

City of Keene
New Hampshire

MUNICIPAL SERVICES, FACILITIES & INFRASTRUCTURE COMMITTEE
MEETING MINUTES

Wednesday, May 15, 2023

5:30 PM

**Council Chambers,
City Hall**

Members Present:

Mitchell H. Greenwald, Chair
Randy L. Filiault, Vice Chair
Robert C. Williams
Catherine I. Workman
Kris E. Roberts

Staff Present:

Rebecca Landry, Assistant City Manager
Thomas P. Mullins, City Attorney

Chair Greenwald called the meeting to order at 5:30 PM. He stated that the purpose of this special meeting is to discuss and make recommendations to the City Council on the Downtown Infrastructure Project. He continued that the Committee will discuss each component of the project, and after the Committee discusses each specific component, he will open the discussion to the public for comment. Each person has three minutes for comments. He further explained the procedures of the meeting.

1) Downtown Infrastructure Project

Chair Greenwald stated that there had been enormous interest in this project, demonstrating to him that there is tremendous love and commitment to Keene. He and the other Councilors frequently hear people expressing their thoughts about this project and they appreciate everyone's interest. The City Council has had public information sessions, workshops, public forums, and Council forums. He believes just about everyone has now heard about the project, and everyone who cares about it has either said something or perhaps is here. Councilors have received much input on which to base their decisions.

Chair Greenwald continued that keeping the conversation moving, and civil is important. The Council needs to move forward and make decisions. Delays are costing the project more, due to inflation. Project costs need to be minimized, and the Council needs to consider "needs versus wants." Part of the Councilors' decision-making process is to listen to the residents but not be swayed by a vocal minority and ultimately try to assess what is best for the community. Once the MSFI Committee has done its work and put forth a recommended motion to the Council, that motion could be amended by the Council. Whatever the MSFI Committee decides can be changed in the future.

Chair Greenwald explained the meeting's process. He stated that once the Committee has received public comment about a topic, the Committee will discuss the topic and see what their consensus thoughts are. Questions will be formulated for the consultant to bring forth to the next Committee meeting on May 24. The plan is to have a motion for discussion at that meeting. Optimistically, at the June 1st Council meeting, discussion and vote, and they will move this project forward.

Chair Greenwald asked for Committee comment. Councilor Filiault stated that the most expensive aspect of the project would be the underground infrastructure. He asked if they need to hear any more from staff, or if the Committee feels ready to move forward regarding the underground infrastructure.

A) Underground Infrastructure

Councilor Williams stated that as they are laying sewer pipes and water mains throughout downtown, he wants to make sure there is a spot available to put in public bathrooms. He continued that he would like to see that integrated into the project, and he wants to know where, in the plan, a public bathroom can go. The primary cost, other than upkeep, is the plumbing. Taking care of the plumbing as part of this project would be a win.

Councilor Workman stated that there had been a lot of conversations in the community about whether plans have already been made and whether deals have already been established, and that is not the case. She continued that she is still listening and learning, and the other Councilors have considered all the comments. When she votes, it will be in consideration of the cost of this project. Ideally, they would fulfill everyone's wishes, but they will not be able to do it all. People's comments have been taken seriously. This is an important project, and decisions are not being made lightly.

Chair Greenwald stated that this project began with the need for underground infrastructure replacement, and the first point of agreement that needs to be reached is a consensus that the underground infrastructure portion of the project is essential and needs to be done. He believes it needs to be done. He heard in a previous meeting that the underground infrastructure includes streetlights, power boxes, irrigation, and all of the utilities servicing downtown.

Councilor Roberts stated that he will support the "must haves," without question. He continued that when he asked previously whether the project is in 2023 dollars or 2025 dollars, he was told 2023 dollars. If construction costs go up ten percent, two years from now they are now looking at a project cost of about \$18 million, plus contingencies that would happen once you stop putting shovels into the ground. He thinks COVID-19 grant availability is declining or gone. Getting bonding at 1.5 to 2% is gone. They could be looking at what it was about 15 years ago, when they paid 6 or 7% on a bond. Many other costs go along with what other Committee members have said. There are many nice things they could have, and it would be nice to get as

many of them as possible, but not at such a burdening cost to the taxpayers. A Keene resident told him this morning he lives in a 1,400 square-foot home on a quarter-acre lot, with an 8-foot fence in his backyard because he does not want to see brick walls, and he pays \$8,000 a year in taxes. The Councilor continued that this resident likes Keene, but he might not be able to stay if the taxes go up, despite having a well-paying job in the city. He encouraged all Councilors to look people straight in the face and say, "Justify to me why we need this."

Councilor Roberts continued that he represents Ward 1, and the Ward 1 residents he has spoken with have no problem having the underground infrastructure done, because they had Marlboro St. and other places done, and they think it is fair. He is open-minded and has not made up his mind on anything. He has listened to the people and conflicting information. He will continue to listen and make the best decision he can based on the information he has.

Chair Greenwald asked the Committee if they had anything further to say about underground infrastructure. Hearing none, he asked the public.

David Kamm of 21 Red Oak Dr. stated that he wanted to make sure that as they plan this there are no exorbitant costs for the businesses as they go right through their foundations. He continued that they need other funding to help those businesses. Many may go out of business due to those expenses. It will be difficult when the City is going through the private property foundations to pipe into their basements.

Paul Bilgen of Court St. stated that he wrote a Letter to the Editor about the inflation effects they are probably looking at directly, for this budget. He continued that he came to the same conclusions as Councilor Roberts and agrees with his numbers. It will be about \$18 million, yet the newspaper says \$14.1 to 14.9 million. He wonders if the Committee could state tonight what the City thinks the number is.

Chair Greenwald replied that he cannot and does not think anyone really can say what the consumer price index will be. He continued that by the time they go through this whole process, and the Finance, Organization, and Personnel Committee reviews the expenses, and the City Manager goes out and gets money, and the designs, and this and that, they are years in the future.

Rebecca Landry, Assistant City Manager, stated they cannot have an official number until they have a project scope. She continued that; however, the \$14 million estimate is based on 2023 pricing. The estimates will be updated after decisions have been made about the scope. Then there are the construction costs when the project is to begin, which are also unknown which will because those fluctuate over time.

Georgia Cassimatis stated that she owns 17 Roxbury St. and lives in Gilsum. She continued that she does not think the comments about COVID-19 grants being gone/unavailable were correct. She works for a federal grant agency, and they are still offering COVID waivers. There are many grants out there for Federal infrastructure.

