

City of Keene
New Hampshire

MUNICIPAL SERVICES, FACILITIES & INFRASTRUCTURE COMMITTEE
MEETING MINUTES

Wednesday, February 21, 2024

6:00 PM

**Council Chamber,
City Hall**

Members Present:

Mitchell H. Greenwald, Chair
Randy L. Filiault, Vice Chair
Andrew M. Madison
Catherine I. Workman
Laura E. Tobin

Staff Present:

Elizabeth A. Dragon, City Manager
Don Lussier, City Engineer
Jesse Rounds, Community Development
Director

Members Not Present:

All Present

Chair Greenwald called the meeting to order at 6:00 PM and explained the procedures of the meeting.

1) **Petition – East Side Residents – Traffic Calming on East-side Keene Streets**

Vicki Morton of 275 Water St. stated that the City of Boston’s webpage says that by the end of 2024 they intend to install traffic calming raised crosswalks and/or speed bumps on every street in several neighborhoods. She continued that she is not suggesting the City of Keene do that for every street in the east side of Keene, rather that they address the more frequently traveled streets and the ones where motorists speed. The City of Keene’s webpage for the Roadway Safety Action Plan (RSAP) says there have been 3,800 vehicle crashes over the past five years. Three involved a fatality and 34 resulted in serious injury. The RSAP’s goal is to reduce roadway accidents to zero. The RSAP identifies corrective steps to reduce accidents, concentrating on roadway directions, one-way streets, reducing traffic lanes, increasing pedestrian and/or bicycle infrastructure, and general public education. She did not see anything about traffic calming techniques, such as tabletops or speed bumps. On the one hand, there is the City of Boston, installing tabletops everywhere, and on the other hand, there is the Federal government not even mentioning them as a possibility.

Ms. Morton continued that in the previous conversation, she heard that if the City granted the east side residents’ request for a tabletop, they would have to grant all other requests for tabletops across the city. What she has never heard is why the City is against these methods of slowing traffic speed. She does not know if it is the cost, inconvenience, or something else. The concerns about speeding are not limited to Water St., but since she lives on Water St., and she is

obviously responding to the concerns about speeding there. Residents have concerns about Beaver St.; Roxbury St.; Church St., especially at the intersection with 93rd; and various cross streets such as Carpenter St., Valley St., and even Eastern Ave., although it has just received the 25-mph posting.

Ms. Morton continued that South Lincoln St. presents another issue. Every day, parents park directly in front of the two “no parking” signs in front of the school while waiting to pick up their children. These parked cars inhibit any traffic flowing north if there is a vehicle traveling south. The street is not wide enough for three cars. She wants to know why these parents cannot stage on Wilber St. If they are allowed to impact traffic daily, the “no parking” signs should be removed. If “no parking” is indeed intended, the vehicles should be ticketed or told to move along. If it is okay to park there, she would like the City to state that there is an exemption for this particular period of time at this particular place on this street, or widen the street to accommodate these cars and so as not to impact the traffic flow.

Ms. Morton continued that it is grand that Keene has updated parks, “zippy roundabouts, and razzmatazz downtown designs,” but at the end of the day, they need basic safety and enforcement of the ordinances on the books.

Chair Greenwald thanked Ms. Morton and asked if anyone else would like to speak.

Connie Joyce of 81 Grant St. stated that Grant St. crosses over Beaver St. She continued that every day, children wait at the corner, and it is easy to see who is violating the speed limit, because they have big logos on their trucks. Nobody slows down. There is no Police presence, no video cameras, nothing to help residents with the safety issues of the speeding in Keene. Eventually, there will be a tragedy, and before that happens, she thinks the City should address this issue.

Jennifer Sizoo of Fairfield Ct. stated that Fairfield Ct. is up Water St. She continued that the traffic is too fast in certain places in the area. She asked if individuals can request to have those tracking (signs) that tell drivers how fast they are going. She asked if there is a way to put that in place, or a way for the residents to request that on specific streets.

Chair Greenwald replied yes, that is called “directed enforcement.” He continued that through the City Manager, the Police Chief could be requested to put extra focus on Water St. and, he thinks, Roxbury St., which is in a similar situation.

City Manager Elizabeth Dragon stated that those are “directed patrols,” and the City has many of them. For a period of time, someone on duty, if they are free, will swing by the area and patrol. She continued that she thinks what Ms. Sizoo is asking for is a speed trailer, and the City does have those. A citizen can request that a speed trailer be put on a street for a period of time. They can process that request through the Public Works Department.

