



## **Draft Traffic Board Public Hearing Minutes**

**Wednesday, December 1, 2021 6:00PM**

### **Virtual meeting**

**Traffic Board Members in attendance:** Arah Schuur (Chair), Alex Epstein, Joan Liu

**Board Members absent:** none

**City Staff:** Kate White from the Office of Strategic Planning and Community Development (OSPCD) as Traffic Board Staff Liaison; Brad Rawson, Director of Mobility, OSPCD; Justin Schreiber, Transportation Planner, OSPCD.

Video recording of the hearing: <https://youtu.be/dAzVeymEMi0>

Link to the written testimony: <https://www.somervillema.gov/sites/default/files/traffic-board-public-hearing-12-1-21-submitted-written-testimony.pdf>

The meeting began at 6:00 pm and ended at 8:01 pm.

### Public Hearing Regarding the Somerville Traffic Commission July 15, 2021, actions making regulatory changes for the College Ave Mobility Improvements Project

The Chair shared that if the Traffic Board receives a petition relative to a rule or regulation approved by the Traffic Commission, the Traffic Board will host a public hearing and determine by majority vote whether to avoid or affirm the adoption, alteration or repeal of the rule or regulation.

The Traffic Board received an appeal describing the following:

“We the undersigned registered voters of the City of Somerville hereby petition the Somerville Traffic Board to conduct a public hearing regarding the Somerville Traffic Commission July 15, 2021 actions making regulatory changes for the “College Ave Mobility Improvements Project” (Agenda items 3&4).

There was 1) poor notice of the meeting; 2) an illicit requirement for members of the public to register in advance; 3) deceptive wording of the regulatory proposals; 4) incomplete and misleading presentation of the data; 5) technical difficulties with key staff participation; 6) failure to take roll call for a quorum and 7) failure to take actions & record action(s) by roll call vote. We believe diverse people – with and without disabilities – including area residents, customers, clients, business owners, business and non-profit managers, and property owners, as well as Somerville’s general welfare will be harmed by the Commission’s actions.”

The Chair reiterated the Traffic Board Public Hearing Rules and Regulations approved by the board on October 19, 2021.

As project proponent, the City of Somerville provided a brief presentation prior to the opening of public testimony.

### ***Project Proponent Presentation***

Justin Schreiber, City of Somerville, presented to the Traffic Board about the College Ave Mobility Improvements Project. J. Schreiber stated the College Ave is planned to be resurfaced from Powder House Circle to Davis Square as part of the City's Pavement and Sidewalk Program. J. Schreiber shared that prior to the project, approximately two thirds of College Ave is dedicated to moving or storing motor vehicles. Somerville's citywide, neighborhood, climate, and transportation related plans call on the City to reduce vehicle miles traveled and prioritize walking, biking, and transit access. Constructing multi-modal infrastructure allows residents and visitors to walk, bike, and ride transit more safely and comfortably, while also maintaining access for people driving. The College Ave Mobility Improvements project fulfills the City's Complete Streets Ordinance, which urges the City to approach every project as an opportunity to enhance bicycle, pedestrian, and transit facilities. It also requires the City to propose mitigation measures to any adverse impacts of the project.

J. Schreiber presented transportation data on College Ave. Approximately, 75% of people entering Davis Square in the AM peak are walking, biking, or riding the bus. Over 50% of people entering Powder House Circle in the evening are walking, biking, or riding the bus. Nearby residents have travel habits that include about less than half taking public transit to work, 14 percent walking to work, and 35 percent driving to work. J. Schreiber shared that College Ave is one of the most frequent transit routes in the City serving in total over 7,000 passengers. Buses travel down the street roughly every 5 minutes in the morning peak and every 6 minutes in the evening peak. According to street intercept surveys that the City completed both on College Ave and Holland Street, 75 percent did not drive, and 55 percent walked. 89 percent of those that drove found parking within 5 minutes. About half of respondents that drove shared that they would prefer not to drive. J. Schreiber shared that the existing street design does not reflect the multimodal nature of travel on College Ave.

Regarding outreach for the project, J. Schreiber shared that there were three public meetings, flyer at nearby homes, businesses, and bus stops. Somerville City Alerts were sent out and a public input map collected comments on the project website. There were over 250 responses to a Street Design survey, a collection of parking data and analysis, and numerous individual and group meetings with businesses, city advisory committees, residents and commercial property owners.