Chair Greenwald replied that he is sure the City Manager will look everywhere for money, to try to avoid having it come from the taxpayers.

Chair Greenwald asked if anyone else from the public wanted to speak about the underground infrastructure. Hearing none, he asked the Committee if there was consensus that they were going to have an infrastructure project. Others replied yes. Councilor Roberts stated that there is no question that they will have an infrastructure project.

B) Raised Crosswalks

Chair Greenwald stated that the ad hoc committee brought up the idea of raised crosswalks for safety. He asked if (Public Works Director) Kürt Blomquist would speak to the topic.

Mr. Blomquist stated that in the project, as it has been discussed through the ad hoc committee and all the processes, crosswalks have been identified as a safety issue. He continued that they have identified a number of crosswalks that can be eliminated, to consolidate areas and reduce the number of mid-block crossings. Over the years, the Committee has heard staff talk about the challenges of mid-block crossings. They have identified a number of potential treatments, such as the flashing light systems they are utilizing more and raised crosswalks at different points. For example, the Railroad St./Gilbo Ave. area is proposed to be a raised tabletop area, and potentially the crosswalks north and south of that could also have raised structures. Crosswalks and pedestrian safety have been one of the project priorities, and they intend to see those as part of any final design.

Councilor Williams stated that he loves the idea of raised crosswalks; they provide pedestrian safety and remind drivers that they are in a pedestrian-heavy area. He continued that raised crosswalks act as speed bumps and slow down drivers and elevate the person walking across the street, so they are more visible to drivers. He would like to see raised crosswalks downtown and elsewhere in the city.

Councilor Filiault stated that he agrees that raised crosswalks are a good idea. He continued that a concern heard at many workshops was the speed of traffic downtown. One of the best ways to calm traffic is by adding raised crosswalks. He is not hyped on including flashing lights with them, because with three or four crosswalks, there would always be flashing lights. As Councilor Williams said, raised crosswalks give drivers a better view of pedestrians in the crosswalk, and vice versa. He would like the crosswalks to stay where they are; it is better to have one too many than one not enough. The goal is to slow downtown traffic. Main St. should not be a fast throughway.

Councilor Roberts stated that he will throw a serious monkey wrench into this. He continued that he suffered a bad stroke about eight years ago, and he cannot make it across certain crosswalks due to his foot drop. It only takes about a half inch (difference in height) to cause

him a serious problem, because he cannot always feel his foot, and it can get caught, and he could get seriously hurt. Raised crosswalks might be a problem for people with disabilities and it could prevent him from safely coming downtown.

Mr. Blomquist replied that he agrees. He continued that “raised crosswalks” do not just mean a six-foot hump. In most cases, they would be a six- to eight-foot flat top. One of the goals throughout the entire project has been to increase the mobility capacity downtown. The City currently gets complaints about how difficult it is for someone with a mobility issue to get around downtown. Councilor Roberts’s comments are well heard and well understood. There are things now that have come of age that will be addressed, some of the concerns that Councilor Roberts rightfully brings up.

Ms. Landry stated that as they consider this level of detail, she would like to suggest – and maybe Mr. Blomquist or the Stantec representative can address this – many of these things have pros and cons. She thinks about the speed tables and the City’s emergency vehicles. She hopes that before a decision is made, they have the opportunity to get a response from the Fire Chief and/or Mr. Blomquist and/or Stantec. Accessibility is extremely important. That is the kind of work staff can do offline and come back and provide answers for.

Chair Greenwald stated that for the next meeting, this will be part of the staff’s homework. Mr. Blomquist replied certainly, and as Ms. Landry indicated earlier, part of the challenge is that some of these are “detail designs.” Yes, they need to look at these things. In the past, the City’s emergency services folks have had concerns over Main St., because that is a main response route. These issues are solvable, but again, they need a design, or at least an idea of what they want to have – for example, one lane or two lanes – and then they can begin wrapping in some of these more detailed designs, like what kinds of treatments, what kinds of things to be done. Mobility has been a priority, as well as pedestrian safety. There are multiple ways of addressing it, and there are good things and challenging things about it. As Councilor Filiault identified, if you put too many of the flashing lights in one location, it can become confusing for drivers. He encourages identifying the critical issues, whether or not staff will be able to get the Committee specific answers, because those are more of a “detail design” component.

Councilor Workman stated that she is a proponent for raised crosswalks. She continued that she thinks the number of crosswalks is a good number. Main Street is lengthy, and she would hate to see some of those crosswalks eliminated. She tends to favor flashing signage, but she agrees that having too much of it in a small section might be counterproductive. She thinks they need to focus on and improve the lighting at crosswalks. The current lighting system does not make the person walking very visible at night or in inclement weather. She also has a concern from a Public Works standpoint. She is sure Public Works staff have thought this through, but she would like to hear it out loud. Opponents of raised crosswalks typically say that they can damage Public Works equipment. Emergency vehicles could be impacted, as well as plows and pavers. She asked Mr. Blomquist to talk about that.

Mr. Blomquist stated that through this whole project, what has always been identified is that they need a project that is “designable, constructable, and maintainable.” He continued that, in his opinion, raised crosswalks are no more of a threat to the plow vehicles than manholes. If the plow operators are following the Public Works’ procedures, it should not be an issue. There is a concern over material choices, but tonight is not the time to get into it. Once they get into a more formal design process, they will talk about those things with the community and the Council, to make sure the product meets the goal. He concurs with having different types of treatments moving forward. The current lighting system was not designed for what they are asking it to do today. Over the years, they have tried small changes to try to make it work. That is important as they redo the lighting system downtown. One advantage today are LED lights. It is incredible what can be done with LED systems, such as directing light, colorization, and controlling the lights remotely. You can even change the feel and theme of the downtown based on colorization for the types of events you are having. Some people would consider that extravagant, but these are things that can be done today that, in the long run, are no more expensive operationally than what has been traditional in the past.

Marcus McCarroll of 21 Woodburn St. stated that he frequently rides his bike downtown, and raised crosswalks are not easy to negotiate if you have to drive in the road. He continued that if they let bikes ride downtown on the sidewalks, they would be level with the crosswalks and could go right across.

Dorrie Masten stated that she lives in Swanzev but owns property in Keene. She continued that if raised crosswalks are incorporated, they should consider all disabilities. Noise should be considered as well as lights and height.

C) Parking

D) Central Square

Chair Greenwald stated that the discussion has been whether Central Square will remain Central Square or become what he has been calling “Central Park,” just to differentiate. He asked for the Committee’s thoughts.