Ms. Sizoo replied that that is good to know. Chair Greenwald stated that the speed trailers do not have cameras, however, just to be clear. Ms. Sizoo replied that she knows, but maybe it would collect some data. She continued that she is in favor of something that slows the traffic.

Chair Greenwald stated that (the area) is part of his morning and evening commute, and he absolutely agrees that traffic is too fast. He continued that the other “nightmare” is So. Lincoln St. The intersection is frightening and almost needs a stop sign on Water St. and Roxbury St. He agrees that slowing traffic down is critical.

Timothy Jordan of 275 Water St. stated that one of these days, the City will tear up Main St. to do the necessary infrastructure work. He continued that when they do that, his concern is where the traffic will go. It is likely that some will come to the east side of Keene, and on any of those streets, there will be more traffic than there is now. He has not heard anything about traffic flow and what might happen when that project starts, or which streets will be closed or open. Unless there is already a plan in place, he does not expect the MSFI Committee to be able to answer that question now. However, he wants them to know that will be another ongoing concern for the east side residents. If they have not yet thought about it and made a plan, they should know the east side residents are interested and would be happy to talk about that, if community members’ input is needed.

Don Lussier, City Engineer, stated that it warms his heart to hear the east side residents talking about the RSAP the City is working on. He continued that the City’s website has a page about that project, and he encourages everyone to take the survey there. It is a great way to provide information to the consultant doing the study for the City. The survey asks you to drop a pin on a map to identify locations of vehicular safety problems, pedestrian safety problems, or bicycle safety problems. As part of that project, the City is planning a total of eight “stakeholder meetings.” For example, they will have a meeting just with folks from SAU 29, to talk about safety issues specific to the school’s situations. Among those stakeholder groups are two planned neighborhood meetings, one on the east side of the city and one on the west side. He does not know the dates yet, but that will be coming in the next couple of months. It would be great to have people attend those meetings.

Mr. Lussier continued that eventually that RSAP will produce a plan for the city. The consultants’ charge is to provide a plan that has both site-specific recommendations, such as, “This intersection has caused a lot of accidents and needs to be addressed,” as well as systemic/policy-type recommendations, such as “In these types of neighborhoods, you should look at narrowing the streets to slow down traffic.” There will be recommendations coming out of that plan that would be applicable to this situation.

Mr. Lussier continued that regarding the speed radars that the City Manager mentioned, ever since the Traffic Control person retired, those (devices) have been in his shop. There are six, but only five are operational. One is near the Rec Center, powered with a solar panel. That was installed rather permanently, to get people to slow down as they are coming in off the highway.

It is a location where people were habitually driving too fast. That (speed trailer) has been there since about 2015. Most of the others are available for short-term deployments. They operate in two different modes. Mostly, his team uses them for data collection. They turn the display off, and the device still records and collects data about the number of vehicles that pass in front of it and the vehicles' speeds. Staff can get detailed, hour-by-hour information about how many vehicles there are and all of the different speed cohorts, such as "16 vehicles going between 40 and 45 mph, and the top speed was 52 mph," and that sort of thing. The other mode is the behavioral compliance modification mode, when the display panel is turned on. Typically, his team will put the device up with the display turned off, in data collection mode, for about a week. Then, they will turn the display panel on for a week and see if there is any discrepancy. They can see whether the device reminding people that they are driving above the speed limit actually changed people's behavior. Many times, staff finds that the issue causing this perceived traffic problem is a very small portion of traffic, such as 10% or 5% of the vehicles going much faster than the speed limit, with the vast majority of vehicles going at or a couple miles per hour over the speed limit. That, unfortunately, is a difficult problem for engineers to solve. It is more of an enforcement concern.

Mr. Lussier continued that regarding safety measures, the Federal Highway Administration has a toolbox of safety measures that it knows, has studied, and has demonstrated as cost effective at reducing injury-producing accidents. That may be the toolbox that was seen on the website, he is not sure, but the consultant's recommendations can look beyond what the Federal Highway refers to as "proven countermeasures." The City can look at other things. He was surprised to hear that raised crosswalks and tabletops at intersections were not a proven safety countermeasure, but if they are not, that does not preclude them from being something the City does. He continued that there are some downsides to raised crosswalks. They are difficult to maintain; they are tough on the plow operators and the plow equipment, and get rather beat up by the plow operations. The initial cost to install is not necessarily the problem; it is the cost to maintain. The other disadvantage is emergency response. First responders are not fans of having those on the main thoroughfares in particular, such as Main St. or Water St. They are more tolerable on neighborhood streets that are not main emergency response routes. One of the things they have looked at for the downtown project, for example, is the crosswalks on the side streets coming into the downtown, having raised crosswalks to improve safety. It is certainly in the toolbox and can be used; but they are not always the right application in every circumstance.