J. Schreiber summarized the public input heard which included concerns about unsafe crosswalks, speeding, MBTA bus delay due to traffic close to busy intersections, reduced curbside parking, and lack of dedicated spaces for people biking. Requests included slowing down people driving, making it safer and easier to cross College Avenue, improving visibility near intersections, providing dedicated and protected bicycle facilities, mitigating impacts from curbside parking changes, prioritizing short-term parking regulations, and getting MBTA buses out of traffic.

J. Schreiber provided an overview of the proposed changes, which include the location of proposed bus/bike lanes, protected bike lanes, parking, and safety and crossing improvements. The overview also

includes proposed traffic calming elements such as new crosswalks, pedestrian refuge islands, curb extensions, speed humps, and raised crosswalks.

J. Schreiber described the parking changes on College Ave which included the number of spaces to be removed or added. Reasons for the changes include the implementation of bus and bike lanes, consolidation of bus stops, and enhanced bus stops. J. Schreiber presented the parking mitigation strategy designed to prioritize shorter term regulations near businesses to increase turnover. These changes included 22 new parking meter spaces, new loading zones, and removing some peak hour restrictions on Highland Ave. The map displayed also shows existing accessible parking spaces and a new accessible space proposed in front of the West Branch Library.

J. Schreiber shared an overview of the July 15, 2021, Traffic Commission meeting. The meeting was posted to the City Calendar by the Parking Department on July 1, 2021. The Traffic Commission agenda was posted one week in advance by the Parking Department on July 8, 2021, consistent with what is typical for the Traffic Commission. Preregistration to access the virtual meeting was not required and the meeting could be accessed by web or telephone. J. Schreiber stated that the Mobility Team presented at the July 15, 2021, meeting. The agenda items were inadvertently approved without a roll call vote establishing quorum at the meeting and roll call votes for each item. J. Schreiber described that at the November 18, 2021, meeting, the Traffic Commission reaffirmed the and ratified their approval of all items on the July 15, 2021, agenda with a roll call vote, allowing the appeal to proceed to the Traffic Board.

J. Schreiber ended the presentation sharing maps displaying the proposed parking regulation changes by sub agenda points for Traffic Commission agenda items 3 and 4.

#### ***Traffic Board Discussion of Project Proponent Presentation***

J. Liu asked J. Schreiber for the total number of spaces being removed and the total number of spaces being added. J. Schreiber responded that the net total spaces being removed was 31, which accounts for the four spaces added. J. Liu followed up to clarify if the new metered spots would be usable by permit. J. Schreiber confirmed that the metered spots will be available by permit when the meters are not in effect from 8:00 am to 8:00 pm.

#### ***Public Testimony***

K. White shared the Zoom instructions to participate in public testimony. A. Schuur shared that prior to the public hearing, the board received written testimony from 33 people. The board reviewed these comments. A. Schuur reiterated participation instructions and shared that members of the public are required to share their name, address, and any organization they represent if applicable. A. Schuur shared statements from the public are limited to two minutes each. The Chair has discretion to interrupt public comment that extend beyond two minutes to afford all people who wish to do so to have time to provide testimony. A timer was displayed to help keep track of comment length.

Jon Sillari, 9 Forster Street, asked the Board to wait on making a decision to remove parking on College Ave until the completion of the City's parking study and proper notice provided to community members. J. Sillari described their frustrations with the City's engagement process, lack of communication to property owners, and inadequate data used to make decisions on proposed changes. J. Sillari shared

that the proposed changes would negatively impact businesses already hurting from COVID and asked for a broader understanding of the impacts to the Davis Square community.

Tom Lamar, 17 Cross Street, Chair of the Somerville Bicycle Advisory Committee (SBAC), conveyed that SBAC passed a resolution in September reiterating support for the project because it will substantially improve safety and mobility. T. Lamar offered comments on their own behalf which including support for the 24/7 bus lanes, ability for people biking to use the bus lanes, and the implementation of the northbound bike lane offering a safer connection from Davis Square to the improved Powder House Circle. T. Lamar shared their desire for further safety improvements but thanked City Staff for moving the project forward.

Ken Carlson, Beacon Street, member of Somerville Alliance for Safe Streets, shared comments as an individual resident. K. Carlson shared that Davis Square is a jewel of the city made up of several businesses and visited by numerous pedestrians, cyclists and transit riders. K. Carlson stated that it should be a safe and equitable destination but currently it is dangerous to travel while walking or biking. K. Carlson described the high amount of cut through traffic and speeding. K. Carlson stated that they support the changes proposed for traffic calming and bicycle facilities.

