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ROUGHLY EDITED FILE
Commission for Persons with Disabilities Meeting
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(Captions provided by a live Captioner.)

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CAPTIONER: Standing by.
You can communicate with me via the chat = >>:

ADRIENNE POMEROY: We have Deborah, Harriotte, Holly, Jackie, Jessica, Pauline, and our captioner. I see an email, which is your first name? You are a muted.

HOLLY SIMIONE: Tom is here, the builder of 205 Beacon St., and we were talking today, answered his questions and I let them know that this was a public meeting if he would like to attend, so he is here to listen in. And if we would like to ask him a question will be available for that. So thank you for being here.

ADRIENNE POMEROY: It looks like we have Harriotte, Frank, Deborah, yourself, and Pauline, and I think Brian and Kate are coming. You want to give them a few more

minutes, Holly?

HOLLY SIMIONE: Yes. My computer won't cooperate. I believe everyone is attending. Oh, here's Brian. Hello, Brian. Hi Lian and Kate. Adrienne, can you hear me?

ADRIENNE POMEROY: I can.

HOLLY SIMIONE: Okay. I am just getting weird feedback.

ADRIENNE POMEROY: I am going to chart the recording.

****Recording in progress****

HOLLY SIMIONE: So this is, I am holding before you a massive three-page agenda, I believe this is version 3. We have a lot of great things to talk about and we have a lot of guests so we are going to go a little quickly. We put it in the chat. Raise your hand if you have any questions. Adrienne is always watching and we will make sure she keeps me. I am going to do the roll call. If you just answer if you were here. Brianna.

BRIAN POSTLEWAITE: Here.

HOLLY SIMIONE: Kate.

KATE: Here.

HOLLY SIMIONE: Lian.

LIAN: Here.

HOLLY SIMIONE: New member Harriotte.

HARRIOTTE: Here.

HOLLY SIMIONE: New member Deborah.

ADRIENNE POMEROY: Deborah, we saw you unmute but we aren't sure we heard you.

DEBORAH: Here.

HOLLY SIMIONE: Lian also.

LIAN: Yes, I am here.

HOLLY SIMIONE: I just want to really quickly read the agenda for all persons who

aren't able to see it or do not have it in braille. I am going to skip two number three since we have done the first two and I'd like to congratulate Harriotte, Deborah. And we're going to hear a presentation from mobility. It is called the No Turn on Red as well as the Traffic Report Update, but they would like some feedback. Myself and Adrienne some information to share. We are going to look at a few pieces of the bylaws and we have only four meeting minutes to look at because I mistakenly wrote down last month which we do not have yet and that is fine.

We have new business to discuss which include some variances. And I think that is it. Should be plenty. Does anyone have any questions about the agenda before we jump right in? Okay. So I'm going to turn it over to our mobility team. Adrienne, are you displaying their slides?

ADRIENNE POMEROY: We are way ahead of you, Holly.

HOLLY SIMIONE: I am going to give them between 10 and 15 minutes. I apologize ahead of time. Just to allow extra minutes for questions and then we can begin speaking on this topic and shortly after that I am going to move to one of the variance requests that we have. We have the person here who's here while we talk .

ADRIENNE POMEROY: If you cannot see the first slide which is a fun if infographic with two buses, two cars and with the blue background and white traffic – with white lettering says Traffic and Parking 2023 Update Somerville Commission for Persons with Disabilities Jackie Stagnari and Jessica Bellow, March 28, 2023. If you cannot see what I just described please let me know. If Jessica and/or Jackie can say when you're ready to move forward that is helpful.

JACKIE STAGNARI: I think I can kick us off. I am Jackie Stagnari. I work in the Parking Department for the city, and I am here with my colleague, Jessica, who works in the Engineering Department. We have the agenda on screen with a couple topics in the parking and engineering department so I will be talking about one of our draft street design policies, which is the No Turn on Red policy, a draft policy cities have been asking us to develop. And then Jessica will be talking about two different topics. When clearing parking from intersection corners and pedestrian traffic signaling improvement. On the right side of this slide we included the City of Somerville high crash network map and chose between 2017 and 2021 high crash intersections within boundaries.

First up is history of the Right Turn On Red policy. The city has been looking at a Right Turn On Red Policy as a push to make safer streets and acknowledging returns on red is an important component of that. There are other cities around the country that are also doing the same. In 1975 turns on red were actually implemented and the federal government required states to allow turns on red as part of a fuel saving measure and in 1980 Massachusetts was the last state in the country to allow turns on red. So in present-day as part of state law it permits turns on red after a complete stop and read No Turn on Red signs are posted at the intersection. On the left side we included three different examples of types of No Turn on Red signs. There are two signs 24 x 30", and

they both read No Turn on Red. One has a red circle underneath and the other has the text No Turn on Red and the other is assembly or sign 24 x 24". That's an example of different types.

Other cities are also looking at this policy. Some already have a No Turn on Red policy implemented. New York City has a longtime policy of No Turn on Red within all five boroughs unless a sign is posted saying you can take a turn on red. They approximately have 330 locations across the five boroughs but it has really varied heavily in Staten Island but not in Manhattan. In Washington, DC and our neighbors in Cambridge, Massachusetts have recently in the last couple years passed legislation stating they are going to ban turns on red across the city, but they do leave a caveat or department of transportation can still allow it at certain intersections if it is deemed safe.

And in Somerville we have the Somerville traffic regulations, which outline the restrictions for turns on red and we have a list of publications in the city that should have that restriction where you can't take a right turn on red. Also we have the manual on uniform traffic control devices, MUTCD, that we follow for all traffic signals and traffic control devices and so they have guidelines that we also follow and think about this restriction. On the left we included the cover page of the Traffic Regulations City of Somerville traffic commission traffic regulations, under the logo.

In terms of where we are now with actual size of the street, the city has 65 owned intersections and there are a number of intersections owned by the state, but the city owns signalized intersections under jurisdiction and 52 of these have where pedestrians cross and all motor vehicle traffic on all approaches is stopped. Thirteen have concurrent crossings where pedestrians cross at the same time as motor vehicles, and four intersections are exclusive crossings that are concurrent on some legs, but for this policy we categorize them under exclusive. I want to highlight majority of intersections are exclusive, which came into play on how we evaluate for No Turn on Red signage. I should've mentioned this but part of the federal guidelines under that NDPCD is all exclusive crossing that is a criteria for having No Turn on Red on all approaches of intersections if that intersection is excluded.

Somerville traffic signal inventory and highlights where all the traffic signals are in the city. Next, so then we looked by approach, and we did an analysis by approach talking about over all intersections. Some terms may have a No Turn on Red, but other terms might not at the same intersection. So we looked at it at every single approach and found 72% of all approaches have a No Turn on Red restriction right now in Somerville, however some locations are missing Science Park so 54% of all approaches have a No Turn on Red signposted. 72% is what you might call the on the paper number, like what we have on the books, but 54% is what you will see on the street. A restriction has to have a sign physically posted two by four, so there is a discrepancy in that. 23% of additional approaches would warrant a No Turn on Red restriction, and because we have so many exclusive crossings that would automatically fall under the federal guidelines to put a No Turn on Red sign there. That would leave us with 5% of all approaches in the city that could allow a turn on red, but further evaluation it is needed

to confirm because there's additional criteria federal guidelines have that we have to individual evaluate each approach with.

On the right side we have a graphic including different intersections with a number of approaches. A T intersection, like in T or a skewed T where it is a little oversight and t, standard four-lane road intersection. And like five and six lane intersections.

