

City of Somerville Commission for Persons with Disabilities

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Tuesday, September 14, 2021.

6:30 8:10 p.m.

>> So I want to dive in. As usual we have a packed agenda. I notice we have Zach Rosenberg joining us; you're welcome to give a brief introduction if you'd like, and if not, that's okay, too.

>> Hi, my name is Zach Rosenberg. I'm joining as a guest to listen in, and also I am the chair of the Pedestrian and Transit Advisory Committee in Somerville as well.

>> The chair of what?

>> The Pedestrian and Transit Advisory Committee.

>> Thank you.

>> Bonnie Denis: This is Bonnie; great, thanks.

So I think hopefully we can get through some of these really quickly so we have more time for discussion on anything that is trickier, but I want to start with the SASS design guide endorsement. Do you folks have any questions?

Or comments?

I see Henry?

>> I looked at it briefly. I mean, this is not a subject that I have any professional knowledge of, but it

seemed commonsensical.

I taught in Sweden for a year, a long time ago, and that was in the Town of Kalmar. If you were on a bicycle you would never encounter a cross street; there was always an underpass or overpass.

So separated lanes is a good first step, but I just took a Lyft the other day where the driver told me that that bicycle lane was his express lane and he would drive in it all the time and just pay the ticket.

So, you know, there's that. That's my comment.

>> Bonnie Denis: This is Bonnie. I really hope you reported that driver.

>> Henry Edward Hardy: I should have. That actually completely did not occur to me. But you're completely right.

I guess I was like, oh I felt if I had not been in a car at this guy's mercy, I would have been more on that track; but once I was out of there, I completely dismissed it from my mind. That wasn't the right response, but I didn't even analyze it.

>> Bonnie Denis: This is Bonnie. It happens. It's kind of horrifying and hard to react in the moment.

Yeah, I agree with you that the separated lanes are a good first step. I think we probably have a long ways to go before we get anything better than that.

But just trying to get more of these things as, you know, the first step and get more folks in the city to recognize that there are a lot of people thinking about this and supporting it.

Brian, if you want to chime in? Although I heard somebody else saying

>> Colin Killick: This is Colin. Brian, if you want to go first, feel free.

>> Brian Postlewaite: Go ahead, Colin. I've taken a review of these recommendations from SASS, from a professional city perspective. There was only one thing that I felt was important to share with SCPD. But Colin I think you should go first.

>> Colin Killick: There are just a couple small places. The comment about beg buttons, as it calls them, I think that while it's true that walk signals and such should be on automatically, not requiring pressing a button. For accessible pedestrian signals, pressing and holding in the button often activates additional features for people with visual impairments, such as conditional beaconing, where it makes more noises; in some cases it can be programmed to have a longer crossing period if the button is held in.

So I think it would be a mistake to eliminate buttons on crossings altogether if it meant doing away with that feature.

So that's one thought.

The other thing, just to underscore that I think protected bus lanes I'm sorry, protected bike lanes are fantastic but the use of one of the designs that is compatible with accessible parking is critical.

Which I think is supported by the standard, but it's just worth underscoring that point.

>> Bonnie Denis: This is Bonnie. Thank you, Colin. Both of those things have been discussed heavily

in SASS, and I think everybody would be very amenable to adding in specific language about making sure those features are there. Whether they need beg buttons or can be done in some other fashion.

Everybody is in agreement on that and I saw Brian nodding his head to that as well.

Did I see Lian's hand?

>> Colin Killick: Incidentally, if it would be useful to SASS, we still have at DPC the proposed regulation for pedestrian signals that we drew up five years ago. It was never adopted by the access board due to the commissioner's untimely death which derailed everything, but we still have the materials if that would be helpful.

>> Bonnie Denis: This is Bonnie. I think that would. So I just stepped back from the SASS steering committee due to capacity but I'm still going to be consulting on accessibility things.

And I will say that they definitely are thinking about next large projects, so I think it would be worth sending that. And letting them know where and why that's stalled because they might be interested in pushing forth the advocacy of that on the state level as well.

>> Colin Killick: Fantastic. When I am less queasy I will follow up with you folks about that.

>> Bonnie Denis: Great. Brian do you want to chime in and then Lian?

>> Brian Postlewaite: A real quick followup on Colin. This is Brian.

If you have draft guidance that you can share with the city via the commission, I think that would be helpful.

We're trying to we're going through our signals now. I mean, it's going to be a six to twelve month process, but we want to be looking at it from what's the right solution, not just what's the minimum requirements.

So whether or not they're passed, we would be interested in reviewing them and considering how far we can incorporate them.

>> Colin Killick: Absolutely. Brian, I'm posting my work email in the chat. If you could shoot me something there about it, I am more likely to see those and I will follow up with the documentation.

>> Brian Postlewaite: Perfect.

>> Bonnie Denis: Great. Lian?

>> Lian Guertin: Hi, this is Lian. Overall, I love them, I totally endorse them.

One thing I'll just mention because it happened like three hours ago. I went through Union for the first time since the new bike lanes went in, and it was slightly terrifying, being suddenly in the middle of a bus stop.

I would endorse them as is, but if there are edits being made, just something about the in lane bus stops, including a bit about making there is sufficient distinction between the bike lane and the bus stop, and in particular the distinction that will work for anyone with a visual impairment.

I wasn't paying enough attention to what sort of indicators there were; I was more paying attention to

not hitting the people getting on the bus. So it's possible that there were some, but I think it would be a good thing to reinforce in the guidelines, making sure if the bike lane is going behind the bus stop, that there is a clear distinction that is done in a way that is both accessible for people with mobility impairments and also identifiable for people with visual impairments.

>> Bonnie Denis: Okay. Jesse, and then Jennifer.

>> Thanks, Bonnie, this the Jesse.

The bus stop right in the middle of the square, in front of the S&C building or a different bus stop?

>> Lian Guertin: It was on the section of Somerville Ave. that's been closed for a while been the big intersection like with Webster and the intersection with Prospect. I don't know what buildings it was in fronts of.

>> Were you going eastbound, west bound?

>> Lian Guertin: I was going eastbound towards Prospect Street. Like that one was particularly bad because I went through it as there was a bus loading. So it's possible that the other direction would have been as bad. There just were people there at the time. But like I didn't get a good evaluation of exactly what was going on because I was on a bike and trying not to hit people, but it seemed like I came up out of a cross driveway and suddenly I can't tell where's the bike lane and where's the bus stop.

