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;;;BOSTON CITY COUNCIL
;;;6/28/2018

BCC TEST

>> GOOD AFTERNOON, EVERYONE.
MY NAME IS MICHELLE MICHELLE AND
I'M THE CHAIR OF THE COMMITTEE
ON PLANNING, DEVELOPMENT AND
TRANSPORTATION.

I AM HONORED TO BE JOINED BY MY
COLLEAGUES AND I THINK OTHERS
WILL FLOAT IN AND OUT, AS WELL.
WE ARE HERE FOR A PUBLIC HEARING
ON ORDER FOR A HEARING REGARDING
BOSTON'S RESIDENT PARKING PERMIT
PROGRAM.

THIS PUBLIC HEARING IS BEING
RECORDED AND BROADCAST LIVE ON
CHANNELS COMCAST 8, AND VERIZON
1964 AND WEBCAST ON THE CITY OF
BOSTON'S WEBSITE.

SO PLEASE SILENCE YOUR CELL
PHONES AND OTHER DEVICES AND IF
YOU ARE INTERESTED IN PROVIDING
PUBLIC TESTIMONY, MAKE SURE THAT
YOU'VE SIGNED IN ON THE SHEET
NEXT TO THAT COLUMN AND CHECKED
THE APPROPRIATE BOXES.

WE ARE JOINED BY A PANEL OF
EXPERTS REPRESENTING BOTH THE
CITY OF BOSTON AS WELL AS
ADVOCATES AND ORGANIZATIONS THAT
HAVE DONE A LOT OF WORK THINKING
ABOUT PARKING POLICY AND PARKING
MANAGEMENT.

I WANT TO PROVIDE AN OPPORTUNITY
FOR MY COLLEAGUES TO MAKE ANY
STATEMENTS BEFORE WE START, AND
THEN I'LL TURN IT OVER TO YOU
ALL.

OKAY.

SO OVERALL, THE PUSH IS TO MAKE
SURE THAT WE'RE HAVING THE
CONVERSATION, THINKING ABOUT THE
OPPORTUNITY TO BOTH IMPROVE THE
DAY-TO-DAY EXPERIENCE IN TERMS
OF OUR RESIDENTIAL STREETS, AS
WELL AS THE POTENTIAL FOR
RESOURCES THAT WOULD GO TO FUND
MUCH-NEEDED INFRASTRUCTURE

IMPROVEMENTS.

FOR ME, THAT STARTS FROM A PLACE OF DATA SO I THINK AS YOU'RE MAKING YOUR OPENING STATEMENTS WE WOULD LOVE TO HEAR WHAT DATA IS AVAILABLE AND WE'LL GET INTO MORE QUESTIONS ABOUT THAT, BUT LOTS OF DIFFERENT MODELS EXIST FOR HOW OTHER CITIES ARE MANAGING THEIR PARKING AND GETTING AT A BETTER SYSTEM THAT MORE CLOSELY MATCHES THE SUPPLY WITH THE DEMAND AND AGAIN, HELPS TO THINK ABOUT THE RESOURCES NEEDED FOR THE OVERALL TRANSPORTATION SYSTEM.

WOULD YOU LIKE TO START?

>> THANK YOU FOR YOUR ATTENTION OTHIS ISSUE AND I COMPLETELY AGREE WITH YOUR COMMENTS. WHAT WE REALLY ARE FOCUSED ON HERE IS MOBILITY, HOW WE ACTUALLY HELP PEOPLE THROUGHOUT ALL OF OUR NEIGHBORHOODS CONNECT TO THE OPPORTUNITIES ACROSS THIS REGION.

I'M JOINED BY THE EXPERTS.

I WANTED TO DO THREE QUICK THINGS.

ONE IS GIVE A LITTLE BIT OF CONTEXT FOR RESIDENT PERMIT PARKING.

WE'LL OFTEN REFER TO IT AS RPP. I APOLOGIZE IF WE SLIP INTO THAT ACRONYM.

SECOND, TALK ABOUT THE SORTS OF PARKING ISSUES THAT WE HEAR A LOT OF OR QUITE FREQUENTLY FROM RESIDENTS, THINGS THEY WANT US TO CHANGE OR IMPROVE ABOUT THE WAY WE MANAGE PARKING AND TALK ABOUT THE EFFORTS AROUND PROVING THE EXPERIENCE OF PARKING IN THE CITY OF BOSTON.

FIRST AS A BACKGROUND, IT WOULD BE USEFUL TO START WITH A SENSE OF CAR OWNERSHIP TRENDS WITHIN THE CITY OF BOSTON AND OUR HOUSEHOLDS HERE.

SO THE BOSTON PLANNING AND DEVELOPMENT AGENCY PUT OUT A SUMMARY OF SORT OF NEIGHBORHOOD STATISTICS BASED UPON AMERICAN COMMUNITY SURVEY DATA.

FROM THE ACS DATA, THEY SEE THAT
ROUGHLY A THIRD OF THE
HOUSEHOLDS IN THE CITY OF BOSTON
DON'T HAVE ANY CARS.

DON'T HAVE A CAR FOR THAT
HOUSEHOLD.

ROUGHLY 45% OF THE HOUSEHOLDS IN
THE CITY OF BOSTON HAVE ONE CAR.
ROUGHLY 17% OF THE HOUSEHOLDS IN
THE CITY OF BOSTON HAVE TWO CARS
AND 5% OF THE HOUSEHOLDS IN THE
CITY OF BOSTON HAVE THREE OR
MORE VEHICLES.

THESE NUMBERS VARY FAIRLY
SIGNIFICANTLY ACROSS THE CITY OF
BOSTON AND ACTUALLY IN
PARTICULAR PROBABLY BETWEEN BOTH
COUNCILOR O'MALLEY'S DISTRICT,
THERE'S A PRETTY SIGNIFICANT
DIFFERENCE IN TERMS OF CAR
OWNERSHIP RATES IN CLUSTERS IN
THE CITY.

WE DESIGNED -- THE
TRANSPORTATION DEPARTMENT
DESIGNS RESIDENT PARKING PLANS
WITH REQUESTS, IDENTIFYING WHAT
BLOCKS SHOULD BE POSTED FOR
RESIDENT PARKING PERMIT ONLY AND
THOSE TEND TO BE AROUND THINGS
LIKE MASS TRANSIT AREAS AND
OTHER PARTS OF THE CITY ALMOST
EVERY SINGLE BLOCK HAS SOME SORT
OF RPP OR RESIDENT PARKING
PERMIT.

HOWEVER, THERE'S ROUGHLY 100,000
RESIDENT PERMIT PARKING
STICKERS.

THAT'S BECAUSE IN MANY
NEIGHBORHOODS IN THE CITY
THERE'S ACTUALLY VERY FEW
STREETS THAT ARE POSTED FOR
RESIDENT PERMIT PARKING.

WHAT WE SEE IS THAT ROUGHLY 75%
OF ALL THE RESIDENT PERMIT
PARKING STICKERS ARE IN ONE OF
SIX NEIGHBORHOODS.

SO BRIGHTON HAS AROUND 17%.
SOUTH BOSTON, EAST BOSTON, SOUTH
END, CHARLESTOWN AND THE BACK
BAY BY NUMBERS HAVE SORT OF THE
PERCENTAGE OF THOSE SIX
NEIGHBORHOODS THAT COMPROMISE
75% OF ALL THE RESIDENT PERMIT
PARKING STICKERS THAT WE

ACTUALLY ISSUE.

THERE ARE CERTAINLY NEIGHBORHOODS, WHICH I DID NOT NAME THERE, PLACES LIKE THE NORTH END OR BEACON HILL THAT HAVE HIGH NUMBERS -- HIGH DEMAND FOR RESIDENT PERMIT PARKING, BUT THE AGGREGATE NUMBER IS LESS THAN THE OTHER NEIGHBORHOODS. WHERE WE SEE LOWER NUMBERS IS GENERALLY PLACES WHERE THE ON-STREET DEMAND FOR PARKING IS LESS SIMPLY BECAUSE THERE'S MORE AVAILABLE CURB SPACE OR DRIVEWAYS OR WHAT HAVE YOU WHERE THERE'S NOT A NEED FOR RPP STICKERS OR RPP PROGRAMS AND STREETS.

WE HEAR ACROSS THE CITY ALL THE TIME FROM RESIDENTS AND FROM EACH OF YOU ABOUT WAYS IN WHICH WE MIGHT BE ABLE TO THINK ABOUT MANAGING THE CITY'S RULES AND REGULATIONS ON PARKING DIFFERENTLY.

THAT'S EVERYTHING FROM THINKING ABOUT HOW WE SUPPORT HOME HEALTHCARE WORKERS TO HOW WE PROVIDE THINGS LIKE PASSES FOR PEOPLE WHO ARE --

[INAUDIBLE]

WIDER SIDEWALKS, ETC.

WITH ALL OF THOSE PRESSURES ON THE VERY VALUABLE REAL ESTATE OF OUR STREETS, THERE'S A LOT OF THINGS AND -- ABOUT MAKING THE PARKING EXPERIENCE MORE CONVENIENT AND BETTER MANAGED AND ULTIMATELY LESS NEEDED. SO IN THAT CATEGORY OF MORE CONVENIENT WITH THE COUNCIL'S SUPPORT THE TRANSPORTATION DEPARTMENT WAS ABLE TO REPLACE ALL THE PARKING METERS IN THE CITY OF BOSTON WITH NEW PARKING METERS AND LAUNCH A VERY SUCCESSFUL APP, PARK BOSTON, A COUPLE OF YEARS AGO.

MORE RECENTLY OVER THE LAST FEW WEEKS, THE COUNCIL HAS BEEN SUPPORTIVE OF EFFORTS.

WE SUPPORT THE MAYOR'S BUDGET FOR FY 19 AND AS PART OF THAT OVERALL PACKAGE IT INCLUDED A

TOOL FOR US THAT'S GOING TO HELP US BETTER MANAGE RESIDENT PERMIT PARKING.

WE ARE INCREASING THE FINES FOR RESIDENT PERMIT PARKING FROM \$40 TO \$60.

WE GET A TREMENDOUS NUMBER OF REQUESTS FOR PEOPLE TO GO OUT AND ENFORCE RESIDENT PERMIT PARKING IN OUR NEIGHBORHOODS. WE ISSUE ROUGHLY 190,000 TICKETS EVERY YEAR TO ACTUALLY ADDRESS THESE CONCERNS THAT RESIDENTS RAISE.

I WOULD SAY THAT OUR BIGGEST EFFORTS -- TO THINK ABOUT HOW WE HELP PEOPLE MOVE IN WAYS THAT DON'T REQUIRE EITHER SORT OF CAR OWNERSHIP OR SECOND CAR OWNERSHIP AND CAN SHIFT THEM TO MODES OF TRANSIT THAT ARE -- THAT IN THE END POTENTIALLY CAUSE LESS CONGESTION AND CAUSE FEWER ISSUES AND A LOT OF THOSE THINGS ARE PROGRAMS THAT YOU HAVE BEEN VERY SUPPORTIVE OF AND KNOW QUITE WELL, LIKE THE GOOD DRIVE BOSTON, WHICH IS A CAR SHARING PROGRAM.

THERE'S BEEN GREAT RESEARCH OUT OF U.C. BERKELEY THAT HAS IDENTIFIED THE IMPACT THAT CAR SHARE HAS ON REDUCING CAR OWNERSHIP.

FOR EVERY CAR SHARE VEHICLE THAT IS OUT THERE, HER RESEARCH SHOWS THAT ROUGHLY NINE VEHICLES ARE EITHER NOT PURCHASED IN THE FIRST PLACE, THE PURCHASE IS DEFERRED, OR A CAR IS ACTUALLY SHARED.

IT'S A WAY YOU CAN FREE UP SOME RESIDENT PARKING BY ADDING CAR SHARE SPACES.

IN THE CITY SIMILARLY THERE ARE LOTS OF FOLKS WHO USE A CAR BECAUSE IT IS THE ONLY WAY THEY CAN ACTUALLY GET FROM POINT A. TO POINT B. AND WOLVERINES IS THAT OUR MASS TRANSIT SYSTEM DOES NOT OPERATE 24/7.

WE'VE BEEN WORKING VERY HARD AND THEY HAVE BEEN WORKING TO EXPAND EARLY MORNING HOURS AND LATE

NIGHT HOURS SO THIS PAST APRIL,
MASS DOT STARTED A SERVICE ON A
COUPLE OF KEY BUS ROUTES WHICH
HELP PEOPLE --

>> TO THE TRANSPORTATION
DEPARTMENT'S GOOD WORK, WE WILL
BE EXPANDING THAT BY ROUGHLY 50%
OVER THE NEXT YEAR AND REACHING
MORE NEIGHBORHOODS IN A HIGHER
DENSITY.

THAT WAS THE INTENT, THE INTENT
WAS TO LAY A LITTLE BIT OF A
FOUNDATION AROUND PARKING TRENDS
AND THE RPP PROGRAM IN THE CITY
OF BOSTON, TALK A LITTLE BIT
ABOUT THE WIDE VARIETY OF
INTERESTS THAT RESIDENTS HAVE IN
OUR NEIGHBORHOODS AND THEN TOUCH
ON ONE OF THE THINGS FROM THE
BROADER STRATEGY FOR HOW WE
THINK ABOUT NOT ONLY MANAGING
PARKING BUT HELPING TO RELIEVE
SOME OF THE PARKING PRESSURE
THAT WE'RE EXPERIENCING IN THE
CITY.

>> THANK YOU, CHIEF.

COMMISSIONERS.

DO YOU WANT TO SAY ANYTHING?

OKAY.

SO MAYBE IF WE COULD TAKE
OPENING STATEMENTS FROM OUR
ADVOCATE SIDE AND ACADEMIC SIDE
PARTICIPANTS AND THEN COUNCILORS
CAN DIRECT QUESTIONS AT WHOMEVER
THEY WANT TO LEARN FROM.

>> GOOD AFTERNOON, MY NAME IS
ANDREW McFARLAND.

WE'RE A TRANSPORTATION ADVOCACY
NONPROFIT THAT WORKS TO MAKE
COMMUNITIES THROUGHOUT GREATER
BOSTON MORE WALKABLE, BIKE
FRIENDLY AND TRANSIT ORIENTED.
TODAY, I'M ALSO SPEAKING ON
BEHALF OF OUR PARTNERS WALK
BOSTON AND THE BOSTON CYCLIST
UNION.

I WANT TO THANK THE COMMITTEE ON
PLANNING, DEVELOPMENT AND
TRANSPORTATION FOR HOLDING THIS
HEARING AND TO THANK COUNCILOR
WU FOR SPONSORING IT.

MY MESSAGE TODAY IS THAT OUR
CURRENT SYSTEM FOR MANAGING
PARKING IS NOT EFFECTIVELY

SERVING OUR CITY.

IN MANY WAYS IT'S EXACERBATING THE EXISTING INEQUITIES AND CHALLENGES AT A TIME WHEN BOSTON IS EXPERIENCING UNPRECEDENTED GROWTH.

CURB SPACE IS ONE OF OUR MOST VALUABLE PUBLIC RESOURCES, BUT THAT'S NOT REFLECTED IN THE WAY WE MANAGE IT.

WHEN PARKING IS FREE OR UNDERVALUED, DRIVERS STILL PAY THROUGH CONGESTION, FRUSTRATION, AND UNTOLD HOURS CIRCLING THE BLOCK FOR A FREE SPACE.

ACCORDING TO THE MAYOR'S OFFICE -- THE PILOT REPORT, AN ESTIMATED 30% OF STREET TRAFFIC IN BOSTON IS CAUSED BY DRIVERS CIRCLING THE BLOCK LOOKING FOR A PARKING SPACE.

WE HAVE BETTER MODELS FOR MANAGING SHARED RESOURCES.

IN CONTRAST WE ACKNOWLEDGE THAT ACCESS TO CLEAN DRINKING WATER IS A PUBLIC SERVICE, BUT WE STILL CHARGE PROPERTY OWNERS FOR HOW MUCH WATER THEY USE.

I URGE THE CITY COUNCIL TO SEE PARKING MANAGEMENT REFORM AS A WAY TO SAFEGUARD A VALUABLE RESOURCE IN ORDER TO PROVIDE DRIVERS WITH MORE ACCESS AND SOME MUCH-NEEDED RELIEF.

THE GOOD NEWS IS THAT WE DO HAVE TOOLS TO ADDRESS THIS PROBLEM NOW.

FIRST, I THINK IT'S IMPORTANT TO ACKNOWLEDGE THE LIMITS OF TODAY'S RESIDENTIAL PARKING SYSTEM.

FIRST, OUR RESIDENTIAL SYSTEM PROVIDES MORE PERMITS THAN ARE SPACES AVAILABLE, PRESENTING THE MISLEADING NOTION THAT A PERMIT GUARANTEES YOU A RIGHT TO A PARKING SPACE.

WE HAVE ONLY A LIMITED NUMBER OF SPACES AVAILABLE.

FOR EXAMPLE, IT'S ESTIMATED THAT THERE ARE 4,000 PARKING PERMITS ON THE NORTH END, BUT ONLY 1,500 SPACES EXIST.

WITHOUT A LIMIT THE NUMBER OF

PERMITS WILL CONTINUE TO GO UNCHECKED AND IN THE LAST 10 YEARS ALONE THE NUMBER OF PERMITS HAS INCREASED BY 25%. THE CURRENT SYSTEM ALSO INCENTIVIZES PRIVATE CAR STORAGE ON PUBLIC STREETS WHICH CONTRIBUTES TO THE OVERALL SHORTAGE OF AVAILABLE RESOURCES. ACCORDING TO A BOSTON GLOBE ARTICLE FROM 2015, MORE THAN 300 HOUSEHOLDS IN BOSTON STILL HAVE MORE THAN FIVE CARS REGISTERED TO THEM.

WE HAVE NO LIMITS FOR HOW MANY CARS CAN BE REGISTERED PER HOUSEHOLD AND THERE'S NO FEE IN PLACE TO CURB THAT USAGE. MANY SET FEES FOR RESIDENTIAL PERMITS AND OVERNIGHT STREET PARKING.

THESE APPROACHES HAVE MADE IT EASIER FOR THESE COMMUNITIES TO BETTER MEET THEIR PARKING NEEDS AND IN SUMMERVILLE, THE CITY HAS CREATED PARKING PROGRAMS TAILORED TO VISITORS, SMALL BUSINESS OWNERS AND HOME HEALTHCARE AIDES.

THE CURRENT SYSTEM ALSO HASN'T KEPT PACE WITH THE INCREASES IN POPULATION OR CHANGES IN TRANSPORTATION PATTERNS.

THE LAST TIME OUR RESIDENTIAL PERMIT SYSTEM WAS REFORMED WAS IN THE 1980s WHEN THE CITY'S POPULATION WAS AT A HISTORIC LOW OF AROUND 500,600 -- 563,000 RESIDENTS.

SINCE 1980, BOSTON HAS ADDED NEARLY 100,000 RESIDENTS AND BY 2030, IT'S PROJECTED THAT IT WILL BE ADDING AN ADDITIONAL 50,000 RESIDENTS AND 100,000 JOBS IN THE AREA.

THE CURRENT SYSTEM DOESN'T ACKNOWLEDGE THE NEED FOR PEOPLE WITH DISABILITIES OR SENIORS. LIKE OUR NEIGHBORS IN CAMBRIDGE AND SUMMERVILLE WE DO NOT EQUITY BASED PROGRAMS TO PRIORITIZE THE NEEDS OF OUR SENIORS OR PEOPLE WITH DISABILITIES MANY OF WHOM DEPEND ON VEHICLES FOR MOBILITY

NEEDS.

THE CURRENT SYSTEM PLACES THE ONUS ON NEIGHBORS TO SELF-ORGANIZE.

I THINK THIS POINT IS REALLY IMPORTANT.

UNDER THE CURRENT SYSTEM, IT REQUIRES THEM TO COLLECT SIGNATURES FROM AT LEAST 51% OF ADULTS WHO LIVE ON THAT AFFECTED STREET.

IN ASKING NEIGHBORS TO SELF-ORGANIZE THROUGH THE SYSTEM, NEIGHBORHOODS WITH RESOURCES AND TIME HAVE AN ADVANTAGE, WHICH ONLY PERPETUATES SYSTEMIC INEQUITIES. DESPITE HAVING A POPULATION OF NEARLY 60,000 PEOPLE, ROXBURY HAS -- ABOUT 10,000 PERMITS OR SOUTH BOSTON WHICH HAS A POPULATION OF 35,000 AND 19,000 PERMITS.