Jack Connolly, shared their concern that the appeal of the Traffic Commission decision was not shared at the beginning of the meeting or included in the notice. J. Connolly stated that the notice was not disseminated well. J. Connolly stated they had spent 30 years an elected official and never received a phone call or email to notify him of the proposed changes until neighbors of the nearby community let him know. J. Connolly stated that there was a misrepresentation of the data and that no well-known traffic study methods were conducted. The economic disadvantage that is being imposed on College Ave businesses and residents of Ciampa Manor who are need of services are going to be jeopardized with no parking. J. Connolly asked the Chair to keep the record open for another week to allow more time for people to submit testimony in writing.

Zach Rosenberg, 5 Cameron Ave, Chair of the Pedestrian and Transit Advisory Committee, spoke on behalf of themself. Z. Rosenberg stated their support for the proposed changes to College Ave and shared that the Mobility Department worked diligently and quickly, especially after Dr. Zalman was killed walking along College Ave. Z. Rosenberg shared that the department has incorporated much needed safety features. Z. Rosenberg stated that they had attended the earlier public meetings and that they were adequate and well done. Z. Roseberg stated that the project meets many of the goals that the city has outlined in SomerVision 2040 and the Vision Zero Action Plan. Increasing transportation equity with a focus on bus users and bike riders, prioritizing vulnerable road users, reducing vehicle miles traveled, and minimizing space dedicated to personal vehicles is critical.

Al Jean Batiste, employee of Apartment Rental Experts, located at 18 College Ave stated that the City needs to take into consideration the businesses that rely on available parking. Employees at Apartment Rental Experts are required to have a car. A. Batiste stated that they need a parking spot for every agent that works there and they need parking for customers. A. Batiste shared that the plan only focuses on people traveling by bike and that businesses are going to lose business with these changes.

Ariel White, 11 Hinckley Street, stated that they followed the planning process for these changes closely. A. White shared that they feel the changes do not go far enough but is looking forward to them being implemented. A. White has watched the construction through the window of the Route 89 Bus and is

looking forward to a time when the bus spends less time in traffic. A White stated that the hope that none of the planned updates will be rolled back and these are small changes to the street to make it safer for people. The changes are being implemented in the wake of a person being killed on this street. The changes are an important step towards making it possible for everyone to get around Somerville safely and comfortably regardless of their mode, age, or physical ability. A White shared that in building a Somerville friendly for families, for people aging in place, for people with disabilities, they think of making street crossings shorter, having pedestrian refuges, and traffic calming. A. White also shared that the changes should make buses work for the many people riding with mobility aids and strollers.

Seth Hurwitz, shared that these changes reflect the City's long-standing goals for making it safer for pedestrians and more sustainable by encouraging alternative modes of transportation. S. Hurwitz stated their support for the City restricting parking and encouraging other modes of transportation so that more people can get around without relying on a car. S. Hurwitz stated they understand this is an inconvenience for the businesses but for many years, the City has prioritized car-centric streets, and they think its acceptable to ask businesses to make shifts to service those who use the bus, walk, or ride bicycles.

Ali, resident of Somerville for 24 years, member of Community Baptist Church, and employee of Kingdom Rock Children's Village preschool shared that the church is regularly used on Sundays and for weddings and funerals. They are concerned for hearse and limo parking. Ali described that the handicap spot will be removed as part of the plans. Ali shared that they are concerned with the school's parking lot being used by people picking up from the Davis Square station speeding and unmonitored. They witnessed two instances of cars threatening to hurt children in the parking lot. They are concerned that this will get worse with the proposed plans. They support sustainability and climate control but feels this decision is too fast. Ali shared that the church and school were not notified of the changes.

Fernanda M, employee of Apartment Rental Experts, stated that taking away the parking will not make the street safer and that without enforcement or speed humps, people will drive recklessly. Fernanda shared that they witnessed similar projects in Cambridge and now people illegally park in the bike lane making it more unsafe. Fernanda described transportation challenges for workers and residents.

Hala Dajallah, 56 Hall Ave, shared that the relocation of the bus and installation of the floating bus stop between Hall Ave and Francesca is unsafe and will likely be underutilized. H. Dajallah stated that removing parking is going to cause more parking demand on Hall Ave. H. Dajallah described their mobility impairment issues. Increased demand of parking on side streets will limit residents' ability to travel, especially on Sundays.