>> So for the westbound bus stop, closest to the S&C, near the Independent, we actually installed cobbles on either side of the bike lane.

>> Lian Guertin: Are those on both sides or just the westbound?

>> Just the westbound.

>> Lian Guertin: Okay. That makes me feel better about what I remember because I remembered seeing those on the way back, and hadn't remembered seeing them on the way out and wasn't sure if that was just because I wasn't watching that. But I think that was part of what made it so confusing is it was just like a wider stretch of the sort of black bike lane material, a clear indication of who should be where.

>> This is still Jesse. So the eastbound one has to have railings around it to make it more visual.

>> Lian Guertin: Okay. If this was a case of that was thought through and it just hasn't all been installed yet, that makes me feel a lot better. But I do still think that would be a good thing to have in the guidelines, to make sure that these things are part of it.

>> Jesse: It's a very good point. The cobbles that are there on the westbound one were not in the original plans a year and a half ago. It was conversations with forestry and the construction team, kind of figuring out the best way to facilitate this. So it is something that is on the construction team's mind.

>> Bonnie Denis: This is Bonnie. I think some further conversation about the best way to do it as we start building more of them might be good. I know other countries have very clear guidelines for tactile strips and what each of them means. And we don't have that here, but I think that's what we should be working towards, especially people who are visually impaired know exactly what to expect and what it

means based on what surface they're encountering.

So Jennifer, and then Brian.

>> Jennifer Civitella Hilario: Hi, everyone, this is Jennifer.

I love the segregated bike lanes. I just want to mention that as someone who is visually impaired, I do have a concern when I as a pedestrian cross the crosswalk within a bike lane, and I was scrolling and I don't know if it's covered here or not, but I'm not able to see a bicyclist that is further than three feet from my body so I think I would be safe it's a lot different from a car; you can see a car. If there's a way, and I know it's probably impossible to have pedestrian lights every time there's a designated crosswalk across a bike lane, but maybe, it was mentioned the stripping, that people with bikes would know to slow down because there's a pedestrian crossing ahead of them. It may be what it is, kind of taking our life in our hands when we cross the crosswalk but it unfortunately has this extra risk factor that I don't feel at an intersection that has a light and I'm dealing with cars.

>> Bonnie Denis: Thank you. I think it does address doing raised crosswalks whenever possible, which obviously for raised crosswalks that go across the street that the bicyclists are coming down, that forces them to slow down which I think causes them to pay more attention.

I see Brian again nodding his head. So now do you want to chime in?

>> Brian Postlewaite: Yeah, this is Brian Postlewaite; and for those, just as a reminder, I'm both the secretary for the Commission as well as the director of engineering. I've been hearing this conversation wearing both hats, so furiously taking notes, and also comparing with what we do.

So I'm going to just rapid fire some answers, or some comments.

One, floating bus stops has been a really big topic over the past six months of trying to figure out the best way to make them most accessible and most clear for pedestrians and cyclists to avoid collisions and we've been distinctly including disabled pedestrians.

One of the solutions was the cobblestones to create a tactile barrier between two spaces that are otherwise at the same level. At a future meeting I'm happy to share what we have learned to date and willing to take any further comments or suggestions for further research.

But, Lian, you're right, the eastbound bus stop is, we were not able to apply solutions at the time of construction. But hopefully the handrails help with that.

As far as the pedestrian crossings, not unlike the floating bus stops, that's something that we are working on to create essentially traffic calming cyclists as well.

I brought that up with a bunch of the mobility people because it doesn't occur to them that sometimes we have to calm cyclists because they're part of traffic. And when they have their own lane they often feel nobody else should be in their way.

And that's not true. They have to yield, just as much as we have to yield, because I'm regularly a cyclist, at pedestrian crossings.

Highlighting them and making them clear and one of the things we've been doing is having at floating bus stops, having the cycle way rise up to the level or close to the level of the sidewalk which does two

things.

One, it provides a vertical deflection to help slow cyclists down and realize they're in a different space, but it also makes the accessible crosswalk going across the cycle path more level with less vertical deflection for them.

The third thing I'll say is, Colin, thanks very much for bringing up the "beg button." I used the air quotes because I don't like the pejorative buttons. They're pedestrian buttons, accessible pedestrian signals, and they are and this is something that we responded to SASS, the authors of this particular document, we had a meeting saying that we believed that was a it was not appropriate so discourage a piece of infrastructure that, though many may find pejorative or reduces their quality of crossing the intersection, but it reduces accessibility for people who absolutely need that piece of infrastructure to cross safely.

One of the pieces that we're trying to do is set up our intersections so that they have auto recall, but also be able to bring on accessible features such as the beacons and so forth when the button is pressed. The tactile feedback is important for some disabled people for understanding and acknowledging that the message has been received, and this isn't something that we can just get rid of because other pedestrians feel like they shouldn't have to see a button.

>> Bonnie Denis: Lian?

>> Lian Guertin: This is Lian. I have comments on two of those points, actually.

One, on the raising the like the bike lane to sidewalk level at the bus stops, I think in principle, I think that's a great idea as far as traffic calming and having a level crossing for pedestrians. My experience today has reminded me that that can also cause confusion as far as it being unclear what is the bike lane and what is the bus stop or sidewalk.

So I think just keeping in mind as part of having them at the same level, there needs to be very clear what's what, whether that's very obviously for colors, some sort of tactile or barrier making

>> Brian Postlewaite: We completely agree and we have solutions for it. They just didn't apply at the particular station you're talking about.

>> Lian Guertin: Just wanted to make sure that is part of the plan.

And then the second bit around the buttons at crosswalks, I think one thing that would help a lot with that is clearer indication of what pushing the button actually does. Because if I show up at like a crosswalk and there's a button, do I need to push the button? Is the button going to tell me things? Is the button going to make the light happen? I don't know.

So having like a label on the button saying like, the light will change regardless; press the button to get more information. Or press the button to increase the length of crossing. Or whatever the button is actually doing, like make that clear.

And I think that will both help for people using the buttons to realize like, oh, this is actually something that would be helpful to me. Because like I had never heard of the concept of there being pedestrian buttons that might increase the crossing time. And that's something that I bet a lot of people wouldn't

think of, but if they saw that would go, yes, that is helpful for me.

And also that will help with people being like, there's a beg button, that's terrible, if they know, okay, this isn't, I need to press this to get the light; this is I'm going to get the light anyway and this is strictly making it better, not here's a hoop that I have to jump through before I have to cross the street.

