



BICYCLE PEDESTRIAN PATH ADVISORY COMMITTEE
AGENDA

Wednesday, October 9, 2024

8:15-9:30 AM

**2nd Floor Conference Room
3 Washington St, City Hall**

Members:

Sam Jackson, Chair

Dr. Rowland Russell, Vice Chair

Ed Haas, Councilor

Autumn DelaCroix

Dillon Benik

Jan Manwaring

Michael Davern

Charles Redfern, Alternate

Diana Duffy, Alternate

Janelle Sartorio, Alternate

- 1) Call to Order, Roll Call, Welcome
- 2) September 11, 2024 Minutes
- 3) Downtown Infrastructure Project
 - a. Bike Lane Rules update from MSFI
 - b. Enforcement Concern Email Fred Parcels
- 4) Safety and Outreach
- 5) BPPAC Website
- 6) Regular Project Updates
- 7) Volunteer Opportunities
 - a. Bike Rack Census Counts, Yield Counts and Bicycle/Pedestrian Counts
- 8) Old Business
 - a. Wayfinding Updates
- 9) New Business
 - Items to be included for next meeting
- 10) More Time
 - Community Bike Share
 - Continued Bike Racks Discussion
 - Public Art and the Trails Updates
- 11) Adjournment
 - Next meeting date – November 9, 2024

1 **City of Keene**
2 **New Hampshire**

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5 **BICYCLE AND PEDESTRIAN PATH ADVISORY COMMITTEE**
6 **MEETING MINUTES**
7

Wednesday, September 11, 2024 **8:15 AM** **2nd Floor Conference Room,
City Hall**

Members Present:

Samantha Jackson, Chair
Dr. Rowland Russell, Vice Chair
Michael Davern
Autumn DelaCroix
Charles Redfern, Alternate
Janelle Sartorio, Alternate

Staff Present:

Jesse Rounds, Community Development
Director
Carrah Fisk-Hennessey, Parks and
Recreation
Don Lussier, Public Works Director

Members Not Present:

Dillon Benik
Councilor Edward Haas
Diane Duffy

Guests:

Marcus McCarroll

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10 **1) Call To Order, Roll Call, and Welcome**

11 Chair Jackson called the meeting to order at 8:17 AM.

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13 **2) Approval of August 14, 2024, Minutes**

14 With no corrections, Ms. Autumn DelaCroix moved to accept the minutes and received a second
15 from Dr. Rowland Russell. With all in favor, the August 14, 2024, minutes were unanimously
16 accepted.

17
18 **3) Downtown Infrastructure Project**

19 **A) Bike Lane Rules Update**

20 Chair Jackson stated she knew there was an MSFI meeting later in the month. Mr. Rounds
21 explained that the city manager wants to take the rules to MSFI as a testament to the rules
22 committee's work. They are not voting necessarily to support the regulations but to include them
23 in the process. Eventually, they will have to be turned into an ordinance to be enforceable
24 downtown. Right now, the goal is to wrap them into the larger project once they have gone
25 before and received support from MSFI.

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27 Dr. Russell asked if there would be a public discussion at the meeting. Mr. Rounds was not sure
28 and offered to check. Dr. Russell suggested that all BPPAC members attend to answer questions
29 as they arise.

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Mr. Redfern asked about the date of the next MSFI meeting. Mr. Don Lussier, the Public Works director, shared that it is scheduled for September 25th, 2024, at 6:00 PM in Council Chambers.

4) Safety and Outreach

A) Community Bike Share

Chair Jackson did not have anything to add. Mr. Marcus McCarroll said they sent in the paperwork, but it was rejected. He plans to resubmit. Currently, all bike materials are in storage. He shared that there is a meeting today, September 11, 2024, at the Keene Public Library at 3:00 PM in the Vincent Room upstairs. He hopes to have a robust meeting today.

Chair Jackson said she has yet to ask the library whether they can use the basement space, but it is on her list of things to do. Mr. McCarroll responded that it was rejected out of hand and that they would have to go through the library channels to make that happen.

Dr. Russell asked Mr. McCarroll to clarify what paperwork he was referring to. Mr. McCarroll explained that the paperwork was to reinvigorate the old Keene City Green Bikes non-profit status, which had been defunct. The initial paperwork he had filed with the Secretary of State was not filled out correctly, so he must resubmit.

Ms. Carrah Fisk-Hennessey explained that Councilor Haas had requested that she contact Mr. Chris Jackson, which she did. Mr. Jackson has not gotten back to her. Mr. Davern also spoke with Mr. Jackson, who said he had no non-profit status.

B) Other

5) Regular Project Updates

Mr. Rounds brought up the spreadsheet contained in the agenda packet. Regarding bike racks, Chair Jackson shared that she still needs to fix some things in the presentation. She has not had the opportunity to sit down with it, but it is on her radar for later this week or early next week.