Stephanie Gallaitsi, resident of Morrison Ave, Commissioner for the Commission of Women, speaking on behalf of themselves, stated that they attended all three public meetings for the Holland Street and College Ave Mobility Improvements Project. S. Gallaitsi shared that they are extremely concerned about safety and that a driver hit and killed Leah Zallman on this corridor while she crossed Kidder Ave in a crosswalk. S. Gallaitsi stated that the changes on College Ave are necessary to improve safety in this corridor and they support the proposed changes. S. Gallaitsi stated that roads need to serve everybody in the community and devoting significant space to parking is counter to the needs of neighbors who would like to not fear for their lives when they cross crosswalks.

Lee Auspitz, 17 Chapel Street, described their frustrations on Mobility's implementation of transportation changes. L. Auspitz described that this is not the time to remove parking while businesses face closing due to the pandemic. L. Auspitz described that there are two reasons to differ including the development of comprehensive bicycle study and parking study. L. Auspitz stated that the floating bus stop detours the bicycle lane unsafely.

Dr. Mohab Rizkallah, Le Court Holdings, Le Court Realty, the Braces Place, T Station Dental, shared his support of the plan but disagreement with the timing of deployment. M. Rizkallah described that it is at odds with business health. M. Rizkallah described that Davis Square is a destination because of the businesses. M. Rizkallah represents businesses that bring 130 staff members to the square who patronize local businesses. M. Rizkallah stated that they feel the data that was collected by the city is incomplete. They asked for a delay of the project.

Stephen Mackey, Somerville Chamber of Commerce, stated that the Traffic Commission was a product of a 1978 home rule petition, and it did not anticipate the implementation of Complete Streets, and the level of transparency the public would want. S. Mackey described that the makeup and deliberation of the commission does not suffice and that public hearings are necessary. S. Mackey described that it was only at the courtesy of the Chair that people could provide public comment at the July 15 meeting. S. Mackey asked for a delay and deeper dive of the written testimony.

Matthew Carson, 205 Holland Street, stated that Somerville is the densest City in the country and not a suburb. M. Carson shared that the City should prioritize people moving on their feet, biking, and traveling by public transportation. M. Carson described that people driving into Davis are not representative of Davis Square residents, and that many residents do not have cars. M. Carson shared that Davis Square is busy because of the T station, the many buses, and the people who bike.

Lily Linke, 12 Maple Ave, thanked S. Galaitsi for their comments and shared that Leah Zallman was a Somerville resident, a mother, a wife, a daughter, a doctor who served the immigrant population, and ultimately a human being who died a horrific and unnecessary death. L. Linke shared that a dear friend held Leah Zallman in her arm's as she died. L. Linke stated that they do not want anyone to have to go through that. L. Linke shared that they understand that the transition from a car centric area to one that is respectful to everyone traveling by any mode is going to be difficult but it is necessary to move towards the City's safety and climate goals. L. Linke shared that safety is not in conflict with business.

Paul Upton, former resident, retired deputy chief, former member of Traffic Commission and Davis Square Task Force, shared that they are opposed to the proposed changes. They frequent Davis Square multiple times a week. P. Upton shared that there is a plethora of businesses and houses of worship in the square and parking spaces have been reduced due to the increase in outdoor dining. P. Upton asked for a bicycle traffic count.

David Rizutti, 26 Brastow Ave, stated their opposition to the proposed changes and asked that the board consider the testimony of J. Connolly. D. Rizutti shared that reducing ability to drive in Davis Square is a disgrace and it is more valuable to make it more navigable to drive.

Alex Frieden, 4 Lake Street, stated their endorsement of the Holland and College Mobility Improvements project. A. Frieden shared that they had been against the direction of the project and wanted a more aggressive multimodal College Ave but the proposed changes are a vast improvement. A. Frieden stated

that public input in SomerVision advocated for less car travel and increased trips by other modes. A. Frieden shared that there is no policy to preserve parking spots and College Ave represents a major way to traverse Davis and Powder House, therefore it's crucial to build out a network of safer and faster bus and bike routes.

John Amaral, 90 College Ave, stated that they do not see quality control in the changes and that flawed data was utilized. J. Amaral stated that the bump outs and lights have made things worse.

Olivia Bittel, employee of Apartment Rental Experts, Revere resident, stated that they wanted to share how they contribute to the community. O. Bittel stated that it is already very difficult to find parking and they do not have the option of parking on side streets. O. Bittel stated that there are other ways to drive safely, and bike safely, to support people biking without taking away the parking.