>> Brian Postlewaite: Lian, that's an amazing comment. I had never thought of it that way, thank you.

>> Bonnie Denis: Agreed. Two notes. One, I think there should be, you know, rainbows painted to distinguish these areas at all the crosswalks and whenever the bike lane is raised up as the same level as the sidewalk. I think that's the perfect way to do this, very visible. Brian, that note is specifically for you.

And I think in the interest of time, I just want to ask, do commissioners feel like we should take a vote on this with the caveat of writing something saying that we endorse all but the beg buttons? And write up why that is?

Or do we want to respond back and say we're very supportive, but we can't actually give an endorsement until this change is made?

Or something else completely?

>> Lian Guertin: This is Lian. If I don't entirely understand how endorsements work but I think I would be comfortable doing an endorsement of like we support this with the addition of, yes, we support making or taking out the requirement that you push a button to cross the street, but we don't support removing the button because XYZ.

I don't know how endorsements work so I'm happy to hear other thoughts.

>> Colin Killick: This is Colin. I agree with Lian, in that order. I think we need to send something explaining it.

I would certainly phrase it as we endorse all of this except, making it clear we disagree with that section.

Just a quick note: If we're putting out information about what the buttons do, which I think is an amazing idea, those explanatory panels, we should make sure that they're Braille.

>> Lian Guertin: Yes.

>> Bonnie Denis: Brian?

>> Brian Postlewaite: This is Brian. I think, now speaking secretary hat on, I think procedurally, I think it is perfectly fine to endorse something and provide the feedback that is part of that endorsement. As in, we endorse this based on this feedback. And basically what that says is if those elements, either we don't endorse or those elements we endorse but we request the addition of this, because there was some really good discussion with PDLs, protected bike lanes, that I think really should be at least communicated to SASS. If not insisting upon it being incorporated.

>> Bonnie Denis: Great. So procedurally, do we need to come up with the precise language to be able to carry forth a motion and a vote?

>> Brian Postlewaite: I think we can do it this way. How about I suggest a I feel like I shouldn't make the motion since I have been directly with SASS on this. But a motion that I would put up for consideration

>> Bonnie Denis: Can you perhaps type this so that Lian or Katie, who have not been working.

(Simultaneous conversation.)

>> Lian Guertin: There's at least one thing that came directly from me.

>> Bonnie Denis: I'm going to say maybe Colin or Katie could put forth the motion?

I see Katie nodding. Brian will have precise language for you momentarily.

>> Katharine Milton: You want me to put the language or the motion? The motion with the language that Brian is going to provide. I can do that.

>> Brian Postlewaite: I'm not done yet.

>> Katharine Milton: I'm going to put myself on mute again. I'll turn my video off again. We just finished bath, so....

(Pause)

>> Brian Postlewaite: Geez, this is hard. Bonnie why don't you move on and we can come back to this. It's hard for me to do this.

>> Bonnie Denis: Great. Thank you. I think the next one I would like to do, there's two things in my report, and after those we'll go to Director Capers.

One very briefly, at Thursday's city council meeting, there was a discussion about an amendment to take city council and the zoning and planning board completely out of any site review for outdoor dining. It was more of a procedural than anything. But it did, you know, again raise that there are outstanding concerns with outdoor dining and accessibility.

Councilor Campen put forth a motion to request the chair of the commission, me; the director of ISD; and the director of I think economic development to show up at a future city council meeting to discuss.

And he also requested a memo from the city administration on the current state of outdoor dining, and ADA complains, which I forgot to send to folks but I can do that.

And the thing that I want to note, that I need to follow up on, is that it states that noncompliance issues should always be reported via 311, and that's in direct conflict to what we were told previously, that everything should be submitted through the ADA complaint form, and in my looking on 311 I can find absolutely no way to report something as an ADA violation.

So even though I think that would be the best way to do it, so there's a bit of a mismatch between what the city administration is saying and what we've been told previously.

So that's ongoing.

Jesse?

>> Jesse: Thanks, Bonnie. ISD responds to restaurant violations. Brian, I need to speak to ISD and figure out what 311 work order it should be put under, but that is the process where you call 311, you email them, whatever; it then goes to ISD and they investigate. But we should determine what the work order is.

The work order is not called ADA violation but they obviously have something it might be restaurant violation but we can find out what it is.

>> Bonnie Denis: Okay. That is not what we were told previously. We were told previously that these things can't go through 311, and they needed to go through the complaint form, and you are the person that I have worked with on previous complaints, and I was told specifically that 311 can't be the place because we need to be able to track the level of ADA violations.

So again, I don't think we should get into rehashing this tonight. I just wanted to give people an update of it's still ongoing. I will be appearing in front of the city council at a future meeting, and I think that there's still some work to be done here to flesh this out from both sides so that we can actually

>> I do want to say, please do report them to 311. That is the process we're using now.

>> Bonnie Denis: Okay. As I said, I don't see a way to do that. There is the only thing I can see that even remotely comes close is a sidewalk obstruction, and that's not what most of these are. Some of them are, but that's not the biggest issue.

So

>> Jesse: I'll confirm with ISD what work order they want to use and I'll report back to the committee.

>> Bonnie Denis: I think that information needs to go out to the city because there's more than the folks on that commission that files complaints and

>> Jesse: One of the other things we've done Denise, Brian, myself and Steve they're going to start creating reports, keyword searches. So Brian sat down with Steve, and keywords, ADA, obstruction Brian, do you remember any of the other words you put forward?

>> Brian Postlewaite: I don't remember offhand.

>> There's about ten of them so we can run a report weekly and see if you put a sidewalk repair work order in, and you say in the repair this is ADA, that will then go into this report, and then you present it to the ADA coordinator for follow up and follow through.

>> Bonnie Denis: Great.

>> Brian Postlewaite: This is Brian. This has been something that the commission rightfully highlighted to both 311 engineering department ISD, the right way to communicate it. We are still trying to figure out the best way to do it, and what Jesse highlighted is what is our latest best thinking of how to do this.

But it hasn't been fully formed yet. And so, though I agree with Jesse, that's the best way to move forward right now, and we think that this will work and be a substantial improvement to the way of

reporting it.

I just I want you to know that we haven't finished coming up with the best way. We're still working on it and we're working as quickly as we can on that.

>> Bonnie Denis: Okay. Thank you.