THE CURRENT SYSTEM DOES NOT BALANCE THE NEEDS OF PEOPLE WHO ARE PARKING NEAR RAPID TRANSIT STATIONS AND RESIDENTS IN THOSE NEIGHBORHOODS.

FOR EXAMPLE, TAKE MY STREET. I LIVE IN JAMAICA PLAIN A BLOCK AWAY FROM THE STONY BROOK STATION.

THERE ARE NO PARKING REGULATIONS FOR NEIGHBORHOOD PERMITS.

AT 6:00 A.M. A THIRD OF THE PARKING SPACES ARE TYPICALLY TAKEN.

BUT AS 9:00 ROLLS AROUND, THOSE SPACES ARE TAKEN UP BY COMMUTERS WHO PARK AND THEN WALK OVER TO THE ORANGE LINE.

THIS HAS ALSO BEEN AN UNDERLYING ISSUE WITH THE ROSINDALE BUS PILOT, THANKS TO THE RESEARCH. WE LEARNED THAT 45% OF PARKING SPACES ALONG WASHINGTON STREET BETWEEN FOREST HILLS AND THE SQUARE WERE BEING USED PRIMARILY DURING WORK HOURS FOR CARS REGISTERED TO OTHER OUTSIDE COMMUNITIES WHO ARE TRYING TO ACCESS THE STATION.

CITIES LIKE SEATTLE HAVE DEVELOPED PROGRAMS TO ADDRESS THE NEED FOR COMMUTER PARKING

AND THE NEED FOR RESIDENTIAL PERMIT PARKING.
WE CAN DO THAT HERE IN BOSTON.
GIVEN ALL THIS, WE NEED TO TAKE SOME EARLY STEPS TO ALLEVIATE THE STRESS.
WE WILL GO INTO THAT A LITTLE BIT MORE.
BUT I DO WANT TO STRESS SOME EARLY ACTION STEPS THAT THE CITY COULD TAKE AT THIS TIME.
FIRST, WE NEED TO KNOW HOW MANY SPACES WE HAVE AVAILABLE.
THE CITY SHOULD CONDUCT A PARKING CENSUS AND ESTABLISH A CITYWIDE CAP ON RESIDENTIAL PERMITS.
PLAIN AND SIMPLE WE SHOULDN'T BE GIVING OUT MORE PERMITS THAN ARE AVAILABLE IN NEIGHBORHOODS.
TAKE THE ONUS OFF RESIDENTS AND ESTABLISH FAIR POLICIES FOR WHERE RESIDENTIAL PERMITS SHOULD BE IN PLACE AND HOW THAT SHOULD CONTRIBUTE TO OUR TRANSPORTATION NETWORKS.
THE CURRENT PATCHWORK APPROACH COVERS SOME STREETS, BUT LEAVES OTHERS OUT.
LET'S NOT WAIT FOR RESIDENTS TO SELF-ORGANIZE.
IF YOU KNOW THAT A STREET SHOULD BE COVERED BY NEIGHBORHOOD -- THE CITY SHOULD MAKE IT SO.
START CHARGING GRADUATED FEES.
A HOUSEHOLD OF FIVE OR MORE CARS SHOULDN'T NECESSARILY BE PREVENTED FROM GETTING ACCESS TO PERMITS, BUT THEY SHOULD BE CHARGED FOR THE TOLL THAT THEY'RE TAKING WHEN IT COMES TO TAKING AWAY PARKING ON THEIR NEIGHBORHOOD STREETS.
IT'S IMPORTANT TO KNOW THAT CAR OWNERSHIP ITSELF IN BOSTON IS NOT EQUITABLE.
THE HOUSEHOLDS WITH MULTIPLE CARS ARE SOME OF THE WEALTHIEST IN THE CITY.
ACCORDING TO GO BOSTON 2030 AMONG HOUSEHOLDS WITH NO VEHICLES, MORE THAN HALF HAVE ANNUAL INCOMES OF LESS THAN \$25,000 A YEAR.

ONLY 7% OF 0 VEHICLE HOUSEHOLDS
MAKE OVER \$100,000.
AND BEGINNING TO CHARGE FEES WE
SHOULD CREATE EQUITY EXEMPTIONS
FOR SENIORS AND PEOPLE WITH
DISABILITIES, AS WELL.
FINALLY LET'S CONSIDER REFORMS
FOR METERED PARKING SPACES, AS
WELL.
OUR PARKING SYSTEM DOESN'T EXIST
IN ISOLATED NEIGHBORHOOD ZONES.
WITH MAIN STREETS WE SHOULD
DISCUSS POTENTIAL PARTNERSHIPS
FOR PILOTING AND ESTABLISHING
PARKING BENEFITS DISTRICTS.
WE SHOULD ALSO -- WE ALSO
CURRENTLY DO NOT HAVE CLEAR
POLICIES FOR INSTALLING NEW
PARKING METERS AND CURRENTLY
METERS ARE CONCENTRATED IN A
HANDFUL OF DOWNTOWN
NEIGHBORHOODS.
AND LESS SO IN OUTLYING
NEIGHBORHOODS.
FINALLY, WE SHOULD BE EXPANDING
THE NEUROMECHANICS PERFORMANCE
PARKING PILOT.
IN REFORMING OUR PARKING PERMIT
SYSTEM, WE CAN MAKE SERIOUS
PROGRESS THAT ALLEVIATES
RESIDENTS' TRANSPORTATION
STRESS.
BETTER MANAGEMENT MEANS LESS
TIME WASTED SEARCHING FOR
AVAILABLE SPACE AND MORE PARKING
AVAILABLE OVER TIME.
SINCE CAMBRIDGE INSTITUTED
PARKING PERMIT FEES THERE HAS
BEEN A STEADY DECLINE IN THE
NUMBER OF PEOPLE APPLYING FOR
PERMITS OVER A PERIOD OF 10
YEARS.
EVEN WHEN THE CITY HAS SEEN
INCREASED POPULATION.
WITH BETTER MANAGED PARKING WE
CAN FIND NEW OPPORTUNITIES FOR
GETTING MORE PEOPLE MOVING ON
OUR STREETS.
THANK YOU.
>> THANK YOU.
BEFORE YOU START I WANT TO MAKE
SURE TO RECOGNIZE MY COLLEAGUES
WHO HAVE JOINED US.
THANK YOU.

SORRY.

>> THANK YOU COUNCILOR WU,
MEMBERS OF THE COUNCIL.
WE APPRECIATE YOUR HOLDING THIS
HEARING TO DISCUSS IMPORTANT AND
NECESSARY PARKING SYSTEM
REFORMS.

I AM THE DIRECTOR OF
TRANSPORTATION AT A BETTER CITY
AND ON BEHALF OF OUR 130 MEMBER
BUSINESSES AND INSTITUTIONS I
APPRECIATE THE OPPORTUNITY TO
ADDRESS YOU TODAY AND SHARE SOME
OF OUR RESEARCH AND WORK THAT
WE'VE DONE ON THIS TOPIC.

WE'RE ALL HERE BECAUSE PARKING
ISSUES ARE A SIGNIFICANT PART OF
THE OVERALL TRANSPORTATION
CHALLENGE FACING BOSTON.

IN LATE 2016, A BETTER CITY
WORKING WITH THE BTDC, THE BAR
FOUNDATION, MAPC, MASS CO AND
OTHERS RELEASED A STUDY ENTITLED
THE FUTURE OF PARKING IN BOSTON,
ADDRESSING THE NEED TO PROMOTE
ECONOMIC OPPORTUNITY AND REDUCE
PARKING DEMAND.

I BROUGHT A PROP.

I CAN GET ALL OF YOU ONE OF
THESE IF YOU DON'T ALREADY HAVE
IT ON YOUR DESK, WHICH I'M SURE
YOU DO.

WE UNDERTOOK THIS REPORT BECAUSE
PARKING POLICY AFFECTS THE
LIVELIHOOD OF BOSTONNIANS AND
THE HEALTH OF OUR ENVIRONMENT.
THIS REPORT LAID OUT A NEW
FRAMEWORK FOR ADDRESSING PARKING
HOLISTICALLY IN BOSTON AND I DO
URGE YOU TO USE IT.

IN FACT, THE CITY AS THEY WERE A
PART OF THIS REPORT HAS TAKEN
SOME OF THESE RECOMMENDATIONS TO
HEART AND WE THANK YOU AND
APPLAUD YOUR EFFORTS ON
ADDRESSING SOME OF THE
RECOMMENDATIONS AND YOUR INITIAL
EFFORTS TO IMPLEMENT BEST
PRACTICES, SUCH AS SMART
METERING AND INCREASED PENALTIES
THAT WORK TO OPTIMIZE THESE
VALUABLE CURBSIDE SPACES.

AND I THINK YOU'LL PROBABLY HEAR
A LOT OF OVERLAP IN WHAT ANDREW,

MARK AND I ARE ALL SAYING TODAY,
BUT I REALLY WANT TO FOCUS ON
THIS IDEA OF VALUABLE CURBSIDE
SPACE.

IN ORDER TO EFFECTIVELY TACKLE
PARKING, BOTH RESIDENTIAL AND
COMMERCIAL, AND ITS PLACE WITHIN
OUR OVERALL TRANSPORTATION
SYSTEM, WE ACTUALLY NEED TO
UNDERSTAND AND HAVE A
CONVERSATION ABOUT THE VALUE OF
CURB SPACE.

IN A CITY OF RISING CONGESTION
AND RENTS, THE VALUE OF THE
SPACE AND THE PARKING SPOTS
ALONGSIDE IT ARE NOT ZERO.
I KNOW EVERYONE KNOWS THAT.
BUT I THINK THIS IS AN IMPORTANT
THING THAT WE SHOULD ALL TALK A
LOT MORE ABOUT.

THE FIRST STEP IS RECOGNIZING
THAT VALUE AND THE NEXT STEP IS
DETERMINING WHAT OUR GOALS ARE
FOR THAT SPACE.

THIS VALUABLE REAL ESTATE CAN
SERVE AS AUTOMOBILE STORAGE FOR
LONG PERIODS OF TIME, FOR SHORT
PERIODS OF TIME.

IT CAN PROVIDE ACCESS TO HOMES
AND BUSINESSES.

IT CAN SERVE AS DELIVERY SPACE
AND A SPACE FOR MULTIPLE MODES
OF TRANSPORTATION LIKE BUS LANES
OR BIKING.

THE CONTINUED UNDERPRICING OF
ON-STREET SPACE MEANS THIS MABLE
RESOURCE IS MISALLOCATED TO WHAT
MAY NOT ALWAYS BE THE HIGHEST
AND BEST USE.

FOR EXAMPLE, AUTOMOBILE STORAGE
VERSUS MOBILITY OR COMMERCIAL
OPPORTUNITY.

FURTHERMORE, THE DISPARITY
BETWEEN ON STREET AND OFF STREET
PARKING PRICES ENCOURAGES HIGH
DEMAND FOR THIS LIMITED ON
STREET PARKING SPACE.

THIS HARMS RESIDENTS WITH
MOBILITY CHALLENGES AND
BUSINESSES WHO NEED THEIR
CUSTOMERS TO HAVE EASIER ACCESS
TO THEIR LOCATIONS.

IT DISCOURAGES TRAVEL BY OTHER
MODES, WHICH THEREBY INCREASES

CONGESTION AND CREATES PROBLEMS
IN ADVERSE WEATHER CONDITIONS
AND REMOVES SPACE FOR MOBILITY
USES.

WE HAVE BEGUN TO TRY TO IMPROVE
CURB MANAGEMENT THROUGH MORE
ACCURATE PRACTICING IN METERED
PARKING AREAS AND I KNOW CHRIS
MENTIONED THIS AND ANDREW
MENTIONED THIS.

ONE OF THE GOALS OF DEMAND BASED
METER PRICING IS TO ENSURE
THERE'S ALWAYS AN AVAILABILITY
OF ON STREET PARKING WHICH CAN
BE ESSENTIAL TO LOCAL BUSINESSES
WITH EVERY METERED SPACE SERVING
THE CUSTOMERS THAT ARE ESSENTIAL
TO THEIR VITALITY.

WHEN SPACES ARE NOT AVAILABLE OR
DO NOT TURN OVER, BUSINESSES
SUFFER.

FURTHERMORE, WITHIN A CONSTRUCT
OF A PARKING BENEFIT DISTRICT,
LOCAL BUSINESSES AND MAIN STREET
ORGANIZATIONS CAN USE METER
REVENUE TO MAKE IMPROVEMENTS IN
THEIR DISTRICTS.

AND MORE AND MORE RESEARCH IS
SHOWING THAT IMPROVED VISIBILITY
AND INCREASED FOOT TRAFFIC ARE
KEYS TO INCREASING MAIN STREET
BUSINESS REVENUE.

IN ALL OF THESE WAYS, SMARTER
CURB MANAGEMENT WILL HELP
BOSTON'S MERCHANTS AND
EMPLOYERS.

FOR THE PURPOSES OF DISCUSSION
TODAY, I WANT TO HIGHLIGHT SOME
KEY CONCLUSIONS AND
RECOMMENDATIONS AS IT RELATES
SPECIFICALLY TO THE RESIDENTIAL
PARKING PERMIT PROGRAM, ON
STREET PARKING AND THE GOAL OF
IMPROVING RESIDENTIAL
NEIGHBORHOODS AND AGAIN, YOU'RE
GOING TO HEAR ME ECHO A LOT OF
WHAT ANDREW HAS SAID, AS WELL.
I THINK FIRST AND FOREMOST AND I
KNOW THE CITY IS BEGINNING THIS
WORK, WHICH IS TO INVEST IN DATA
FOR BETTER MANAGEMENT.

AS WAS ALREADY NOTED, A COMPLETE
FULL, ON STREET PARKING
INVENTORY DOES NOT YET EXIST.

IN OUR REPORT THE FUTURE OF
PARKING WE DID PROVIDE AN
INITIAL ATTEMPT AT AN OFF-STREET
PARKING CENSUS.

UPDATING THAT INVENTORY AND
ADDING ON STREET DATA IS
NECESSARY FOR EFFORTS TO MANAGE
THE SYSTEM AND TO INNOVATE.
NUMBER TWO, WE DO RECOMMEND AND
AS THE REPORT SUGGESTED WE
RECOMMEND EXPLORING A FEE-BASED
RESIDENTIAL PARKING PERMIT
PROGRAM.

THIS COULD HAPPEN IN MULTIPLE
WAYS.

WHAT WE HAVE LAID OUT IN THIS
REPORT FROM A FEW YEARS AGO IS
THAT YOU ADOPT AN ESCALATING
RESIDENTIAL PARKING PERMIT FEE
PER HOUSEHOLD.

SO, FOR EXAMPLE, LIKE OUR
NEIGHBORING TOWNS OF CAMBRIDGE,
IT COULD BE \$25 FOR THE FIRST
CAR, \$50 FOR THE SECOND, \$100
FOR THE THIRD AND SO ON.

THESE FEES -- THEY MAY NOT BE
BEHAVIOR CHANGING IMMEDIATELY,
WE UNDERSTAND THAT.

THESE -- AND THEY ARE DEFINITELY
NOT MARKET CLEARING FEES.

BUT AS ANDREW ACTUALLY POINTED
OUT, THERE HAS BEEN AN INCREASE
SINCE INSTITUTING IT IN THE
NUMBER OF PERMITS APPLIED FOR.
IT ALSO STARTS TO CHANGE THE
VALUE JUDGMENT OF RESIDENTS AND
VISITORS ON WHAT THIS SPACE IS
WORTH AND THAT IN AND OF ITSELF
I THINK IS A WORTHWHILE GOAL.
OTHER WAYS TO INSTITUTE A FEE
WHILE ALSO HELPING RESIDENTS IS
TO EXTEND HIGH GRID AREAS TO
OVERLAP DURING TIMES OF LOWER
DEMANDS.

YOU COULD ALLOW NONPERMIT
HOLDERS TO PARK IN SOME RPP
ZONES WHEN RESIDENT DEMAND IS
LOW, A LITTLE MORE SHARING OF
THOSE PERMIT SPACES.

ADD METERS IN SOME MIXED USE
NEIGHBORHOODS WITH PERMIT
HOLDERS EXEMPT FROM SOME OF THE
METERS.

AN INTERESTING IDEA THAT CAME UP

IN THIS REPORT WAS TO -- OPEN UP UNDERUTILIZED FACILITIES FOR RESIDENTS WITH PERMITS, SUCH AS AN OVERNIGHT PARKING GARAGE AND NEARBY OFFICE GARAGES.

AS I THINK CHRIS HAD MENTIONED, WE HAVE 380,000, ACCORDING TO OUR REPORT, WE HAVE 280,000 OFF-STREET PARKING SPOTS, 240,000 RESIDENTIAL CARS IN BOSTON AND 100 RESIDENTIAL PERMITS SO THERE ARE -- IF THOSE NUMBERS ARE RIGHT THERE ARE SPOTS FOR ALL THOSE CARS OFF-STREET AT CERTAIN POINTS OF TIME.

SO I THINK THAT WOULD BE SOMETHING INTERESTING TO EXPLORE.

FINALLY, AND I THINK INCREDIBLY IMPORTANTLY, DEDICATE THESE PERMIT FEES AND FINES, ONE, OF COURSE, TO COVERING THE PROGRAM'S ADMINISTRATIVE COST AND TO FUND INCREASED ENFORCEMENT, BUT WITH THE SURPLUS REVENUE YOU CAN USE -- IT CAN BE USED IN PARKING IMPROVEMENT DISTRICTS OR JUST FOR THE NEIGHBORHOODS TO USE FOR STREET SIDE IMPROVEMENTS, SNOW REMOVAL, SIDEWALK REPAIRS. FUNDS COULD BE USED TO PROVIDE PARKING OR TRANSIT SUBSIDIES TO LOW-INCOME RESIDENTS, HELPING ADDRESS SOME EQUITY ISSUES AND ALSO FUND REWARDS FOR CAR-FREE HOUSEHOLDS WHO ARE SUBSIDIZING THE USE OF SOME OF THAT SPACE. FINALLY OUTREACH IS INCREDIBLY IMPORTANT.

WE UNDERSTAND THAT CHANGING LONG HELD POLICIES IS DIFFICULT AND THAT THIS WILL REQUIRE SOMEWHAT OF A CULTURAL SHIFT.

IT WILL BE NECESSARY FOR ALL OF US TO HELP GUIDE AND INFORM RESIDENTS WITH THE DATA WE'RE COLLECTING ON THE COST AND BENEFITS OF RPP RESIDENTIAL PARKING PERMIT FEE PROGRAMS AND TO GAIN THE SUPPORT OF THOSE STAKEHOLDERS.

DESPITE THOSE IMPLEMENTATION

CHALLENGES, WE THINK THE BENEFITS ARE CLEAR. BETTER VALUING AND MANAGING OF THE PUBLIC SPACE WILL YIELD MULTIPLE BENEFITS, INCLUDING DEDICATED REVENUE FOR NEIGHBORHOOD IMPROVEMENTS, COMMERCIAL LOADING ACCESS THAT CAN MITIGATE CONGESTION AND IMPROVE AIR QUALITY AND FLEXIBILITY ON STREET SPACES THAT YOU CAN FLEX CURB SIDE SPACE FOR RESIDENTIAL NEEDS, VALET PARKING, PEAK HOUR BUS LANES, PARKLETS, OUTDOOR DINING AND MORE.

WE ARE ENCOURAGED BY THE FOCUS THAT THE COUNCIL AND THE CITY ARE PLACING ON THIS ISSUE.

THANK YOU.

WE UNDERSTAND THAT THIS IS JUST THE FIRST STEP IN A LONG INFORMATION AND WE ARE HAPPY TO BE HERE AND TO PROVIDE RESEARCH AND SUPPORT THAT WILL HELP MOVE US TOWARDS A MORE EQUITABLE AND SUSTAINABLE PARKING PROGRAM.

THANK YOU.

>> THANK YOU VERY MUCH.

LAST BUT NOT LEAST PROFESSOR CHASE AND THANK YOU BOTH FOR PARTICIPATING IN THE COUNCIL'S POLICY BRIEFING SERIES.

PREVIOUSLY I LEARNED SO MUCH FROM THAT AND ALSO THAT YOU'RE GOING OVERSEAS AS PART OF A CLASS ON TRANSPORTATION-RELATED STUFF TOMORROW SO THANK YOU FOR TAKING THE TIME TO BE HERE WHEN YOU SHOULD BE PACKING.

>> WELL, THANK YOU FOR THE INVITATION.