So that brings us to a draft policy proposal which reads (Reading) "No Turn on Red signs will be applied to all intersection approaches in Somerville as city-owned traffic signals, except when engineering review recommends retaining turns on red". Site-specific conditions resulting in retaining turns and read may include bustling operations or anticipated cueing through upstream signals with higher levels of non-motorized use impacts on transit reliability. At the bottom of the slide we included a graphic that frees reliability matters and it's showing a bus is moving, boarding and stopped showing a bus may take 40.6/7, 18.54 seconds boarding, and 18.7 seconds at red signals. That does conclude the portion of the presentation that focuses on right turn on red. Masons to pose for any questions before moving to the two topics that Jessica is going to discuss.

PAULINE DOWNING: What about left turns on red?

JACKIE STAGNARI: That is a good question. There is also terms permitted if it is a left turn on a one-way street and you are making a left onto another one-way street, which explains to me why I thought it was weird there is a sign on Elm Street and you can make a left onto Cutter and Dave is square and a sign says left turn but after full stop. I was like I have never taken a turn at a left -- stop sign. I think there's only four or five locations in the city where you can do that so we will include that in our review and compare that against all of the criteria.

>>: This is Harriotte and does assign coloration, which I guess is already Fred, does that work for people who are colorblind?

JACKIE STAGNARI: That is a good question. I am not sure of the answer.

JESSICA BELLOW: Do you mean the No Turn on Red sign? It does work because it has the text and the only symbol is against a white background so you would be able to distinguish the difference in the circular symbol representing a red signal.

>>: Is the written part of it also in red?

JESSICA BELLOW: No, the written part, the text is in Black. The only colored part of the sign is a red circular symbol indicating the red signal at a traffic signal.

>>: I am presuming very simple block letters which are very easily read.

JESSICA BELLOW: Mm-hm.

HOLLY SIMIONE: If you have an issue please put it in the chat.

LIAN: Is a plan just to the law that says right turns on red are allowed unless posted, but are we adding as many as possible or is the idea to eventually change it so the rule is they are not allowed unless posting it and adding signs to the ones we can?

JACKIE STAGNARI: Because it is state law that we are permitted to restrict it with the sign, and our approach will be to post it with a sign. New York City is a little bit of an anomaly where there is just a blanket, there are signs that you can take a right turn on red, but we are going to post Science Park

LIAN: Misunderstood how you said Cambridge's is doing it. I can't remember off the top of my head if I have seen any in Somerville or surrounding cities, but ones that are No Turn on Red except bicycles, so I am curious if any of the ones in Somerville are going to be that and on a larger scale if there has been any thought into like a blanket regulations for bicycle specifically? I know from my own experience, if it is not specifically called out this is the bicycle rule opposed to the car rule there is a lot of variation in natural behavior. So with any thought has been put into making it clear what the expected behavior is so that can be more consistent?

JACKIE STAGNARI: Yes, we are definitely discussing it but the bike portion has been raised as part of presentations similar to this one, so we are reviewing to see what it might look like, what it would look like as a system with a (Unintelligible) policy.

HOLLY SIMIONE: Do we have questions or feedback? I appreciate your time very much, as does the Commission for sharing this with us and allowing us to give you some feedback paragraph

ADRIENNE POMEROY: I'm sorry. There's actually a few more slides for this presentation. They had to stop after this first part to make sure there weren't any questions.

HOLLY SIMIONE: Continue on.

JESSICA BELLOW: While Adrienne takes us to the beginning slide, I am Jessica Bellow a Traffic Engineer for the City of Somerville and will be presenting a couple additional items like Jackie mentioned we had presented at committees earlier this month. I will start with daylighting, known as clear corners. Clearing corners, also referred to as daylighting, is a safety measure created by removing parking spaces around an intersection to increase visibility for all people approaching the intersection, minimizing previously unseen conflicts. There is a before image on the left which shows parking up to the crosswalk, and then an after image on the right that shows the visibility sightline of a person in a car approaching the intersection when the parking is restricted a head of the crosswalk. It shows that they can see people who are both in the cross work but also on the corners of the crosswalk.

Next slide. So we have started to implement clearing parking from intersection corners around the city, and we started with a focus on our high crash locations first, which has bent along the Broadway corridor. We started last year in West Somerville and we are – in West Somerville on Broadway, West Broadway, we are moving along to finish the rest of Broadway this year. We are planning to incorporate this into all of our new projects which includes reconstruction projects and repainting projects. For future prioritization was to make it through the high crash locations we will look into incorporating this for specific land uses which include schools, crossing guard locations, senior centers, and high pedestrian locations. We will also look at incorporating it along neighbor ways known as residential streets that will be identified as part of the bicycle network plan. The two images on the right are taken at the intersection on Belknap Street at Broadway and the image on the top is looking towards the left of that intersection, and is taken from about where somebody in a car or on a bike would be standing in the middle of the road. It shows pavement markings we have added in advance of the crosswalk to delineate the no parking zone to make it clearer for people driving or they can and cannot park in advance of intersections. The picture on the bottom shows a view looking towards the right corner of that intersection.

And then the other topic that I was going to present his upgrades focused on pedestrians and traffic signals. So we have started to look at adding accessible pedestrian signals to all of our traffic signal locations, in addition to countdown timers. So I have two images or I have two sets of images shown on the right. There are older pushbuttons that are shown in the top images that are not known as accessible pedestrian signals because you don't get as much information from those signals. So I will talk specifically about accessible pedestrian signal shown on the bottom left, because you can see that it has an arrow that should be tactile so you can feel the arrow when pushing the pushbutton, and there is also when you push that button there will be Phibro tactile signal and it will start undulating fast when you have the walk signal on so that you can recognize to cross if you are blind or visually impaired.

I also included an image of accessible signage, because a lot of times what is posted above the pushbutton doesn't have raised text for somebody who is blind or visually impaired to recognize, so there are signs we have not yet installed that we are hoping to install in the future that have raised texts that say "push button for accessible signal". And there is also braille that says "push button to cross" and there are raised indications on the sign that indicate if you are in the intersection and how many lanes you cross as you go through the crosswalk.

In addition to upgrading our physical equipment we have been working through time signal so that there is adequate time for pedestrians who may take longer to cross. So the image in the bottom left is from the NC HRP signal timing manual, Exhibit 6-19 talking about pedestrian interval requirements based on walking speed and it shows between the curbs, so for the full length of the crosswalk a pedestrian must be able to walk and 3.5 feet per second between the curb and the opposite curve between the pedestrian space and it has an explanation that says pedestrian must be able to walk at 3 ft./s between pushing the button and opposite curb during the walk plus pedestrian

clearance. If somebody is waiting to push a button and accounts for that extra time it takes to make it all the way across to the other side of the street.

LIAN: When you say the walk phase and pedestrian clearance phase, is one of those the time when it is crossing but doesn't start?

JESSICA BELLOW: Yes, so the walk is one for somebody who is blind or visually impaired he will get the walk, either an auditory walk or walk sign on cue, or the button will make that fast vibration. And that is for the full duration that somebody who is able to see will see a walking person and a countdown timer or on the pedestrian signal. And the pedestrian clearance time is so full-length that the flashing don't walk, which is a right hand that flashes.

LIAN: Okay. Thank you.

JESSICA BELLOW: There was one more thing and then I will take questions. The last part of the image states if there is no pushbutton that you assume 6 feet from the edge of curb or pavement for making sure somebody who is a little bit farther away from the crossing has enough time to get that phone – to make the full crossing from one side to the other. I am now ready for questions.