Mr. Lussier continued that he thinks the letter/petition talked about traffic calming more generally. He would like to frame this discussion in those terms, about traffic calming, and include in the traffic calming discussion more than just raised crosswalks. There are more tools, such as narrow lanes, chicanes, or other methods of controlling traffic and reminding people to slow down. Regarding next steps, much of the data staff has already collected in this area of interest is a few years old, so he thinks it warrants collecting some additional data. He suggests the Committee place this item on more time, and staff would come back in a cycle or two with some speed studies and a look at some specific locations, to have more of a discussion. Ultimately, all of this feeds into the RSAP.

Councilor Filiault stated that if they place this on more time, a cycle or two could be about sixty days. He asked if staff could put one of the speed trailer devices out there in the meantime. Mr. Lussier replied absolutely, they can do that right away.

Councilor Madison stated that about four or five years ago, Councilor Bosley sent a communication to the City Council regarding reducing speed limits within neighborhoods, including east Keene, and north/central where he lives. He asked what became of that. Mr. Lussier replied that he thinks speed limits were reduced in specific locations, but not wholesale.

Chair Greenwald asked if there were any further questions from the Committee. Hearing none, he asked if members of the public had any questions.

Vicki Morton stated that she took the survey (linked from the webpage for the RSAP), and one question is which parts of the city you think have the most problems with parking or traffic. It lists a number of areas. This group (of east side residents) has been coming before this body since at least August, raising basic issues of safety in east side Keene. East side Keene is not one of the options in that survey question. It makes her wonder if there is not a common understanding about this. They (the east side Keene residents) feel this is a huge safety issue, and if the City does not, they want the City to prove them wrong. Regarding changing the speed limits, people do not go the speed limit now, and if you lower the speed limit, they are not going to go any lower. The traffic that comes out of Victoria St. is very fast, with people spinning their tires and whipping out of the street. It is difficult to drive in the city of Keene. They have not even raised the issue of people who run red lights; they are still just dealing with general speed and overall safety in east side Keene.

Tim Jordan of 275 Water St. stated that he forgot to include something in his earlier comments. He continued that when Connie was speaking, it reminded him that at the intersection of Valley St. and Victoria St. and Water St. is where the children get on the bus in the morning. It is also where all the tractor trailer trucks come down and turn from Water St. onto Victoria St. If there happens to be a tractor-trailer truck coming when the bus is coming and when the children are on the corner, that is a safety issue. At one point in time, it was his understanding that there was some consideration for all the tractor-trailer trucks that have to go down Victoria St. He thought they were going to knock a hole in the other end and go out onto Marlboro St. He asks that that be revisited.

Mr. Jordan continued that something else he neglected to mention earlier, regarding the infrastructure project and Main St. getting closed off, is that if folks start coming over to the east side (as a detour), it could become habitual for them. If they drive that way for a couple months or however long it takes, they might just continue to use that same traffic pattern because they got used to it, so that is something to consider as well.

Chair Greenwald stated that without going into detail, the “Victoria St. Extension,” so called, is in the works. He continued that it has to go through the former Kingsbury property and there is a lot involved, but definitely, the City Manager and City staff are very aware of it, and it is a goal. It would be great to get those trucks off Water St. The trucks do not want to be there, either. He has watched them trying to make the turn first onto Victoria St. and then back onto Main St. It is not ignored. It is just a difficult project. He hopes it will happen, and soon.

Councilor Tobin stated that the Committee appreciates the residents bringing this issue to them. She continued that she has heard the residents come together several times and she admires how they have been able to coordinate and come together to bring the Committee specific concerns. She wants to mention that “See, Click, Fix” has a sidewalk and road category. You can bring specific things and pinpoint it outside of the survey, too.