IT'S VERY EXCITING TO SEE BOSTON LOOKING AT MANAGING PARKING BETTER.

I THINK NOT A LOT OF CITIES DO IT WELL AND ESPECIALLY NOT A LOT OF BIG CITIES SO IT'S EXCITING. I HOPE YOU ALL EMBRACE IT AS A CHANCE TO BE A LEADER AND TO MAKE LIVES EASIER FORWARD A RESIDENT.

ONE THING THAT HASN'T BEEN TALKED ABOUT WITH PARKING IS AS

YOU HAVE ON STREET PARKING AND AS YOU HAVE PROBLEMS WITH ON STREET PARKING THE PRESSURE IS TO HAVE PEOPLE PARK OFF STREET AND ESSENTIALLY, THEN YOU'RE ASKING DEVELOPERS TO BUILD MORE PARKING WHICH THEN INCREASES THE COST OF HOUSING, BECAUSE ESSENTIALLY PARKING IS NOT FREE TO BUILD.

IT CONSTRAINS WHAT YOU CAN BUILD BECAUSE IF YOU TALK TO ARCHITECTS THEY'RE GOING TO TELL YOU PARKING IS THE FIRST THICK WE LOOK AT BEFORE WE DESIGN THE BUILDING.

HOW MUCH PARKING IS ON THE SPOT? AND I THINK BY SOLVING THE ON STREET PARKING PROBLEM, YOU UNLOCK THE OFF STREET PROBLEM AND THEM DON'T HAVE TO BUILD AS MUCH BECAUSE AS A NEIGHBOR, YOU'RE SO FRUSTRATED WHEN SOMEBODY BUILDS AND THEY DON'T BUILD PARKING, BUT YOU CAN SOLVE THE PROBLEM ON STREET AND THE OTHER SIDE THE MORE PARKING YOU HAVE, THE MORE TRAFFIC YOU HAVE. SO IF YOU ASK DEVELOPERS TO BUILD A LOT MORE PARKING, THEN IF YOU HAD NO ROAD CONGESTION THAT WOULD BE FINE, BUT WHEN YOU HAVE ROAD CONGESTION, YOU'RE ASKING PEOPLE TO BUILD PARKING OR PUTTING MORE CARS ON THE ROAD AND THAT'S NOT A GOOD SITUATION. I DIDN'T TALK MUCH ABOUT MYSELF. I WAS ON THE SENIOR STAFF IN THE EARLY DAYS AND WORKING WITH THE CITY OF BOSTON BACK THEN AND OTHER CITIES TO PLACE ZIP CARS. THE OPTIONS THAT DIDN'T EXIST THE LAST TIME YOU LOOKED AT PARKING PERMITS.

THE SYSTEM IS CLEARLY BROKEN AND THE ONE WAY YOU CAN TELL IS BY LOOKING ON CRAIGSLIST. THEY HAVE A SECTION ON CRAIGSLIST FOR PARKING.

AND I TAKE A LOOK THIS MORNING. IF YOU LIVE IN SOUTH BOSTON, YOU CAN RENT AN OFF-STREET SPACE ON BOSTON FOR \$340 A MONTH. ADD THAT TO 12, IT'S OVER \$3,500

A YEAR FOR A PARKING SPOT IN
SOUTH BOSTON.

SO --

[INAUDIBLE]

>> \$340 IN SOUTH BOSTON.

I'M NOT SAYING CHARGE THAT.

I'M SAYING CHARGE THE PRICE

WHERE THERE'S ALWAYS A FEW

SPACES AVAILABLE.

IT MAY TAKE YOU A WHILE TO GET
THERE.

I'LL TELL YOU A LITTLE STORY
ABOUT M.I.T.

WHEN I WAS WITH ZIP CAR IN 2000,
A PARKING SPACE WAS \$250.

THEY TOLD THE FACULTY EVERY YEAR

WE'RE GOING TO RAISE THE PRICE

BY 10% BECAUSE THAT SPOT THAT

WE'RE GIVING YOU IS COSTING US

\$2,500 A YEAR TO GIVE YOU.

AND SO THEY'RE LOSING \$2,500 ON

EVERY PARKING SPOT.

THEY RAISED THEIR FEES 10% EVERY
YEAR.

THAT'S LIKE THE FROG IN THE
SLOWLY BOILING WATER.

THAT DOESN'T SCARE PEOPLE

BECAUSE THE NEXT YEAR IT'S 220,

THE NEXT YEAR IT'S 240, BUT THAT

ADDS UP AND EVENTUALLY, YOU GET

TO THE RIGHT PRICE, AND I THINK

THAT'S A POLITICAL MODEL THAT

YOU WANT TO THINK ABOUT, WHICH

IS GET TO A PRICE THAT PEOPLE

CAN ACCEPT NOW THAT GETS PEOPLE

TO USE THEIR DRIVEWAYS INSTEAD

OF PARKING ON STREET AND THEN

WHEN YOU GET A PERMIT, YOU KNOW

YOU'RE GOING TO GET A SPACE AND

YOU DON'T HAVE A WAITING LIST TO

GET THAT SPACE.

YOU HAVE THE RIGHT PRICE FOR A
TOURNAMENT.

I THINK YOU SHOULD START WITH

WAITING LISTS BECAUSE THAT WAY,

PEOPLE WHO HAVE CARS AND LIVE IN

BOSTON NOW WILL HAVE A PLACE TO

PARK AND THEY'RE NOT GOING TO

LOSE THAT.

NEW PEOPLE WHO COME TO BOSTON

WILL BE ON A WAITING LIST.

NOW, YOU MIGHT HAVE EQUITY

THINGS OR IF YOU'RE LOW-INCOME

OR A SENIOR, LOW-INCOME SENIOR,

YOU GET -- YOU GET MOVED TO THE FRONT OF THE LINE BECAUSE IT'S MORE IMPORTANT FOR YOU THAN SOMEBODY WHO HAS ENOUGH MONEY TO RENT A CRAIGSLIST SPACE.

SO THOSE ARE REALLY MY ONLY THOUGHTS.

IT'S THE GOLDILOCKS PRINCIPLE, GET THE PRICE RIGHT.

THE ACE IN THE HOLE, THE THING THAT YOU HAVE THAT IS SO POWERFUL IS THAT PARKING GENERATES A TREMENDOUS AMOUNT OF REVENUE AND I DON'T KNOW, OBVIOUSLY, IF YOU HAVE CRUNCHED THOSE NUMBERS ON WHAT REVENUE CAN LOOK LIKE.

OBVIOUSLY, THAT COULD BE SEEN AS A NEW TAX.

I SEE IT AS AN OPPORTUNITY TO SHARE THAT MONEY WITH THE PEOPLE WHO MIGHT BE HURT BY THIS TO MAKE THEM FEEL BETTER ABOUT IT. LIKE PUT SOME OF THAT MONEY BACK IN THE NEIGHBORHOODS, IF YOU'RE PARTICULAR WITH PARTICIPATORY BUDGETTIC, PEOPLE IN THE NEIGHBORHOODS PUT FORWARD IDEAS, PEOPLE VOTE ON IT AND THEN THEY GET TO SEE THAT BUILT, THEIR IDEAS ACTUALLY GET FUNDED AND PARKING COULD HELP FUND PARTICIPATORY BUDGETING.

AND THE PARKING BENEFIT DISTRICT THAT CATHERINE MENTIONED IS VERY IMPORTANT.

WITH THAT, I'M GOING TO STOP.

I'M NOT SURE IF THERE WILL BE A CHANCE FOR QUESTIONS, I'M HAPPY TO ANSWER FOR QUESTIONS.

EITHER E-MAIL OR WHEN I COME BACK.

THANK YOU VERY MUCH.

>> THANK YOU SO I'LL TURN IT OVER TO MY COLLEAGUES FOR QUESTIONS.

>> MADAM CHAIR, THANK YOU TO OUR PANEL FOR BEING HERE AND THANK YOU FOR CALLING THIS HEARING. IT'S IMPORTANT AS REPRESENTING MANY OF THE DOWNTOWN NEIGHBORHOODS LIVING IN BACK BAY MYSELF.

PARKING IN GENERAL ARE SOME OF

THE NUMBER ONE CONCERNS FOR ME
BETTING AS A RESIDENT AND AS
SOMEONE WHO REPRESENTS MANY OF
THE DOWNTOWN RESIDENTS.

CHRIS, WHEN YOU START OFF
TALKING ABOUT CURBSIDE USES AND
REALLOCATING THAT.

THAT'S SOMETHING THAT COMES UP
ALL THE TIME.

I WOULD SAY PARTICULARLY IN BACK
BAY, PARTICULARLY GIVEN OUR
RECENT REDESIGN OF BEACON
STREET.

AND I THINK CERTAINLY RAISING
THE FINES FOR DOUBLE PARKING
WILL ADDRESS SOME OF THAT, BUT
IT'S NOT GOING TO ADDRESS RIDE
SHARING OR DELIVERIES.

I CAN'T IMAGINE IT WILL.

I WOULD HOPE IT WILL.

IT PROBABLY WON'T.

WHAT ARE WE DOING IN CONCRETE
TERMS AND IS THERE A TIMELINE TO
SAY WHETHER WE'RE TALKING ABOUT
DOING SOME SORT OF LOADING AREA
ON EVERY BLOCK, EVERY TWO
BLOCKS, WHETHER IT'S, YOU
KNOW -- IT COULD BE UPS, IT
COULD BE AMAZON, UBER EATS.
ANYTHING COMING AND DELIVERING,
THIS IS OBVIOUSLY HAPPENING
EVERYWHERE.

WHAT'S GOING ON?

WHAT CAN WE DO?

>> CERTAINLY AGREE AND I IMAGINE
THAT MARTIN CAN ECHO THESE
COMMENTS AS WELL FROM THE
NEIGHBORHOOD ASSOCIATION.

CLEARLY ON BEACON STREET AND
ACROSS OUR CITY THERE'S MORE OF
THAT NEED.

WE DID DESIGN A COUPLE OF SPACES
ALONG THE REDESIGN BEACON
STREET.

WE'VE HEARD CLEARLY A DESIRE FOR
MORE PLACES TO PICK UP AND DROP
OFF.

A SHORT-TERM THING, WHICH WE'RE
DOING AND YOU KNOW THE TIMELINE
BETTER THAN I DO, SPECIFIC
AROUND TNC PICKUP AND DROP-OFF,
WE ARE GOING TO BE WORKING WITH
TNCs INCLUDING A PLACE FROM
THE BACK BAY TO FIGURE OUT HOW

DO WE DIRECT THEM TO A PARTICULAR SPOT ON THE CURB THAT WE CAN KEEP CLEAR FOR THEM, AND I THINK WE ALSO NEED TO FIND MORE PLACES FOR SOME OF THOSE SORT OF RESIDENTIAL DELIVERY. YOU CAN LOOK AT MORE SPACES FOR THAT PURPOSE.

>> I'VE READ IN WASHINGTON, D.C. AND I'M SURE OTHER CITIES ARE DOING THIS, BUT THEY'RE USING IT IN THEIR NIGHT LIFE DISTRICT, BLOCKS AND BLOCKS ARE TNC ONLY OR CABS OR RIDE SHARE. NOW, I DON'T THINK THAT THERE'S A NEED IN BACK BAY FOR THAT EXTENT OF IT, BUT IT WOULD HAVE TO BE COUPLED WITH ENFORCEMENT -- AND MAYBE WE HAVE TO INCREASE THOSE ENFORCING PENALTIES, BUT FROM AN ISSUE OF CONGESTION AND ALSO, YOU KNOW, USING THE PARKING -- IT'S SOMETHING WE NEED TO LOOK AT AND ESPECIALLY WHEN WE'RE ASKING PEOPLE IN OUR NEIGHBORHOODS TO SIT THROUGH AND TO DEAL WITH RECONFIGURED STREETS, I THINK PEOPLE AS WE REMEMBER FROM OUR MEETINGS ON THAT FRONT A YEAR AGO FOR BEACON STREET IN PARTICULAR, THERE WAS A VERY STRONG WILLINGNESS FROM THE NEIGHBORHOOD TO DO THAT, BUT WE HAVE TO I THINK THEN BE COGNIZANT OF THE FACT THAT WE WENT FROM THREE LANES TO ESSENTIALLY ONE ON BEACON STREET BECAUSE THE SECOND LANE IS OFTEN DOUBLE PARKED SO I WON'T BELABOR THE POINT, BUT I THINK WE NEED TO HAVE A PLAN AND A TIMELINE FOR WHAT WE'RE DOING, WHETHER IT'S RIDE SHARE, WHETHER IT'S DELIVERIES OR A COMBINATION THEREOF.

PROBABLY EVERY BLOCK AT LEAST I WOULD SAY IN BACK BAY, OTHER NEIGHBORHOODS I THINK, AND COUNCILOR FLYNN WHO REPRESENTS SOME SIMILARLY POPULOUS OR DENSE NEIGHBORHOODS MIGHT HAVE ISSUES ON THAT, AS WELL.

WE'RE TALKING ABOUT METER RATE

INCREASES, BACK BAY ALSO HAS BEEN PART OF THE PILOT PROGRAM. AND WE'RE TALKING ABOUT RESIDENT PARKING HERE AND ADJUSTING IT. SOMETHING THAT I HEAR A LOT FROM MY NEIGHBORS IS THAT WHILE THEY ARE I WOULDN'T SAY HAPPY WITH THE PILOT PROGRAM, THEY ARE WILLING TO ACKNOWLEDGE THE GOALS AND THAT IT'S AN ADMIRABLE -- WILLING TO TRY IT.

BUT ADDRESSING IT FOR -- YOU KNOW, YOU MENTIONED EARLIER A VISITOR PARKING PERMIT. YOU KNOW, IT'S NOT -- EVEN WITH THE HIGHER RATES, IT'S NOT A HUGE AMOUNT OF MONEY IF YOU'RE JUST COMING IN TO GO SHOPPING ONCE A MONTH OR WHATEVER IT IS, BUT WHEN PEOPLE DO HAVE VISITORS, IF THEY WANT TO VISIT ELDERLY RELATIVES AND YOU MENTIONED ALSO HOME HEALTHCARE, WHICH COUNCILOR FLAHERTY, WHILE ACKNOWLEDGING THAT PARKING IS A VALUABLE RESOURCE, WE NEED TO GET OUR INCENTIVES IN LINE ON THIS.

YOU KNOW, THERE ARE NEGATIVE IMPACTS ON PEOPLE AND, YOU KNOW, ARE WE LOOKING AT ALSO MORE RESIDENT PARKING ENFORCEMENT, PARTICULARLY ON SUNDAYS? THAT'S SOMETHING THAT CONTINUES TO BE AN ISSUE.

ARE WE LOOKING AT PERHAPS SAYING IF YOU'RE A RESIDENT, YOU'RE GOING TO HAVE INVESTED RATE AT THE METERS, SOMETHING LIKE THAT? GIVEN WHERE TECHNOLOGY IS, AND I WANT TO BE COGNIZANT OF THE FACT THAT COUNCILOR WU VERY BRAVELY HAS FILED THIS AND BEEN OUT IN FRONT ON THIS, IT IS A IMPORTANT ISSUE FOR ALL OF US WHO LIVES IN THE NEIGHBORHOODS.

EVERYONE WANTS TO MOVE FORWARD BOTH FROM A CONGESTION STANDPOINT, A SAFETY, AN ENVIRONMENTAL STANDPOINT, BUT WE NEED TO MAKE SURE THAT PEOPLE IN OUR NEIGHBORHOODS, YOU KNOW, ARE, YOU KNOW, ABLE TO LIVE AND HANDLE IT AND NOT PAY \$350 A

MONTH TO FIND A PARKING SPACE.
SO THAT'S SOMETHING I WOULD LIKE
TO PUT IN THE DISCUSSION.

I DON'T KNOW MAYBE SOME OF OUR
EXPERTS OR IF YOU'VE SEEN IT IN
OTHER CITIES, WHETHER IT CAN BE
DONE THROUGH THE APP, WHETHER IT
CAN BE DONE THROUGH SOMETHING
ELSE.

IT'S SOMETHING THAT I'VE HEARD A
LOT FROM FOLKS SAY IF YOU'RE
GOING TO CHARGE \$5 AN HOUR OR
\$10 AN HOUR FOR PEOPLE WHO ARE
VISITING, WE DON'T LOVE IT, BUT
OKAY, BUT IS THERE SOME
ACCOMMODATION FOR RESIDENTS?
SOMETHING TO JUST PUT OUT THERE
AND WITH THAT I KNOW THIS IS
GOING TO BE A LONG HEARING SO I
DON'T WANT TO TAKE UP MORE TIME.
I'VE GONE TOO LONG ALREADY, BUT
THANK YOU VERY MUCH FOR YOUR
TESTIMONY AND THANK YOU MADAM
CHAIR FOR HAVING THIS HEARING.
>> ONE QUICK RESPONSE AND THERE
MAY BE OTHERS.

BRIEFLY ON THE ENFORCEMENT,
THROUGH THE NEW BUDGET PART OF
THE INCREASED INVESTMENT, THE
INCREASED INVESTMENT TO THE
TRANSPORTATION DEPARTMENT WE
WILL BRINGING ON AN ADDITIONAL
SUPERVISOR TO ALLOW US TO THINK
ABOUT SHIFT STRUCTURE.

WE'VE GOT LOTS OF REQUESTS FOR
PARKING ENFORCEMENT TO YOUR
POINT, SO WE'LL HAVE MORE OF
THAT CAPACITY TO HAVE A CLOSE TO
24/7 PARKING ENFORCEMENT
STRUCTURE AND I THINK THAT THERE
ARE -- EACH HOW DO WE ADD MORE
VISITOR PARKING?

WITH NEW METERS THAT WE DID PUT
IN AGAIN WITH THE COUNCIL
SUPPORT, THEY DO ALLOW FOR SOME
THINGS LIKE PARKING VALIDATION
POTENTIALLY, MAYBE LOOK AT SOME
THINGS LIKE THAT, BUT WE HAVE
NOT --

[INAUDIBLE]

>> THANK YOU.

ANYONE ELSE WANT TO CHIME IN,
ESPECIALLY ON RESIDENTS BEING
EXEMPTED FROM COMMERCIAL FEES?

>> AGAIN, YOU KNOW, I THINK
THERE ARE A LOT OF WAYS YOU
COULD STRUCTURE THAT.
IT COULD BE ALL IN, IT COULD BE
LOW DEMAND TIMES, IT COULD BE ON
A VISITOR PERMIT BASIS.
YOU KNOW, I THINK THAT'S
PROBABLY A WHOLE CONVERSATION IN
AND OF ITSELF, BUT THERE ARE
LOTS OF WAYS TO DO THAT.
>> GREAT.

I WANTED TO ADD THAT THE
ENFORCEMENT IS KEY WHEN THE
SYSTEM IS BROKEN, BUT ONE OF THE
DATA POINTS THAT YOU SHOULD
WATCH FOR THAT WORKED WELL IN
SAN FRANCISCO WAS AS THEIR
SYSTEM GOT BETTER, ENFORCEMENT
REVENUES WENT DOWN, AND I THINK
THAT'S A VERY POPULAR THING
BECAUSE PEOPLE DON'T LIKE
GETTING TICKETS.

OBVIOUSLY, WHEN THE SYSTEM IS
BROKEN, TICKETING IS THE WAY TO
GET TURNOVER AND TO GET CODES
PASSED, BUT WHEN YOU GET YOUR
SIGNALS RIGHT AND THAT MIGHT
TAKE A FEW YEARS, YOU KNOW, KIND
OF START WITH A SMALL EASY
THING, BUT YOU'LL SEE THE
ENFORCEMENT REVENUE GO DOWN, AND
I THINK THAT'S PART OF THE DATA
THAT WILL MAKE MERCHANTS HAPPY
BECAUSE THEIR CUSTOMERS AREN'T
GETTING TICKETS AND RESIDENTS
HAPPY THAT THEIR VISITORS AREN'T
GETTING TICKETS.

>> THANK YOU.

CHAIR AND THANK YOU
ALL FOR BEING HERE.
HAVE WE -- HAVE YOU STUDIED OR
LOOKED AT THE SWEET SPOT FOR A
PRICING STRUCTURE?
IS IT ONE NUMBER CITYWIDE OR
DOES IT DEPEND ON WHICH
NEIGHBORHOOD AND WHAT ZONE
SOMEONE MIGHT BE IN FOR A
RESIDENTIAL STICKER?
>> WE HAVE NOT, BUT I THINK
YOU'RE ABSOLUTELY RIGHT THAT IT
WOULD BE VARIABLE.
>> ACROSS THE CITY?
AND THEN WHAT ABOUT -- ON SOME
OF THE NEIGHBORHOODS -- I HAVE A

COLD CLOGGING THE BRAIN -- THE RESTRICTED TIME FOR NEIGHBORHOOD PARKING NOW ACROSS THE CITY IS VARIABLE ACROSS NEIGHBORHOODS, BUT EVEN WITHIN NEIGHBORHOODS IT IS VARIABLE.

