THANK YOU.

>> COUNCILOR EDWARDS.

>> QUESTIONS ON SPECIFIC AND
DISTRICT ISSUES.

I APPRECIATE YOU BRINGING UP THE
HOKIES, THE NORTH END
SPECIFICALLY WOULD LOVE HELP
WITH THAT.

HIRING SIX ADDITIONAL ONES.

ARE ANY GOING TO BE IN THE NORTH
END?

>> THEY WILL BE.

>> EXCELLENT.

>> IF I CAN JUMP IN, WE HIRED A
FULLTIME HOKIE FOUR OR FIVE
MONTHS AGO, BILL, WHO HAS DONE

GREAT WORK ON HANOVER STREET WHO WE GET PRAISE FROM DAILY, EMAILS, PHONE CALLS AND 311 CASES.

AND IT'S OBVIOUSLY NOTICED. PEOPLE SEE IT MORE THAN THEY SEE ANYTHING ELSE.

>> AND SO WITH REGARDS TO THE HOKIE, IS THERE ANY THOUGHT OF EXPANDING IT DURING THE WINTER MONTHS FOR SNOW REMOVAL TO FOLLOW BEHIND THE TRUCKS?

>> WE'VE TALKED ABOUT IT. I THINK COUNCILOR MCCARTHY TALKED ABOUT IT AND WE BOUNCED ALREADY IDEAS OF WHETHER THE INTERNAL SNOW ANGEL IF YOU WILL. BUT IT HAS BEEN DISCUSSED. WE TALK ABOUT HOW TO DO SNOW BETTER EVERY YEAR AND TO YOUR POINT, IF SEASONALS ARE SO SUCCESSFUL IN THE SUMMER, IS THERE SOMETHING TO BE SAID FOR WINTER WORK.

>> IN TERMS OF, I KNOW WE TALKED ABOUT SNOW REMOVAL, BEFORE, YOU AND I.

AND THIS WOULD EXPAND THE BUDGET BUT THE SNOW-MELTING TRUCKS IS THAT EVER GOING TO BE SOMETHING THAT WE CAN CONSIDER?

>> WE TRIED IT IN 2015. WE ALWAYS TRIED IT THROUGHOUT THE YEARS, I THINK, PREVIOUS ADMINISTRATIONS. BUT IN 2015 WHEN IT WAS WHAT IT WAS WE GOT TO TRY A LOT OF THINGS OUT, AND THAT'S HOW WE FIRST MET THE SNOWBALLERS THAT CAME UP FROM CONNECTICUT I THINK AND MARYLAND OR WASHINGTON.

AND WE ALSO TRIED A BUNCH OF -- I AM SORRY MELTERS. AND I THINK I MENTIONED ABOUT HOW FRESH THE SNOW IS WHEN WE ARE PICKING IT UP IN REALTIME. AS IT SITS THERE IT GETS TRASHED.

THE ACT OF SNOW REMOVAL, I WOULD CALL IT A VIOLENT ACT. FRONT-END LOADERS, BOBCATS, BACKHOES AND A LOT OF DEBRIS. CITY SNOW ISN'T CLEAN, THEREFORE WHEN YOU MELT THE SNOW, I THINK

THE AVERAGE TIME IS FOUR HOURS.
WHAT WE WITNESSED IN '15 WITH
CHUNKS OF ASPHALT, SHOPPING
CARTS, INSIDE THE MELTERS, A LOT
OF HYDRANTS.
IT'S JUST NOT -- AIRPORT DOES IT
AND THEY MELT IT.
IT IS FRESH SNOW, BRAND NEW.
IT IS URBAN SNOW A LITTLE
DIFFERENT.