Councilor Filiault stated that this is a multi-faceted issue and there is no “one size fits all.” He continued that he prefers the traffic pattern as it is, without the proposed green space and without the roundabout. That said, he thinks they could definitely improve the traffic flows. The traffic lights date back to the 1980s. Better, computerized traffic lights could improve the traffic flow. He is opposed to the greenspace and “egg” roundabout, and thinks they should leave it as it is, with improvement to the streetlights.

Councilor Williams stated that the situation as it currently is takes away a common area that is at the center of Keene and devotes it to automobile use. He continued that there ought to be a place more focused on walkability. He prefers parking to be further away from Central Square. He thinks the plan presented at the last meeting for the traffic pattern around Central Square - with

bollards that could restrict traffic flow and, with some parking on it - was a good solution. It gives the extra green space that has been taken away, while also preserving adequate parking.

Councilor Workman stated that her initial, personal perspective is that they should be looking to do as little changes to Central Square as possible. She continued that it comes down to cost for her, and the issue of “wants versus needs.” Every person who has spoken to wanting the change has done so from a personal interest perspective. It tends to be event planners, and people saying “We need more green space.” Keene has green space and more continues to be developed. The Comprehensive Master Plan (CMP) says many things and is intentionally big. They have many goals for the city, but nothing in the CMP specifically says that they need to grow Central Square. It is made to be interpretive and dynamic so it can be changed and interpreted to fit the city’s needs. As they expand and build Gilbo Ave., they have inherited more green space. There are many City parks and pocket parks, which are not utilized much. She does not see the imperative, imminent need to expand Central Square; she sees it as a big “want.” She knows a lot of people in the community want it, so it might be a battle she will not win, but she thinks the logical step would be to take a conservative approach to this project when changing the landscape of the city.

Chair Greenwald asked for public comment.

David Kamm stated that the website “keepthekeenesquare.org” has all these designs and arguments. He continued that he was not in favor of closing off the north end. He is in favor of leaving it the way it is. He wants to maintain the classic, New England, historical setting of Keene. The existing square ambiance is important to the city’s environmental character, tourism, and historical reference. He wants to maintain multi-traffic flows, which means, based on vehicles clearing the lights versus waiting queues as measured by Stantec, people going through lights today easily make it with twice the time they need. The new lights will allow staff the ability to program the lighting for greater increase efficiency around the square.

Mr. Kamm continued that he recommends moving the Main St. turnaround down to Gilbo Ave. They have done a week-long survey, and found that people who come up to Main St. and turn around all proceed south of Gilbo Ave. Some turn right on Gilbo Ave. If they remove that and install a larger crosswalk and area in that middle, because it is a two-jump cross, then they can put a lot of extras/comforts in there if needed. The left lane continues to go north now; it is not blocked by the turnaround. It expands the area for pedestrians. The other, generic thing is to broaden all crosswalks and make independent walk signals. If no pedestrians are waiting, you can activate the right turn signals in four different places, making the traffic flow more.

Autumn Dela Croix of 618 Court St. stated that downplaying the effect that event planners have on Keene is a mistake, considering the extensive impact events have on Keene, bringing in interest and many new residents, as well as money for all these events and businesses. A lot of money would be pushed out if they removed this open, central space from potential events going forward.

Dorrie Masten stated that she represents herself, but in this instance, she also represents 1,300 members of the Save the Square Facebook followers. She continued that the square is Keene. It is historic, and important to tourism and the economics of downtown Keene. Councilor Workman had a good point – there are many special interests. She appreciates the perspective of bicyclists, tourists, and people who want the trees, but most of the downtown business owners and residents are against this project. They are against the roundabout. Their opinion needs to matter to the Committee. She understands the different groups, like the art groups, and event planners. Their opinions matter. Events in the square matter. She is a business owner, and has benefitted from all of that, but if they asked her today if she would go without them, the answer is yes, they will go without. Businesses are the economic engine of downtown Keene. That is the first sentence of the City’s website. She hopes the Committee considers the majority opinion of the downtown businesses and residents.

Jim Sterling of 197 Jordan Rd. stated that he came here to talk about bike lanes, but after hearing some comments regarding the square, he wanted to speak. He has been here all his life and many generations of family live here. When he sits outdoors at The Stage, with all of the parking and the traffic going by, and the motorcycles, the last thing he thinks of is nostalgia. He asks that the people do something else other than all that traffic going around. Businesses are very important, but they are 0.5% of this town. Twenty-eight thousand other people could benefit from different incarnations of that Square, which has changed over the years. They are talking about the next 40 or 50 years. He asks them to please give some vision.

Paul Bilgen of Court St. stated that regarding green space, what they have not heard about from anyone is that they are going to lose about 60 trees on Main St. He continued that all the trees need to be removed to do the excavation for infrastructure. The likelihood that any large trees will be replaced is slim. The new construction has relatively small trees. As tree size goes up, the cost goes up, which is at the end of the job when they might be out of money. It is thus even more important to protect the square and its trees. So far, in the Stantec drawings, there is a little trimming space shown on the south edge of the Square, about 10 feet north and south. It was sort of glossed over at a workshop. His concern with the “small oval” is that if it does not work, they will encroach on the Square, which would be bad.

Judy Rogers of Woodbury St. stated that she is a downtown merchant. She continued that after years of doing event planning for downtown Keene and Center Stage, she thinks that Councilor Williams’ hybrid idea is fantastic. She thinks making the Central Square area safer for events and pedestrians is brilliant. She noted that all downtown merchants are affiliated with the “Save the Square” position.

Dave Morrill of Mechanic St. stated that he wants the City to build something that works. He continued that they have all discussed how this current design does not work. He sees people driving on it wrong, and traffic backs up regularly. He likes the roundabout; it looks nice, and he thinks it would be effective. However, whatever works would be great. Tinkering with it is not

enough, because that is what they have been doing for a hundred years. They need something more substantial. He is not a civil engineer and will leave the details to the experts.

Hilda Demoya of Pine Ave. stated that she has been coming to Keene since 1956. She continued that she moved here in 1975. She understands why people like modern things, and they must do the infrastructure. That should include adequate timing on the signals that exist, coming into the Square. She is not in favor of a roundabout. It is much too small. She is not in favor of changing the Square. She is in favor of expanding it, maybe, in front of the church, but that means changing the rotary as they have it now. She hears many comments about the rotaries, and not many are good. When she comes into Central Square from West St. she must always stop at the Square. She looks around, and she looks up Court St. If there is a car at the courthouse and the light is about to turn, she waits for that car to run the red light, and half of them will. She continued that there is no green space downtown that is safe for children. The church has its park, about 100 feet square, and gets comments about how nice it is to have a safe, enclosed place where children can run around. She thinks the rotary must be policed well enough that cars cannot speed through it. She also thinks there should be, for “off-peak” hours, demand switches in the rows so that she does not have to sit at West St. and the Square for a minute when there is no traffic coming anywhere. She does not want them to change the Square or the current traffic pattern.