COULD WE AT LEAST SIMPLIFY THE PROCESS?

ONE NEIGHBORHOOD IS DIFFERENT THAN ANOTHER DEPENDING ON PROXIMITY TO A TRANSIT, TRANSPORTATION, PROXIMITY TO WHATEVER.

BUT JUST SOME SIMPLIFICATIONS THAT WOULD BE A GOOD THING ACROSS THE CITY.

>> COUNCILOR WHAT WE NORMALLY DO IS WORK WITH OUR COMMUNITY GROUPS WHEN WE CRAFT A PROGRAM TO SEE WHAT PROBLEM ARE WE SOLVING?

GENERALLY, WHEN NEIGHBORHOOD GROUPS COME TO US AND THEY REQUEST TO RUN A PERMIT PROGRAM IT'S BECAUSE FOLKS ARE COMING IN FROM OUTSIDE OF THEIR NEIGHBORHOOD AND TAKING UP THOSE PARKING SPACES.

SOMETIMES, IT'S NEAR A TRANSIT HUB.

SOMETIMES, IT'S NEAR A COMMERCIAL DISTRICT.

AND SOMETIMES, IT'S OVERNIGHT AS IN SOUTH BOSTON.

SO AS MUCH AS WE TRY TO STANDARDIZE THE REGULATIONS, WE WANT TO MAKE SURE THAT WE'RE MEETING THE NEEDS OF THE RESIDENTS.

GENERALLY, PROGRAMS ARE IN EFFECT FOR DAYTIME HOURS BETWEEN 8:00 A.M. AND 6:00 P.M. AND THERE ARE SOME VARIATIONS WITHIN THAT, BUT GENERALLY, THE DAYTIME PROGRAM WOULD BE AROUND TRANSIT HUBS WITH PEOPLE COMING IN AND GOING TO WORK BASICALLY OR AROUND BUSINESS DISTRICTS IT MIGHT BE AN EXTENDED PROGRAM INTO THE EARLY EVENING HOURS, SAY UNTIL 8:00 P.M., AND THEN THERE ARE SOME AREAS WHERE THE ENFORCEMENT IS BASICALLY AVAILABLE TO US 24/7 AND THAT

WOULD BE THE DOWNTOWN AREA AND
OTHER LOCATIONS IN SOUTH BOSTON,
WHICH WOULD BE PRIMARILY
6:00 P.M. TO 10:00 A.M.

>> GREAT AND THEN WHAT IS THE
CURRENT COLLECTION ON TICKETS
THAT ARE WRITTEN FOR PARKING
VIOLATIONS, SO NOT HAVING A
NEIGHBORHOOD STICKER?

>> CORRECTION RIGHT ACROSS THE
BOARD FOR A PARKING VIOLATION IS
ONE OF THE HIGHEST IN THE
COUNTRY, 93%.

SO PART OF THAT --

>> HOW MUCH DID WE COLLECT
EITHER IF WE KNOW THE FY 18
NUMBER OR THE FY 17 NUMBER,
RESIDENTIAL TICKET OR PERMIT
VIOLATIONS?

>> I HAVE -- I DO HAVE A NUMBER
HERE.

IT'S BASICALLY CLOSE TO \$1
MILLION.

FOR CALENDAR YEAR 18 THROUGH THE
CURRENT DATE, JUST SHY OF \$1
MILLION AND GENERALLY FOR A
CALENDAR YEAR, 17, IT WOULD BE
CLOSE TO \$8 MILLION TOTAL.

AND THAT'S BASED ON
APPROXIMATELY 1.3 MILLION
PARKING TICKETS ISSUED IN THE
CITY OF BOSTON, ALL VIOLATIONS,
AND PARKING TICKET REVENUE IN
THE NEIGHBORHOOD IS \$62 MILLION.

>> THANK YOU.

AND THEN ONE OF THE CONCERNS
THAT'S COME UP IS SOME OF THE
VIOLATIONS THAT VALET SERVICES
HAVE IN FRONT OF THE
ESTABLISHMENTS THAT THEY'RE
WORKING FOR, BUT THERE'S A
NUMBER OF VIOLATIONS THAT
THEY'VE COMMITTED, BUT ONE OF
THEM IS THEY'LL TAKE THAT CAR
AND MOVE IT AND PARK IT ON
ANOTHER STREET, ON ANOTHER
PUBLIC PARKING SPOT AND IS THERE
A WAY TO MANAGE THAT AND WHAT'S
THE FINE STRUCTURE FOR THAT?
BECAUSE MY UNDERSTANDING IS IF
YOU HAVE VALET SERVICES FOR AN
ESTABLISHMENT, YOU'VE GOT SOME
SORT OF CONTRACTED LOT THAT
YOU'RE BRINGING THOSE VEHICLES

TO.

>> THAT'S CORRECT.

THE TRANSPORTATION DEPARTMENT
DOES MANAGE THE VALET PERMIT
PARKING PROGRAM.

PART OF THE PROVISIONS OF THEIR
LICENSE IS THAT THEY MUST
CONTRACT WITH AN OFF-STREET
PARKING FACILITY AND PROVIDE US
WITH THE LOCATION OF THAT
FACILITY AS WELL AS THE TRAVEL
PATTERN THAT THEY WILL TAKE TO
GET FROM THE PARKING SPOT TO THE
PARKING FACILITY.

WE DO HAVE ENFORCEMENT OFFICERS
AS WELL AS CPD OFFICERS ASSIGNED
TO TRANSPORTATION.

THEY WILL RESPOND TO ANY
COMPLAINTS WITH VALET OPERATIONS
TO MAKE SURE THAT THOSE VEHICLES
ARE BEING MOVED TO OFF-STREET
FACILITIES AND NOT TAKING UP
ON-STREET SPACES.

IF THAT IS FOUND TO BE THE CASE,
THERE IS A PROVISION WITHIN THE
PERMIT GUIDELINES THAT WE WILL
CALL THEM IN FOR A HEARING AND
WE CAN REVOKE THAT PERMIT IF
THAT TURNS OUT TO BE THE CASE.

>> THAT'S GOOD FOR ME.

THANK YOU CHAIR.

>> THANK YOU COUNCILOR.

, MADAM CHAIR.

AND THANK YOU TO THE PANEL,
CERTAINLY WELL ARE YOU LEAVING?
SO BEFORE YOU LEAVE, LET ME
PUBLICLY THANK YOU.

LET ME AT LEAST PUBLICLY THANK
YOU.

I HAVE SEVERAL QUESTIONS AND I
KNOW I HAVE THE OPPORTUNITY FOR
A SIT-DOWN WITH YOU LATER.

IS THIS MIKE ON?

JUST TO KIND OF FOLLOW UP.

SO LAST WEEK I HAD A MEETING --
WHERE THE CHIEF AND COMMISSIONER
AND OTHER MEMBERS OF YOUR TEAM
CAME OUT TO REALLY ADDRESS MANY
OF THE ISSUES THAT WE'RE TALKING
ABOUT TODAY.

CERTAINLY RESIDENTIAL PARKING
CAME UP, BUT THERE ARE MANY
OTHER ISSUES, BUT I WANTED TO
PUBLICLY THANK YOU AND I LOOK

FORWARD TO FOLLOWING UP, HUGE ISSUES EVERYWHERE I GO. YOU KNOW, I'M HEARING ISSUES AROUND TRANSPORTATION, AROUND SAFETY, AROUND RESIDENTIAL PARKING OR JUST ALL KINDS OF CONCERNS AND SO THAT'S WHY I HELD THAT MEETING AND WHY I THINK THAT THIS HEARING IS SO IMPORTANT SO THANK YOU FOR HOLDING THIS AND FOR TAKING ON THIS CONVERSATION, WHICH I KNOW MANY PEOPLE ARE IN FAVOR, MANY PEOPLE ARE AGAINST.

I MEAN, IT'S JUST ONE OF THESE HOT BUTTON ISSUE SHOWS I WANTED TO PUBLICLY THANK YOU AND THANK YOU FOR ALL YOUR ADVOCACY. IT'S BEEN EXTREMELY HELPFUL.

>> I HAD ONE QUESTION.
GO AHEAD.

I JUST -- BECAUSE THE --
[OVERLAPPING SPEAKERS]

>> I THINK DATA HAS COME UP AGAIN AND AGAIN IN OUR CONVERSATIONS AND IN A LOT OF THE TESTIMONY, SO I JUST WANTED -- THE ONLY QUESTION I HAD WAS FOR YOU CHIEF WAS ARE THERE PLANS FOR A CITYWIDE ON-STREET PARKING CENSUS, HOW MUCH WOULD IT COST, DOES IT NEED TO GO INTO THE NEXT YEAR FISCAL BUDGET.

>> THE QUESTION OF FUNDING IS IT'S FUNDED TWO FISCAL YEARS AGO.

WE'VE ACTUALLY STARTED THE PROCESS, BUT ONE OF THE THINGS THAT WE'VE DONE BECAUSE WE'VE DONE PREVIOUS PARKING CENSUSES IS WE WANTED TO CREATE A SYSTEM THAT ACTUALLY ENSURED THAT A. THE DATA WAS ACCURATE FROM THE START AND THAT THE DATA WAS ALWAYS ACCURATE GOING FORWARD THAT IT WOULD UPDATE AS WE MADE ADJUSTMENTS TO RPD OR WHATEVER IT MIGHT BE.

THAT WOULD AUTOMATICALLY HAPPEN. SO THE FIRST PART OF THAT WORK WAS FIGURING OUT CAN WE ACTUALLY ACCURATELY IDENTIFY LITERALLY WHERE LIKE SIGNS ARE ON THE

STREET THAT HAVE PARKING RULES
ON THEM?

THAT IS THE FOUNDATIONAL PIECE.
THAT PIECE, WE'VE WORKED WITH A
PARTNER WHO CAN ACCURATELY MAP
WHERE SIGNS ARE, WHAT THOSE
SIGNS SAY.

THE SECOND PIECE IS THE PIECE
WE'RE GOING TO RIGHT NOW, WHICH
IS CONVERTING SIGNS TO RULES SO
THIS IS A TECHNICAL PIECE, WHERE
THEY'RE -- A APARTMENT BUILDING
WOULD BE BUILDING A SYSTEM THAT
CAN INTERPRET IF YOU HAVE AN RPP
SIGN HERE AND HERE THEN THE CURB
IN BETWEEN IS RESIDENT PARKING
PERMIT AND HAS THESE CERTAIN
HOURS.

THAT IS THE PIECE THAT
ESSENTIALLY IS IN FRONT OF US.
THAT THEN WOULD -- WOULD HAVE TO
GET INTEGRATED WITH OUR LOCAL
SYSTEM TO ACTUALLY UPDATE THE
SIGNS.

THIS HAS BEEN A LONGER PROCESS
THAN A SIMPLE SURVEY, BUT OUR
HOPE IS IT GIVES US A PATH SO
THAT IT'S IT GIVES US A PATH SO WE
DON'T HAVE TO DO LIKE AN ANNUAL
INVESTMENT IN A NEW SURVEY, BUT
A PERMANENT ACCESS THAT IS
ACCURATE.

AND THIS IS SOMETHING THAT
SHOCKINGLY A LOT OF CITIES STILL
ARE SORT OF FOCUSED ON.

SO AS PART OF THE COMMISSIONER'S
WORK WITH THE NACTA,
NAMENT -- THE SENATE ASSOCIATION
OF CITY AND TRANSPORTATION
OFFICIALS, THERE ARE SOME LARGE
PRIVATE COMPANIES LOOKING TO DO
THE SAME THING.

SO WE ARE HARD AT WORK WITH
THOSE.

WE DON'T NEED TO FUND SOMETHING
NEW, THE PIECE WHERE WE NEED TO
EX-PANT THE SURVEY AND MAY NEED
FUNDING IN THE FUTURE.

WE ALL STRONGLY AGREE WITH THE
SENTIMENT LOOKING FOR BETTER
MANAGEMENT OF THE CURB.

IF WE DON'T KNOW WHAT THOSE ARE,
COMPREHENSIVELY IT IS HARDER TO
DO.

WE ARE ON THE PATH TO GET THERE.
>> WHAT IS THE TIMELINE FOR WHEN
THE CENSUS WILL BE DONE?
>> THE CURRENT PIECE, LARGELY
BUILT BETWEEN NOW AND SPRING OF
NEXT YEAR.
AND THE INTEGRATION PIECE WITH
THE WORK ORDER MANAGEMENT
SYSTEM.
AND AT THAT TIME THEN THE PATH
OF HOW QUICKLY CAN WE GET IT
FULL, THE EVERGREEN SORT OF
RULES.
AND THERE ARE WAYS WE CAN DO
THIS, JUST THE CONCERN IS
CHANGING ALL THE TIME AND DON'T
WANT TO KEEP SPENDING MONEY OVER
AND OVER.
>> THAT WAS ONE MY QUESTIONS,
JUST AN INVENTORY AROUND
PARKING, HOW MANY PARKING SPOTS
ARE AVAILABLE ON THE STREETS.
IT SOUNDS LIKE THAT IS IN
PROCESS.
I WONDER, ARE YOU ALSO LOOKING
AT THE OFF-STREET PARKING?
MY OBSERVATION AS WE LOOK AT OUR
STEP THERE ARE CERTAIN
NEIGHBORHOODS THAT HAVE MORE
DENSELY POPULATED, HAVE TRIPLE
DIVERSE, LESS OFF-STREET PARKING
AVAILABLE.
AND THEN THERE ARE OTHER
NEIGHBORHOODS THAT HAVE
SINGLE-FAMILY HOMES, DRIVEWAYS,
ETC. SO I WOULD REALLY LIKE TO
HAVE A SENSE OF WHAT PARKING IS
OVERALL IN OUR CITY.
AND I WOULD NEVER WANT TO
SEE -- I MEAN I GUESS I
APPRECIATE THE ENTREPRENEUR
SPIRIT OF THIS PERSON ON
CRAIGSLIST IN SOUTH BOSTON
RENTING OUT THEIR PARKING SPOT
BUT I THINK IT ADDS TO THE
CHALLENGES WE HAVE.
IF PEOPLE HAVE PARKING THEY
SHOULD BE USING IT FOR THEIR OWN
VEHICLES OPPOSED TO PUTTING
THEIR CARS ON THE STREET.
I THINK IT IS IMPORTANT TO
INCLUDE THAT IN THE MIX.
I DON'T KNOW IF IT IS SOMETHING
THAT YOU ARE LOOKING AT.

>> ACTUALLY WE TALKED MORE ABOUT THIS, THROUGH THE COLLABORATION WITH ABC AND OFF-STREET PARKING THE CENSUS, THAT IS COMBINED WITH, AND WE CAN DO KIND OF A ROUGH APPROXIMATION OF OFF-STREET PARKING.

AS TO HOW MANY POTENTIAL PARKING SPACES THERE ARE, IT DOESN'T HELP US UNDERSTAND WHAT THE PARKING RULES ARE.

A LOT OF OUR FOCUS IS HOW DO WE ACTUALLY THINK ABOUT ADDING MORE PLACES FOR PICK UP OR DROP OFF PACKAGES AND THINK OF THE IMPACT FOR THE DEDICATED BUS LINES. THAT'S THE PIECE WE ARE BUILDING BUT KATHY YOU CAN TALK MORE ABOUT IT.

>> DID I UNDERSTAND YOU TO SAY THE OFF-STREET INVENTORY IS DONE?

>> THIS THIS REPORT, AND I AM HAPPY TO SEND IT TO ALL OF YOUR OFFICES WHEN I GET BACK TO MY OFFICE.

IT IS AVAILABLE ONLINE TO ANYONE.

IT WAS AN ATTEMPT AT AN INITIAL INVENTORY OF OFF-STREET PARKING. BECAUSE THERE ISN'T ONE SPOT ALREADY, IT DID HAVE TO PULL FROM MULTIPLE SOURCES, ONE, TWO, THREE, FOUR, FIVE DIFFERENT SOURCES.

AND I THINK MIGHT EVEN BE SPEAK TO IT BETTER THAN ME.

BUT THEY HAVE SOME DATA, THE TAPA AGREEMENTS HAVE DATA AND BRI AT THE TIME HAD DATA.

WE HAD TO PULL IT TOGETHER AND SOME OF THE INVENTORY WE ESTIMATED ABOUT 380,000 OFF-STREET SPOTS.

NOW THAT WOULD NOT INCLUDE SMALL LIKE DRIVEWAYS ON THE SIDE OF A HOME.

>> SO I'M REALLY INTERESTED IN THAT, AS WELL AS KIND OF LIKE THE LOTS.

>> WE ALL ARE.

>> IF WE CAN GET THAT INFORMATION AND REALLY UNDERSTANDING IT BY

NEIGHBORHOOD.

I DON'T KNOW HOW YOU GO ABOUT GETTING THAT, IF IT IS A PARTNERSHIP WITH OTHER AGENCIES IN THE CITY, BUT I THINK IT IS KIND OF IMPORTANT TO UNDERSTAND WHERE THERE'S AVAILABLE PARKING TO HAVE A MORE COMPREHENSIVE VIEW OF THIS.

SO JUST TO BE CLEAR THIS 380,000 PARKING SPOTS OFF-STREET DOES NOT INCLUDE RESIDENTIAL DRIVEWAYS?

IS THAT WHAT YOU ARE SAYING?

>> IT WOULD INCLUDE NONE OF THEM OR SOME?

>> IT DOESN'T INCLUDE MOST OF THEM.

IT WOULD GENERALLY NOT INCLUDE THE FOR-PRIVATE PRIVATEWAYS. THOSE WOULD BE PART OF SOMEONE'S PERSONAL RESIDENCE.

BUT THE PROJECT THAT ADC DID FOR US WAS REALLY A GREAT DATA GATHERING, AND THEY SORT OF WORKED WITH THE CITY TO IDENTIFY WHAT INFORMATION DO WE NEED?

AND THE OFF-STREET PARKING SPACES WAS REALLY A GREAT TOOL TO INFORM US, YOU KNOW, WHAT IS THE PRIVATE OWNERSHIP OUT THERE? AND THE PRIVATE AVAILABILITY.

THERE ARE TWO NEIGHBORHOODS IN THE CITY WHO ALSO PARTICIPATED IN WHAT WE CALLED A "PARKING FREEZE" ENACTED FOR ENVIRONMENTAL PURPOSES TO REDUCE AUTO EMISSIONS.

SO THE OFF-STREET PARKING, AVAILABLE PARKING SPACES ARE CAPPED IN EAST BOSTON AND PARTS OF SOUTH BOSTON AS WELL. AND MOST HAVE BEEN VERY SUCCESSFUL TOOLS IN TERMS OF MANAGING THE OVERALL OFF-STREET PARKING SUPPLY IN THOSE TWO NEIGHBORHOODS.

>> AND THEN THERE ARE THE ON-STREET PARKING SPACES IN COMMERCIAL DISTRICTS AND SOME OF OUR MAIN STREETS THAT ARE NOT NEEDS, AND I AM JUST WONDERING AGAIN WHAT THE PLANS ARE THERE TO HELP TURN OVER PARKING IN

THOSE AREAS TO HELP THE
BUSINESSES AND HELP PEOPLE WHO
WANT TO SHOP.

>> THAT IS SOMETHING WE HEARD
FROM COMMUNITY GROUPS.

IT DID COME UP AT OUR COUNCIL
HEARING AS WELL.

WE ARE CERTAINLY OPEN TO
IMPLEMENTING PAID PARKING METERS
IN OTHER AREAS OF THE CITY
BEYOND THE DOWNTOWN.

PARTICULARLY IF THEY MEET A NEED
OF THE BUSINESS COMMUNITY AND
ALLOW US TO BETTER MANAGE
TURNOVER AT THOSE SPACES.

SO THAT CUSTOMERS CAN GET TO THE
CURBS AND GET INTO THOSE
LOCATIONS.

BUT A TELLING COMMENT, THE
COMMENTS MADE HERE AT THE
HEARING ABOUT THE AVAILABILITY
OF OFF-STREET PARKING AND
RELATIONSHIP TO THAT WITH
TRAFFIC CONGESTION, AND HOW WE
STRIVE TO TAKE THE HOLISTIC
APPROACH, AND IT HAS BEEN SAID
IF YOU BUILT IT THEY WILL COME.
AND IF THEY COME, THEY WILL BE
IN THEIR CARS CREATING
CONGESTION.