I have a comment and then I saw Lian and Henry. You know, I just want to note that this is this has been going on for a year and a half now and we're talking about the complaint system. This isn't even touching on what I think needs an entire revamp is how these things are done. Because we can make a complaint, but that doesn't change the fact that even restaurants with ramps that are compliant aren't putting them out routinely. It doesn't change the fact that many of these park lifts are not in a space that a ramp could safely be used and I think the entire program still needs looking at.

What we're talking about here is still the best way to complain, which puts the burden on residents who have to complain about a lot, and it's kind of exhausting. And it's not one or two restaurants; it's the majority of the restaurants. And we're talking about putting this in permanently. And I'll note that the Architectural Access Board variance that the commission helped the city get was not supposed to be a permanent measure; it was supposed to be a temporary measure. And it's not being followed. And I'm nearing the point where I'd like to recommend the commission revoke that variance because I don't think that the only thing we should be doing is spending months figuring out the best way to complain about it.

I think we should be actively working on fixing it so that there are fewer things that we need to complain about.

Lian?

>> Lian Guertin: This is Lian. I'll also note while I think the keyword search to catch complaints to go into different 311 categories is a great idea on your end, I will note that that doesn't help for issues that don't get reported because someone tries to and goes, I can't find the category and just gives up.

So I think it would be helpful to, if you're going to do that and take a while to figure out the best strategy, in the meantime just add a catch all category so if someone goes if and is not sure where to report it, they have something that falls into this catch all; I can report it there and it will get sorted into the right place and they will actually make that report instead of going in the wrong place, whatever, that it's too hard.

>> Bonnie Denis: Henry and then the then Jesse.

>> I just wanted to respond to Lian. We have a call center you just call them

>> Lian Guertin: Phones do not work for everyone.

>> Bonnie Denis: Calling is not a solution for everyone.

(Simultaneous conversation.)

>> Lian Guertin: This is Lian. Especially the sort of person who is going to get overwhelmed by not being able to find the right category, at least in my experience, it's going to be even more overwhelmed

by having to call an actual person on the phone.

>> Sure. We also have email directly. Just tell them what's going on

>> Lian Guertin: Again, that's not necessarily easier the point is to make it as easy as possible. So that didn't this is confusing; make it even more confusing by making a separate process. Make it obvious like have a place of I'm not sure where to categorize this but here's my report and it's reported and you can follow up with me if you need more info.

>> Jesse: Lian, you can send an email saying that.

>> Lian Guertin: It doesn't need to be a separate system.

>> Bonnie Denis: So Denise, I want to recognize you. I just want to say that we've talked about this before and separate is not equal. And if we're talking about fixing the system to work, we shouldn't be saying, you should just use this other method. So Denise, and then Henry.

>> Denise: I want to acknowledge that yes, it is important to provide various methods of access to report. I also want to remind everyone that this is something that is important to us and we have been meeting on the same topic area for various numerous weeks now.

Part of what we need to be mindful of is that we are currently in the process of hiring and ADA coordinator who is going to be the person that is going to be central to creating these new methods of filing a complaint, tracking the complaint, and what have you.

So when we meet, we're talking about what are the best ways that we can mitigate the situation now, but still provide an avenue for this to be a stronger foundation to be built when the ADA coordinator is available.

So we're moving forward with the process of the ADA coordinator, of hiring the ADA coordinator. So I'm hopeful that the person will be on board very soon.

So I want to encourage everyone not to

>> Bonnie Denis: Sorry; I hear what you're saying. This has been something we've been talking about for well over a year now, and it's getting kind of frustrating when we're saying these are the best things for people like us, and what we are hearing in return from the city that has lacked on accessibility is that you're having conversations about the best ways to do things, and that will be solved when you hire an ADA coordinator, but you're not

>> Denise Molina Capers: I'm sorry, that's not what I'm saying.

(Simultaneous conversation.)

>> Denise Molina Capers: What I'm saying is we're taking into account what is being said in these meetings and from other constituents in the city and we're having conversations around what can we do right now to solve those issues while at the same time keeping in mind that the ADA coordinator is going to be tasked with getting that done as soon as possible, as soon as they're hired.

I can't help that this has been something that has been ongoing

>> Bonnie Denis: Right, I understand that. But what we're hearing from the person who was in that

acting role is, you should be satisfied with less. And I'm saying that's not a satisfactory response, if you are hearing us, it should be, we will try to incorporate that, not you can use this other solution.

I am also curious how fast somebody is going to be onboarded because I thought we were going to be involved in the process of hiring and I haven't seen anything on there being candidates. So has that changed, that somebody from this commission will be sitting on

>> Denise Molina Capers: I sent everyone an email saying in this meeting I needed to have a discussion about who was going to be on the hiring panel. Nothing has changed.

What I want to encourage everyone to think about is that there are processes that need to happen, and I think that Jesse was just trying to relay that there have been multiple ways to file the complaints, although we understand that there needs to be more ways to do that. And so that is why we have conversations around it, to see what can be done now while we wait for the ADA coordinator to be hired, because if there's going to be more to be done after they're hired, then great, we get that done. It's not that it's being ignored.

>> Jesse:

>> Bonnie Denis: We weren't informed that there were multiple ways. We were told one thing and the only reason we know ISD is the new thing because of the city council meeting because I happened to notice it on the agenda.

>> Jesse: We've had conversations about this for months. That's not true.

>> Bonnie Denis: We suggested ISD and 311 months ago, and we were told to use the ADA complaint form, and that you would consider doing it.

I see Lian and Henry, but I want to table this so that we can actually get some other things accomplished, unless there's something significant either of you need to add.

>> What I was saying, Bonnie, there are multiple ways to contact 311. If you want to email, tweet

>> Lian Guertin: I would like to respond directly. There are multiple ways except the one I want to use; that one's not an option and also it's really hard to be told and accept that you're hearing what we have to say and not taking into account when I have said multiple times, I have given a specific, this is what you could do, that seems like a very easy change to make unless I'm missing something and it's not even being considered. Is it harder than I imagine to just add a category to 311? Because that seems like it would be fairly easy on the back end. And just having a category for other access complaints would make things so much easier on our end.

>> Bonnie Denis: Brian. I assume Brian wanted to respond to that, but if not, Henry should speak first.

>> Henry Edward Hardy: I would like to have an opportunity to speak the first time on this issue for one minute; but please, Brian, go ahead.

>> Bonnie Denis: Henry, please. I'm sorry.

>> Henry Edward Hardy: It's fine. And this hopefully is not inflammatory, but does speak to the issue.