Councilor Workman stated that many people know that this – traffic, and people not obeying the rules of the road - is a big pet peeve of hers as well. She continued that when they (the Committee) were talking about issues up by the cemetery, she had asked if the City could do something like what Maryland does, where neighborhoods are monitored by video. As you enter the neighborhood, signs inform you that your speed is being monitored by camera and radar. It is great because you do not need officers to enforce it, and you just get a ticket in the mail. Unfortunately, the City cannot do this because the State of New Hampshire does not allow it. She knows the City does not like to set precedents by submitting letters to the State, but the City Manager attends meetings with other city managers and the Mayor meets with other mayors in the state. There must be other communities having this same issue. She knows it is an enforcement issue. They need to get creative, because this issue is not going away; it is getting worse. As Councilor Madison pointed out, Councilor Bosley has brought this issue to attention as early as 2018, at least. It is thus on the City Council’s radar, but they are lacking tools to effectively address it. Some of it is beyond their scope as a municipality, but they need to be creative and add more tools to the toolbox. She lives on Colorado St. and does not know where people on West St. are zipping down to, but it is an issue on her street, too. They have to do something.

Councilor Madison stated that he lives on Elm St., which some consider to be east Keene, and there are people speeding there, too, either to get to the school or the hospital, and they are not emergency personnel. He continued that last year, a car came within about an inch of hitting him, turning onto Elm St. from a stop while he was in the crosswalk. This is an issue throughout the neighborhoods closer to the center of town, where there is a lot of pedestrian traffic and side streets that were laid out in the 1800s before cars were a thing, and now there are many cars on them. Many people do not care to follow the rules. Whether they need to work more with the Police Department to increase enforcement, or whether there is hardware the City can install or designs to implement on the streets to slow traffic down, he is not sure, but they do need to address it. He has lived in these neighborhoods for ten years and can say it is a real problem. He is getting frustrated about it, too.

The City Manager stated that once the work they are doing in the Roadway Safety Plan Committee is complete and recommendations come out of it, the City will then be able to access federal funding for implementing improvements. She continued that they have only had one meeting so far, but they are working to take all this input and create recommendations that actually work for the City. This will give them the opportunity to apply for some funds. While they will address this neighborhood issue more immediately, there are many issues in the neighborhoods throughout the city, especially close to the downtown. She hopes they can tap into some funds to help them with some creative engineering solutions and calming solutions. Relying on the KPD is difficult. They might sound like a broken record every time they say it, but the City is short police officers, and they have done a variety of methods to encourage police officers to apply here and to relocate here, with some limited success. With the increased demands, it is difficult. They do add things to the directed patrol list, but officers can only do a directed patrol when they have time. The more they can do to engineer solutions and create traffic calming options in the neighborhoods, the better off they will be.

Sharon Gallagher of 18 Highland Ave. stated that she moved here from a large, urban area that has speed cameras, which literally cut to the chase. She continued that it affects the drivers financially and creates revenue for the town or city. She asked if a grassroots movement can be started to petition the State legislators to introduce the speed camera law. It is not just Keene; it is probably every town in the state. Speed cameras are one thing, but maybe creating one-way streets would slow traffic down, too. She asked if they can get a petition going.

Chair Greenwald replied that he suggests citizens do it. Ms. Gallagher replied “Alright, let’s do that, then.” She asked that the Committee let them know how they could put something like that together. Chair Greenwald replied that he thinks Vicki Morton is a good person to talk to. He continued that he thinks there are very few streets where the residents do not feel there is speeding going on. He continued that for instance, regarding the re-paving of Jordan Rd., he was lobbied heavily by residents to get the road fixed. (His response was) that if they made the roadway any smoother, people would go from 40 mph to 60 mph. That is the “east side highway” in Keene. Speed bumps work, absolutely, and as the City Engineer said, there are a number of methods they could use. They should at least get the speed trailers out there while they are talking about this. The Committee hears what the residents are saying. Roxbury St. is as much an issue as Water St., just not as vocal.

Councilor Filiault stated that he encourages people in the neighborhood to send a letter to the State Senator. He continued that the State of NH says “We want communities to have local control,” but that is until you ask for local control. What the State really means is, “We want local control of you collecting taxes, but we will tell you what to do.” It is more effective when neighborhoods get together and (make requests), rather than city councilors doing it, because the State will look at (the latter) as political. Neighborhood residents have a better chance of being heard than the city councilors do. He encourages neighborhoods to contact the Senator.

Tim Jordan of 275 Water St. stated he has a personal statement and is not representing anyone else when he says this. He continued that “traffic calming” is annoying jargon. They are talking about traffic safety issues. From his perspective, calling it traffic “calming” is like trying to make it less than it really is. It is rather a series of traffic safety issues, and that is what he will call it.