I LIKE TO SAY BY SAYING WE'RE
NOT GOING TO BUILD ANY TO MEET
PEOPLE'S NEEDS, BUT CERTAINLY
BUILDING HOUSING AROUND TRANSIT
HUBS CREATES AN OPPORTUNITY FOR
TRANSIT-ORIENTED DEVELOPMENT.
WHICH, IN TURN, ALLOW AS
REDUCTION IN OFF-STREET PARKING
RATIOS.

GIVING PEOPLE AN ACCEPTABLE,

OPTIONAL WAY TO GET AROUND IT IS
OUR APPROACH TO BETTER
MANAGEMENT AND TRANSPORTATION
AND MOBILITY OVERALL.

AND GO BOSTON 2030, WHICH CAME
OUT SHORTLY AFTER THE ABC
REPORT, WE HAD THE OPPORTUNITY
TO HEAR FROM THOUSANDS OF
PEOPLE, BEYOND THE BORDERS OF
US, AND PEOPLE WHO NEED TO COME
INTO THE CITY AND WHAT THEIR
VISION IS FOR MOBILITY.
AND LARGELY WE HEARD THAT

UNLOCKING TRANSIT IS INTEGRAL
FOR HOW WE THINK OF MOBILITY IN
THE FUTURE.
AND THOSE HAVE ACCESS TO A
CAR-SHARE, BIKE-SHARE AND A
TRANSIT HUB, AS WELL AS OPEN AND
A WALKABLE PUBLIC REALM.
IS REALLY HOW WE THINK ABOUT HOW
WE MANAGE MOBILITY IN OUR
NEIGHBORHOOD.
>> I WOULD AGREE.
AND I WOULD ALSO ARGUE THAT WE
NEED BETTER PUBLIC
TRANSPORTATION, CERTAINLY BETTER
BUSES IF WE'RE GOING TO GET TO
THAT VISION.
JUST A COUPLE OF MORE QUESTIONS.
SO AT THE MEETING I HELD IN
ROXBURY LAST WEEK, ISSUES AROUND
ENGAGEMENT, AROUND ENFORCEMENT.
REALLY IMPORTANT TO TURN OVER
THE SPOTS.
BUT ALSO, EQUITY.
SO I THINK WE'RE KIND OF IN A
NEW DAY NOW.
WHENEVER I'M IN A VEHICLE, IT
TAKES FOREVER TO GET FROM ONE
BLOCK TO THE NEXT.
WHATEVER TIME OF DAY, WHATEVER
THE WEATHER, WHATEVER DAY OF THE
WEEK, IT'S THIS NEW NORMAL.
AND I THINK THE MORE PARKING
WHEN BUILT, THE MORE CARS COME
TO YOUR EARLIER POINT.
CREATING THESE ALTERNATIVES ARE
CERTAINLY IMPORTANT.
THAT BEING SAID, THERE ARE MANY
RESIDENTS WHO RELY ON THEIR
VEHICLES.
THERE ARE MANY RESIDENTS WHO
WANT RESIDENTIAL PARKING.
THERE ARE MANY RESIDENTS WHO
DON'T WANT RESIDENTIAL PARKING.
I THINK HAVING A SYSTEM THAT
LOOKS -- ONE THAT ENGAGES, YES,
BUT ALSO LOOKS AT NEED.
IT IS NOT JUST ABOUT THE SQUEAKY
WHEEL OR THOSE WHO HAVE THE
CAPACITY OR RESOURCES TO REALLY
ORGANIZE THEMSELVES, BUT REALLY
THINKING HOW WE ROLL IT OUT IN A
WAY THAT'S GOING TO BE EQUITABLE
IS REALLY IMPORTANT.
SO I WOULD CERTAINLY ENCOURAGE

THAT.

I CAN WAIT FOR FOLLOW-UP ON
ADDITIONAL QUESTIONS IF YOU WANT
TO GO AROUND TO OTHER
COUNCILORS, SO THANK YOU ALL.

>> THANK YOU COUNCILOR JANEY,
COUNCILOR FLYNN.

>> THANK YOU COUNCILOR WU, AND
THANK YOU COUNCILOR WU FOR YOUR
LEADERSHIP ON THIS ISSUE.
THIS IS AN IMPORTANT DISCUSSION
FOR US TO HAVE ACROSS THE CITY.
MANY RESIDENTS IN MY
NEIGHBORHOOD, IN SOUTH BOSTON
AND ACROSS DISTRICT TWO, TALK TO
ME ABOUT THIS ISSUE EVERY DAY.
THEY TELL ME ABOUT THE GREATER
NEED FOR ENFORCEMENT FOR
VEHICLES WITHOUT RESIDENT
PARKING STICKERS.

WE RECENTLY INCREASED FROM \$40
TO \$60, AND THERE COULD BE ROOM
TO GO FURTHER FOR THOSE WITHOUT
A STICKER AND ESPECIALLY
OUT-OF-STATE PLATES.

RESIDENTS ALSO TALKING ABOUT
THEIR FRUSTRATION LOOKING FOR
PARKING SPOTS FOR UP TO AN HOUR.
DRIVING AROUND ONLY TO SEE THE
SPOT TAKEN BY A CAR FROM NEW
HAMPSHIRE OR RHODE ISLAND.
THE FRUSTRATION IS VERY REAL
THROUGHOUT MY DISTRICT.

BUT THE BIGGER ISSUE FOR ME,
CERTAINLY I SUPPORT VARIOUS FEE
INCREASES, BUT THE ISSUE THAT'S
IMPORTANT TO ME IS PUBLIC
SAFETY.

SOUTH BOSTON ESPECIALLY HAD
UNREGULATED DEVELOPMENT FOR
ALMOST 30 YEARS.

WE JUST HAVE SO MANY CARS ON THE
STREET, THERE'S NO PLACE FOR
THEM.

BUT ALSO WHAT CONCERNS ME THE
MOST IS ELDERLY PEOPLE CROSSING
THE STREET.

MOTHERS WITH CHILDREN, FATHERS
WITH CHILDREN CROSSING THE
STREET.

IT'S VERY DANGEROUS.

I RECENTLY HELD A HEARING ON
SATURDAY ON THE CORNER OF
FARRAGOUT ROAD, AND I THINK

HUNDREDS SHOWED UP AT 9:00 IN THE MORNING AND ARE FRIGHT ED ABOUT PUBLIC SAFETY, ABOUT CROSSING THE STREET.

L STREET IS USED AS A CUT TO GO UP TO SOUTH STATION, IT IS IN DOWNTOWN BOSTON.

THE SPEED LIMIT IS 25 -- LIMIT IS 25 AND I THINK IT SHOULD BE REDUCED TO 20 OR EVEN LOWER THAN THAT.

PUBLIC SAFETY HAS TO BE DISCUSSED AS WE HAVE A DISCUSSION ABOUT INCREASING FEES AS WELL.

I JUST HOPE THAT I CAN WORK WITH YOUR OFFICE MORE CLOSELY TO HAVE A BETTER PUBLIC SAFETY PLAN IN SOUTH BOSTON.

ON THE SOUTH END CROSSING THE STREETS IS VERY DANGEROUS.

IN CHINATOWN IT IS VERY DANGEROUS.

I THINK WE NEED A COMPREHENSIVE PLAN FROM THE TRANSPORTATION DEPARTMENT TO ADDRESS PUBLIC SAFETY ISSUES.

I KNOW IT'S OFF-TOPIC A LITTLE BIT, BUT THAT'S WHAT IS IMPORTANT TO ME.

COMMISSIONER, ON DESIGNATED -- I KNOW ON VALET SERVICES, COUNCILOR ESSAIBI GEORGE TALKED ABOUT IT.

IS THERE DESIGNATED VALET SPOTS ON PUBLIC STREETS?

>> NO, WE DESIGNATE CURBSIDE SPACE FOR PICK-OFF AND DROP-OFF IN VALET ZONES, SO THERE IS NO STORAGE OF VEHICLES AT THE CURB. THERE IS SPACE SO THEY CAN SAFELY GET TO THE CURB, AND THE VALET OPERATORS WHO TAKE I BELIEVE IT IS WITH HOTEL 15 MINUTES, AND 15 MINUTES AT RESTAURANTS AND THEY HAVE TO MOVE THE VEHICLE TO THE OFF-STREET PARKING FACILITY.

>> ARE THEY TAKING UP ANY PUBLIC SPACES AT ALL?

THESE RESTAURANTS AND HOTEL?

>> THEY ARE NOT ALLOWED TO USE THE CURBSIDE SPACE TO ACTUALLY PARK THE VEHICLES THERE FOR

BEYOND 15 MINUTES.

>> I HAVE SEEN A LOT OF RESTAURANTS THROUGHOUT BOSTON THAT HAVE VALET PARKING WHILE IN THE RESTAURANT FOR HOURS.

>> WE WILL CERTAINLY STEP UP ENFORCEMENT OF THAT COUNCILOR. WE JUST RENEWED OUR VALET PERMITS IN THE CITY OF BOSTON, SO WE WILL BE SURE TO EMPHASIZE THE PERMIT PROVISIONS WITH THOSE OPERATORS.

>> ONE OF THE BIG ISSUES I HAVE, A YEAR AGO YOU SEE A SINGLE FAMILY IN SOUTH BOSTON THAT WOULD HAVE ONE CAR IN THE HOUSE, AND NOW IT'S THREE CONDOS AND PROBABLY COULD BE NINE PARKING LOTS.

THE CITY, THE NEIGHBORHOOD JUST CAN'T SUSTAIN THAT.

SO YOU HAVE NINE ADDITIONAL CARS WITH RESIDENT STICKERS ON THE STREET.

DO WE HAVE AN UNLIMITED NUMBER OF RESIDENT STICKERS THAT WE ARE JUST PUTTING OUT THERE, EVEN THOUGH THERE'S NO MORE PARKING SPOTS?

PEOPLE ARE RENTING PARKING IN MY COMMUNITY FOR \$400 A MONTH.

AND AT SOME POINT PEOPLE ARE

GOING TO LOSE --

>> THAT'S AN IMPORTANT POINT COUNCILOR AND WE KNOW THAT CERTAINLY THINGS HAVE CHANGED OVER THE LAST FEW DECADES IN TERMS OF HOW OUR HOMES ARE OCCUPIED IN THIS CITY.

AS YOU STATED, SOMETHING THAT USED TO BE A SINGLE-FAMILY HOME THAT MAYBE HAD ONE LICENSED DRIVER, NOW HAS SEVERAL BUT THEY STILL ONLY HAVE ONE CURBSIDE SPACE.

AND THERE CURRENTLY IS NO LIMIT ON THE NUMBER OF PARKING PERMITS THAT WE MAKE AVAILABLE TO RESIDENTS IF THEY MEET THE REQUIREMENTS, BUT WE DO STRIVE TO PROVIDE THE ACCESS TO THOSE TRANSIT OPPORTUNITIES AND TO PROVIDE ACCESS TO CAR-SHARE

SPACES.

AND TO ENCOURAGE PEOPLE TO THINK OF OTHER WAYS OF GETTING AROUND AND PROVIDE THOSE OPTIONS SO THEY ARE NOT SO RELIANT ON OWNING THE VEHICLE IN THE CITY.

>> THANK YOU COMMISSIONER.

I JUST WANT TO ASK IF YOUR OFFICE WILL WORK WITH ME AND MY STAFF ON PUBLIC SAFETY ISSUES, THAT'S CRITICAL, THAT'S MY NUMBER ONE ISSUE.

THAT'S THE NUMBER ONE CONSTITUENT REQUEST I GET IS PUBLIC SAFETY, PEDESTRIAN SAFETY.

AND I AM VERY CONCERNED ABOUT OUR ELDERLY, THE DISABLED CROSSING THE STREET.

IT'S A BIG CONCERN OF MINE.

>> WE SHARE YOUR CONCERN, COUNCILOR, AND I KNOW THAT TWO OF MY STAFF ARE ACTIVELY WORKING ON SOME OF THE REQUESTS TO IMPROVE SAFETY AT BROADWAY, AS WELL AS THE OTHER LOCATIONS YOU IDENTIFIED TO US SO PUT PEDESTRIAN DELINEATORS AND OTHER THINGS AND WE ARE CERTAINLY COMMITTED TO PUBLIC SAFETY AND LOOK FORWARD TO WORKING WITH YOU.

>> ONE FINAL QUESTION.

COMMISSIONER, WOULD YOU CONSIDER -- I KNOW THE MAYOR DID AN EXCELLENT JOB MOBILIZING THE CITY REDUCING THE SPEED LIMIT IN BOSTON.

CAN WE GO EVEN FURTHER THAN THAT, MAYBE REDUCE ANOTHER 5 MILES AN HOUR?

I THINK 25 MILES AN HOUR ON CITY STREETS IS TOO FAST.

I'D LIKE TO SEE IT 20, I WOULD EVEN LIKE TO SEE IT 15.

>> WE WILL WORK WITH YOU WILL COUNCILOR, BECAUSE THERE ARE LOCATIONS IN THE CITY WE IDENTIFIED THEM SAFETY ZONES. IF THEY ARE NEAR A SCHOOL, HOSPITAL, LOCATIONS WITH LARGE VULNERABLE USERS WE REDUCED THEM TO 20 MILES PER HOUR.

AND YOU WILL NOTICE SOME OF

THOSE ALREADY SIGNED AND MARKED.
PARTICULARLY WHERE NEAR THE
SCHOOLS WHERE WE HAVE THE SCHOOL
ZONE FLASHERS AND IF THERE ARE
AREAS YOU WOULD LIKE US TO LOOK
AT, WE WOULD CERTAINLY DO THAT.

>> THANK YOU HELP.

>> THANK YOU EDWARDS.

>> THANK YOU I WANTED TO FIRST
SAY THANK YOU FOR THE WORK YOU
HAVE ALREADY DONE AND TRYING TO
APPROACH PARKING, AND HOW WE'VE
BEEN ABLE TO, WHEN WE HAVE
ISSUES WITH PARKING, CAN GO
STRAIGHT TO YOUR DEPARTMENT AND
GET TO A NEIGHBORHOOD LEVEL, AND
I THANK THE COMMISSIONER FOR
THAT.

I THINK ONE OF THE BIGGEST
THINGS I HAVE HEARD WHEN I REACH
OUT TO -- OR THE COMMUNITY
REACHES OUT ABOUT THIS ISSUE,
PROBABLY SAY THE NUMBER ONE
ISSUE WHEN THEY SAY TRAFFIC,
MORE THAN 50% HAVE TO DO WITH
PARKING, BEING ABLE TO PUT THEIR
CARS SOMEPLACE, ALONG WITH BEING
ABLE TO MOVE THEIR CAR WHEN THEY
ARE IN IT.

BUT IT DOES COME DOWN, I THINK,
TO THE CORE ISSUE OF
ENFORCEMENT.

AND I APPRECIATE AGAIN YOUR
LEADERSHIP IN BEING ABLE TO PUSH
FOR IT.

AND I'M VERY HAPPY WE'VE
INCREASED THE FINES REPRESENTING
THE NORTH END SPECIFICALLY WHERE
THE BIGGER ISSUES.

WHERE PEOPLE CAN BASICALLY PAY
FOR A PARKING TICKET OR PAY TO
PARK, AND THEY WERE AMOUNT THE
SAME AMOUNT OF MONEY.

AND THEY WERE THE FROM THE
NEIGHBORHOOD.

WE WANTED TO MAKE SURE THAT THEY
WERE PAYING A REAL FINE FOR
PARKING ON OUR NEIGHBORHOOD
STREETS.

SO I GUESS SOME OF MY QUESTIONS
ARE REALLY MORE FOLKS FROM THE
BOSTON CYCLING AND HELP ME BE
MORE CLEAR ABOUT THAT.

I DON'T SEE ENFORCEMENT AS A BIG

ISSUE FOR YOU IN YOUR
SUGGESTIONS RIGHT NOW AND I AM
WONDERING WHY.

NOT USING THE TOOLS WE HAVE
CURRENTLY BEFORE WE GO IN AND
INVENT NEW ONES.

WHY ISN'T THAT A PRIORITY FOR
YOU?

FOR RIGHT NOW, WHY ISN'T THAT A
PRIORITY?

>> I WOULD SAY WHAT WE NEED TO
DO IS REALLY TAKE A LOOK AT IT
AND SAY HOW DID WE GET HERE?
HOW IS IT SERVING RESIDENTS
CURRENTLY.

I THINK THE POINT OF WE'RE
GIVING AWAY MORE SERVICE THAN WE
NECESSARILY HAVE IN A GIVEN
NEIGHBORHOOD IS AN ISSUE AND
GOING TO CREATE MORE STRESS AND
STRAIN OVER WHO'S PARKING ON THE
STREETS.

I THINK HAVING ENFORCEMENT COME
INTO PLAY DOWN THE LINE CAN BE
USEFUL, BUT WE HAVE TO THINK
ABOUT WHAT SYSTEM ARE WE LOOKING
TO DEAL WITH.

AND THOSE ARE THE IDEAS WE ARE
TRYING TO ADDRESS.

>> IT SEEMED A LOT OF YOUR
SUGGESTIONS ARE MORE GEARED
TOWARDS NOT THE PARKING REFORM
BUT CAR OWNERSHIP REFORM.
AND MAKING IT ALMOST DIFFICULT
TO HAVE MULTIPLE CARS IN THE
CITY.

THAT IS A CRITIQUE, THAT THESE
ARE NOT ALLEVIATING MUCH, THEY
ARE PUTTING BURDENS IN ADDITION
TO OWNING A CAR.

AND I WANT TO MAKE SURE WE ARE
CLEAR ON THIS.

IS THIS REALLY A DISGUISE, PART
OWNERSHIP, OR ACTUALLY PARKING
REFORM?

I AM SEEING THIS AS AN OWNERSHIP
ISSUE.

>> I WOULD CERTAINLY NOT SAY
THAT.

I THINK WHAT WE'RE SEEING IS,
YOU KNOW, PEOPLE WHO ARE
FIGHTING OVER EVERY INCH OF
CURBSIDE SPACE.

WE HAVE TO FIGURE OUT WHAT ARE

THE CONSTRAINTS AND HOW ARE WE GOING TO WORK WITHIN THEM? IT IS NOT OWNERSHIP, IT IS HOW DO WE MAKE IT EASIER FOR PEOPLE TO OWN CARS IN THE CITY.

>> WHEN YOU TALK ABOUT SOME OF THE NUMBERS, LIKE 50% OF THE FOLKS WITH \$25,000 OR LESS DON'T OWN CARS AND -- TALK ABOUT AN EQUITY ISSUE.

I LIVE IN A DISTRICT WHERE WE HAVE A LOT OF PROJECTS AND ACROSS THE STREET MILLION DOLLAR HOMES.

AND FOR SO MANY PEOPLE BEING ABLE TO ACCESS AND OWN A CAR, IT IS A SIGN OF MAKING IT.

SO THESE FINES TO ME ARE A FURTHER IMPEDIMENT TO THEIR ACCESS TO THEM BEING ABLE TO GET A CAR.

IT ALMOST SEEMS LIKE THEY'RE -- I DON'T KNOW HOW WE ARE MAKING IT MORE EQUITABLE, MAKING IT HARDER FOR PEOPLE TO ACCESS CAR OWNERSHIP.

>> CAN I SAY SOMETHING ABOUT ENFORCEMENT?

>> BEFORE YOU DO, I WOULD LIKE THEM TO ANSWER THE QUESTION ABOUT CAR OWNERSHIP.

>> THAT'S A BIG QUESTION AND IT DEFINITELY DOES GO TO WHAT THE END GOALS ARE.

AND SO WE KNOW WE HAVE SPACE ISSUES, CONGESTION ISSUES.

WE KNOW THAT NOT ALLOCATED EQUITIABLY RIGHT NOW.

IF THE END GOAL IS TO MAKE IT

EASIER FOR SUBSIDIZED LOW-INCOME CAR OWNERSHIP, THE WAY WE'RE DOING IT NOW, WE'RE DOING IT BY SUBSIDIZING EVERYBODY'S USE OF CURB SPACE.

AND THAT'S ACTUALLY THE BEST WAY TO ACHIEVE THE GOAL OF LOW-INCOME CAR OWNERSHIP IF THAT IS A GOAL.

YOU KNOW, I WOULD SAY THAT IS CAR OWNERSHIP A GOAL?