There are other types of disability issues other than ADA, such as Fair Housing Act. I've recently tried

to address an issue with moving into my Section 8 housing, Hunter Homes [phonetic] and reached out to the city, and not only could 311 not help me but there was no clear path and no one took responsibility. I reached out to five different city departments and they all said this is out of scope; this is not our responsibility.

So is fair housing not in scope for anyone in the city, but the ADA is, as far as disability accommodations?

And then I use 311 a lot, and if they have a script and a response, they will do those things. That's not a substitute for proactive action by the responsible city departments, and when I make an issue with 311, I have to know to ask for the ticket number. And that's not documented anywhere. I know that because working as a system administrator I worked a lot with ticket systems, and customer support.

When I make a report of a violation or an issue, I want to use a standard form, which is compliant with the appropriate procedures, and guidance from the state on how compliance is to be done and I want to keep a record of it.

With 311 there's no record. If you're one of 100 people who knows to ask for a ticket number, you get a ticket number. You don't get a transcript, you get nothing.

So 311 is an adequate portal to channel people into a system which does not exist. So that's a deflection.

Thank you.

And I strongly endorse Bonnie's comments and the comments of the commissioners's.

>> Bonnie Denis: Thank you, Henry. Those were all extremely good points. And

I don't know what your complaint is and I don't know who the right people are going to be to help you or who you've already talked to, but I will say personally I'm happy to have that discussion with you and help you try and sort it out because that's egregious.

>> Henry Edward Hardy: We can have this discussion offline.

>> Bonnie Denis: We can do that offline; great.

Brian?

>> Brian Postlewaite: This is Brian. All I wanted to respond with Lian is that we agree, we have been looking into the opportunity to add category specifically. It's not as simple as I thought it was going to be, which is why I initially brought this up as where this is an interim solution that we haven't even fully worked ourselves around. We are trying to find out the best way to do it.

And that's what we're doing.

I know it's not perfect, and it's probably not even close. But it is the best that we have at the moment and we're trying to make it work as best as we can.

I think that there's probably a really good agenda item in the future to bring Steve Kregg [phonetic] in to discuss the whole complaint process and how we can get questions, like Henry, you brought up, as well

as questions, Lian, you brought up, into the program, into the hands of the right people to answer them.

That's the point of 311, is to get people connected, the person with the question or comment, and the person with the answer and the resolution, together. That's the whole point of 311.

So I think there's a conversation like that in the future.

I would like to turn us back and make sure that, Bonnie, you had covered everything you wanted to on outdoor seating because I know that is also a particular pain point, and I am afraid I didn't fully capture everything you said at the beginning because I was working on the motion.

So between meetings, if you can share with me the detail that you shared with the committee so I can get it into the minutes.

>> Bonnie Denis: This is Bonnie. I can do that.

Great.

So the next item is, we talked about trying to standardize adding new commissioners, and we used the questions discussed at last month's meeting and got responses so far from Jennifer and Henry.

Commissioners, are there any questions to those responses that you have? What I would like to be able to do this evening is make a recommendation or make a motion to put forth that we recommend adding these we can't recommend adding them to the commission, but we can recommend that Director Capers puts them forth to the mayor to be put forth as potential additions.

And so Colin, Lian, Katie and Brian, were there any questions?

>> Katie Milton: No. Can you tell me I was looking for their responses; I'm sure they're very good. I just wanted to read them.

>> Bonnie Denis: I sent them today. Let me see if I can

>> Katie Milton: I went through it could be here.

>> Bonnie Denis: I can also

>> Katie Milton: Everyone's dressed; I can turn my camera back on.

I mean, I've been dressed the whole time, you know. This isn't being recorded is it?

>> Bonnie Denis: Director Capers, if you could make me a host, I could also just put that up on screen or if you want to put them up on screen.

>> Denise Molina Capers: (Gave a thumbs up) You should be able to share your screen.

>> Bonnie Denis: Okay. All right.

Is this good enough resolution for folks?

>> Katie Milton: It's good for me.

>> Why are we all right?

>> Katie Milton: Because we're sharing the screen sorry.

(Went on mute)

>> Bonnie Denis: That's all right!

Please feel free to let me know if I should scroll, or if anybody has questions.

>> Katie Milton: A pod facilitator for mommas? That's a lot of work!

>> Lian Guertin: This is Lian. I want to confirm before we get too far in this that the people being discussed are okay with their answers being discussed in the public meeting?

>> Bonnie Denis: I previously sent that with the agenda, but thank you for confirming.

>> Colin Killick: This is Colin. I was able to read the letters over, and I found them both very impressive. I think clear connection to disability () work skills that would be brought to bear on what we do, those were my big boxes.

I would without any reservation make recommendations in this case.

>> Bonnie Denis: Thank you, Colin.

>> Lian Guertin: This is Lian. Agreed on both cases. I think that the experience both in terms of skills and in terms of perspective on disability issues is some that we don't have on the commission yet, and I am really excited to both have more people but essentially have more people that will have different views on things, than either I or the existing commissioners do. So I'm very excited by both.

>> Bonnie Denis: Thank you. And I'm going to stop sharing, and bring up Jennifer's so that I can make sure I bring up the correct one.

(Pause)

>> Bonnie Denis: Okay, let's see.

Okay. Katie, I'm just seeing in chat now that your co attendees are sharing the emojis, so I had assumed the thumbs up was that you were all set with

>> Katie Milton: No, it is. I'm just letting you know all the hearts I'm just letting you know. I'm sorry.

>> Bonnie Denis: That's all right.

>> Katie Milton: I'm not throwing party favors and hearts.

>> Bonnie Denis: So again, just let me know if I should scroll.

(Pause)

>> Bonnie Denis: Are you going for me to scroll, Katie? Okay.

Okay, I'll stop share. Great.

So I think if everybody is ready, I would love some assistance figuring out the right language with how to put forth this motion.

>> Lian Guertin: This is Lian. In terms of procedure, are we going to just have a vote in the minutes, or is someone going to like send a letter to the city council? Is somebody going to send something to the mayor? Like what needs to happen, as the next step?

>> Bonnie Denis: So historically, what has happened is the ADA coordinator has forwarded to the mayor if there are interested parties and the mayor puts it forth to city council.

And I think we still haven't outlined exactly what we think the process should move to. This was the interim step of let's come up with some questions we all agree on, and so that when it gets in front of city council, they have something in front of them saying we have reviewed these people, we know that they're being put forth. We approve them joining the commission. We think they would be good additions.