Councilor Madison made a motion for the Municipal Services, Facilities, and Infrastructure Committee to place **Petition – East Side Residents – Traffic Calming on East-side Keene Streets** on more time. Councilor Workman seconded the motion.

The City Manager stated that the City used the term “traffic calming” because it was the topic of the petition they received.

William Gillard of 72 Reservoir St. stated that he knows Water St., since he rode his bike to Wheelock School for 30 years, and he cannot disagree with anything the people have said. He continued that he wants to point out two intersections he calls “near miss intersections,” Eastern Ave. and Water St., and Roxbury St. and So. Lincoln St. Driving home, he will not come down Roxbury St. anymore. He finds a different route to get onto S. Lincoln St. or N. Lincoln St., because coming into those intersections, you have a clear shot at what the people on S. Lincoln St. and N. Lincoln St. are doing. Coming down Roxbury St. going to the east side, those cars are speeding. If you are not careful, you will get clipped. He and his family hear the crashes from Reservoir St.

The motion passed 5-0.

2) **Luca Paris/Greater Monadnock Collaborative – Request to Use Parking Spaces – Classic Cars – May 5, 2024**

Larry Monson, General Manager of Monadnock Ford, stated that he is here representing Luca Paris and the Greater Monadnock Collaborative. He continued that they want to put on a Cruising Main Street for Cinco de Mayo, Sunday, May 5, from 8:00 AM to 12:00 PM. They want to take use downtown as the location for the classic cars. They have no third party vendors and are keeping it small. They are requesting parking stalls. Each car will take about a stall and a half, so they can be angled and have more room for people to walk around, without having to close down Main St. That is their hope. Being a low traffic time on Sunday, it would be a great time to open up downtown.

Chair Greenwald stated that he will be there with his 1966 Ford Thunderbird.

The City Manager stated that this is a great idea, and she loves it. She continued that the City loves anything that activates the downtown. (Staff) had an initial protocol meeting, and at that time, right around the time of the Ice Festival, they received some concerns from the Ice Festival about use of spaces that were close to the road for the sculptures, and people being actually in the

roadway. While Sunday is typically a slower day, in terms of traffic on Main St., it is graduation weekend and Cinco de Mayo. Thus, staff asks that this (request) be sent back to the protocol group to discuss those issues further, to come up with a plan that could mitigate some of the concerns they saw during the Ice Festival.

Chair Greenwald replied that that sounds reasonable, but he heard that there is concern about the calendar. He continued that if this goes through the normal MSFI Committee cycle, it will not be back for a month, which might be a problem. The City Manager replied that if it is okay with the MSFI Committee, if the (protocol group) could resolve this, she could bring it to another Committee to keep it on track for the timeline. Councilor Filiault replied that there are additional MSFI Committee meetings coming up next month anyhow, so maybe they could attach this to the next agenda. The City Manager agreed.

Chair Greenwald asked if anyone on the MSFI Committee has a problem with this potentially going to the Planning, Licenses, and Development Committee for final approval. Committee members replied no. Chair Greenwald replied that that is great, and he is looking forward to it.

Councilor Workman made the following motion, which was seconded by Councilor Filiault.

On a vote of 5-0, the Municipal Services, Facilities, and Infrastructure Committee placed **Request to Use Parking Spaces - Classic Cars - May 25, 2024** on more time to allow protocol meetings to occur.

3) Support for Downtown Improvement Project – Multimodal Design Concepts – Bicycle and Pedestrian Path Advisory Committee

Jesse Rounds, Community Development Director, stated that he is here for the Bicycle and Pedestrian Path Advisory Committee (BPPAC), as well as Will Schoefmann, the BPPAC's staff liaison. He continued that the BPPAC wants to remind the Council that they are here to advise the Council. They support multimodal updates in the downtown project and they are here to be the Council's eyes and ears to the multimodal-using community. Since there are new councilors and a new mayor, the BPPAC just wanted to reiterate their support for that, as well as their role in advising the Council.

Chair Greenwald asked for public comment.

Jennifer Sizoo of 10 Fairfield Ct. stated that she is in favor of keeping pedestrians and bicyclists in the eye of all of the planning that goes on. She continued that it is important to many people in town, and for bringing young people to town, this is something young people and families are interested in.