OR MOBILITY FOR EVERYONE THAT'S THE GOAL?

WE'RE NOT ADDRESSING THAT AS A

GOAL.
>> THE QUESTION IS EQUITY,
RIGHT.
YOU RING THE BELL OF EQUITY WITH
YOUR COMMENTS TALKING ABOUT
EQUITY.
AND I AM SEEING THERE IS AN
IMPEDIMENT ON POOR PEOPLE.
AND JUST STICK WITH THAT KIND OF
DISCOURSE.
SPEAKING OF EQUITY IS SPEAK
HAVING PERSPECTIVE AND BEING AT
THE TABLE.
TELL ME ABOUT YOUR ORGANIZATION
AND DIVERSITY, DIVERSITY IN YOUR
ORGANIZATION.
AND YOU TALK ABOUT PEOPLE WITH
DISABILITIES, ARE YOUR MEMBERS
THAT?
YOUR LEADERSHIP REFLECTIVE OF
THOSE THINGS?
THEIR VOICES REFLECTED IN THE
POLICIES OR DID YOU LOOK AT
STATISTICS AND NUMBERS AND
REFLECT IT FOR THEM?
>> I MEAN WHAT WE HAVE BEEN
DOING HAS BEEN TRYING TO TALK TO
BOSTONIANS ABOUT THEIR PARKING
CONCERNS AS AN ISSUE, AND
BROUGHT TO THE FOREFRONT IN
TALKING TO RESIDENTS AND TALKING
TO PEOPLE WHO ARE COMMUTERS IN
THE AREA, AND YEAH, A LOT OF
THIS INFORMATION HAS BEEN FROM
ALSO WHAT OTHER CITIES ARE
DOING, POLICY AND WHAT DO WE
WANT TO ACHIEVE AS A CITY?
I THINK GIVING PROCESSES LIKE GO
BOSTON 2030 WE WENT THROUGH A
LOT OF LISTENING TO FIGURE OUT
WHAT BOSTONIANS WANT TO ACHIEVE.
AND I THINK WHAT WE HEARD IS
THAT PEOPLE WANT TO HAVE MORE
MOBILITY ACCESS, MORE
OPPORTUNITY TO MOVE AROUND OUR
REGION.
WE HAVE TO FIGURE OUT HOW WE ARE
GOING TO DO THAT NOW.
AND I THINK THESE IDEAS AND
POLICIES ARE SOME OF THE TOOLS
WE HAVE IN OUR TOOL KIT.
I THINK THEY ARE OPEN FOR DEBATE
AND WE HAVE TO KIND OF CONSIDER
AND WEIGH EACH REFORM.

>> I THINK MY POINT IS, WHEN YOU'RE GOING TO TALK ABOUT EQUITY FOR A CERTAIN GROUP, IF IT IS NOT REFLECTED IN THE LEADERSHIP OR SETTING UP OR DISTRICTLY ASKS BY WHAT MAKES MORE EQUAL, I AM REALLY CONCERNED ABOUT HOW YOU SPEAK ABOUT WHAT IS EQUITY. AND THAT'S ALWAYS A THING. THAT'S WHAT ANY ORGANIZATION, IN THE CITY OF BOSTON.

>> POINT TAKEN.

>> CAN I ACTUALLY RESPOND TO THAT?

I COMPLETELY APPRECIATE THAT AND AM CERTAINLY NOT WANTING TO SPEAK ABOUT ALL EQUITY ISSUES. AND AS A BUSINESS MEMBER ASSOCIATION I CAN GUARANTEE YOU OUR MEMBERSHIP AND LEADERSHIP DOES NOT LOOK LIKE A COMPLETE CROSS-SECTION OF THE REGION. BUT I ALSO, YOU KNOW, WHEN WE TALK ABOUT EQUITY, WE MEAN TO SPEAK ABOUT WHERE THE FOCUS IS. BUT WHAT I WOULD ALSO SAY, IS INCREDIBLY UNEQUITABLE RIGHT NOW FOR LOW-INCOME NEIGHBORHOODS TO BE SUBSIDIZING THE WEALTHY'S OWNERSHIP OF CARS, AND WE'RE NOT STARTING WITH AN EQUITABLE SYSTEM RIGHT NOW AND PRETENDING THAT IT IS GOING TO SHIFT THAT. I THINK THE WAY WE'RE LOOKING AT IT IS ACTUALLY ALREADY INCREDIBLY INEQUITABLE IN HOW IT'S STRUCTURED, AND SO WE'D LOVE TO TALK ABOUT THAT AND DATA WE ARE COLLECTING. BUT IF YOU SHIFT THE COSTS ON TO THOSE WHO CAN PAY YOU FIND MORE EQUITABLE SOLUTION.

>> AND I DON'T THINK THE DEBATE IS THAT WE WANT THE SAME THING, I THINK THE QUESTION IS DIRECTED WHEN YOU TALK ABOUT REFORM, HOW IS INFORMING WHAT IS A TRUE EQUITABLE REFORM FOR YOUR ORGANIZATION?

THAT IS WHAT I MEAN.

ARE YOU HEARING FROM THE INDIVIDUALS IN THE PROJECTS OR MCCORMICK AND AROUND THE CITY

WHO MAY NOT HAVE CARS WHO
ARE -- ARE THEY AT YOUR TABLE
WHEN YOU SAY "WE" ARE THEY PART
OF THE WE?

IN HELPING YOU COME UP WITH
THESE REFORMS?

IT WOULD MAKE ME EVEN
MORE -- THIS WOULD BE STRONGER
IF THEY WERE HEAR TESTIFYING
SAYING THEY WANT THE THESE
THINGS.

THE FOLKS, SENIORS, PEOPLE YOU
ARE TALKING ABOUT, PEOPLE WITH
DISABILITIES IF THEY WERE THE
ONES TESTIFYING ABOUT IT.

MY FINAL QUESTION, WHEN YOU TALK
ABOUT THE CAPS OR IMPLEMENTING
REFORMS THAT WOULD LIMIT THE
AMOUNT OF SPACES HERE, OR HAVE
THE SPACES OR PERMITS REFLECT
THE CAR OWNERSHIP HERE.

WHAT DO YOU DO WITH THE CARS
THAT ARE ALREADY EXISTING THAT
MAY BE OVER THAT LIMIT?

>> TWO-PART.

DO YOU WANT TO --

>> I WOULD SAY WE HAVE A SYSTEM,
AN EXPENSIVE SYSTEM IN TERMS OF
PEOPLE PAYING THE FINES OR WOULD
ARE WASTING TIME LOOKING FOR
PARKING.

AND THERE ARE MORE CARS THAN
THERE ARE SPACES.

I THINK THERE IS AN ELEMENT OF
GRANDFATHERING.

YOU START WITH THE SYSTEM WII
HAVE AND YOU PUT A NEW SYSTEM IN
THAT IF IT MAKES AS SOON AS TO
APPLY TO PEOPLE NOW, THEN APPLY
IT.

BUT IF IT IS NOT GOING TO MAKE
SENSE, THERE BE TOO MANY CARS
AND WHAT HAPPENS TO THE CARS
NOW, I THINK YOU APPLY THE
STANDARD TO PEOPLE MOVING INTO
THE NEIGHBORHOOD.

AND SINCE EQUITY IS BEING
MENTIONED, I DO THINK THE KEY
ELEMENT IN EQUITY, ISSUES,
POWER, EDUCATION, ALL KINDS OF
THINGS.

IT IS NOT NECESSARILY
INCOME-RELATED.

BUT I THINK THE BASELINE HAVING

AN AFFORDABLE PERMIT THAT IS
PRETTY EASILY ACCESSIBLE AND
THAT YOU DON'T HAVE TOO MANY
HOOPS TO GETTING THAT.
AND I AM NOT SURE THAT'S
SOMETHING THAT WOULD BE A GREAT
THING TO ASK THE COMMUNITY,
WHICH WOULD BE, YOU KNOW, IF WE
WANTED TO DETERMINE WHO GETS A
DISCOUNTED PERMIT, HOW DO WE
KNOW WHO IS ELIGIBLE?
AND THEY TELL YOU WELL I GET
THIS ASSISTANCE.
AND IF I GET THIS I GET A
DISCOUNTED PERMIT.
I THINK THE GRANDFATHERING IS A
KEY THING.
I WILL SAY SOME ENFORCEMENT, IT
IS WHO YOU ARE ENFORCING IS KEY.
AND IF IT IS YOUR COMMUNITY
STILL TRYING TO PROTECT PAYING
THE FINES, I THINK THAT'S A BAD
THING.
SYMPATHY FOR OTHER PEOPLE WHO
MAYBE SHOULD BE PAYING FINES.
I HATE TO PICK OUT
TRANSPORTATION AND/OR COMPANIES.
I USE THEM AND I LIKE THEM
MYSELF, IT IS KIND OF CRITICAL,
BUT I THINK THEY ARE A TARGET
FOR ENFORCEMENT BECAUSE PROBABLY
THEY DON'T -- A LOT OF START-UP
MONEY BACKING THEM AND THEY CAN
AFFORD THE CRIME.
OTHER THAN A RESIDENT WHO MAY BE
LOW-INCOME AND BOUGHT THE CAR
BECAUSE IT IS A STATUS SYMBOL
AND NOT PAY A \$100 TICKET
BECAUSE THE SYSTEM DIDN'T WORK
WELL, THEY WOULD RATHER PAY
SOMETHING ELSE.
IT'S A QUESTION.
IT'S A DISCUSSION, BUT WE'RE
STARTING WITH A SYSTEM THAT
CLEARLY DOESN'T WORK VERY WELL.
I AM GOING TO HAVE TO LEAVE VERY
WELL, I AM FLYING OUT TOMORROW
AND I HAVE A LOT OF THINGS TO
DO, BUT I AM HAPPY TO TAKE A
QUESTION OR TWO MORE IF ANYONE
HAS THEM.
>> WHAT ABOUT INCENTIVIZING
FOLKS TO NOT USE CARS?
HAVE YOU THOUGHT IN YOUR STUDIES

ABOUT SUBSIDIZING TEEN USE
AMONG, MAKING SURE THE CITY
PROVIDES FREE BUS PASSES NOT
JUST STUDENTS, BUT REDUCED
RATES.

A WAY YOU DON'T NECESSARILY
PUNISH OR FINE YOUR WAY OUT OF A
PROBLEM BUT MAKE IT EASIER TO
USE PUBLIC TRANSPORTATION.
HAVE YOU THOUGHT ABOUT THOSE
THINGS?

>> I GUESS I THINK ONE OF THOSE
THINGS THAT COULD GO -- IN
COLLECTING LIKE NEW REVENUE FOR
PARKING PERMITS, YOU CAN FIGURE
OUT PROGRAMS THAT YOU WANT TO
CREATE THAT COULD TARGET THOSE
NEEDS.

LAST WEEK WE WERE HERE FOR THE
HEARING THE CITY HELD FOR THE
SYSTEM, AND ONE OF THE THINGS IS
LOW-INCOME FARES BECAUSE THERE
IS NO OPPORTUNITY IN REVISITING
FARE STRUCTURES TO THINK OF WHAT
WILL KINDS OF PROGRAMS YOU WANT
TO CREATE TO BENEFIT LOW-INCOME
RIDERS AND OTHER EQUITY-BASED
GROUPS.

AND I THINK THAT'S ON THE TABLE
AND COULD DEFINITELY WORK.
AND I THINK WHAT'S IMPORTANT TO
KNOW NOW, WITH THE NEW FINES
THAT ARE COMING IN NEXT WEEK,
THERE IS ALL RIGHT AN APPROACH.
THINKING OF REFORM IT MAY NOT
SEEM LIKE A CARROT BUT IT WILL
HELP TO MANAGE THE DATA WE HAVE
AND THINK WHAT NEEDS WE WANT TO
MAKE PROVISIONS FOR.

WHETHER IT'S LIKE MAKING SURE
THAT THERE ARE SPACE FORCE
PEOPLE WITH DISABILITIES, PEOPLE
WHO LIVE THERE, ETC. RIGHT NOW
WE DON'T THINK ABOUT THOSE KIND
OF PROGRAMS.

YOUR EARLIER POINT, I WANTED TO
SAY WE'RE MORE THAN HAPPY TO
WORK WITH YOU TO TALK WITH YOUR
CONSTITUENTS ABOUT THEIR
CONCERNS AROUND PARKING, LIKE IF
YOU WANT TO DO A SESSION WITH
SOME CONSTITUENTS AROUND THE
ISSUES WE ARE HAPPY TO TAKE IT
TO THE TABLE AND PARTICIPATE IN

THAT AS WELL.

>> THANK YOU.

AND I WANT TO COMMEND ALREADY
THE ADMINISTRATION'S LEADERSHIP
ON THE PARKING PASS SPECIFICALLY
FOR THE AIDS THAT HELP OUT OUR
SENIORS.

I REALLY DO HOPE WE CAN GET THAT
GOING STNS -- AS SOON AS
POSSIBLE.

I THINK IT WOULD BE HELPFUL TO
HAVE THE IT'S, HELPING THEM WITH
BATHING AND THINGS LIKE THAT,
NOT HAVE TO RUSH OUT AND GET A
TICKET.

AND I AM GOING TO CHALLENGE THE
ADMINISTRATION TO CONSIDER THE
SAME THING FOR TEACHERS.

I KNOW WE HAD CONVERSATIONS
ABOUT IT.

TEACHERS APPROACHES ME ABOUT
LEAVING THE CLASSROOM AND GOING
OUT TO FEED THE METER TO AVOID
THE TICKET.

AND I KNOW THE CHALLENGES OUT
THERE.

I WANT TO STAY THANK YOU, BUT
PUSH ON THE RELEASE AS WELL,
THINGS LIKE THAT, THANK YOU.

>> SO I HAD A COUPLE OF
QUESTIONS, A LOT OF IT HAS BEEN
COVERED ALREADY.

WE TALKED ABOUT ON AND
OFF-STREET PARKING AND
UNDERSTANDING THAT AS PART OF
THE CENSUS AND THE DRIVE.

AND I WANT TO BACK UP WHAT
COUNCILOR JANEY SAID IN TERMS OF
A NEIGHBORHOOD AND HAVING THE
DATA AVAILABLE THAT SHOWS THERE
ARE A CERTAIN NUMBER OF
ON-STREET PARKING SPOTS.

IT'S VERY DIFFERENT WHEN PEOPLE
DON'T HAVE DRIVEWAYS AND THAT'S
ALL THEY HAVE, VERSUS A
NEIGHBORHOOD WHERE MOST OF THE
HOUSES HAVE AT LEAST ONE OR TWO
SPOTS THAT THEY CAN SQUEEZE IF
RIGHT AT THE HOME.

THERE MUST BE A WAY -- IS THERE
A WAY TO SEE FROM BUILDING
APPROVAL, CONSTRUCTION APPROAL
HOW MANY DEEDED SPOTS WERE IN
THE PLAN?

WE SHOULD BE ABLE TO CATCH IT,
RIGHT?

>> THE DATA IS SORT OF
SCATTERED, BUT IT IS REALLY UP
TO US TO IDENTIFY HOW WE CAN
COLLECT THAT DATA AND REALLY USE
IT TO INFORM OUR PARKING
POLICIES AND CURBSIDE
MANAGEMENT.

ONE THING THAT WE REAL LITTLE
ARE FOCUSED ON IS EYE DEPARTMENT
FINDING THE TRANSIT SYSTEM
PARTICULARLY AROUND AREAS WHERE
PEOPLE ARE -- WE HAVE SEEN
VEHICLE OWNERSHIP INCREASE IN
LOW-INCOME AND FARM RESIDENTS.
AND WE KNOW A LOT OF THOSE
PEOPLE REALLY DON'T HAVE GOOD
TRANSIT OPTIONS, PARTICULARLY
EARLY-MORNING OR LATE NIGHT.
AND THAT'S BEEN ONE OF OUR
NUMBER ONE PRIORITIES,

PARTICULARLY FOR THAT AND WE ARE
WORKING WITH THE NBTA, AND A
PILOT PROGRAM TO HAVE
EARLY-MORNING SERVICE.
AND I LOOK FORWARD TO WORKING
WITH THEM FOR LATE-NIGHT SERVICE
AS WELL.

BECAUSE THAT ALL WORKS TOGETHER
TO DECREASE RELIANCE ON PERSONAL
CARS TO GET AROUND.
AND WE KNOW A LOT OF PEOPLE THEY
DON'T HAVE OPTIONS.

>> I WANTED TO ASK ABOUT THE
CITY'S WILLINGNESS TO THINK
ABOUT SPECIFIC PILOTS.
COUNCILOR EDWARDS BRINGS UP SOME
IMPORTANT ISSUES AND I WANT TO
VOUCH FOR THE ORGANIZES AND
COLLISION THAT I AM REPRESENTING
HERE BEING AT THE EVENTS THAT
ARE FOCUSED ON SOCIAL JUSTICE
AND ECONOMIC JUSTICE.
AND COMING FROM A PLACE WHERE
EQUITY IS FRONT AND CENTER WHERE
WE TALK ABOUT, AND OUR PEOPLE
CALL OUR LOWER-INCOME RESIDENTS.
IF THERE WERE -- ANYWAY, WHAT I
AM SAYING IS ANY PROGRAM THAT WE
PUT IN PLACE, WOULD IT JUST

BE -- I FEEL LIKE IT WOULD BE
ODDS ARE IT IS SLIM, THIS WOULD
PROBABLY BE A STRAIGHT FEE AND
THAT'S IT.

THERE HAS TO BE CONSIDERATION
FOR SENIORS, LOW-INCOME
RESIDENTS, RESIDENTS WITH
DISABILITIES, ETC.

THE PRICE POINT WOULD VARY.
IS THERE A WAIT LIST, CAP.
AND IF A NEIGHBORHOOD COULD
IDENTIFY CONSENSUS ABOUT
MATERIAL AND THERE WERE MEETINGS
ABOUT THAT, WOULD BE CITY BE
COMFORTABLE DOING A PILOT OF
NEIGHBORHOODS NOT CITYWIDE?

>> I THINK WE USED PILOTS TO
INFORM POLICY ON A BROADER
SCALE.

ONE PROGRAM THAT WORKED
PARTICULARLY WELL IS THE PILOT
IN CHARLESTOWN WHERE WE ELITTLE
NATED TELLING AND RAISED THE
FINE.

THAT INFORMED THE PROPOSAL WITH
REGARD TO THE NEW PARKING FINES
TAKING EFFECT ON THE 2ND.
AND THEY ARE INCREASING THE
FINE.

WORKING WITH THE COUNCIL,
COMMUNITY GROUPS TO EYE
DEPARTMENT FIE -- WHAT DOES THE
PILOT LOOK LIKE, WHAT ARE WE
TRYING TO LEARN AND MAKE SURE WE
STRUCTURE IT TO COLLECT
MEANINGFUL NEEDS OF THE
COMMUNITY AND SOLVE THE PROBLEM
OUT THERE AND ALSO INFORM US AS
WE MOVE FORWARD.

>> I THINK THERE ARE CERTAIN
NEIGHBORHOODS THAT ARE
PARTICULARLY STRESSED ABOUT THE
OCCUR RINT -- RESIDENT PARKING
SYSTEM.

IF THERE WERE ABLE TO PUT
TOGETHER A PACKAGES AVAILABLE AT
A DIFFERENT PRICE POINT AND
COMMITMENT AROUND ENFORCEMENT AT
SPECIFIC LEVELS.

THERE ARE A LOT OF
CONSIDERATIONS.

BUT IN REPRESENTING EVERYTHING
TO THE COMMUNITY RATHER THAN
JUST SAYING ARE WILLING TO PAY

FOR SOMETHING YOU GET FOR FREE
RIGHT NOW.

PUTTING IT ON THIS RESOURCE IN
THIS WAY WITH THESE CONDITIONS,
IT WILL GIVE YOU THESE BENEFITS
IN RETURN THAT ARE CONCRETE AND
TANGIBLE I THINK IS A DIFFERENT
CONVERSATION.

THIS HEARING WAS MEANT TO BE
JUST THE FIRST OF MANY MORE
CONVERSATIONS AND FUTURE ONES IN
THE NEIGHBORHOODS AND DISTRICTS
MOST AFFECTED.

AND THEN MY LAST QUESTION WITH
ENFORCEMENT, IS THERE A WAY TO
RAMP THAT UP?