HOLLY SIMIONE: Jessica, just give me one second. Jessica, we have run out of time and this last site is extremely important to many of us because it is sort of the whole overview of what it is like for a person with disabilities to cross the street or what the traffic is like and I don't want to cut you off but I also really don't have any more time on the agenda. Can you just specifically let us know what feedback you would like from us now, and if there would be an opportunity to speak with you again about the slides or if we can send you questions?

JESSICA BELLOW: I would be happy to receive questions. I don't think I needed any specific feedback, just more what I thought you might be interested in hearing.

HOLLY SIMIONE: I am very excited you brought this to our attention and shared this and I think that your last slide was extremely impactful because it showed visually and you were able to describe the images that are very important to us. I have hearing loss so the sound of the signals are very helpful to me as well, and I have noticed there seems to be variations and how close the location of the signals are to the actual curb cut or the sidewalk placement. And at times they face the wrong direction. I am just giving you that feedback. So in other words, you can turn or walk straight or possibly turn left on the same signal and those paths would face both directions and have a separate button with an arrow showing you which way that they would face. My guess is you are aware of some of these issues and you are working through them. And hopefully in tandem making sure the new ones are placed appropriately. I appreciate you shaking your head saying yes. I frequently have problems crossing the streets, in some very busy areas,

Anyone who hasn't asked a question who would like to speak otherwise – I see a hand from Lian.

LIAN: You mentioned the auditory count. Does that one, say, specifically speak numbers or beep?

JESSICA BELLOW: Primarily the ones in the city are the ones that beep.

>>: Are you trying to switch that out or installing new beep points?

JESSICA BELLOW: That is a good question. There are different brands of pushbuttons that have different capabilities and I am still learning how to program them myself, because sometimes when they come with the subprogram they don't always allow as much flexibility with the auditory cues that can be given, so most of the pushbuttons I am still learning to program. So I can take that feedback.

LIAN: Unless the visually impaired wants to contradict me, I will say from a sensory issue perspective, like autism, the counting is a lot easier to deal with than the beeping, so I would prefer to lean towards that.

A quick question about detections. I know there is a 20 foot requirement. Is that in addition to this or places where people are parking within that 20 feet?

JESSICA BELLOW: It is striking the locations within the 20 feet from the intersection, and we measure that from intersections from the edge of the crosswalk, so making that were visible around the city and as we implement pavement markings we have started to enforce it as well, because without the delineate to disown of no parking it is much harder for drivers to visually understand what that distance is exactly. So we have started working on that to make it more clear and once we have it marked is when we started to enforce it. I do want to also speak to your feedback, Holly, we are looking at locations and when we upgrade the pushbutton and countdown timer equipment we haven't had the ability to move the buttons, but as we do new projects we have been evaluating whether the existing locations actually meet the criteria of where the pushbuttons should be located, so as we design new curb programs we can ensure that the pushbuttons are adjacent to the level landings for those new curb ramps.

HOLLY SIMIONE: Thank you. I appreciate everything.

LIAN: I have not fully thought out the implementation of it but as you are striking out the areas for delineating the intersection, it might be good to look into whether it is possible to place accessible parking spots next to such that there could be probably mostly if it is possible to have them as you are turning onto the street, on that side so you can pull in and have a ramp coming off the back and if it might be possible to sort of use as base also as the excess I'll. I don't know how many places that would work but it would be a good thing to think about if you're looking at these spaces.

JESSICA BELLOW: I know for new accessible parking permits we have been incorporating that where we can. If anybody has questions, please send them to Adrienne and she can send them along to me.

HOLLY SIMIONE: Thank you very much. I am sure we have lots of comments and questions, so please expect them to be coming along. Adrienne, are you able to display the variance 205 Beacon St.?

ADRIENNE POMEROY: If you give me a moment I can certainly bring that up.

HOLLY SIMIONE: 205 Beacon St. – I am just going to paraphrase as we switch the screens – is an apartment building with 10 units and they recently applied for a variance, with regards to the accessible ramp that provides access to the building along the front side of the street where it faces Beacon. I had some questions and I spoke with Tom the last two days to understand pieces of the variance. The two specific items on the fares are about the width, distance between the railings, and also the fact I am asking if the railings could be noncircular versus circular. So I have sent the application and the images, and I let Tom know that we were going to have a meeting today, if you would like to listen in, and if there were any questions he could answer them for us. It is very straightforward.

So I am making the assumption that everyone has had a chance to look through these. There are two additional pictures or images that were sent that show cleaner views of the front of the building.

ADRIENNE POMEROY: So what would you like me to pull up first, the actual request, which is this? Or do you want the other documentation that was sent?

HOLLY SIMIONE: Thank you for asking. I'm going to ask our commissioners if they have any questions or would like to see certain pieces or any of the images that were sent?

HARRIOTTE: Release for what?

HOLLY SIMIONE: Accessible ramp allowing access from the street into the front of the building, has a ramp, and the requirement is 48 inches between the railing, so the right has two levels of railing and they are supposed to be 48 inches wide and the variance is for it to be 42 inches instead of 48. The additional request is instead of having ground as background circular handrails that they use noncircular handrails.

>>: Can I assume it is for petite grouping on the handrail? Also, what is the standard size for power chairs? I thought it was 36 inches.

HOLLY SIMIONE: 36 is ADA but Mass architectural cub access board that reviews these requirements requires 48. The point of variance is to ask for relief for specific reasons for this case 48 is being asked for for the purpose of being able to plant

additional trees, shrubs, flowers along the beacon Street side of the building. Lian, to have your hand raised?

>>: The question of the purpose of the handrails. It was not for additional accessible takeoff -- accessibility.

HOLLY SIMIONE: Yes, it was visually requested. The one thing I did ask about when it came to the handrails for the railings was if there are examples of what other people were doing that were compliant, and either that had a different ideas, – I am losing my words – that were more static than the standard type of a railing. And I have seen different railings, and I believe in the importance of having a safe and multiple level handrail.

The reason that like many of the other variances that we get is this may come up in about two weeks in a hearing. And if we have any feedback we can certainly give that to the requester now and we will also be drafting a response to the variance request. Do you have a question or comment?

BONNIE DENNIS: Yes, thank you. I have a lot of comments and questions but I would love to see the other pictures because I was confused about some of the drives, and I'm sure actual commissioners have questions so I am happy to hold my comments until they have given that.

HOLLY SIMIONE: So we have it here on my screen.

BONNIE DENNIS: Are you able to make that a little larger?

ADRIENNE POMEROY: Say "when" and I can keep going.

BONNIE DENNIS: (Laughs) a little bit more. It's good. Thank you. I think this one was sent out with the variance request. Adrienne, if you can scroll so we can see the front of the building. Keep going. I had a question about on the left-hand side of that, it shows risers and 3 inches. And it looks like a set of stairs onto the path of the ramp. Is that correct? Am I reading this wrong? It's just to the right of bicycle traffic.

TOM: Can you go to that thing – that picture that I sent this morning?

HOLLY SIMIONE: Adrienne, can I share my screen?

ADRIENNE POMEROY: It's this...other picture?

HOLLY SIMIONE: It is a JPEG.

ADRIENNE POMEROY: Oh, that one!

HOLLY SIMIONE: It has beautiful yellow in the front.

ADRIENNE POMEROY: Hold, please, and I will find it.

HOLLY SIMIONE: Thank you. I do have it on my screen.

ADRIENNE POMEROY: If you want to share, Holly, that's fine.

HOLLY SIMIONE: How is that?