Greg Marra, Atherton Street, shared that they often bike on College Ave with their daughter to get to area parks. G. Marra stated that it is a tricky street to bike with cars often going faster than the speed limit, and that the plan is a positive step forward.

Ali and Kim, shared their concern about ploughing once the bike lanes were implemented.

M. Rizkallah, asked the board to consider reducing the length of the bike lane at this time and preserving parking from Davis Square to Morrison Ave.

S. Hurwitz, shared that when it comes to enforcement, police presence does not mean that motorists will obey the law and that there will not be any crashes. S. Hurwitz stated that building the infrastructure will help safety features by reducing speeding, and providing dedicated spaces for people taking the bus, biking, and walking. S. Hurwitz shared that the lively nature of Davis is not due to the presence of cars but the Red Line. S. Hurwitz shared that the fear of the impact on businesses with the reduction of parking is not founded by data but there is data showing that areas that are made to be more accessible by walking, biking, and taking transit, makes businesses stronger.

S. Mackey, stated that they support safety and human life. S. Mackey stated that members of the Traffic Commission were not at the public meetings hosted by the Mobility Division and that they relied on a summary provided by staff. S. Mackey shared that public input about jobs, seniors, and houses of worship was not included in the presentation. S. Mackey asked for the proposal to be sent back for a public hearing.

Becca Miller, 14 Elmwood Street, stated that they mainly travel by foot or by bike. B. Miller seconded S. Hurwitz's comments. B. Miller shared that they want to review M. Rizkallah's comments earlier who owns Le Court Realty and has many parking spaces as part of his properties on College Ave and Kenwood. B. Miller shared that the City should move forward with goals of SomerVision and support people traveling on foot and by bike. B. Miller voiced their support for the project.

J. Sillari, shared that most of the people who are in opposition of the project are not entirely against changes but are asking for more time for the parking study and community involvement. J. Sillari stated that they are not against public safety. J. Sillari shared that their building at 28 College Ave depends on the parking in front of it with two take out restaurants, a dry cleaner, a coffee shop, and a real estate agency. Removal of parking are going to cause the businesses to fail.

John Markumbrusha, 51 Ossippee Road, shared that they travel Davis frequently by walking, biking, and driving. J. Markumbrusha stated their support for the project. J. Markumbrusha shared many speed on College Ave and that increasing safety on the road is important. J. Markumbrusha stated that with increased safety for biking, people can choose to travel by bike and not have to take their car.

J. Connolly, shared that the opening of the 1978 T Station was done with a lot of community input from businesses and neighbors over a long period of time. J Connolly stated that this project requires the same to find equitable solutions to safety, security and economic survivability. J. Connolly stated that he believes that the people who travel to Ciampa Manor to provide PT, respiratory, and nursing services are being discriminated against. J. Connolly suggested reviving the Davis Square Task Force and asked the board to delay the changes.

P. Upton stated that based on experience in the Traffic Unit for Somerville Police, the traffic mitigated in this project will be relocated onto streets like Willow Ave, Wallace, and Simpson impacting residents. P. Upton stated that bus lanes will cause bus and bike speeding. P. Upton stated that elderly residents are not physically able to ride bikes and they need to travel to Davis for services.

A. Baptiste stated that the bike lane will cause greater congestion and more danger. A. Baptiste shared that one idea is to reroute the people driving or biking to go on alternative paths.

Derek, 85 Chandler Street, shared that they regularly see people double parked on College Ave and in Davis Square obstructing the ability to see pedestrians and drivers. Derek shared that they often see people run red lights at the end of College Ave in the square. Derek asked for an improved police presence and traffic enforcement. Derek shared their concern about the limited and unreliable information about the project and hoped for a substantial amount of evidence that these measures improve safety.

Petru Sofio, Arlington resident, shared that it is difficult to visit Davis Square because it is so unsafe to travel by bike. P. Sofio shared their support for these plans, bus lanes, and bike lanes. P. Sofio expressed their safety concerns with the College Ave and Morrison Ave traffic signal.

L. Auspitz, shared that the current plan is unsafe. L. Auspitz shared their concerns for people traveling by bike by the floating bus stops, College Ave and Highland Ave intersection, and contraflow bike lane on Park Street. L. Auspitz stated that a comprehensive review is needed.

H. Jadallah shared that traffic patterns have changed during Covid and when the Broadway bridge closed. H. Jadallah asked for further traffic studies with community engagement.