So what I would like to see is us being able to write something to city council saying that we've done that and I think procedurally Director Capers would need to put forth interested parties to the mayor.

I see a head nod there, so....

>> Denise Molina Capers: This is Denise. Yes.

>> Bonnie Denis: Okay.

>> Lian Guertin: This is Lian

>> Bonnie Denis: I saw Brian

>> Lian Guertin: Oh, if Brian was going to say something?

>> Bonnie Denis: No, okay.

>> Lian Guertin: Great. Then this is Lian. Then I motion to approve, deputize? I don't know what the right word is

>> Brian Postlewaite: Recommend.

>> Lian Guertin: Authorize recommend, that Bonnie write a letter to the city council indicating the commission's

>> Bonnie Denis: Full support?

>> Lian Guertin: Yeah, full support of the recommendation of Henry and Jennifer to be appointed to the commission.

I think those were the right words?

>> Brian Postlewaite: I second that motion. Brian Postlewaite seconds that motion.

>> Bonnie Denis: Can we see to be appointed to the commission, or do we need to say, put forth to the mayor?

>> Denise Molina Capers: And

>> Lian Guertin: I think it's, Denise will be putting them forth and we are saying that we support their

appointment. I think that's how it works?

>> Brian Postlewaite: I think it's simpler than that. All we have to do is recommend we recommend these prospective members of the commission to the mayor. And Denise's job is

>> Bonnie Denis: Can you write that down?

>> Brian Postlewaite: I just read it from our bylaw. So I'll write it down.

>> Bonnie Denis: Great.

>> Brian Postlewaite: Denise is really just the letter carrier, if you will, transmitting that information to the mayor. Because this is the commission's recommendation.

>> Bonnie Denis: Okay. And procedurally, should I write that and send it just to Director Capers or to Director Capers and City Council so they have a copy as well or will you include that

>> Denise Molina Capers: This is Denise. You can send it directly to me and I will do the rest.

>> Bonnie Denis: Great.

>> Brian Postlewaite: It goes to the mayor, not to the council.

>> Bonnie Denis: Right. So the point of doing this, aside from like having a part in this, is to ensure that when it gets in front of city council, they know like we approve of these people, because there had been some question in the past of not being aware of who was being added to the commission, and

>> Brian Postlewaite: Then once the mayor recommends it, we should forward our recommendation to the council?

>> Bonnie Denis: Great.

>> Brian Postlewaite: So that they know that we recommended it to the mayor. But we can't not that we can't; we shouldn't do that before the mayor does, because our action is with the mayor, not with the council.

>> Bonnie Denis: Right. Jesse?

>> Jesse Moos: This is Jesse. I've done a very similar process for recruiting to the memorialization [phonetic] committee; on the city staff for that.

What it is is that the committee picks someone, you give the recommendation to Denise. Denise inputs it to the mayor. Denise inputs it to Minute Track which is the platform we use for city council meetings and that's how the city counsel gets it, an agenda item through Minute Track.

>> Bonnie Denis: But this letter of recommendation will be included for that?

>> Jesse Moos: Yes.

>> Bonnie Denis: Great. Then let's take a vote on that motion. All in favor?

(Vote taken.)

>> Bonnie Denis: Katie, do you mind muting? Thank you.

Colin, I didn't hear you.

>> Colin Killick: Aye.

>> Bonnie Denis: Great. Yay! We look forward to hopefully having the two of you on the commission at some point in the future. I expect it might take a month or two, but... Hopefully this process will get the ball rolling. Great.

So I don't think, as usual, we're going to hit everything, but I think Director Capers had an update on orientation and actually one other thing.

(Background talking.)

>> Denise Molina Capers: This is Denise. So the committee for the orientation process was able to meet and so now I'm going to take that information and begin to put together what would be the information that's presented to not just current commissioners but all future commissioners when they come on board.

What I'm also trying to do is to make sure that if there are any city department persons that have more expertise on the specific areas that we mentioned in the outline for orientation, to see if they're able to join and run that part of the orientation piece.

What I will do is before I move forward with finalizing what the orientation would look like, I will make sure to touch base again with commissioners to see if there are any other topics that they want to be included within orientation.

The other thing that I wanted to address was, I need to know who of the commissioners are going to be a part of the hiring panel for the ADA coordinator. We have had some applicants, some of which are very good candidates for us to be able to call in for interviews. And so I need a name of a commissioner that is going to be on the hiring panel so that we can go through the hiring process orientation right before we go into interviewing candidates for the position.

So if we can solidify that tonight, it would be great.

>> Lian Guertin: This is Lian. Just a question about that. Do you know what the expected time commitment and schedule for that would be?

>> Denise Molina Capers: So the time commitment I would say, per candidate, that we interview would be about an hour and a half. So if we have I'm horrible at math, but for however many candidates we end up calling in, it would be an hour and a half each, one hour for the interview and half an hour to debrief.

And the orientation part of the hiring process, I would say that's half an hour.

>> Lian Guertin: And when are the interviews likely to happen?

>> Denise Molina Capers: It's looking like we will be able to start next week.

>> Lian Guertin: In terms of like, is this I'm assuming like during the day, during business hours?

>> Denise Molina Capers: That would all depend on what the availability of the persons on the hiring panel would have, so we're definitely prioritizing that based on who's on the hiring panel and what their availability is.

>> Bonnie Denis: And are you looking for one commissioner or multiple commissioners?

>> Denise Molina Capers: One commissioner.

>> Bonnie Denis: The person I think most qualified to do this is Colin, but I also question whether or not he has the availability.

>> Colin Killick: I think that that might be a challenge.

>> Bonnie Denis: I think that's an incredibly diplomatic way of phrasing that.

>> Colin Killick: I would be more than happy to provide some thoughts or to look at the interview questions in writing, but if it was a robust interview, which it should be, with my schedule, it's likely to be a problem.

>> Bonnie Denis: Great. Lian, was that interest on your end in being the person?

>> Lian Guertin: This is Lian. I haven't decided if I'm interested or not, but if you're scheduling the interviews at 9:00 in the morning, then it's a moot point anyway, because I wouldn't be able to do that. I'm trying to figure out if I should even figure out if I'm interested.