TOM: We pulled a 3D image out of the Revit model. On the right is five steps, to the right, take one more and to the left. It has a riser going up about 30 inches. To the left the ramp goes to the left and then it doubles back with the intention of... all of that was from the very beginning of the project. I wanted everybody, whether you are going to use the stairs or a ramp, there is an equality of interest. You come to the same place on Beacon Street and go right or left and end up at the same place. And straight ahead is an open porch. There would be bicycles, trash and recycling in the white cube to the left. And then to the left of the ramp, is it Adrienne I think was asking, the ramp has an intermediate landing where it turns back and begins to take the next rise up. In this case we added five risers, technically 3 1/4 –

HOLLY SIMIONE: – Right here, Tom or I am circling?

TOM: Precisely. It would basically be so the person picking up the trash and recycling would be able to come up and get what they need and they would go down the same ramp and do this about whatever, 8 o'clock or 9 o'clock in the morning, and they would then kind of rumbled down those five risers with the trash receptacles and put them in the truck and come back up. Otherwise they would walk all the way down the ramp and that is further. In fact, Holly, can you move to that other plan, because it is easier?

HOLLY SIMIONE: The picture on the left of my screen that has a green landscape highlighted?

TOM: It's a plan.

HOLLY SIMIONE: Can anyone see the image on the left, it says "Landscaping"?

>>: No.

ADRIENNE POMEROY: Holly, I want to note that Bonnie has a hand up so she might have a follow-up question to see.

HOLLY SIMIONE: I think I had to pause here. I think I have to resume share. No, that's not working. Bonnie, why don't you ask your question and I will do my best to find the right screen.

BONNIE DENNIS: Does that mean the ramp is open at that end directly to the stairs?

TOM: That is what it does. We can put an operating real at emergency exits that would stop somebody from being able to go down there, but that is in fact what it is proposing right now.

BONNIE DENNIS: Legality wise I am not sure that is legal, but I am a wheelchair user, and if I were living in this building and trying to carry something in or out of the building, and trying to navigate doing down around, say with one hand because I am holding something, I would not want to be worry about not being able to stop myself and going off onto stairs. If you put a real there I don't see how that is functional in terms of you don't want to put it so that it opens onto the stairs, because a person dealing with the trash and the recycling has to go back down the stairs as the opening that, but if you put an opening on the ramp then you are impeding access to the ramp. So I would say this is not a very functional design for wheelchair users or people with other mobility impairments that need ramp access, and while it is nice to provide extra access to people handling her services, I don't think this is a successful way to do it.

I am also unclear from these plans, and sorry I didn't look at the picture close enough, is a ramp covered or open?

TOM: Open.

BONNIE DENNIS: If it does open, raining or icy those are impediments to Wiltshire tires and you don't have a lot of control going down a ramp. And the grade of your ramp is fairly steep. I know it is what is allowable by law but that it's still fairly steep. So it is not going to be easy to control coming down and making that corner, and if it is open that is just really unsafe.

HOLLY SIMIONE: Bonnie, are you able to see my screen with the image?

BONNIE DENNIS: It is not the image. It is a plan that says Landscaping.

HOLLY SIMIONE: Okay. Thank you, Bonnie, I appreciate your comments and your feedback. Does anyone have additional comments or feedback or additional questions?

LIAN: I have general comments, but went directly to what Bonnie was saying as far as just having a gate that would not presumably include a stopper at the bottom. So generally the requirements are that there is a railing, but that there is also something at ground level racing to stop wheelchairs from being able to go off the edge, so just having a gate would not include a stop there, and nothing stopping someone from going off the edge. Of barrette chest or head height, so that is not actually going to be a safe situation.

I have additional comments generally but I don't know if other people have things on this first.

HOLLY SIMIONE: I am going to ask that we exchange any questions that we may have at this time in case there's anything that Tom can modify or can respond to. And then I am going to send out some information to all of us and collect some more feedback so that I can respond to the variance.

ADRIENNE POMEROY: Holly, it looks like Deborah has her hand up.

DEBORAH: Mindless feedback rather than a question. But in terms of the reducing from 48 to 40 inches, I know wheelchair users also have service dogs, and so that 40 inches wouldn't be enough to accommodate both the power chair and the service dog as well.

HOLLY SIMIONE: That's excellent information and I was not aware of that. Thank you. Thank you. Anything else?

>>: What does it mean by five risers?

HOLLY SIMIONE: Stairs. Rise and run. Rise and run.

>>: Okay. Sure.

HOLLY SIMIONE: I think they are also referred to as risers because the height and the depth are very important in designing accessible, accessibility.

>>: Hmm.

BONNIE DENNIS: The request for the ramp being narrowed because of landscaping. I was curious whether this was the original plan and if that is part of the required green space that all developers meet? The second question is I am not seeing an elevator on the plan. And I'm curious where that elevator is. I know it is not of the variance but it is required by law and I'm wondering if that is something that was Ms.

TOM: As you look at the plan, as you go into the porch area, you take a right turn and the elevator is right there. So you have gone up the rise to get to the elevator. With regard to the green space I was told actually by the woman who reviewed it for the green space, that we actually provided more than they actually required. Even if that were not the case we could do this otherwise. There's other ways to deal with the ramp and trash and all that. Had a goal in mind, which had to do with the equality of interest, but sometimes it is hard to accomplish all these things at once. I am trying to just balance things. I am an architect by training, on the day of her -- [Audio breaking up] contractor. So I control everything. There's a conversation happening right now that we have to pay attention to, so I can address planting. It is not so much, Bonnie, about the amount of 20 on the site. What it is about is there is a 10 foot setback from the sidewalk to the building, and then if that becomes all hard scape, which is what happens with 4 feet and 4 feet and that is 8 feet less room for the handrails and there is no room for

anymore planting. So basically from the building you've got another [Audio breaking up] 8 feet probably there and probably across the street. In other words, it is just a hardscape across there. We balance lots of things when we design a building, trying to balance different interests, so I was trying to bring green around the corner and so that is how – that was the purpose of it. By reducing it to 40 inches, it exceeds the ADA requirement, but I understand a motorized wheelchair and a dog right next to, or different or however you do it, that will not fit in 40 inches. The chair alone is –

PAULINE DOWNING: -- You are breaking up.

TOM: I apologize. Did you hear anything I said or was it lost?

PAULINE DOWNING: I got most of it. I just want to make sure you knew your signal was going nuts.

HOLLY SIMIONE: Tom, based on the feedback, specifically needs of the power chair and the service dog, will you be going back and reviewing your plans again and adjusting your variance request?

TOM: If it is opposed then I would probably just abandon it.

HOLLY SIMIONE: I was just curious if you had other options or other ways to accomplish 48 as well as the plantings and concerns.

TOM: That I cannot do. If you do the math 4 feet and 4 feet is 8 feet and you only got 10 feet, and between the ramp and the other ramp in the handrails, and 5 inches I think of the building. For clearances and then we have a curve at the bottom required by landscaping all the way around, which is 6 inches. But there's other ways I can accommodate access to the building without really affecting that. It was my goal as an architect but I understand there are other things, you've got lots of goals, and we just figure out how we balance those things. You know, I used to hire a lawyer to make presentations, but I just really want to make as good of a building as I can. I can read from this meeting it would probably be opposed, and so if it is, then we will just revise things. That's all.

HOLLY SIMIONE: I really appreciate your time answering my questions and being willing to appear here and listen to our input. I think that's a really fantastic way for the Commission to work with people who are building in the city. Bonnie added if there were not stairs to the left there would be planting space. Additional feedback.