Chair Greenwald stated that he guesses that no matter how this design turns out, they will see better traffic signals, better lighting, and better directional signage.

Roger Weinreich of 51 Railroad St. stated that he runs Good Fortune and owns the Good Fortune block with his wife. He continued that he was a strong proponent of the roundabout for Central Square, and is no longer a proponent of the roundabout, because he just discovered other ideas they have not even considered yet. At the last workshop, they mentioned Jeff Speck. The downtown group is sponsoring a visit from Mr. Speck, who is considered the world’s foremost urban downtown walkability planner. He will give a one-hour presentation at Heberton Hall on Monday, June 12, after spending the day in Keene and doing a layout of what he considers good, walkable ideas. Some of his ideas might be expensive ones that Keene would never do. Some could be inexpensive. He talked with him on the phone, and Mr. Speck suggested an idea that has no cost – at the intersection of Eagle Ct. and Emerald St. - all that is needed is four stop signs. He asked Mr. Speck if that would work at Central Square, and Mr. Speck said absolutely not. He asked Mr. Speck what the options are for a city like Keene, and Mr. Speck suggested that a signalized intersection might work (at Central Square), or a roundabout, but there are options that Keene has not even seen yet. He is coming to Keene, and the City does not have to adopt anything he recommends, but it will be an opportunity to look at his vision and the possibilities, even if they are things to do ten years from now.

Mr. Bilgen stated that he has something else to add – White River Junction, VT, recently did an infrastructure project and changed their street lighting and planted street trees. He continued that he does not know much more about it but saw what they did. If they want to see a good example

of LED street lighting, White River Junction has an excellent example. LED street lighting is very efficient and can cut about 2/3 of the electricity usage.

Peter Hartz of Brook St. stated that he has lived in downtown Keene for 30 years. He continued that he used to work at the college and traveled Main St. four times a day. Even today, he has been around Main St. about six times. He cannot envision, in any way, shape, or form, a small rotary working at the junction of West St., Court St., Washington St., Roxbury St., and Main St. The traffic is already too heavy. Another observation he had while looking at the plans is that a small slice of Central Square needs to be taken out in front of the cannons and the statue. That is where the Christmas tree goes every year. The memorial flagpole also needs to be removed. He hopes they decline the traffic circle plan and keep the rotary the way it is now.

Councilor Williams stated that he is skeptical about the idea that this can be fixed by tinkering with the lights. He continued that he thinks it is a structural problem. They are trying to have it controlled by stoplights and a rotary at the same time, and he thinks they have the worst of both worlds. He thinks they could squeeze out a little better performance on the margin with better performance and better lights, but he does not think it solves the problem.

Councilor Filiault stated that his comment would be to leave Central Square the way it is, and to install modern, computerized traffic signals. When he was coming here tonight, he sat on West St. and watched the whole lane that could have taken a right turn with no cars coming around the common. Those 10 or so cars sat there needlessly. If right turns on red were allowed there, that would not cost anything and would alleviate much of the traffic sitting and idling. They talk about clean air and reducing emissions, and just the simple process of allowing right turns on red at some of these intersections would alleviate that. He thinks that the lighting downtown, instead of allowing right turns on red, would alleviate some of the traffic problems. He does not think Keene's traffic problem is that bad. All you have to do is drive to Boston one day to realize how easy Keene has it.

Councilor Williams stated that right turns on red are actually going out of style in many cities, because it is considered a pedestrian hazard. He continued that if they were to go with that, he would want to see some very reassuring research on modeling whether more pedestrians would get hit as a result.

E) Bicycles

Chair Greenwald stated that among the possibilities that came forth in the ad hoc committee and presentations was what to do with bicycles. He continued that they could be on the sidewalk, center median, one on each side, or something else. He thought a perimeter path, missing all of Main St., should be explored. Bike racks were also brought up, but understands that that is more of a final design detail for a future discussion. He asked for the Committee's thoughts on bicycles.

Councilor Williams stated that he is a big fan of separated bike lanes so that bikes and cars do not have to share the same space, that risk goes away, and it is safer for families to ride with their children downtown. He continued that it is essential for Main St. to be connected to the rest of the bike network. There is a gap right now. The idea of having bike lanes at the same level of the sidewalk is just fine. One on each side, of sufficient width, could be a nice safety feature. It would help support biking in Keene. That is important, as they have heard, for supporting downtown businesses. Not only do safe bicycle routes bring customers downtown, but they also provide opportunities for employees to get downtown without necessarily having to own a car. An average payment for a used car right now is above \$500 a month. Cars are very expensive for families that are looking to save so they can buy an apartment or house. If they can provide families with opportunities to have just one car instead of two, that goes a long way in terms of helping people's economics.

Councilor Filiault stated that he agrees that they should accommodate bicyclists safely. He continued that he disagrees that adding a couple of bike lanes for two blocks increases bike safety. He has heard comments about how the City "needs to be ready for electric bikes," but that is one of his concerns. Right now, the electric bikes average about 30 mph. They have great torque, also. Those are the basic electric bikes. His concern is electric bikes using the bike lanes downtown. They need to be careful of that, because many of these electric bikes go fast. He would not want to see electric bikes in a bike lane in a closed area like downtown, with a child maybe riding about 2 mph. He thinks they should accommodate the bikes. They have done a good job coming east and west on the bike trails. They can talk with Stantec and see if there is any way for those two blocks to (have something for bikes) go behind the buildings, and if people want to come into downtown, they can come east and west on the bike trails. They can put bike racks there. If people could park their bikes at bike racks at Gilbo Ave. and Railroad Square, they would be one block from all the businesses. He does not think there will be a deterioration of the downtown by not inviting bicyclists downtown. There are plenty of bike racks and the trails coming in from east and west. He is concerned that in such a congested area downtown it would create more of a problem than they are solving. Right now, people can either peddle with traffic or walk their bikes one block. As someone who bicycles occasionally, he has no problem looping around the buildings or coming in from the east and west.