THAT IS PROBABLY THE NUMBER ONE
THING I HEARD AS THIS IDEA THAT
WE WERE EVEN HAVING A HEARING
KIND OF GOT OUT PUBLICLY.
PEOPLE SAYING TO ME I'D ACTUALLY
BE OK, I WOULD BE FINE PAYING
SOMETHING FOR A RESIDENTIAL
PARKING PERMIT, \$25, FINE.
I WOULD BE ABLE TO AFFORD THAT
EVEN THOUGH I DON'T WANT TO.
HOWEVER, I FEEL IT'S NOT RIGHT
THAT I WOULD BE ASKED TO PAY
EVEN \$1 IF WE SEE RIGHT NOW THAT
THERE ARE OUT-OF-STATE CAR,
LICENSE PLATES THERE AND CARS
WITHOUT STRIKERS TAKING UP THE
CURRENT SPOTS.

IS THERE A PLAN TO RAMP UP
ENFORCE.

NOW?

>> YES.

AS THE CHIEF INDICATED EARLIER,
IN OUR BUDGET WE HAVE AN
ADDITIONAL ENFORCEMENT
SUPERVISOR.

THE PAST SIX MONTHS WE BROUGHT
IN ASSIST APARTMENT DISTRICTOR
OF ENFORCEMENT LOCKING AT OUR
SHIFT STRUCTURE AND ROUTE
ANALYSIS AND DEPLOYMENT
STRATEGY.

WE ALSO RECEIVE THOUSANDS OF
REQUESTS FOR PARKING
ENFORCEMENT, PARTICULARLY
THROUGH 311.

A LOT OF THE REQUESTS COME IN
AFTER HOURS, A LOT ON THE
WEEKENDS.

WE WANT TO MAKE SURE WE HAVE THE RESOURCES AND THE STRATEGY IN PLACE SO THAT WE CAN ADEQUATELY ENFORCE ANY CURBSIDE REGULATIONS.

>> THANK YOU.

COUNCILOR JANEY HAVE ANY QUESTIONS?

>> A FINAL THOUGHT, AND I WON'T GO ON BECAUSE I KNOW PEOPLE WANT TO TESTIFY.

THIS IS AGAIN A HOT-BUTTON ISSUE.

I KNOW THE CURRENCIES TELL IF THE SOMEONE WANTS, THE RES TENTS WANTS RESIDENTIAL PARKING THEY HAVE TO DO THE PETITION, GET ALL OF THEIR NEIGHBORHOODS OR 51% OF THE NEIGHBORS AGREE MEANING YOU MEANT TIME TO DO SO.

IT HAS AN IMPACT NOT JUST ON THE RESIDENTS OF THAT PARTICULAR STREET BUT THE SURROUNDING NEIGHBORHOOD.

ONCE THAT ONE STREET BECOMES RESIDENTIAL PARKING ONLY, YOU THEN HAVE SPILL-OVER FOR THE RESIDENTS THAT DON'T HAVE STICKERS WHO WON'T GO GET STICKERS FOR WHATEVER REASON.

AND I IMAGINE IF WE ARE CHARGING FEES AT SOME POINT THAT MIGHT BE HURDLE THAT DOESN'T WANT TO COME AND GET -- THAT COULD BE ANOTHER BARRIER.

IT HAS IMPLICATIONS FOR OVER STREETS KIND OF LIKE THE DOMINO EFFECT.

WHICH WOULD THEN MAKE THE LITTLE BIT OF AVAILABLE PARKING ON THE OTHER STREETS EVEN MORE STRAINED FOR RESIDENTS IN TRYING TO PROTECT THOSE SPOTS.

I'M JUST WONDERING AS THERE WERE OTHER MUNICIPALITIES MENTIONED EARLIER, SOMERVILLE FOR EXAMPLE, AND ONE MENTIONED REWARD FOR

CAR--FREE HOUSEHOLD.

I AM WONDERING IF THERE ARE XHLS OF ANY THAT IS HAPPENING TO EASE THE STRAIN WE KNOW OF.

>> THE POTENTIAL OF WHAT YOU CAN DO, I WILL GET BACK TO YOU.

>> IT IS SOMETHING WE CAN LOOK INTO FOR SURE AND GET BACK TO YOU.

>> AND I GUESS EARLIER EXAMPLE JUST AS ANOTHER INDICATION THAT OUR SYSTEM IS BROKEN.

SO 51% OF RESIDENTS ON THATñr PARTICULAR STREET AGREE, MAYBE THE OTHER 49% DIDN'T OR DIDN'T PARTICIPATE OR WHATEVER HAPPENED.

THEY YOU STILL HAVE THE OTHER RESIDENTS ON THE SURROUNDING STREETS THAT WILL BE IMPACTED. SO I'M LOOKING FORWARD TO CONTINUED CONVERSATION ON THIS VERY ISSUE.

AND I THANK YOU FOR COMING.

>> AND TO PROVIDE SOME CONTEXT FOR THE RESIDENT PERMIT PROGRAM IN GENERAL, OUR APPLICATION PROCESS IS OUT ON THE CITY'S WEBSITE.

BASICALLY WHAT USUALLY HAPPENS, WE WILL HEAR THROUGH THE NEIGHBORHOOD SERVICES COORDINATOR FOR A DISTRICT AND USUALLY A COUNSELOR THAT FOLKS ARE EXPERIENCING PARKING ISSUES IN THE NEIGHBORHOOD AND THINKS THAT A RESIDENT PROGRAM MAY HELP THEM.

WE MAKE INFORMATION ON HOW TO OBTAIN A RESIDENT PROGRAM.

GENERALLY REQUIRE THE PETITIONS BE PRESENTED TO US.

BUT A ZONE APPROACH, DO NOT JUST WANT THE ONE OFF-STREET THAT WILL IMPACT THE OTHERS, PEOPLE RAPIDLY FIGURE OUT WHERE THE PARKING SPACES ARE.

WE ARE GOING IN SOLVING A PROBLEM.

AND WHEN WE IMPLEMENT A PROGRAM WE INFORM ALL RESIDENTS IN THE TERMS MUCH WHAT THE REQUIREMENTS ARE TO PARTICIPATE IN IT, AND WHAT OUR OBLIGATION WOULD BE TO GO OUT AND SIGN THE AREA, ENFORCE IT.

AND SOMETIMES IF IT IS A LARGISH I CAN'T WE GO OUT WITH THE GO TRUCK OUT THERE TO ISSUE THEM SO THEY DON'T HAVE TO COME TO CITY

HALL.

AND WE WANT TO WORK TOGETHER NOT TO SOLVE THE ONE PROBLEM ON A STREET.

AND WE ALSO ATTEND COMMUNITY MEMBERS.

PRESENTING WHAT IS THE CONCEPT OF OUR PROGRAM AND WHAT DOES IT LOOK LIKE FOR YOU. AND WE DON'T EXPECT THE RESIDENTS, DON'T WANT THAT BURDEN ON THEM TO SAY WE WANT A PROGRAM FROM 8:00 TO 6:00 OR OVERNIGHT PROGRAM.

LET US GO OUT AND TAKE A SURVEY AND FIND OUT WHAT ARE THE PARKING ISSUES AND WHAT CAN WE WORK TOGETHER FOR A SOLUTION FOR YOU TO MAKE IT WORK.

>> I APPRECIATE THAT.

AND SUPPOSE I SPOKE TO, CENTER STREET AND ROX BURY IS RESIDENTIAL PARKING AND IT HAD AN EFFECT ON OTHER STREETS.

IT FORCES THE RESIDENTS OF OTHER STREETS TO THEN SAY WELL WE HAVE TO GET IT, TOO, BECAUSE ALL OF THE PEOPLE WHO USED TO PARK ON CENTER WHO CAN NO LONGER PARK BECAUSE MAYBE DIDN'T GO TO CITY HALL TO GO, AND IN A LOT OF FAMILIES THEY ARE DOUBLED UP. AND NOT EVERYONE CAN NECESSARILY GET THEIR VEHICLE WRECK WRECK -- REGISTERED AT THE ADDRESS WHERE THEY LAY THEIR HEAD.

THEY MAY NOT BE ELIGIBLE AND I LOOK AT THIS AS THE BEGINNING OF A LONGER CONVERSATION AND I DO APPRECIATE THE WORK ALL MUCH YOU ARE DOING REALLY MAKING SURE WE ARE HEARING FROM RESIDENTS AND ENGAGING THEM AS THE PROCESS MOVES FORWARD.

>> THANK YOU.

>> ANY FINAL WORD OR THOUGHTS FROM PANELISTS?

MR. MCGUIRE?

THANK YOU SO MUCH.

AND FEEL FREE TO STAY IN THE AUDIENCE IF YOU WOULD LIKE.

MOVING NOW TO PUBLIC TESTIMONY AND APPRECIATE YOUR TIME.

WE HAVE FIVE PEOPLE SIGNED UP

FOR PUBLIC TESTIMONY AT THIS POINT.

IF ANYONE ELSE HAS MOVED DURING TESTIMONY YOU CAN JUMP IN AT THE END.

AND I WILL CALL THE NAMES.

IF YOU CAN MAKE YOUR WAY DOWN TO EITHER ONE OF THESE TWO STANDING MICROPHONES ON THE DOCK OVER HERE AND WE WILL ROTATE FROM SIDE-TO-SIDE.

FIRST GRANT SHAUMBERG, WILL STATMAN, COAL, WILL REOTER AND DANIELLE.

AS YOU AGAIN, PLEASE STATE YOUR NAME AND ADDRESS FOR THE RECORD. IF YOU CAN KEEP THE TESTIMONY TO 2 MINUTES OR LESS.

>> I WOULD LIKE TO THANK COUNCILOR WU FOR INITIATING THIS.

AND ALSO I WAS VERY HE COURAGED BY THE BETTER CITY AND THE 2030 REPORT AND WHAT I AM SEEING THE CITY DO ONLINE.

I THINK THERE IS REAL MOVEMENT IN THE AREA THAT'S POSITIVE. HAVING SAID THAT, I THINK THAT IT LOOKS AS THOUGH BOSTON AND THE PEOPLE WHO TESTIFIED IS MOVING IN THE DIRECTION THAT IS LOCALING -- LOGICAL, BUT NONE STATED THE LOGICAL PROBLEMS. THE PROBLEMS THEYñr CITE IN TERMS OF OFF-STREET PARKING, THE PARKING FEES ON THE STREET SHOULD BE SET AT A LEVEL THAT WILL PRODUCE THISç"PERFORMANCE PARKING, NAMELY A SITUATION IN WHICH YOU CAN DRIVE UP AND PARK. AND THE CHARGING FOR PARKING PERMITS REDUCES THE AMOUNT OF HAVING THE PERMITS WITH A LIMITED EFFECT.

THE MORE IMPORTANT IS ON-STREET PARKING FEES THROUGHOUT THE CITY.

IN OTHER WORDS, I'M SAYING THE LODGE CALL CONCLUSION OF WHAT HE HEAR TODAY AND CERTAINLY WHERE TECHNOLOGY IS AVAILABLE IS TO ABOLISH THE PARKING PERMIT PROGRAM AND CHARGE FEES TO ON-STREET PARKING THAT ARE

CONSISTENT WITH PERFORMANCE.
NAMELY CONSISTENT WITH HAVING
STREETS WITH PARKING PLACES
AVAILABLE WHEN YOU NEED THEM
THIS ACCOMPLISHES WHAT STREETS
ARE MEANT TO BE FOR, WHICH IS TO
HAVE MOBILITY.

PEOPLE CAN COME, THEY CAN VISIT,
THEY CAN USE THE STREET.

THEY DON'T HAVE TO CLOG UP THE
STREETS WITH DRIVING AROUND
LOOKING FOR PLACE.

THE PROBLEMS THAT ARE CAUSED,
BUT WE HAVEN'T YET HEARD A MOVE
TOWARDS WHAT I AM PROPOSING,
WHICH IS NAMELY TO HAVE
ON-STREET PARKING FEES.

IT DOESN'T NECESSARILY MEAN
METERS BECAUSE WE HAVE
TECHNOLOGIES SUCH AS
TRANSPONDERS AND OTHER WAYS TO
MONITOR WHAT'S GOING ON.

AND THOSE METHODS WILL CERTAINLY
IN THE FUTURE BE ENHANCED.

BUT I AM SAYING IF YOU WANT TO
REDUCE THE DEMAND FOR SOMETHING
BECAUSE THE SUPPLY IS TOO GREAT,
THEN YOU INCREASE THE PRICE OF
THAT THING AND WE'RE NOT TALKING
ABOUT THE DEMAND FOR PERMITS,
WE'RE TALKING ABOUT THE DEMAND
FOR ON-STREET PARKING.

THANK YOU.

>> THANK YOU GRANT.

I WONDER IF YOU COULD TELL US A
LITTLE BIT MORE ABOUT HOW THAT
WOULD WORK.

>> IT COULD BE METERS.

BUT, FOR EXAMPLE, THERE ARE
SITUATIONS -- THERE IS
TECHNOLOGY, I BELIEVE THEY USE
IT --

>> NOT SO MUCH THE TECHNOLOGY
PIECE, THE FEE STRUCTURE.

ARE YOU SUGGESTING THAT IF I
LIVE AT A CERTAIN ADDRESS AND MY
CAR, I DON'T HAVE A DRIVEWAY AND
MY CAR AND I DON'T OWN AN CAR,
BUT IF I OWNED A CAR THAT IF MY
CAR WAS PARKED IN FRONT OF MY
HOUSE BECAUSE I DON'T HAVE A
DRIVEWAY, THAT YOU WOULD BE

CHARGED BY THE MINUTE, THE HOUR

I A WEEK, WHAT IS IT YOU ENVISION.

>> I ENVISION ONE YOU COULD PROBABLY UNDERSTAND.

PROBABLY A FEE FOR THE DAY AND PROBABLY A FEE FOR NIGHT DEPENDING ON HOW THE DEMAND AND THE SUPPLY ADJUST BASED ON THAT FEE.

SO IN PLACES WHERE PARKING IS SUFFICIENT, OR EXCESSIVE, PROBABLY NO FEE FOR PARKING AT NIGHT.

BUT IN MY NEIGHBORHOOD IN THE BACK BAY, THERE CERTAINLY IS A FEE BECAUSE YOU CAN'T FIND A PARKING PLACE IN THE MIDDLE OF THE NIGHT.

SO YOU WOULD HAVE PARKING FEE THAT IS BASED ON THE PER PERFORMANCE OF THE FEE.

AND I THINK JUST DONE IN BACK BAY WITH RAISING THE FEES OF THE METERS FROM \$1.25 TO \$3.75 YOU DO EXPERIMENT TO DECIDE IN INDIVIDUAL NEIGHBORHOODS OR STREETS WHAT A REASONABLE FEE IS SO THERE IS PARKING AVAILABLE. AND SO THAT MOBILITY IS ENHANCED AND PEOPLE AREN'T FRUSTRATED AND POLLUTION OR CONGESTION OCCUR.

>> THANK YOU.

>> I LIVE AT 37 REVERE STREET. AND I LOVE EVERYTHING THIS GUY SAID.

HE IS ABSOLUTELY ON THE RIGHT TRACK.

AND TO ADD TO WHAT HE WAS SAYING, THERE IS ACTUALLY POTENTIALLY A VERY SIMPLE WAY TO MANAGE RESIDENTIAL PARKING PERMITS, WHICH IS TO DO A CENSUS, FIGURE OUT WHAT THE SUPPLY IS AND ADJUST THE PRICE UP SO SUPPLY AND DEMAND REACH EQUILIBRIUM.

IF YOU DO IT IN NEIGHBORHOOD-BY-NEIGHBORHOOD SAY IN DORCHESTER WHERE THERE IS LESS DENSITY, THE COST IS JUST SAY \$5 A MONTH.

BUT IN THE CROWDED NEIGHBORHOODS LIKE BEACON HILL OR BACK BAY, PEOPLE MIGHT BE WILLING TO PAY

MUCH MORE LIKE \$75 OR \$100 A MONTH.

AND THAT'S COMPARABLE TO THE COST OF LIVING IN EACH NEIGHBORHOOD.

THAT WOULD MAXIMIZE THE REVENUE FOR THE CITY AND THAT COULD BE POTENTIALLY RE-ALLOCATED FOR THINGS LIKE TRANSIT.

OR IF IT IS IDENTIFIED THAT THERE ISN'T ENOUGH PARKING FOR LOW-INCOME RESIDENTS, THAT MONEY COULD BE ALLOCATED TO HELP THEM é& GET PERMITS.

SO REALLY A LOT OF PARKING ISSUES COME UP BECAUSE PEOPLE THINK THAT ECONOMICS AND SUPPLY AND DEMAND DON'T APPLY TO PARKING, BUT THEY ABSOLUTELY DO. AND WHAT WE ARE SEEING RIGHT NOW IN BOSTON IS A TRAGEDY OF THE COMMON.

WHERE THE CURB SPACE IS A

FREE-FOR-ALL, NOT ENOUGH PARKING.

BUT IF WE CHARGE THE RIGHT AMOUNT IT WILL GO AWAY.

SORT OF ONE THING TO THINK ABOUT IS EVERY MONTH THE CITY OF BOSTON AUCTIONS OFF IMPOUNDED CARS.

THEY DON'T GIVE THEM AWAY FOR FREE, AND DON'T SET AN ARBITRARY PRICE AND THEY ARE AUCTIONED OFF BECAUSE PEOPLE PAY WHAT THEY ARE WORTH.

AND PARKING SPACES CAN BE HANDLED IN A SIMILAR WAY.

ANOTHER POINT I WANT TO MAKE, THIS SORT OF STUDY OF PARKING AND HOW TO MANAGE IT IN BOSTON ISN'T BEING DONE IN A VACUUM. A LOT OF OTHER AMERICAN CITIES ARE HAVING THIS PROBLEM.

AND IT IS WAY TOO EASY TO LET PARKING DEBATES BE ABOUT FEELINGS OR PSEUDOSCIENCE OR ANYTHING LIKE THAT.

AND LET ME MAKE YOU AWARE, THERE IS A PARKING BIBLE CALLED THE HIGH COST OF FREE PARKING WRITTEN BY AN UCLA PROFESSOR, AND EVERYONE SHOULD READ IT AND

EDUCATE THEMSELVES TO HAVE A
GOOD DEBATE ABOUT PARKING.
THAT'S ALL I HAVE TO SAY, THANK
YOU.

>> THANK YOU VERY MUCH.

IS COLE HERE?

AS YOU MAKE YOUR WAY DOWN I WILL
ASK MARTIN TO GO AHEAD.

>> THANK YOU I AM MARTIN, AND I
AM THE CHAIR OF THE NEIGHBORHOOD
ASSOCIATION OF THE BACK BAY.

OBVIOUSLY MY JOB IS TO DEFEND
THE INTEREST OF RESIDENTS.
THIS IS CLEARLY A VERY IMPORTANT
SET OF ISSUES THAT WE'RE DEALING
WITH.

HOWEVER PORPOISE IT IS I HAVE
FOREGONE THE NEED TO WATCH THE
WORLD CUP MATCH BETWEEN MY
COUNTRY WHICH STARTED AT 2:00.
IF ANYBODY KNOWS THE SCORE,
PLEASE LET ME KNOW.

AND MORE SERIOUSLY, THE BACK
BAY, IT IS A PRIVILEGE TO BE
SELECTED AS THE NEIGHBORHOOD FOR
A PARKING PILOT PROGRAM AND THE
RATES BECOME THREE TIMES OTHER
NEIGHBORHOODS.

WHAT HAPPENS IN BACK BAY DOES
NOT STAY IN BACK BAY.

AND EQUALLY WHAT HAPPENS IN
OTHER NEIGHBORS DOES NOT STAY
THERE, IT HAS RIPPLE EFFECTS.
GRANT SHAUMBERG A COLLEAGUE OF
MINE AND WE HAVE DEBATES ABOUT
SUBJECTS AND WE DISAGREE
SOMETIMES AND SOMETIMES WE
DISAGREE, MAKES A VERY
INTERESTING POINT.

BUT I THINK HE ALSO THEN RAISES
THE QUESTION SHOULD THERE BE A
DISTINCTION MADE BETWEEN
RESIDENTS OF BOSTON AND PEOPLE
WHO COME INTO THE CITY AND NEED
TO PARK?

AND IF YOU BELIEVE THERE SHOULD
BE NO DISTINCTION THAT BEING A
RESIDENT OF BOSTON DOES NOT
ENTITLE YOU TO ANY ADVANTAGES,
SUCH AS RESIDENTIAL-ONLY PARKING
SPACES COMPARED TO
NON-RESIDENTS, THEN HIS ARGUMENT
HAS CONSIDERABLE VALIDITY.
I AM NOT SO SURE THAT'S THE

CASE.