TOM: No matter what I do there will not be stairs [Audio breaking up].

HOLLY SIMIONE: Well, thank you very much. You are welcome to stay in this public meeting, but I am going to move forward to a few other items and then jump to the two other variance requests.

TOM: Thank you.

HOLLY SIMIONE: You're welcome. I just want to go back quickly to a few updates. I am working, the mayor's office, who has drafted a call for additional commissioners. We have two open seats, as well as, working towards filling the pipe with people who are interested in becoming a part of the Commission and want a seat on the day it becomes available. Unsatisfied lines for the Communications Department, Adrienne or myself public. The \$50,000 HP Funds allocated for the Somerville High School Scholarship Foundation has just finished the process of documenting and all of the paperwork has been sent to the foundation for signatures. This included a 12 page document that detailed the process of how applicants will be reviewed until payments are made.

We need to look at the communication goals – which are the commission goals I should say. I think we are going to have to move that on just a little bit later because we really need to respond to Ms. Capers with three of our goals for this Calendar Year. And what I sent out was a list that I think had 8 or 10. Anyone have any other feedback? Trying to see who is still on the call.

LIAN: Before we moved too far he didn't actually come to any conclusions as far as at variance request, as far as submitting a request to MAA be

HOLLY SIMIONE: I will draft a response, include all the comments, especially what was said regarding –

LIAN: -- I haven't given all of my comments because I thought we were still in the comments section.

HOLLY SIMIONE: Can you send them to me in email?

LIAN: I can't but I would actually like to have that full discussion with the Commission. I drafted a response beforehand because I had strong feelings about the request, but I wanted to make sure that the commission feels the same way.

HOLLY SIMIONE: I think that is great. Brian, you also have a question? Or would you like us to first review Lian's notes?

BRIAN POSTLEWAITE: Mind is just a point of order. As I understand it, Adrienne, and correct me if I'm wrong but this is the way we have done it since I've been on the Commission. The Commission has to vote on a response. We have to vote, either recommend or not recommend a variance. That Commission's job is not simply to provide feedback to the MAAB. So we have to make a decision on the variance and we have to provide that; we can't just submit comments. I mean we can. Each of us individually can submit comments. It really doesn't matter.

ADRIENNE POMEROY: Because when it gets to the hearing phase that it is on

record with the related bodies that this Commission either is okay with the variance or is not okay with the variance, and whatever feedback goes along with those decision points, because hopefully that helps inform the board when they are making a decision on this experience that this, commission because they were asked feels this way, and this is why.

HOLLY SIMIONE: I'm just going to throw it out there: is there anyone that agrees with the variance request that would say, "Yes, let's pass this." Personally, I would not approve this variance, I am not in favor of the plan the way it says. If we could vote so that we have it on record that we do not approve either (Unintelligible) or the handrails or the distance between the railings on the ramp, Bonnie, did you have something to add quickly?

BONNIE DENNIS: MAAB likes reasons, and, specifically they are asking for a variance, and one of the reasons for approving variance is that it would be a financial hardship, which this is not. I forget what the other one is but I doubt they needed as well, I am pretty certain Lian was going to say and I agree this particular developer and a Twitter thread was put together of all the violations he has recorded, which I'm not sure all the violations have been reported. They started building a building with half of it built St. Luke's, we built a strong and asking for approval to change things in the process, and they consistently blocked the sidewalk. I think that goes back to the developer not looking at accessibility.

LIAN: That is part of what I had and also what is present in the application itself is there is a staircase that we already talked about which is a problem. Also in addition to that they say they have a single point of entry to create an equality experience and they say there is an elevator but it is not on the plans. They say there is not a secondary interest for a cramped entry which I believe is a violation because you have to have multiple routes of egress and is unclear whether there is an accessible route to the outdoor spaces. So it is just multiple red flags. What I have written up is saying we don't recommend – we recommend the variance be denied. The one about handrails, absolutely no. Ascetics should not come over accessibility. And I can't imagine a situation where handrails might be something to approve but they have not provided evidence this is that, and on top of all the other red flags and the application and all of their previous behavior, I think nothing should be approved without significant additional certainty, and also the entire project should be reviewed for other violations. I don't know if that is something there is a power to do but worth putting it in the response.

HOLLY SIMIONE: I'm not sure if we have that power but I will definitely inquire. I asked questions in general about parking and the patio in the back. And how people could possibly use those trash receptacles if they were too tall. What their plans were for things about that.

LIAN: I don't think we have the power to require it but we have the power to recommend it.

HOLLY SIMIONE: One thing Adrienne has shared with me, which I've seen in other communities, within the bylaws the capture is allowed to respond to variances on behalf of the Commission. Adrienne, would you like to elaborate more?

ADRIENNE POMEROY: The only model of that I know is from what I believe goes on with the city of Cambridge. I have been told depending on the type of the request, so it is a case-by-case basis, that it will be communicated to the Commission that there is a variance out there because it has to be sent to the disability commissions that we know and there will be an initial conversation, and it is sort of on a case-by-case basis if they feel the executive director/ADA coordinator can make a response to the various on behalf of the Commission or if they need to meet to look over documents and have a bigger discussion. From what I understand it is on a case-by-case basis and I don't know if anything has changed with how they do it. From what I understand it is a case-by-case basis. And on a bigger picture in terms of the virus process within the Commonwealth of Massachusetts, as you know, as I just said, these are required to be sent to the local disability commission, that exists, he now caught in the community the variance is being requested, and there should be overlap there. I think we have a variance coming up later on in the agenda that covers four different MBTA stops and not all of those are in Somerville, so I hope that those respective Commissions with respect to the location, also got a copy of the request to review, because that is in their communities. If that makes sense.

Holly, as much as I could advise, I think you have to sort of see what this body prefers to do in terms of their process and if you want to reassign that process. But I would say that more construction and things are ramping up again because the weather will get warmer so this Commission will probably see more of these coming through in relation to the warmer months.

HARRIETTE: I would like to make a motion that we are opposed to the variance as it stands. From everything I have heard from every person of the Commission I don't think there's any actual support for it, so seems to be rather than spend more time, it is quite evident from looking at the size, from listening to the discussion that we are not in the support desk back that we are not in support, and what happens after that, happens after that.

BRIAN POSTLEWAITE: I seconded.

HOLLY SIMIONE: All those in favor say, "Aye". Anyone opposed? A sure silence. So the decision passes. We will not be approving or supporting this variance request.

KATHARINE MILTON: Now what happens?

HOLLY SIMIONE: That is where we are kind of stuck. As Lian said, we would draft a full response with the Commission and I would send it along in this case.

HARRIETTE: The access board?

HOLLY SIMIONE: Yes to the MAAB.

BRIAN POSTLEWAITE: To wrap this up may I make another motion? I move that we deny these two variances for 205B and authorize the capture to collect the comments we have provided this evening in the letter to send to the MAAB communicating our response.

PAULINE DOWNING: May I second that with one slight revision?

LIAN: We just have the power to recommend.

BRIAN POSTLEWAITE: Thank you because you are absolutely right. Communicate we do not recommend approval of this variance or recommend the denial, but it doesn't really matter. All we can do is make a recommendation.

HOLLY SIMIONE: How many want to second? All those in favor say, "Aye". Anyone opposed? Motion passes. Okay.

LIAN: Holly, I will email you the thing that I drafted up.