Councilor Filiault stated that whenever they have commented on bicycles, he hears that the Council is "anti-bike." He continued that this Council has spent more money on bike trails, bridges, a bike park at Wheelock Park, and accommodation with volunteers and donations. He does not think there is a more bike-friendly City Council than this Council has been. It is his opinion that the two blocks of Main St. are not the spot for bike paths.

Councilor Workman stated that they will need to come to a compromise. She continued that if they try to prioritize larger sidewalks, more seating on the sidewalks, more parking/maintaining parking spaces on Main St., and adding protected bike lanes, they cannot have it all on Main St. There is not enough room. Something has to give. Someone in a listening session brought up the idea of the perimeter bike paths, which was a new idea that had not been thoroughly

explored, to her knowledge. That is an excellent compromise. As a motorist, she does not expect to park directly in front of a Main St. business she is going to, either. She grew up in the heart of Boston and did not have a license until she was beyond her first year of college. She believes in a walkable, bike-friendly city, and believes they can achieve that without necessarily having protected bike lanes on a small strip of Main St. That is a feasible compromise she believes they should be looking at. It might not be an argument she wins, which is fine. She just wants to make sure it is safe for more cyclists, because the design they have right now is not. She has heard cyclists agree that even a protected bike lane behind traffic, behind parked cars, is not safe. It would have to be in front. Again, if they are trying to achieve it all, they are going to fail. They need to look at the best compromises.

Judy Rogers stated that she agrees with Councilor Williams again. She continued that they need to think about bikes as not just recreation, but as a mode of transportation for many people, including many of her customers. They have been talking about making Keene a multi-modal city for a long time. She feels strongly that protected bike lanes are an important part of this project.

Will Schoefmann of 10 Belmont Ave. read his letter:

“Dear Chair Greenwald and the MSFI Committee,

I encourage and implore you to consider the inclusion of bicycle lanes for Main St. and Central Square in your recommendation to the City Council for the Downtown Infrastructure Project. Keene’s roads, by and large, have historically not been a welcoming place for cyclists, but through the Complete Streets design guidelines, downtown trail study recommendations, both adopted by City Council, and the more recent Safe Streets for All grant, it is clear that the Mayor, Council, and staff are all working together to help make them safer. Progress on Complete Streets is evident by the bike lanes and improved pedestrian crossings on lower Main St., the majority of Park Ave., at least half of Washington St., and planned bike lanes for Marlboro St., as well as utilization of shared lane markings to help connect these. My foremost concern is for safety of vulnerable populations seeking to access downtown, as it is our community center and nexus of business, recreation, as well as governmental and other community services.

I’m quite passionate about safer streets for cyclists, since on October 2, 2007, my 15-year-old brother, Ian Schoefmann, was struck by a vehicle at the intersection of Rt. 101 and Main St. while traveling to an appointment from his home in the Edgewood neighborhood to downtown Keene. He subsequently died from his wounds three days later in the hospital. It is my hope, when I saw the Council adopt these policies and design recommendations, that eventually, no one else would have to pay the ultimate price, nor the families suffer for this sort of loss on our city’s streets. Over the years, there have been few other cyclists killed, but they are still, nonetheless, statistics we bear as a community. Collisions not resulting in more serious harm are more often than not unreported. Young people and others will continue to ride through

downtown, as it is a destination, the link and major travel way between east and west Keene, the south end, and Elm St. neighborhoods.

It is my hope that downtown will be a place for all to come and enjoy, but also a place for our most vulnerable and young people to safely travel through. This project can provide that. I know if my brother Ian were here, he would want this, too. Thank you for your consideration.”

Autumn Dela Croix read her letter:

“I’ve lived in or just outside of Keene for 30 years. In all my years driving, I have never explored a business based on a window display. I do when I bike or walk. When you bike, you get hungry. You’re using more energy. So bikers will stop in restaurants, candy stores, bars, free of guilt, aware of how many calories they are burning. They’ll reward themselves for the ride. Bikers spend money. I spent \$360 in downtown just last week. The cars that drive through Keene, from one side to the other, do not spend a penny. If they do, they go to the one place they intended to when they left, and then they leave. All the more so when the road is torn up for the necessary fixes. Drivers will avoid Main St. Bikers will carry the livelihood of the businesses on our backs.

The perspective is that we’re fair weather bikers. I biked 900 miles since I began to keep track last year, almost exactly one year. These are not deep distant journeys, they are 180 trips, most about four miles. That is into downtown and back. That is a ride every other day. This didn’t stop in winter. Sure, I’d wait for the plows to come by, just like most of the drivers in the room, but I’d bike through the cold. And let me tell you, when you’re in the cold, or in the heat, and the ride is hard or wet and the weather is bad... all the more reason for a cyclist to stop into your shop and catch a break.”

Ms. Dela Croix added that 20 (bikes) can fit into the space of about two cars, which helps. She continued reading:

“All this is business interest, but it is also the City’s own. The question has risen time and again what this will cost. We know it will. And there is doubt about the availability of grants, but the grants that are available are for multi-modal roads. Those are roads that support protected bike lanes. They support more than one mode of travel. The truth is, the bike lanes won’t cost much more, if at all more, than putting Main St. back the way it is, but if we don’t put them in, we will lose that grant money.”

Michael Frank of Spofford stated that he comes in from Spofford three or four times a week on his bicycle. He continued that this year that started in February and will go through until December. It is not necessarily a primary mode of transportation, but it is a mode of transportation that brings him downtown and into the shops downtown and all around the city. He encourages them to consider whether their long-term goal is to keep traffic moving on Main St., or to have people slow down on Main St. to utilize the merchants and businesses.

Michael Kowalczyk of Swanzey stated that he supports bike and pedestrian infrastructure for four reasons. He continued that one, it brings economic value to Keene and the area. As stated before, bikers spend lots of money when they are out doing their trips. Two, it brings health benefits, just through active living. Due to being more active, people are healthier, and it, therefore, reduces medical costs in the region. Three, it provides an active transportation infrastructure, and therefore, people will commute daily. He used to live in West Keene, and for 20 years, starting March 1 and going until Christmas, he biked down to Markem and back. Four, it has a positive environmental impact. More bikes mean fewer cars. As a final comment, e-bikes do not go 30 mph; they cannot, by design.