>> Bonnie Denis: I will note we have about 12 minutes before the meeting ends. Thoughts from the other commissioners about whether I should be the person, or

>> Lian Guertin: This is Lian. My next question was, do you not want to do this and are hoping that someone else will step up or are you just trying to make sure that you give other people an option to volunteer? Because if it's that latter one I would absolutely suggest you.

>> Bonnie Denis: Since it's mostly the latter one, I do have a fairly light schedule next week aside from Tuesday, so I could have availability for this.

>> Lian Guertin: Then I would recommend Bonnie, both in terms of having relevant experience to be a good person to give feedback, and also having a schedule that would probably be more compatible with interviews than a lot of other people.

>> Bonnie Denis: I saw a thumbs up from Colin. A thumbs up from Brian.

Great, then I'm the person!

>> Lian Guertin: Sorry!

>> Bonnie Denis: And thumbs up from Katie and Holly is not here so we can't volunteer her. And also she's the newest member of the commission so I will be that person.

>> Denise Molina Capers: I will send a followup meeting.

>> Bonnie Denis: Thank you. Brian reminds us that we should do the motion. So Katie, can you see that in the chat?

The "Recommend prospective members of the commission to the mayor"

>> Bonnie Denis: No, the SCPD moves to endorse

>> Katie Milton: Yes. I'd like to make a motion. The SCPD moves to endorse the SASS street design guidelines with the requirement that the opposition to "Beg Button" be removed from the guidelines as they are essential for some persons with disabilities to safely cross streets. In addition, SCPD will provide additional recommendations for accessibility, especially around Protected Bike Lanes."

>> Lian Guertin: Second.

>> Bonnie Denis: Great. All in favor, aye?

(Vote taken).

>> Bonnie Denis: I see hands up from Katie and Brian. Colin?

>> Colin Killick: Aye.

>> Bonnie Denis: Great. The motion passes.

The next thing on the agenda, so there was discussion at the last meeting that Holly and Katie were going to look into the potential use of parking fund violations or parking violation funds. Katie, if you want to talk about that, you're welcome to.

I also have what Holly sent.

>> Katie Milton: You can do what Holly sent or I can do it next meeting.

>> Bonnie Denis: I can do what Holly sent for now.

So Holly took the information from the Mass. Commission on Disability Regulations, and brought that forth to her ward councilor, Jesse Clingen, who put forth a motion at the City Council meeting on Thursday, that passed unanimously to work with the city to get those funds in a separate account for our use.

There does need to be approval from somebody at the city level for what we want to use those funds for.

So the piece I'm not sure about and I don't know if Katie can talk about it now or we need to table it until the next meeting is potential ideas for how to use those funds.

Because when we did talk about this last year, that was the response from the city is they wanted to know how we wanted to use the funds.

So I have I think it's great that the city council is aware of this; I think it's great that they're in support of it. But I'm not sure that we're going to make any more forward progress on actually having that happen without a solid plan for what to do with the funds.

>> Colin Killick: This is Colin. I believe I sent it out sometime in (). So again, the guide that was put together on this parking issue years ago includes an appendix of a list of uses these funds were used for in other communities. I can pull that out again. Things I could name off the top of my head are setting up a scholarship for disabled high school students, purchasing magnifiers for local library,

buying accessible playground equipment. But there are other such things. Those are just who springs to my mind.

>> Bonnie Denis: Thank you, Colin.

>> Lian Guertin: This is Lian. I would love to see that if you want to send it out again.

>> Bonnie Denis: Okay. Jesse?

>> Jesse Moos: Just a question. This is Jesse.

Is it just for parking violations when someone parks in an accessible spot

>> Bonnie Denis: Yes.

>> Jesse Moos: or other items as well?

>> Bonnie Denis: No, just for parking in accessible spaces.

>> Jesse Moos: Do you want me to see if I can get a report over the last three years and see if Parking tracks that to see how much money was collected?

>> Bonnie Denis: That would be great. Thank you.

>> Jesse Moos: Cool.

>> Bonnie Denis: Katie, did you have anything you wanted to add?

>> Katie Milton: (Shook head).

>> Brian Postlewaite: Bonnie, can you remind us what the next steps are on that?

>> Bonnie Denis: Well, the next step we had formed a subcommittee for Katie and Holly to work on that. So I think the next step would be for Holly to talk about that at the next commission meeting.

I think we're going to I mean, there's a list of ideas, but I think we as a commission are going to need to decide what we want to focus on and how we're going to prioritize things or approve requests or like how we want to handle that.

Like is this going to be that we put out to the members of the public that this exists, and we'd like recommendations? Or is this going to be the commission decides a project each year? Or are we going to sort of ad hoc, like when we see a need, address it?

I think those are all outstanding questions that we really should flesh out what our policy is. Because otherwise it's just the money is theoretically there but we still don't know what to do with it or when to do things with it. Denise?

>> Denise Molina Capers: This is Denise. The administration is aware, and is contacting the city departments, the relevant city departments are looking into it to be able to answer those questions.

>> Bonnie Denis: To be clear, the city will not direct how the funds are used.

>> Denise Molina Capers: That's not what I'm talking about. I'm saying whatever questions you may have, in regards to the funds I didn't say they're going to tell you how to use it; I said whatever

questions you have in regards to the funds, the relevant city departments are looking into it so that they're able to answer your questions. They're looking into it to be able to help you with whatever questions you may have.

>> Bonnie Denis: Okay. I think the first question is how many funds are there, and how much yearly; and then it would be how to access the funds.

But I think jumping to how to access the funds is getting ahead of us needing to know what we want to do with the funds, because I think that's going to be necessary.

We have three minutes. I'm not sure if we can tackle this, but did folks get a chance to read the variance request?

>> Lian Guertin: I don't even remember you sending that out, so it probably got lost in my email inbox somewhere. So I have no comments about it.

>> Colin Killick: This is Colin. I was able to read it. It seems, in a nutshell, (indiscernible), essentially this building has two entrances, one which will be made fully accessible, which is not the front door and they're basically asking for a variance to not make the front door accessible because it's apparently a fairly steep staircase.

I don't have any problem with it so long as there is very clear signage pointing anyone who arrives at the front door to the accessible entrance.

But yeah, as long as there is an accessible route to all the businesses that is not significantly circuitous I guess would be my only point.

>> Bonnie Denis: Henry?

>> Henry Edward Hardy: I only looked at this today, so I haven't chased everything down. But I read parts of 521 CMR, and I don't understand the authority for granting a variance, because it's very categorical. All work performed on public buildings or facilities, including construction, reconstruction, alterations, remodeling, additions, and changes of use shall conform to 521 CMR."