Maren Chu, 17 Kidder Ave, stated that traffic backups caused Leah Zallman's death. M Chu stated that traffic causes people to take shortcuts and that these changes will not increase safety and move vehicles more efficiently.

Thomas Ross, stated that the public comments shared at the hearing shows that the City needs to go back to the drawing board.

### ***Board Deliberation***

J. Liu stated that the suggestions shared in public comments regarding changes to the design are out of the scope of the Traffic Board but encouraged City Staff to take account of the suggestions. J. Liu shared



that the board read out the appeal at the start of the hearing. J. Liu stated that they believe the addition of new metered spaces would encourage turnover and support customer access. J. Liu conducted a bike count at Winter Street and College Ave. J. Liu shared that potentially businesses could explore park share options with other businesses, but that is out of the responsibility of the Traffic Board.

A. Schuur stated that the slides do not account for off-street parking inventory. A. Epstein reiterated concern for lack of inventory on off-street parking. A. Epstein shared that Seasons to Taste and Bright Horizons on Mass Ave organized a park share agreement and that this could be an option on College Ave.

A. Epstein asked City Staff to highlight safety changes at Kidder Ave and College Ave. J. Schreiber shared that at the intersection of College Ave, Kidder Ave, and Summit Ave, the City is constructing pedestrian refuge islands and implementing daylighting to slow down people traveling by car. The changes require anyone turning on or off of Kidder Ave to travel much more slowly. J. Schreiber stated that the vehicle that hit Leah was taking a left on to Kidder Ave. City Staff have a strong suspicion that the turn was taken at a very shallow angle. The pedestrian refuge island forces vehicles to travel into the intersection and take the turn much slower. The pedestrian refuge island also allows the pedestrian to cross one lane of traffic at a time instead of two at once. J. Schreiber shared that drivers tend to yield more when a person is waiting in the refuge island rather than across the street at the other curb.

A. Schuur reiterated that the appeal was shared at the beginning of the meeting. A. Schuur shared that off-street parking is not in the City's scope. The City focuses on public spaces and public roadways and the board is there to weigh in on public issues.

J. Liu asked about parking mitigation around the churches. J. Schreiber stated that no accessible parking spaces are removed but are relocated. J. Liu shared that it is out of the scope of the board but that the City should consider increasing accessible parking. J. Schreiber shared a map displaying all the accessible spaces in the square and highlighted the new space in front of the West Branch Library.

J. Liu shared that the first item in the petition stated that there was inadequate notice. J. Liu stated that there was notice but asked the City to consider doing more notice in the future. A. Schuur asked J. Schreiber to verify that the notice process is standard for the Traffic Commission. J. Schreiber affirmed and described that the Parking Department requires all agenda items eight days in advance so that the agenda can be posted publicly a week in advance. J. Schreiber added that after changes are approved by the Traffic Commission, they are noticed in the newspaper for three weeks.

J. Liu shared that they feel disappointed that in reading testimony and hearing comments, that the petitioner claimed that there were deceptive working of the regulatory proposals and incomplete presentation of the data, but none of them sent that information to the board. J. Liu stated that it is hard for the board to judge without any information regarding that issue.

A. Epstein asked J. Schreiber how the level of outreach for the project compares to other similar projects. J. Schreiber said that it is one of the more comprehensive outreach processes for what is considered a maintenance project. A. Epstein shared that this effort reached people through multiple channels. A. Schuur asked for clarification on how many in-person public meetings occurred prior to the pandemic. J. Schreiber conveyed that there was one in-person public meeting in February 2020. J. Liu asked about parking around the library. J. Schreiber shared that the bus lane begins just after the library and the

team worked with the library director to identify the location. A. Epstein stated that the project is a safety project and in his review of the geometric measures, the changes are all well-established safety counter measures. J. Liu stated that there were comments asking the board to delay the project and that is not in the board's scope. J. Liu shared that this project has been in development for a long-time and they are inclined to move forward with safety measures they feel will work.

### ***Vote***

Joan Liu made a motion that the Traffic Board affirms and upholds the adoption of the rules and regulations made by the Traffic Commission on July 15, 2021, and ratified on November 18, 2021, regarding the College Ave Improvements Project. Alex Epstein seconded. All three members voted in favor. The motion carried.

### **Adjournment**

Alex Epstein made a motion to adjourn. Joan Liu seconded. All three members voted in favor. The motion carried. The hearing adjourned at 8:01pm.