Jim Sterling of 197 Jordan Rd. stated that he agrees with Mr. Kowalczyk's comments about e-bikes. He continued that he thinks Councilor Filiault's version was an exaggeration. Bikers can be given a 5 mph speed limit; they do not need to rush through. Mostly they are just like cars, following the rules of the road. Electric bikes are outselling regular bikes two to one. They will be here regardless, and are safe, with their speed regulated by their voltage. Any regular biker can also go at that speed if they want to, but no one will do that down a regular street. If anyone wants a sample of what that is like, they already have bike trails where bicyclists mix with pedestrians, people with strollers, electric bikes, regular bikes, joggers, etc. To his knowledge, they have not had any problems. Bike lanes are the way of the future because now there will be more destination-oriented riding, rather than just recreational.

Jenn Risley of Page St. stated that she works for the American Independent Business Alliance and the Monadnock Coop. She continued that a lot of the information and stories that have already been shared are backed up by research, so instead of taking them as individual stories, it is powerful that retail analysts are looking at protected bike lanes, and when they are done right, they do bring more money to downtown businesses. She encourages the Committee to look at some of the reports that are out there, because it is impressive.

Peter Hartz stated that there are two reasons why bicycles would be downtown: one, traveling through to go somewhere else, and two, stopping downtown to shop or eat. To address the first one, if people need to go through downtown, Main St. is the least safe route. If he were on a bicycle, which he is not, he would choose School St., Lincoln St., or another way. Perhaps there is some other way to design that so traffic that is going through downtown can get to where they are going safely. Then there are people who stop downtown and shop. They talk about wanting Keene to be a walkable city, so his idea is bike racks, with nodes at different points in the downtown area so people can get off their bikes, walk to where they need to go, and come back. Cars need to park, and bikes could, too.

Walter Lacey of Daniels Hill Rd. stated that he speaks as a dedicated bicyclist. He continued that his 11-year-old bicycle has almost 10,000 miles on it. He sees the bike lanes downtown as "bike lanes to nowhere." If they want to improve bike safety and access, they should improve the periphery of Keene, the conditions of the roads, and make that safer. The trail system in the

city is unique and wonderful. It allows bicyclists and pedestrians to access downtown, with termination at Main St., then have a good place to lock your bike up, with only a block to go to do your business. He sees safety issues, such as the conflict of pedestrians going across bike lanes to do shopping. He does not think Councilor Filiault exaggerates the speed of some of these e-bikes; they can be a problem. Main St. is not a place for a 5-year-old to be on a bicycle. It is not an appropriate place for bike lanes.

Todd Horner stated that he is the vice chair of the Bicycle and Pedestrian Path Advisory Committee (BPPAC) and lives on Pearl St. He continued that regarding the idea that a couple of blocks on Main St. would be a “bike lane to nowhere,” they should look toward the future, and be thinking about Main St. as a north-south corridor for bicycles. Yes, the current project envelope is just upper Main St., but that could be the start of expanding connectivity all the way up and down Main St. As it stands today, Main St. is the central hub of the rail trail network. All of those trails lead to Main St., and from Main St., people are looking to take advantage of the recreational opportunities on the periphery of the city. There has been a lot of conversation tonight about costs, and how grant funding often prioritizes projects that emphasize multi-modal transportation. That is true. There is still plenty of Federal funding for transportation projects, through the bipartisan infrastructure law. Earlier today, he did a quick scan and saw the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program, which makes awards for transportation projects ranging from \$1 million to \$25 million. Most of the scoring criteria for that grant program speak in some way to active transportation. A “build it back the way it is today” type of proposal will not be competitive. A project that takes a bold stance on multi-modal transportation downtown will be competitive.

Dorrie Masten stated that she is not against any of the bypasses. She continued that she sees families here tonight with their children, and she appreciates that they are getting exercise and fresh air. She appreciates them taking the time to take their children out. She herself is a parent to four children and a foster mom to 26, and she would not want to take her children on bikes in downtown Keene. She is all about bicycling, maybe on School St or another side street. She would not want anyone’s child to ride their bike downtown. If they want to ride bikes, the city should promote that, and be all about bicycles, exercise, and fresh air. They can put more bike racks out, and water fountains for people to fill their water bottles but locate these on the side streets. She does not think bicycles should be in Keene’s main traffic. Regarding Councilor Filiault’s comment, a quick Google search shows that the average speed of an average bicycle is 14.8 mph, and the speed of a class III electric bicycle is 28 mph, so Councilor Filiault was very close.

Georgia Cassimatis stated that she is for protected bike lanes. She continued that when thinking about the future of Keene, they need to consider climate migration and consider what happened during the pandemic, with people migrating from places that are not like Keene. People are moving inland, and Keene needs to prepare for that, and have multi-use, functional streets. They cannot shut bicycles out of Main St.; that is not even a question in her book. They have to consider the bikers’ needs and their value in this community. If you consider them a “want,” that

is rude. Sometimes people have no other form of transportation, and she thinks they would rather have a car, but a bike is what they have to have. They should consider all the ways bike lanes can be protected, and use science, facts, and studies to show that when people come into Keene, they spend money. It is a huge statement, and if you kick bikes out of Main St., what are they trying to say about people who want to come here to tour and travel? That would be a “stick in the spoke” for progress for this city that claims to be progressive.

Sam Jackson of Court St. stated that regarding the cost of bike lanes, one of her big concerns is the long term. She continued that they talk about the cost of this project right now, but they do not talk a lot about what the maintenance costs will be for some of these infrastructure ideas. Bike lanes experience much less wear and tear throughout the years than automobile streets tend to, just due to the amount of weight and the intense degradation that they experience. They are suitable long-term investments because they do not require as much maintenance. The safer the bike lane, and the more inclusive, the more people will choose to cycle instead of drive. The fewer cars on the road, the less wear and tear on the automobile roads as well, and therefore, an even lower cost on the maintenance long term. Pedestrians and bicyclists are smaller than cars, so when they are tearing up the roads to handle the infrastructure project, they are probably the ones who will be best able to support local businesses during that tumultuous time. To her, as a cyclist, it seems rude to want to push them off to side roads. Why bicyclists, and not cars? Why are cyclists not allowed in that same space? It seems cherry-picked, and she is not sure where that comes from. She cycles for transportation, 12 months a year. She has heard arguments against biking year-round, such as weather, but she does it.

Jean Marie Bryenton of 30 Nelson St. stated that she is here to speak for all of the local parents who cannot be here tonight because they are home caring for Keene’s future generations. She should not be here tonight, either. She made her kids skip swimming lessons today to come here, and they are up past their bedtimes, but she is here, sharing with the Committee, because she does not believe that the people coming to speak at these meetings are a balanced representation of Keene. They are definitely not a representation of the future of Keene. Many people in this room have lived in the community for decades, and she thanks them for making this a wonderful place to live, but the time has come to pass the torch to the next generation, to create the downtown that fits our changing needs. These needs include safe bike and pedestrian infrastructure. She asks the Committee to consider the values of the families who cannot be here tonight because they have the important job of raising the future citizens of Keene. Her daughter, too, wants to speak.