Pete Moran of Myrtle St. stated that in reference to the bike lanes, he wants to know where all of the bikes are going to park. He continued that there has been talk of a 400-car parking garage,

but he does not know where the bikes will park. Maybe tied to a tree while people sit at tables at the sidewalk. He wants to know who will monitor it when e-bikes and skateboards go zooming by. They have heard about the limitations of the police force. People will suggest having a police officer on a bike or doing foot patrols, but he cannot see an officer on foot chasing down an e-bike. Many people walk downtown. A friend of his was nearly run over/knocked over a few times. His suggestion is to have a designated spot, or several, for the bikes to go, and then people can walk through downtown. This is adding another mode of transportation to a congested area. He likes the idea of bikes, but the negatives need to be addressed. He wants to know if bikes will be parked “all over the place.” There needs to be some consideration about bike parking, otherwise they could interfere with people walking and crossing to get to their cars. He has not heard anything about this. It is interesting that the first (agenda item tonight) was alternate forms of travel and getting in and out. He wants the Committee’s thoughts on where the bikes are going.

Chair Greenwald stated that this is a good segue, and Mr. Moran has brought up many good issues. He continued that he spent close to three hours this morning in meetings about downtown. He was invited to listen to the consultants in a different format than how they have presented previously, and it was very informative. The consultants are thinking about this very positively and are very aware, as is the Mayor. A committee is being appointed to deal with bicycle safety and rules of the road. Keene is not the first city that has had bike lanes, so they can look at how the other cities do it. There must be very good acceptance that there are rules for bicycles, which cannot be zooming on sidewalks where there are pedestrians. The design he saw separates bikes and pedestrians nicely, with trees in between so there is green space. The plan is taking Mr. Moran’s concerns into strong consideration. Absolutely there will be bike storage. It is not a thoroughfare; the idea is for people to ride their bikes downtown, park their bikes, and do their shopping and eating. All of these issues are there, and Mr. Moran voicing them puts them on the record for everyone to hear. This will be good. He left this morning feeling much better about the project than he did previously.

Chair Greenwald continued that that segues into the fact that there are workshops (coming up). The first will be March 6, on the topic of the Main St. streetscape, the whole layout of the plan, with the plantings, bike lanes, pedestrians, and the commerce zone (strip next to the buildings for tables and vendors). There are two workshops at the Rec Center on March 6, from [3:00 to 4:30 PM] and 5:30 to 7:00 PM. The MSFI Committee’s vice chair will be the representative, because he will be out of town. He encourages people to attend. He does not want to hear “nobody knows what’s going on,” because this is it; this is public involvement. Public involvement is “not just a bunch of sticky notes from 40 people” like it was last year. He urges everyone to please get involved. Fellow Councilors who have comments, thoughts, or anything they want the consultants or staff to address should know that now is the time, and get out in front of it. He feels like last year they were maybe running behind it, but now staff and the consultants are listening.

The City Manager stated that how they have it structured right now is every design review workshop will be followed by an MSFI Committee meeting. At the March 6 workshop, they will be looking at the Main St. streetscape and then having that same conversation March 13, about what they heard from the public, at the MSFI Committee meeting. The next workshop is April 3, regarding Gilbo Ave. and Railroad Square, at the same times at the Rec Center. An April 10 MSFI Committee meeting follows that. On May 1 the workshop is about Central Square, at the same times at the Rec Center, followed by the May 8 MSFI Committee meeting.

Chair Greenwald again encouraged people to attend the workshops and meetings. He continued that ultimately, they are aiming for a July conclusion, to get this done and get consensus on what they want. He does not expect anyone to be 100% happy, but at least, they are all in. To reassure people, Central Square stays Central Square. There is no change in that. Bike lanes are a reality. Unless there is an outpouring of opposition to it from the City Council, as far as he is concerned, they are done with that discussion. Now it must be done safely. He knows the Mayor is concerned about safety and the conflicts of interest between pedestrians, shoppers, people parking, bicyclists, and so on and so forth. Everyone needs to give. Perhaps this goes back to the Water St. discussion – people could slow down a little, and enjoy the city’s environment.

Chair Greenwald asked if there was any further comment on the BPPAC’s letter.

Councilor Filiault made the following motion, which was seconded by Councilor Tobin.

On a vote of 5-0, the Municipal Services, Facilities, and Infrastructure Committee accepted the letter as informational.

4) Adjournment

There being no further business, Chair Greenwald adjourned the meeting at 6:55 PM.

Respectfully submitted by,
Britta Reida, Minute Taker

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