It's very assertive, but there may be guidance or past practices that I'm unaware of.

But I think based on my first reading of the underlying regulation, I would not support the variance if I were on the commission.

>> Bonnie Denis: Thank you. Colin, do you want to speak to the Architectural Access Board? I think you have a deeper understanding than I do.

>> Colin Killick: Sure, yes. The Architectural Access Board process is unlike other states, where compliance with architectural sort of laws is often post facto and is done by complaint. Here, blueprints are checked up front by the Architectural Access Board for compliance.

State architectural standards are actually stricter by default than the ADA in a lot of places, but this comes with a variance process.

So under Massachusetts state law, unlike the way the ADA works where there isn't a variance, someone doing a project may request a variance for state law where they believe that full compliance

with the regulation would be impractical, and when they do so, a couple of things have to be true.

They have to present an alternative which would not offer a meaningful reduction in access.

And also that variance goes to both the local disability commission and the local independent living center which is Boston Independent Living in this case. And both the commission and the ILC have the right to comment.

The commission has in the past I think supported certain variances. We have opposed variances in other cases, like there was a requirement, a modification to a courthouse that would have meant that people with disabilities could no longer enter now would be buzzed in to enter, while people without disabilities could enter directly.

The question really is, do we as a commission think that this variance, that what they are proposing offers meaningfully less access than strictly following the regulation? And do we think that strictly following the regulation is actually plausible?

>> Bonnie Denis: Thank you, Colin.

Yeah, I think that meaningfully provide less access bit is important. My initial inclination is you have an extremely large budget, you're doing a large renovation, make both entrances accessible.

But I think Colin is ultimately right; but as long as there is a fully accessible entrance that is not burdensome, and I don't believe this is, we're talking about the intersection of Day and Elm Street, it's a fairly small intersection and that corner is relatively flat and people are using it all of the time to go into the post office.

So I think there is decent access there. But I agree that it needs to have clear signage.

So

>> Colin Killick: If it's the one I'm thinking of

>> Bonnie Denis: Brian, are you wanting to

>> Colin Killick: I'm sorry.

>> Bonnie Denis: Brian?

>> Brian Postlewaite: This is Brian. I would have one comment to say, is that I think it inherently unfair or disproportionate to have a public entrance that might be used as the main entrance to a building be inaccessible. And I haven't read through the variance and maybe this is covered, but I would want anything advertised as the main entrance, that the building's addressed address for all advertised address for all units be in would be the 58 Day Street entrance and the Elm Street entrance not show my advertisement of the internal occupants other than saying the address of that entrance.

Because I think it's fair for the general public to access through that, but that shouldn't be the primary or advertised or main entrance to the building, that anyone coming there for the first time would ever consider using.

>> Bonnie Denis: That is similar to what I was thinking, and stronger language, and I love it.

I saw Henry and then Lian, and I think we are basically at time.

>> Henry Edward Hardy: Lian, do you want to go ahead and I'll follow?

>> Lian Guertin: Sure. This is Lian.

And to be fair, I haven't actually read through the variance, so this is all based on what other people have summarized from it.

But I think my opinion is for something that is so much in a main square, I think regardless of whether someone could get into the building easily enough with the Day Street entrance, I think it is setting a dangerous precedent to have the entrance on like the main street through Davis be inaccessible, and I do like Brian's bit about making that entrance not a main entrance and not marked as such. But, yeah, I think that unless it is clearly a like the one on Elm Street doesn't look like an entrance to anyone, I would be really hesitant to approve this. Whereas I might be okay with it in somewhere a little bit less, like in the center of a square. I think that especially makes it a bad route to go down in terms of making the streetscape not a, yes, everything here is accessible.

>> Colin Killick: This is Colin. Quick question. Does the building presently have this (indiscernible).

>> Bonnie Denis: Can you say that again?

>> Colin Killick: I believe this is the building that presently houses youth bill, among a couple other employers. Because I actually worked in that building at one point.

As presently laid out the entrance on Day Street is the main entrance of the current building, anyway, and the Elm Street entrance is a side one.

I think what we're asking for is that the building not be reconfigured to make the Elm Street entrance the main entrance.

Right now, the Elm Street entrance is a narrow hallway with a staircase, so I think we're basically saying you have to keep the entrance on Day Street as the main entrance, because that's the one that will be fully accessible.

>> Bonnie Denis: Sorry; we are at 6 past, and I want to respect the time of the captioner and city staff.

Do we have two more minutes to take the last two comments, or do we need to adjourn?

>> Denise Molina Capers: I would say unless it's something that you have to vote on, I would end the conversation.

>> Bonnie Denis: Janis said she can stay for a few more minutes, and I do think we need to vote.

So Jennifer, and Henry, quickly, in the other order; and then let's take a vote quickly.

>> Hi, this is Jennifer. I'll be quick.

I just noticed from the pictures in the documentation that it looks like one of the tenants on the second floor uses the Davis Square entrance for clients and for advertising.

And so if it's possible, if the variance is written and does allow, in addition to promoting Day Street as the main entrance, it probably would have to go so far as not allowing tenants to promote the Davis

Square entrance, because it looks like an eyelash spreading place that is attracting customers up the stairwell.

>> Bonnie Denis: Thank you. Would you be able to send me the name of that business?

>> Yeah. I was looking at the PDF you sent.

>> Bonnie Denis: Okay, I can try and look through that carefully as well.

Great. So I am going to motion that I respond with comments to the variance request saying that we only support the variance making it clear that the Day Street entrance is the only promoted entrance.

Except I will wait to do that until Brian provides the actual good language...? Or should we just motion that I'm going to respond to the

>> Brian Postlewaite: I think we motion that you respond to it based on the recommendation that no tenant be able to use this as their primary entrance to their services.

>> Bonnie Denis: I'm writing that down.

>> Brian Postlewaite: Primary and public entrance.

We could go one step further and recommend that it only this entrance only be available to tenants with keys, but that may be excessive.

>> Bonnie Denis: Okay. I second that motion.

And all in favor?

(Vote taken.)

>> Bonnie Denis: I see an aye from Katie.

>> Colin Killick: Aye.

>> Bonnie Denis: Great. Thank you, everyone, for a productive meeting. I'm going to motion to adjourn, and look forward to seeing you all.

>> Second.

>> Bonnie Denis: next month.

Bye.

(People waving goodbye.)

(Meeting ended 8:10 p.m.)