Danielle Bryenton of 30 Nelson St. read a statement: “I like to ride my bike, but some of the streets in Keene are too busy and scary to ride my bike on. I think we should have bike paths in Keene.”

Drew Bryenton of 30 Nelson St. stated that he is the chair of the BPPAC. He continued that he wants to remind the Committee and Council about the UNH Downtown to Trails Report that the Council adopted almost exactly a year ago. This report highlights the importance of

strengthening the connections between downtown and the surrounding trail system. The study the Rotary Club donated \$35,000 to the City of Keene to help provide wayfinding signage for bicyclists in downtown Keene. One thing the study does not mention is that *banning* bicycles from downtown Keene is the best way to foster connections between the trail system and downtown. He wonders how the Rotary Club would feel about that. He wonders what kind of statement that makes when this Committee rejects the very study that it adopted. Pathways for Keene (PFK) has provided \$700,000 in contributions to the City of Keene to help develop its bicycle and pedestrian infrastructure. PFK has literally lit the way into downtown Keene and the bike paths. Currently, PFK is working hard on the Cheshire Rail Trail project and the Prouse Bridge project. This project will open up another major artery into downtown Keene and they will see an increase in commuter traffic. What a shame it would be if the City of Keene turns back all of these donations and progress. Imagine downtown Keene, of all places, becoming the missing link to a vast, popular rail trail network.

Mr. Bryenton continued that regarding the utilitarian use of bicycles, there are citizens who rely solely on bike transport, not just six months a year. Portland, OR, and Minneapolis, MN rank first and third for bicycle commuters per capita, and he thinks people know the climate in those cities. He looked at some case studies. An Institute for Transportation study, National Institute of Transportation, Portland State University, and even Bloomberg, all show that the addition of bicycle infrastructure results in a positive economic impact in cities such as Minneapolis, Memphis, Seattle, and Portland, OR. Keene needs separate bike lanes downtown.

Councilor Filiault stated that he was challenged on his knowledge of electric bikes on streets, but a simple Google search says that on average, a 750-watt electric bike can reach a top speed of around 28 to 32 mph in flat terrain with no wind resistance. Councilor Williams replied that class III e-bikes are not in everyday use in this area. He continued that people buy class II e-bikes because those are allowed on bike paths. With a class III e-bike, you can go up to 28 mph, and that is governed. You cannot go faster than 20 mph unless you are going downhill, and Keene does not have a hill. His maxes out at 20 mph. He does not expect he would be riding 20 mph down Main St. at all.

Councilor Roberts stated that just for clarification, from the Chair and from what he is hearing, nothing he has heard shows that they will ban bicyclists downtown. He continued that a couple of times, he has heard people say they are “banning.” What they are talking about now is raised, separate bicycle lanes. They are not at all talking about banning bikes downtown. If they were talking about banning bikes downtown, there is no way he would be sitting here supporting that. He wants that to be clear.

Councilor Williams stated that if they do not build suitable, safe, bicycle infrastructure, then they are, in effect, banning bikes downtown, especially for people who do not feel safe in the street. He continued that he had heard the idea of building it around the perimeter. When he talks about the idea of putting the parking around the perimeter, people think of something different. He has not heard from people he knows who ride bicycles all the time things that would work for them.

People would still come downtown. Yes, you can go north-south on School St., but he lives on the east side, and he is not going all the way over to School St. to go north-south. There is no equivalent corridor on the east side, and he has looked for it. It is inconvenient to go north-south on the east side. He got the impression that downtown is a destination and they want to have bikes come downtown, park, and walk around and shop. It is not just about that. They also want to be able to have people go through downtown, just like they are able to in cars. Regarding whether it is a need or want, he would ask why all of the bicycle ideas get pushed into the “want” category and all of the car ideas get pushed into the “need” category. Especially when there are so many parking spaces. Keene has the widest Main St. in the east. There is room for these (bicycle) lanes, and they can make it happen.

Councilor Workman stated that this should not be such a polarizing, “us against them,” “motorcyclists against cyclists,” or “against pedestrians” issue. She continued that she keeps hearing from proponents of the bike lanes that they want protected bike lanes. She has not heard anyone say they are against protected bike lanes, or bikes downtown. She has heard concern about bikes on Main St., and people should separate those issues. Bikes in downtown do not necessarily have to equate to bikes on Main St. There are plenty of other streets downtown. They should be impeccable with their words and the meanings behind their words.

Michael Kowalczyk stated that there is a collaboration to improve all the rail trails in the Monadnock region, with projects going on in five or six towns. Every town is on board to make this happen. They are also working to connect with Winchendon, Brattleboro, and Bellows Falls. Keene is the center of all of that. They will start seeing that traffic on these rail trails. There is a way to connect to Winchendon, down into MA, and into Boston, so there could be a lot more tourism coming into Keene because of this.

Chair Greenwald stated that the Committee has a lot to digest.

F) Gilbo Ave

Chair Greenwald stated that the ad hoc committee had a number of scenarios with Gilbo Ave., such as one lane in, one lane out. He continued that they have no plan for Gilbo Ave. Maybe a parking garage, maybe another project, but everything is a “maybe.” He does not want to see this Main St. project delayed while they are designing Gilbo Ave. Thus, what he proposes for a conversation on this is that this project provides utility connections, water, sewer, storm drains, gas, etc to bring Gilbo Ave. and Main St. “with stubs,” so that when a project is designed for Gilbo Ave. it can then go forward. At this point, they should not get involved with the “one way in, one way out” or much of anything. When the time comes, and the project is designed, it is not that difficult to enlarge a sidewalk or move a curb. If they get involved in designing this now, they will be putting the Main St. project off for another six months.

Councilor Filiault stated that he agrees 100%. He continued that whatever is dug up, he thinks that they should lay enough conduits to plan in the future for electric cars, when they go to a

parking deck somewhere down the road. Most cars by 2030 will be electric. They will need enough power going down Gilbo Ave. for that. Even though, at this point they will be cutting out the project, probably by the transportation center, they must have enough conduit in the ground so they do not tear it up again in five or six years to lay down extra power lines.

Councilor Williams stated that besides conduit, he thinks that should also apply to the plumbing. He continued that they should make sure of that, not just the public bathroom, but it would be nice if they could build some solid residential apartment blocks down there. To have the plumbing ready to accept that would be very important.