AND PROBABLY MANY OF THE MEMBERS WOULD NOT AGREE WITH THAT.

WE HAVEN'T TAKEN A FORMAL POSITION ON THIS, BUT WE CERTAINLY AGREE WITH A LOT SAID IT DOESN'T MAKE ANY SENSE AT ANY CIRCUMSTANCES TO HAVE NO CAP ON THE NUMBER OF RESIDENTIAL PARKING PERMITS OR HAVE THEM ALL AVAILABLE FOR FREE.

THERE ARE ALL KINDS OF SCHEMES YOU CAN COME UP WITH WHETHER YOU SHOULD GET ONE FOR FREE AND PAY FOR OTHERS.

AND OTHER ISSUES HAVE COME UP IN THE ISSUE OF PARKING AND ONE HAS BEEN RAISED THAT OF FINES, WHICH HAVE NOW BEEN INCREASED.

A COUPLE OF POINTS I'D LIKE TO MAKE ABOUT THAT.

ONE, IT WOULD REALLY HELP, PARTICULARLY FOR SOMEBODY SAYING COMING FROM OUT OF STATE WHO THINKS OH, THERE'S A FREE SPACE. IT SAYS "RESIDENTIAL-ONLY PARKING "REQUESTING

-- PARKING", WHAT THE HECK I WILL RISK IT.

THEY PROBABLY DON'T KNOW WHAT THE FINES IS.

AND MAYBE YOU CAN CHEAT AND SAY THE FINE IS \$1,000 IF YOU GET CAUGHT AND IT MAY DISSWAYED THEM FROM DOING SOMETHING THAT MAKES A RESIDENT FURIOUS.

THERE IS A FAIR DISCUSSION ON EQUITY AND THAT IS SOMETHING VERY MUCH IN THE EYE OF THE BEHOLDER.

AND I AM MINDFUL OF APPARENTLY WHAT THEY DO IN FINLAND, WHICH IS A COUNTRY IN SOME RESPECTS ACTUALLY HAS BEEN MORE SUCCESSFUL IN ACHIEVING LESS INEQUALITY I WILL PUT IT THAT WAY THAN IN THE UNITED STATES, IN WHICH FINES, THE LEVEL OF THE FINE IS GRADUATED ACCORDING TO THE INCOME OF THE PERSON WHO DOES THE VIOLATION.

NOW WHETHER THAT'S PRACTICAL OR NOT, I DON'T KNOW.

BUT MAYBE IT IS SOMETHING WORTH

THINKING ABOUT.

OTHER THINGS THAT ONE CAN
OBSERVE ELSEWHERE THAT MIGHT BE
WORTH CONSIDERING THAT WOULD
HELP THE SITUATION, CONGESTION
PRICES, WHICH AS YOU KNOW IN
SELF CITIES, LIKE LONDON, IT HAS
BEEN QUITE SUCCESSFUL IN
INFLUENCING TRAFFIC PATTERNS.
THAT MAY BE COMPLETELY
POLITICALLY IMPOSSIBLE.

I WOULD ALSO LIKE TO SEE COSTS.
FOR EXAMPLE, IF SOMEBODY WANTS A
RESIDENTIAL PARKING PERMIT FOR A
HUMMER, THEY SHOULD HAVE TO PAY
\$10,000.

BECAUSE THOSE CARS TAKE UP MORE
THAN ONE PARKING SPACE.
AND UNLESS YOU HAVE REASONS WHY
CERTAIN KINDS OF BEHAVIOR ARE
GOING TO BE GOING TO BE PUNISHED
MORE THAN OTHERS YOU WON'T GET
CHANGE.

THE FINAL POINT I'D LIKE TO MAKE
IS CAN WE ALSO THINK ABOUT
INCENTIVES?

I'VE HEARD OF SOME SCHEME, IT
WAS POINTED OUT TO ME BY ANOTHER
MEMBER OF MAT, I THINK IT'S IN
SWEDEN, THEY HAVE SURVEILLANCE
CAMERAS, I KNOW THAT'S NOT QUITE
POSSIBLE YET IN MASSACHUSETTS IN
TERMS OF SPEEDING, IN WHICH THE
SPEEDS OF CARS ARE RECORDED.
AND IF YOU ACTUALLY ARE
TRAVELING AT OR BELOW THE SPEED
LIMIT, YOU'RE ENTERED INTO A
LOTTERY, OF WHICH EVERY NOW AND
AGAIN, A PRIZE IS AWARDED.
MAYBE THAT'S THE KIND OF
INCENTIVE TO GET PEOPLE TO
BEHAVE PROPERLY.

BECAUSE ONE THING I'VE OBSERVED,
WE WOULD NEED TO HAVE
PSYCHOLOGISTS, THERE NEEDS TO BE
A FUNDAMENTAL CHANGE OF CULTURE
ATTITUDES THIS THIS CITY IF ANY
SCHEME IS GOING TO WORK.

I'M SURPRISED FOR EXAMPLE WHEN I
SEE A CYCLIST WHO ACTUALLY STOPS
FOR A RED LIGHT.

I'M AMAZED OF THE NUMBER OF
APPARENTLY ENGLISH SPEAKING
DRIVERS WHO DON'T UNDERSTAND NO

TURN ON RED.

AND ALL THAT CONTRIBUTES TO THE DANGERS AND THE RISKS AS COUNSELOR FLYNN WAS SAYING, IN WHICH PARKING IS ONE ELEMENT BUT SOMETHING THAT CAN HAVE A SIGNIFICANT IMPACT UPON THE OVERALL PICTURE.

SO THANK YOU AGAIN FOR RAISING THIS SUBJECT.

WE'VE HAD SEVERAL OCCASIONS TO MEET WITH COMMISSIONER AND CHIEF OF STEWARDS, WE WILL CONTINUE TO DO SO AND WE TO LOOK FORWARD TO THE TIME WHEN, INSTEAD OF THE BACK BAY BEING A PILOT, THAT IS, UNIQUELY SINGLED OUT, AND WE'RE HAPPY TO DO THAT FOR THE SAKE OF THE GREATER GOOD, THERE IS A BOSTON WIDE SOLUTION, NOT NECESSARILY THE SAME NEIGHBORHOOD, THAT EVERYBODY CAN AGREE TO, IT IS NOT PERFECT, ANY MORE THAN THE SHORT TERM ORDINANCE IS PERFECT BUT IT'S STILL A HELL OF A LOT MORE THAN IT IS NOW.

>> I'M INFORMED IT IS ENGLAND ONE BELGIUM ZERO.

>> THANK YOU SO MUCH COUNCILOR JANEY FOR STAYING.

I DO APPRECIATE YOU HOSTING THIS TODAY.

I'D ALSO LIKE TO THANK CLEZ'S COUNCILLOR ZAKIM'S OFFICES IN PARTICULARLY KATHRYN FOR BEING SO SCEABLG FOR THE LAST COUPLE OF MONTHS.

I'M IN CONTACT WITH THEM.

A RESIDENT OF THE WEST END, MOST AFFECTED MALL AREA OF PARKING IN THE CITY, ALSO NEXT TO THE TB GARDENS WHICH GREATLY AFFECTS MOVEMENT IN THE AREA.

I AGREE WITH WHAT MANY HAVE SAID BEFORE ME ABOUT ENFORCEMENT.

I BELIEVE IF THERE IS A LAW, A RULE, SOMETHING IF IT'S NOT ENFORCED IT MIGHT AS WELL NOT EXIST.

THAT HAS BEEN A PARTICULAR PROBLEM IN THE NORTH END, I'M SORRY, IN THE WEST END, CIRCULATING THE AREA FOR --

CIRCLING THE NEIGHBORHOOD FOR HOURS.

EVEN AT TIMES NOTIFYING ON STREET LAW ENFORCEMENT OFFICERS ABOUT THE ISSUES AND BEING INFORMED THERE ARE BETTER THINGS TO DO AT THAT PARTICULAR TIME THAN ENFORCE PARKING.

ALTHOUGH I WAS VERY ENTHUSED WITH MY PREVIOUS RESIDENT SPEECH PARTICULARLY THE FINLAND PART I FIND INTERESTING, I WOULD LIKE TO HAVE THE EQUALITY OF OPPORTUNITY IN THE WEST END THAT OTHER BOROUGHES HAVE.

IF THERE WERE LET'S SAY EVEN SIX DAYTIME PARKING SPACES AVAILABLE FOR WEST END RESIDENTS WHICH THERE ARE NOT AT THIS POINT, THERE IS NO DAYTIME PARKING, I BELIEVE IN SOMEONE, CORRECT ME IF I'M WRONG PLEASE I LOVE TO LEARN.

BUT I BELIEVE THAT THERE IS THE ONLY DOWNTOWN NEIGHBORHOOD THAT DOES NOT HAVE A DAYTIME RESIDENT PROGRAM.

FOR ME I WORK SECOND ANESTHETIST, SOMETIMES, THIRD SHIFT.

IT'S BEEN A TERROR THE PAST SIX MONTHS TO ACCESS PARKING IN THE AREA.

MY WIFE AND I CUT COSTS TO TRY TO SAVE MONEY FOR OUR FUTURE. WE CANNOT AFFORD 375 TO \$450 A MONTH FOR PARKING.

I BELIEVE THAT NEIGHBORHOOD SHOULD HAVE THE SAME OPPORTUNITIES THAT OTHER NEIGHBORHOODS HAVE.

I PAY THE HIGH COST OF RENT TO LIVE IN A SAFE NEIGHBORHOOD, VERY DIFFERENT FROM THE NEIGHBORHOOD I GREW UP IN AND MY WIFE GREW UP IN.

I ABSOLUTELY NEED MY CAR FOR WORK.

I TRAVEL AROUND BE THE STATE.

I'M UNABLE TO ACCESS SOME OF THE PROGRAMS I WOULD LIKE TO ACCESS, AND SEASONAL MY WIFE ACCESSES, THE BIKING, METRO, BIKE SHARE, I WOULD BE EXTREMELY HAPPY TO HAVE

ONE OF THE STREETS AVAILABLE FOR PARKING.

IF MY MY PARENTS SAY IF YOU DON'T SUCCEED, TRY HARD HE. I DON'T THINK ANYBODY WILL BE TOTALLY SATISFIED WITH THE PARKING PROGRAM.

THERE WILL NEVER BE ENOUGH SPACES.

WHAT IT SEEMS TO BE IS THE RESIDENT PARKING, THIS PETITION LOGISTICALLY, THAT PROGRAM DOES NOT WORK FOR EVERYONE IN THE CITY.

SPEAK GOING MY SITUATION, SOME OF THE, I BELIEVE, THE PARAMETERS FOR THAT PARTICULAR PROGRAM ARE 50% OF THE RESIDENTS ON THE STREET THAT YOU'RE ASKING FOR THE RESIDENTIAL PROGRAM TO BE IMPLEMENTED ON, HAVE TO LIVE ON THE STREET.

LOGISTICALLY THAT DOESN'T WORK ON E-IN MANY OF THE NEIGHBORHOODS.

WRITE LIVE AT THE LONGFELLOW TOWERS DO NOT PARK ON STANDIFER STREET, THEY PARK ON LAMAZNY STREET OR LANCASTER STREET ACROSS.

WHEN I WAS TOLD BY BFD OR A NEIGHBORHOOD LEE EIGHT SORN WE DON'T EVEN QUALIFY TO MAKE A PETITION, FIRST OFF YOU ARE LOOK AT MAKING A PETITION OF 10,000 RESIDENTS, 50% IS 5,000, THAT IS KIND OF A LOT TO ASK OF A RESIDENT TO DO, IF THEY SIMPLY WANT TO IMPLEMENT A SIMPLE PARKING PROGRAM AND ALSO IF THEY DON'T QUALIFY FOR THAT PROGRAM BECAUSE THEY'RE NOT ON THE STREET THAT THEY'RE ASKING FOR THE PROGRAM, I DON'T SEE HOW THAT IS GOING TO WORK.

SO I THANK EVERYONE FOR BEING HERE AND LISTENING AND HEARING THESE CONCERNS, AND I REALLY STRESS THAT I THINK A LOT OF THE CURRENT LAWS ARE GOOD.

A LOT OF THE CURRENT THINGS THAT ARE IN PLACE ARE GOOD, DOES IT NEED TO BE CHANGED?

ABSOLUTELY.

IT CAN ALWAYS BE CHANGED AND DOESN'T SUIT EVERYONE. WITHOUT THE CONSTANT FLOW OF PEOPLE COMING AND PARKING IN A NEIGHBORHOOD FOR INSTANCE SUCH AS MINE THAT ONLY HAS A LIMITED AMOUNT OF SPACES ALREADY FOR RESIDENTS, IT SEEMS THAT ANY FURTHER PASSINGS OF ANYTHING WOULD BE ALMOST FRIVOLOUS. THE THANK YOU VERY MUCH. >> THANK YOU, DANIELLE. >> THANK YOU SO MUCH FOR HAVING THIS HEARING. I DID E-MAIL YOU RECENTLY AND I ACTUALLY WASN'T PLANNING TO BE HERE TODAY. BUT I SAW IT ON YOUR FACEBOOK PAGE THAT IT WAS GOING TO BE HERE. THANK YOU FOR INVITING COMMENTS. MY NAME IS DANIELLE, I WAS IN (INAUDIBLE) AND THERE FOR ALMOST TEN YEARS. PARKING IS A BIT OF A HOT BUTTON ISSUE FOR ME, I'VE PAID MY SHARE OF PENALTIES AND COSTS ASSOCIATED WITH FEES AND TOWING AND SO ON, LIVING IN THE SOUTH END AND AS A SINGLE BOTTOM WORKS NIGHTS, ODD HOURS AND JUST COMING HOME AN CIRCULATING AND CIRCULATING ANNAL NOT BE -- CIRCLING AND CIRCLING AND NOT BEING ABLE TO FIND SPOT AND HAVING A BABY IN THE BACK AND JUST WANTING TO GET HOME. I WAS HERE TODAY TO CONTEST A TICKET. I DID SOME YEARS AGO ADVOCATE FOR.MASS HOUSE, TO ALLOW PARK IN MASS HOUSE AND TO BE RESIDENT PARKING AND I'M REALLY GLAD THAT THE CITY HAS RESPONDED AND THAT HAS HAPPENED AND THAT DEFINITELY HAS HELPED. BUT I ALSO WANT TO ENCOURAGE THE COUNCILORS AND THE DECISION MAKERS TO TAKE INTO ACCOUNT THE LOI INCOME RESIDENTS IN PARTICULAR WITH INCREASING FEES. BOSTON IS BECOMING A CITY OF GREATER INCOME DISPARITY, AND I'M SEEING A LOT OF THE NEW

RESIDENTIAL BUILDINGS IN MY
NEIGHBORHOOD AND OTHER
NEIGHBORHOODS REALLY BEINGS
TARGETED I FEEL TO YOUNG
CHILDLESS HOUSEHOLDS WHO CAN
AFFORD A MARKET RATE, THEY CAN
USE UBER, INSTACART, IT IS AN
URBAN MANY PLANNERS DREAM.
IT DOESN'T REALLY SQUARE WITH
REALITY OR AN EQUITABLE STREAM
OR SOCIETY FOR YOU KNOW VARYING
INCOME LEVELS.

TICKETS AND FEES DO HAVE A
DISPROPORTIONATE IMPACT ON LOW
INCOME RESIDENTS.

IT CAN BE PRETTY FINANCIALLY
DEVASTATING TO GET TOWED, I
DON'T THINK ENFORCEMENT IS THE
ANNALS.

I THINK THE CITY COUNCILORS
SHOULD BE AWARE, THERE ARE
HEALTH CARE WORKERS THAT WORK
ALL OVER THE CITY, THERE'S
PEOPLE THAT GO TO THE AREAS --
WORK IN THE AREAS THAT THE T
DOESN'T GO TO, PEOPLE WITH KIDS
THAT HAVE DIFFERENT DROPOFFS AND
PICKUPS, AND YOU LOOK AT THE BUS
ROWDZ NOW, THE NUMBER 1, THE 28,
YOU CAN'T EVEN GET ON THERE WHEN
IT'S NOT RUSH HOUR, IT'S SO
PACKED.

TO IMAGINE THAT VEHICLES ARE
REQUESTING GOING TO GOING TO GO
AWAY CONCRETELY OR THAT WE CAN
INCENTIVIZE, .ISN'T NECESSARILY A
POSSIBILITY FOR EVERYONE.

COUPLE OF THINGS THAT I FEEL
THAT ARE IMPACTING THE TIGHT
PARKING SITUATION, LUXURY
HOUSING DOES CHARGE FOR PARK AND
I THINK THAT THAT'S ONE OF THE
THINGS AT A THE RESIDENT PARKING
FEE IS INTENDED TO KIND OF
INCENTIVIZE.

BUT I KNOW THAT I DON'T KNOW IF
IT'S THAT L SERIOUS ENOUGH TO
REALLY MAKE THE IMPACT THAT ARE
IT'S INTENDED TO HAVE.SAND EVEN
THE AFFORDABLE UNITS THAT ARE IN
THESE LUXURY BUILDINGS WHO CAN
AFFORD TO PAY WHAT THEY CHARGE
FOR PARKING IN THESE NEW LUXURY
UNITS?

LIKE EVEN IF YOU CAN QUALIFY BY INCOME YOU'RE NOT GOING TO BE ABLE TO PAY FOR THE PARK. I THINK THAT'S WHY WE HAVE SO MANY UNFILLED UNITS. AND THE NEXT COUPLE OF THINGS, SOMEWHERE EVERY TIME THERE'S A MOVIE IN SOUTH END TAKES UP A LOT OF PARKING SPOTS. MAYBE OTHER OPPORTUNITIES OF PARKING THAT ARE AVAILABLE THAT ARE NOT BEING USED, I KNOW THAT THE CARTER SCHOOL, ALLOWS PEOPLE TO PARK THERE UNTIL 7 A.M., UNTIL 5, KIND OF DIFFICULT BUT THERE'S BOSTON WATER AND SEWER PARKING LOT, OTHER LOTS ALLOWED BY THE CITY, IF THERE ARE OTHER PARKING LOTS IT COULD EASE SOME OF THE STRAIN. I WOULD BE IN FAVOR OF HAVING SOME KIND OF LIMIT LIKE MAYBE ONE PERMIT PARKING, STICK ARE PER HOUSEHOLD AND MAYBE A FEE AFTER THAT. BUT IF WE SPEAK ABOUT YOU KNOW, EVEN IF IT'S A SMALL AMOUNT IT HURTS LIVING IN BOSTON AND I'M SURE IT'S GITTING HARDER. >> THANK YOU, THANK YOU VERY MUCH, DANIELLE. WOULD ANYONE ELSE LIKE TO TESTIFY? OKAY, THEN I'LL JUST CONCLUDE BY SAYING I SO APPRECIATE EVERYONE TAKING THE TIME AND ALL THE FEEDBACK. AND I KNOW THERE'S A LOT OF INTEREST IN GETTING MORE FEEDBACK OUT IN THE NEIGHBORHOOD. THIS IS PURPOSELY AN INITIAL SESSION AT CITY HALL MOSTLY TO HEAR FROM OUR REGULATORS AND THE ADVOCATES, THAT HAVE BEEN VERY PLUGGED IN. WE'LL TAKE IT OUTSIDE THE CITY AT NIGHT AND OUTSIDE CITY HALL. THERE IS NO SPECIFIC PROPOSAL, YOU SHOULDN'T BE ON EDGE AWAITING A WHERE PRESENTATION, IT IS MY GOAL TO GO NEIGHBORHOOD BY NEIGHBORHOOD, LOOKING WHAT THE RIGHT PACKAGE WILL LOOK LIKE

IN EACH NEIGHBORHOOD.
THERE WILL BE SOME COMBINATION
OF WHAT THE -- ANY POTENTIAL
FEES, NUMBER OF PERMITS PER
HOUSEHOLD, POTENTIAL EXEMPTIONS,
WHERE THE REVENUE MIGHT GO TO,
AND WHAT OTHER BENEFITS COME
WITH THAT, IS IT A VISITOR
PARKING PROGRAM, IS IT SOMETHING
ELSE?

MUCH MORE TO COME BUT THANK YOU
SO MUCH FOR BEARING WUTS AN FOR
YOUR TIME.

DO YOU HAVE ANY FINAL THOUGHTS
COUNCILOR JANEY?

>> NO THANK YOU.

>> THIS WILL CONCLUDE OUR
HEARING, THIS MEETING IS
ADJOURNED.