HOLLY SIMIONE: Please. I appreciate that. Anyone who has comments or feedback that hasn't had the opportunity to share them? Deborah I really appreciate what you added about the dimensions for a motorized chair and a service animal. That wasn't something that I thought of before, and that's extremely important, so thank you for that. For sharing that with us. I am a true believer and we shouldn't strive for the minimum, so the minimum is 48, but it is possible to provide more, and it would be more beneficial. I prefer that but that is just my personal interest there.

We have three fantastic members. Congratulations to everyone. We are in the process of drafting a call for additional members. And we have made some progress with the scholarship foundation, and I hope to hear back very soon. Adrienne and I both do that and we have everything signed.

Oh! I have two updates. I am skipping around, clearly. Mr. Frank Lee sent a statement of interest and he would like to be considered for role of associate commissioner. If anyone has questions or concerns they would like to address with Frank. I see hands clapping. If anyone doesn't –

KATHARINE MILTON: - Frank for president! I think he is a great help! I just am glad.

HOLLY SIMIONE: That's great. So I am going to call a motion to vote to appoint Mr. Frank Lee as associate commissioner.

>>: Second.

HOLLY SIMIONE: We have several seconds. All those in for repair work anyone opposed? All those in favor. Unfortunately on the other side of this table is Jamie Perconti who submitted their resignation as an associate commissioner. And they have been a fantastic resource and champion for persons with disabilities throughout the city, and I will be replying to their statement and letting them know that and if anyone else would like to reach out to Jamie. I believe we have each other's emails so you would be able to reach them that way. I just wanted to share that news. I heard that about 4 o'clock. Adrienne, did you also receive that?

ADRIENNE POMEROY: I did not.

BRIAN POSTLEWAITE: Been I am in huge favor of voting on things, I move that the commission formally acknowledge Jamie Perconti's amazing contribution to the committee providing an amazing resource of concepts and ideas and perspective, and especially with his dedication to improving the lives of people with disabilities throughout the city.

HOLLY SIMIONE: I would add to that that we request Counsel to acknowledge that as well.

KATHARINE MILTON: Is Jamie okay?

HOLLY SIMIONE: Jamie is fine. No, no, Jamie is healthy. She would like to be able to spend more time focused with the Commission and for that reason they are stepping down.

BRIAN POSTLEWAITE: My intent for the motion was for Holly when you communicate that to Gene, so that they -- Jamie so they understand the entire Commission really appreciated their service, and I often think a vote really says that clearly and unambiguously.

HOLLY SIMIONE: Okay. We have a motion. Who hasn't seconded anything today? Kate? Kate is our second. All those in favor say, "Aye". anyone opposed? Okay, motion passes. Thank you, Brian for your insight and input. They will be greatly missed. Adrienne I don't want to skip over you.

ADRIENNE POMEROY: I only have one thing. I shouldn't say only, I have a thing. All of you should've at the very least, commissioners and associate Commissioner Scott in email communication from EV of the mayor's office about the new Code of Conduct Overview Training. So this is two parts. There was one email with a lot of text and braille copies should have made it to Harriotte and Pauline at this point, or should be soon, so if that hasn't happened please let me know. That the Code of Conduct is something the mayor's office is putting the place for all the Commissions and there will be overview sessions, and first one is coming this Thursday from 12 to 1 PM on zoom, and alternatively if you can't attend that one, next Thursday, on April 6, from 6 to 7 PM will be the same one.

If you can't make either of those that is perfectly fine. There will be a recording posted and sent out. The document was in that email but the mayor's office will be going over that document during that time period and I did send calendar invites with the Zoom information but we will send out emails tomorrow because it's a little easier sometimes to access a calendar invite. If you have any questions how to access those meetings with the different document formats please let me know.

HOLLY SIMIONE: Thanks, Adrienne . I am going to bounce around some more, and I just want to share the various decisions on 690-694 Broadway. The variance decision. We had given feedback as a commission and they were able to adjust the slope going into the building, and we had asked for an automated door opener, a pushbutton. I am using all the wrong words and I am embarrassing myself, but a button to make sure that the door can open for them as well is this slope that is a little higher than people would like. So it was approved with the changes in slope and also with the addition of the door opener. Brian, what are the right words?

BRIAN POSTLEWAITE: I think you got them mostly right. Automatic door opener, but I'm sure there is another term, but that is what I recall.

HOLLY SIMIONE: Door button. Thank you. Did anyone not have a chance to look at that decision or does anyone have any comments or questions about that? It seemed pretty straightforward to me. It was good to see that they were able to change the slope and also add the door opener. Okay. We have the minutes of four months to look at, review/approve. I originally planned for five but I miscalculated last month so we have October, November, December and January. We also have about 1/2 hour to go through them.

ADRIENNE POMEROY: I am sorry to interrupt you. Were there two other variance requests or not?

HOLLY SIMIONE: So there is.

LIAN: I believe there is also the MBTA.

HOLLY SIMIONE: Are you referring to the gentleman with the bathrooms?

ADRIENNE POMEROY: For MBTA stops in relation to bathrooms and from what I understand is his communication and he was actually seeking this commissions feedback before submitting a variance, which I have been told can happen and is sometimes a good situation because it gives them an opportunity to have that feedback prior to submitting the application in case they want to change anything.

HOLLY SIMIONE: As Adrienne said two of the four train stations are in Somerville, specifically Davis Square – we only have Davis Square. Is there anyone who did not receive a copy of that variance request? I can bring the request up now. From memory

there were matters of inches that they could not meet in the design, both without misspeaking I think it would be best if Adrienne or me were able to bring that up.

LIAN: The one in Somerville was a matter of half an inch and the others were slightly more. I don't know if I responded to all of them or just Somerville.

HOLLY SIMIONE: Thanks, Adrienne, for bringing up that document.

ADRIENNE POMEROY: What do I win, Holly?

HOLLY SIMIONE: Now because you deserve many prizes and props for a lot of things that you don't get credit for, but we appreciated more than you know. I believe it is just Davis.

ADRIENNE POMEROY: It is up here, request number one. Read back request one, sections for which you are seeking relief, 3.3.1 (a). Are you seeking temporary will leave? They are saying no. Next question is not applicable because they said no. The next question said: please describe in detail by compliance with the Board's regulations are impractical and impracticable as defined in 521 CMR 5 for the subject of this request, and attach whatever documents are relevant to support your argument that compliance is impracticable and attach additional pages if necessary, please identify which request each attachment is in support of.

Davis Station Red Line Men's Restroom has a water closet that is offset 18.5 inches from the wall not meeting the 18 inch requirements by .5 inches. Or half an inch. The Women's Restroom has a water closet that is offset from 17.5 inches from the wall, not meeting the 18 inch requirement by .5 inches. To provide the 18 inch offset that is required, either the walls in both restrooms or the water closet carries/pipe/water closet would have to be within -- reset point -- by .5 inches. This significantly increases the efforts of work to be performed in the restrooms, while providing no significant accessibility improvements to patrons. See exhibit A: Restroom Improvement Plans and Exhibit B: Station Layout Plans.

>>: It should be 18 inches. In one case it's too short and in another case it is too far away, by half an inch.

HOLLY SIMIONE: To me, I was in favor of allowing them the half-inch too much, half inch too big. But that is my thought.

LIAN: My general opinion is if it is an exact number and in range and that half an inch is well within the measurement distance, like the ones off by one and a half inches, but for half an inch, like, that seems fine, just one number to it.

HOLLY SIMIONE: Does anyone else have a different opinion or they would not approve -- would not endorse this? Thank you, Brian. I was hoping you would have some feedback as well. Let me see if there are any other members who would not

approve of this or support this.