Councilor Roberts stated that he agrees. He continued that they should not even be talking about Gilbo Ave., except for upgrading the underground utilities and expansion. He was on the Council before when former Senator Jay Kahn gave a presentation about how the college would come up George St. by that property and build on the land that was being donated for them. That was supposed to be a walkable place from Keene State College right up to the facility there. Then there was a plan for a parking garage and apartments, and those have come and gone. There is no way that the Committee should look at the Main St. for the possibility of what could go in Gilbo Ave., based on the last 15 to 20 years of plans that have come and gone on Gilbo Ave.

Peter Hartz stated that the City owns the transportation center, and it had public bathrooms in it. He continued that it is now a rentable commercial space. He does not think it would be difficult to turn it around, take control of that property, and do an excellent job with public restrooms, maybe even a visitors' center.

Chair Greenwald asked if there was further comment on Gilbo Ave. Hearing none, he called for a five-minute recess. He called the meeting back to order at 7:52 pm.

Chair Greenwald stated that now is the time for the Committee to discuss what they have heard and see if they can come to consensus on some of these decision items. He continued that at the outset, he does not expect to have unanimity, but they will see where this goes. For starters, there seems to be consensus regarding the underground infrastructure replacement. These are not formal votes tonight. There will be formal votes once this is turned into a motion, perhaps at the next MSFI Committee meeting.

Chair Greenwald stated that regarding Central Square, he heard that the configuration "as is" is the preferable decision, and opposition will be noted. He continued that regarding Gilbo Ave., the preferable decision is that there would be provisions for future projects there. Raised crosswalks seem to be an item the Committee agrees on, noting that staff will come back with information regarding accessibility and other hazards. They did not get into sidewalk width, but his notes say that the plan might maximize sidewalk width and equalize the east sidewalk and west sidewalk. His notes also had the consideration of removing the raised planting beds.

Councilor Workman stated that there is question about the sidewalks, since they did not talk about it as a whole. There is the question of whether they should be making a decision on it now, since they did not really talk about it. With the other topics/items, they went through a process. She asked if they should table this item. Chair Greenwald replied that he would add, in conversation with City staff, some of this is more design as opposed to decisions.

Chair Greenwald asked for the Committee's thoughts on bicycles. Councilor Williams stated that he would be interested in having City staff return to them with some information about how bicycle lanes could potentially help get some grants. Councilor Filiault stated that to add to that, he would like them to also look at what the best avenues would be if they had alternate routes for those two blocks, moving around the buildings. Thus, if they did apply for a grant, at least they could say and show that they are concerned about the bicyclists, but if they could do a two-block, looping around the main buildings downtown.

Chair Greenwald stated that he has a real concern about the conflict of interest between bicycles, delivery vehicles, cars, shoppers on the sidewalk, and all the chaos downtown. He continued that that is why he favors the perimeter path concept. If you are riding a bike, you are going to ride your bike wherever you want. If you are a good bike rider, you are going down the street. He does not think it matters whether there is a stripe on the road, or where it is. If you are a family bicycle rider, you will not take your kids down in traffic. It seems like a dangerous idea, but he does see people do it. He does not like the idea of bicycles on the sidewalks, running into people, which he has seen happen. The signage says "no bicycles on sidewalks," but it does not stop someone who wants to ride a bicycle. He challenges BPPAC to work on the perimeter path. He thinks that is a good connection between the big bike path, the Pathways paths, and making it all the way up to Appel Way. They could get there somehow. Otherwise, bicyclists will ride wherever they want. He does not sense that there is much of a consensus on bicycles at this time. At the next meeting, they will stir it a little more. Regarding bike racks, that is a design detail. He cannot imagine anyone has any problem with that.

Chair Greenwald continued that dealing with the traffic signals becomes more of a technical discussion for staff, but he has heard questions regarding the right turn on red. There must be a reason they do not have it, because it just makes too much sense. Another comment he heard was the potential for stop signs at Court St. and Washington St. That is something for the design people to look at, as well as improved pavement, lane markings, and signage.

Chair Greenwald stated that he thinks that is all of their big discussion items. What comes from staff is maximizing parking spaces, and correcting the number and location of handicapped spaces, which he is told is currently not correct. Included within the underground infrastructure is electric vehicle charging stations. There were comments about events. He heard comments asking about removable bollards, or something besides those concrete jersey barriers and dump trucks that are used now. It is not only ugly, but also very expensive for the organizations. They request that staff do some research on that. He would also like the extent of the project defined, such as where, exactly, it ends on Court St., Washington St., Winter St., Gilbo Ave., Railroad St.,

and Roxbury St. He is not clear on that, but he is sure the answer exists. One other question that came up was about an accelerated work schedule. What is the typical premium for longer days and weekends? Realizing the impact not only on costs, but also on the downtown community of residents and merchants, if the construction is going more aggressively. This is for discussion, not for a motion at the next meeting.

Chair Greenwald asked if there was anything else the Committee wanted to ask/tell the consultants and staff to think about or work on.

Councilor Williams replied (public) bathrooms.

Councilor Roberts stated that he is still willing to talk and debate at the next meeting, but he does not want anyone to leave feeling that he has already made all the decisions he is going to make. He continued that he has not made one firm decision one way or the other. He feels uncomfortable coming out with motions at a special meeting. Those should be at a regular meeting.

Chair Greenwald replied that he agrees. He continued that he is only asking for some guidance because he will try to put this into a proposed motion that the Committee will work on, and the public will react to. Someone will make the motion, someone will second it, and then they will see how it goes. With an amendment, it will go to Council.

Ms. Landry stated that reflecting on the timeframe, the next MSFI Committee meeting is a week from Wednesday (May 24). She continued that they probably will have other items on the agenda, but she knows there is concern amongst staff the longer this list gets about coming back with all the information they need to reach a consensus. If they are inclined to do so, there is a date set aside on May 30 that would give staff more time to respond. There is a lot of information staff already has that they can prepare for the Committee, but some of this will require some time.

Chair Greenwald replied that he does not think they asked anything very intense, but if they cannot do it, they cannot do it. He continued that this has surely been going on for months and months, but his philosophy is that if they do not set a deadline, it could just go forever.

Chair Greenwald asked if there was anything further. There being no further business, he adjourned the meeting at 8:05 PM.

Respectfully submitted by,
Britta Reid, Minute Taker

Additional Edits by,
Terri M. Hood, Assistant City Clerk