PAULINE DOWNING: With this change the accessibility of this facility or what?

HOLLY SIMIONE: Brian, why don't you answer that.

BRIAN POSTLEWAITE: If I am understanding this application in the Davis Square station correctly these are existing restrooms that were built in the late 70s or early '80s before the ADA law was put in place in the '90s. I think what they are trying to do is bring their existing restrooms as close as they possibly can to meet current ADA rules, but they are unable to meet it perfectly because they are having to work with existing plumbing, existing wells etc. that meet really close to current requirements but are off by half an inch. So my interpretation, and I am welcomed to be challenged, because I am not an expert in experiencing this need, but that being off by half an inch is really close and, hopefully, an insignificant difference that we could accept as being effectively meeting the standards.

HOLLY SIMIONE: Thank you. I am going to ask if anyone else would not be in favor of this request. So give any comments or feedback paragraph

HARRIETTE: I am not in favor of it, and I feel completely 100% if you wanted to chime in as a wheelchair user, if that half an inch would make it critical for you.

HOLLY SIMIONE: Thank you, Harry.

BONNIE DENNIS: I think that it should be approved. The only thing that I question, and I didn't have a chance to look up what the requirements are, but the pictures, not this diagram but the actual pictures, where they place a toilet paper dispenser, they are a little bit far forward, so difficult to reach from the toilet. And some of them look to be too close to the grab bars because they are required to have a certain amount of distance so you aren't getting your hand caught in between them, and also able to use the grab bar if you need that side access. I wasn't clear on exactly where.

HOLLY SIMIONE: As a side note, those pictures are shameful. I am really sorry that someone didn't recognize that the condition of that bathroom is deplorable and then actually took a picture of it.

BONNIE DENNIS: One hope is that they are going to do a little spitting up in there a little upgrade.

HOLLY SIMIONE: I'm going to describe these two images. On the right it is what appears to be a very dirty toilet stall and it has behind it is the grab bar. Not on either side. And the toilet paper appears to be hanging from some type of a hook. Correct me, anyone.

PAULINE: It is a piece of fire that was just hanging.

HOLLY SIMIONE: Moving on to the other image... It has a grab bar behind and also has a grab bar to the right on the wall closest to the toilet, but it does have a dispenser that is blocked by that really.

BONNIE DENNIS: It is more that the railing is blocked by the dispenser. We would need that railing to transfer and right now you can really only access the back 4 inches of it. Because it is taking up all of that space. But it looks like they do have plans to move them, but this is the only thing I would question, whether where they are moving them are appropriate. The stall on the right, they do in the plans at a grab bar on the outside, and a proper toilet paper dispenser. But in general the half-inch should make a huge difference. There is one toilet, and I don't remember if it is Davis or one of the other stations that they call out as being a different height.

LIAN: That was one of the others.

HOLLY SIMIONE: Does anyone know if we're allowed to comment on things outside of Somerville?

BONNIE DENNIS: You can always submit the commentary. It will be there. Anyone from the public can submit commentary, and if coming from the Commission I think we can add to it.

BRIAN POSTLEWAITE: I would agree that we can submit comments. I don't know whether we should recommend approval or denial, but I absolutely think we can submit comments. However, I want you to bear in mind, I don't want to use up our time if we need to cover other things. I think the most important thing is that we cover the Davis Square ones and if we have time we absolutely should cover the others.

HOLLY SIMIONE: Let me remind everyone, this has not been submitted yet. This is they are asking us for feedback of what we would and would not approve, which sort of gives us a little more leeway as it has not been processed or will not go to hearing yet.

LIAN: The MBTA has not submitted this request?

HOLLY SIMIONE: Correct. The MBTA has not submitted this to the Architectural Access Board and they are simply asking for feedback on their plans.

So I would like to call a motion to recommend that we draft a statement that we are in support of the request at Davis for the half inch too much, half inch too little request, however we would like to confirm the other features within the new built and are compliant. Does anyone have any changes to what I just said? Brian.

BRIAN POSTLEWAITE: That was me seconding.

HOLLY SIMIONE: Oh, cool.

KATHARINE MILTON: If they were going to be compliant, so the paper – toilet paper isn't a structural issue, so they don't have to ask us? I feel if they are thinking about doing this right they are probably going to do it.

BONNIE DENNIS: It isn't exactly structural but ties into the element of the grab bar. I think if they're coming for feedback now, instead of saying I noticed this and just wanted to make sure you are aware of it, it means they are a lot less likely to make the mistake and have to redo it because once it is in there, getting it changed is a lot harder.

HOLLY SIMIONE: One second, Lian, I am putting a motion forward for response to the Davis station. Brian already seconded. Mr. opportunity. All those in favor say, "Aye". If anyone is opposed. No. Motion passes.

LIAN: If this is not directly responding to the MAAB but responding to the MBTA, one other thing that I can tell if it would be an issue or not was in the Haymarket, the location of the changing stations is such that it looks like if it were done (Unintelligible) so just making sure that that is something they considered and either there is more space than it looks like were just making sure that that is something – like just making sure that there isn't an issue that somebody would leave it down and that the next person couldn't get in. If we were given feedback that would be a thing for them to flood to check on.

HOLLY SIMIONE: It looks like Adrienne is displaying that piece here paragraph

LIAN: That wasn't noticed in the text, just something I noticed from the image plan, on page 13.

HOLLY SIMIONE: Does as say "coat hook"?

LIAN: It does. If that would be a problem than just switching the coat hook and the changing station.

HOLLY SIMIONE: It is a very good point because you can tell the distances between any of the objects on these pictures. And you can't really tell how close either changing station is. Does anyone else have any feedback or comment on the MBTA laboratory improvements other than please provide more funding to maintain the cleanliness of these restrooms that are vitally important? Okay. Lian, just as being a Commissioner you were always welcome to write feedback or concerns on your own. I am not saying we won't include her, I am just reminding you and everyone else that...

LIAN: I know theoretically I am but I am much more likely to say something when I am in a meeting.

HOLLY SIMIONE: I appreciate that. Sometimes our roles as commissioners – at least sometimes I forget, that we are also residents and read as it – residence opinions and concerns are very important to the city, and as his commission. 10 minutes. Adrienne,

did you have anything else? Okay. I am going to bring up the Goals document, because it has been several months since we had been asked to do this. Actually, Adrienne, are you going to bring that up?

ADRIENNE POMEROY: I don't have it readily in front of me, so if you do, Holly, I will let you do this one paragraph

HOLLY SIMIONE: You get to decide on the prize. Here we go. And everyone is seeing my screen? So these are the goals that are part of – I believe these came from MOD and they are categories of things that commissions do. First is about programs and services. The second is about accessibility. The third is encouraging mobility. Then we have the need for affordable housing. Education. And referrals, lobbying, which is very important. Advocacy. 10. Education and a topic.

So I was sharing this document, because I felt it had – it categorized many of the things that we work on and gave some, and gave some content below these categories. And our goal was to choose three that we would like to focus on as a Commission. It's in no way a statement that these are the only things that we will be doing, but I do believe that having a goal, a reachable goal of looking towards three of these 10 Options Can Dr. more success.

Is there anyone who has not had the opportunity to look at these or as any comments or feedback -- or has any comment or feedback?

HARRIETTE: I looked at them but I was so fixed on the bylaws that I haven't and I would be hard-pressed to make those three priorities tonight. Obviously, if everybody else has addressed it and we speak about it I might be able to do it but they all seem dramatically significant. I don't know what to say.

HOLLY SIMIONE: Would it be possible for our members to reply or to provide me some feedback on the top three of these 10? I can put this in an email, more readable, embossable formats. And certainly if anyone feels there is a goal.

BRIAN POSTLEWAITE: Just to clarify, this is a request from the administration? And is the request to prioritize which theory we think are the most important of these 10?

HOLLY SIMIONE: The request was to provide three goals that we would be working towards. Adrienne, you brought this to the attention of the commission.

ADRIENNE POMEROY: Per the department of racial and social justice director Ms. capers CV MB had requested that this commission, along with the other two commissions that are part of our department, come up with three goals for the year, so this is a great list from MOD but these clues also be things you brainstorm specific to the City of Somerville. MOD gives great guidelines but specific to the City of Somerville, guidelines of this particular commission and things you feel would be achievable within the next year, and if it goes beyond that that is okay too. So that is where this is rooted,

so, again, I think this list from MOD is great but for the sake of time it might merit sort of a bigger discussion on specific things Maybelle Sommerville for this Commission or other things people may have in mind.

HOLLY SIMIONE: What are the thoughts you have, Brian?

BRIAN POSTLEWAITE: I must have missed the meeting where this was discussed, so this is new to me.

HOLLY SIMIONE: No worries. It has been on the agenda, however, now we have run out of time.

KATHARINE MILTON: But I think it was a good meeting. I just want to say that.

HOLLY SIMIONE: The meeting is only as good as the people who attend.

KATHARINE MILTON: I don't want you to sell yourself short thinking this wasn't a good meeting. You did a great job.

LIAN: I don't know we have time to go over the meeting minutes at this point but I wanted to point out an error that I caught before I forget about it. On January my first name and last name are misspelled consistently throughout. So those should get corrected.

KATHARINE MILTON: That was me.

LIAN: My first name is an "N", not an "M". Other than that, they look good, to the extent of what I can remember what happened three days ago.

HOLLY SIMIONE: It is hard to go backwards. Did I do that correctly, Lian? So what we are showing is the agenda minutes from January 10. And I fixed the naming here. Were there any other comments that you had, Lian, as far as what was included?

KATHARINE MILTON: Do you want me to take the watermark off of it?

HOLLY SIMIONE: Sure.

KATHARINE MILTON: Sorry, Lian. I didn't AutoCorrect and must have missed it. I understand. My name is always spelled wrong, so I understand wanting to get it right.

LIAN: Do we want to approve things while we have them up?

HARRIOTTE: Excuse me, Madam Chair, I have not read any thoroughly but I would love to read them through.

HOLLY SIMIONE: I would like that we send these four out for embossing if that is okay

so that everyone can review them, unless we have already sent them out, Adrienne? No, okay. So let's send it out for embossing and we can review them later. I feel we have 10 or 12 months of minutes. It needs to be approved, and it may need to be its own meeting of the minutes.

[Laughter]

I respect everyone's needs, and goals, and commitments. Also ask that we schedule a minutes meeting in the future. I know. I know. Maybe we can find a suitable approach to that, Kate, if you have a different suggestion I am all ears on that.

KATHARINE MILTON: Sorry. It just sounds like (Laughs) a real awful meeting.

HOLLY SIMIONE: I am not looking forward to it either but we have to get through the backlog and we really have to try our best to have minutes for the prior month spirit

>>: This is Harry. The counter offer is if we commit as commissioners to read through, at least three days of these minutes. It should not take us that long at home, and each meeting we have subsequently reapproved three months. How about that? It would be approved anyway.

HOLLY SIMIONE: We shall capture your suggestion in the minutes for the March 28 meeting, which hopefully will be approved before the end of this calendar year. I like your (Chuckles) suggestion very much.

ADRIENNE POMEROY: Yeah, and to Harriotte's point, and I think I put this in the email to you Holly, best practice is you approve me to minutes from the previous month at the top of the meeting and that way it is a priority and it gets done in time and time is not an issue, and then you move on and that is sort of standard practice. So once you all get a little caught up that would be helpful, but I think top of the engine for minutes is always good practice.

KATHARINE MILTON: I think part of the problem after you do the minutes, it takes me an hour to go through them. Right after the meeting is over the minutes are not done. That is my issue. It is always on Brian or sometimes me, but mostly Brian. So if there is a way we can make it so it is not – that is more of a rotator, a rotating thing, because what ends up happening, it takes up a lot of time after.

HOLLY SIMIONE: Brian, you were going to add?

BRIAN POSTLEWAITE: Adrienne was saying something different than what Katie was saying.

KATHARINE MILTON: They are often not ready for the next meeting is appoint.

BRIAN POSTLEWAITE: I agree with any minutes to be approved, and this is

consistent with any other committee commission, counsel I have worked with...minutes are the second thing after call to order.

HOLLY SIMIONE: Okay. So there is only one item on the April agenda, which I have drafted last week. Can you imagine, instead of doing it two hours before? I will reserve all the remaining time for minutes and possibly bylaws, but yes, I will make sure there is a big chunk of time there.

BRIAN POSTLEWAITE: I agree at minimum we should try to approve three months.

KATHARINE MILTON: When are we going to decide which months? I don't care who decides, I don't mean to upset anyone, I just need to know so I can read the right ones.

HOLLY SIMIONE: I will make sure to send those out in the timetable of when we will be looking at which.

HARRIOTTE: This is Harriotte. One last commonent. Frank and I made efforts to braille bylaws, specifically for the purpose so that all of us as commissioners have a couple of weeks or a month or whatever it is before we review them to really go through them before we are at the meeting. Even though I know we can get them done through Perkins, I know I need time to process, so Frank really pushed through it all and did all the work to format it and emboss it so Pauline and I both have readable copies. You know, that can prepare us for the next meeting. So I acknowledge you, Frank, and it's not your job. It's just something that we did because it seemed like a very important next step, regardless if we got to them tonight. I just wanted to acknowledge that. Thanks.

PAULINE DOWNING: It was much appreciated.

ADRIENNE POMEROY: Pauline, I am sorry. I did send one version that Holly sent me. Did you receive it?

PAULINE DOWNING: I did. But this one is...

ADRIENNE POMEROY: Better?

PAULINE DOWNING: Yes. There's only a couple little things that I can talk here about.

HOLLY SIMIONE: That is okay. It is very important to hear from you.

PAULINE DOWNING: There were a couple of misspellings I wanted to let them know about.

>>: We can deal with that outside of the meeting no problem.

PAULINE DOWNING: Other than that it was very well done. I took it to the doctor with me today and read it.

HOLLY SIMIONE: Let me go over this briefly, just to come in to see what we have gone through. We acknowledged our new members, we had a great presentation from Mobility, we got updates from myself and from Adrienne. We have a plan for future approvals of meeting minutes, and I will be sending out the Commission Old document to everyone, with some instructions or request on how to provide feedback to me so we can sort of target and vote on what we as a commission would feel would be those three goals. We are very happy Frank has joined us and we are sad to see Jamie leave. And we all agree that the bathrooms at Davis Square are deplorable, and that a half-inch does not seem to be a hardship, plus her about his, as long as he other features of the bathroom are accessible, specifically toilet paper and -

>>: - Grab bars.

HOLLY SIMIONE: Grab bars. It's like charades. Everybody, thank you. I am going to motion to adjourn.

>>: I seconded.

HOLLY SIMIONE: All those in favor say, "Aye". Adjourned.

ALL: Aye.

HOLLY SIMIONE: The motion passes. I thank you all very, very much.

End 9:09 PM (ET)