Mr. Redfern had a question for Mr. Lussier through the Chair. Mr. Redfern asked if the city had included the bike racks' type and location in the new improvement planning. Mr. Lussier shared that he believed the consultant had a plan of where they were looking to put them and thought they had also received feedback and some ideas from the BPPAC on where to place them. The locations are not locked down yet, but they have an informed idea of where they will go regarding the design. One of the tasks still on their to-do list is to meet with the Heritage Commission and discuss the style. He knows some support the public art style of bike racks, which may not be welcome in the historic district. He wants to get more public input.

Dr. Russell shared that they did try to track down the Keene High School artistic bike rack competition discussed last month. A friend recently shared three photos of bike racks in Ireland

72 with him, which he will share with Chair Jackson and, per request, Mr. Lussier. Mr. McCarroll
73 suggested hanging bike racks because of their greater space-saving capacity.

74
75 Mr. Rounds did not have an additional update for the Safe Streets for All Grant beyond what was
76 listed in the agenda handout. Chair Jackson noted that outreach would also be included in the
77 MSFI meeting later this month.

78
79 Mr. McCarroll asked how frequently the paths get resurfaced. Mr. Lussier explained that this will
80 be the first time it has been done since the 1970s. He believed it was planned to be done within
81 the next two years. Ms. DelaCroix mentioned a washed-out area near the Ashuelot River. Mr.
82 Lussier noted that the area was in the Community Improvement Plan.

83
84 Mr. Lussier shared that the Eastern Ave Heritage Trails are currently being designed. They must
85 undergo an archeological survey with test pits every few feet for that corridor, which has slowed
86 them down significantly. However, he is confident that they are on track to do construction next
87 year. Chair Jackson asked if Mr. Lussier was aware of any public meetings. He shared that there
88 will be a review with MSFI and some independent meetings with property owners.

89

90 **6) Volunteer Opportunities**

91 **A) Bike Rack Census Counts, Yield Counts, and Bicycle/ Pedestrian Counts**

92 Chair Jackson shared that she did approximately four census counts last week at various times.
93 She obtained a decent range of numbers but struggled to get out there during the busier times. It
94 is a more challenging time frame for her, but she would like to see some census counts for those
95 time frames. It is informal, and she urged members who had their phones with them to do a quick
96 count.

97

98 Chair Jackson explained that she had been going up and down Main Street and counting how
99 many bikes were at a rack. If there are any notes about bikes, such as one missing a wheel, that is
100 good information. Or if numerous counts have been done and one bike is continuously there and
101 does not seem to move, it may be a long-term storage bike. Noting those situations helps try to
102 ensure accuracy.

103

104 Chair Jackson also noted that if she is doing a count and sees a rack with no bikes but notices
105 three or four people at a bench with bikes next to them, she notes it as three bikes in the square
106 unlocked next to users. Chair Jackson said the yield and pedestrian counts were supposed to be
107 for West St. Dr. Russell noted that Mr. Schoefmann was to send out a sign-up and suggested
108 waiting to discuss it until he returned.

109

110 Dr. Russell mentioned that they expect to meet to nail down a time for the annual fall clean-up of
111 the rail trail. It will likely be scheduled before the snow but after the leaves are down.

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115 7) **Old Business**
116 A) **Wayfinding Updates**
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118 Dr. Russell shared that he and Councilor Haas met with Mr. Andy Bohannon last week and were
119 looking to identify locations of trailhead kiosks, directional signs, etc. They have done some
120 preliminary identification, and they have a meeting scheduled this Friday, September 13th, to
121 look more closely at the map and the information they gathered. Councilor Haas had been doing
122 bike rides to identify places to use as confidence markers. Mr. Bohannon said it is a matter of
123 finding a location and determining the exact language. He expected the installation to be in the
124 spring.

125
126 Chair Jackson recognized Mr. Redfern, who recommended Tom Little Way as a promising area
127 as the trail breaks off from the shopping center. Often, people do not know where to go and
128 frequently go through the plaza without realizing that the trail continues. Dr. Russell expanded
129 on Mr. Redfern’s suggestion, mentioning where the current kiosks are and explaining that they
130 tried to do concentric circles with priority phases to bring attention to things closer to downtown.
131 He noted that the funding does not go forever and will only stretch so far, so they wanted to get
132 the downtown area and then radiate out further as funding permitted. Ms. Sartorio asked if it was
133 a matter of people not knowing where the trail goes or more that they do not care. There was
134 discussion about the route people sometimes take through the plaza and how they are likely
135 unaware, given the awkward route they must take to get through that area. Dr. Russell added that
136 the area needs work to clarify where the trail goes and believed that is where the confidence
137 markers come in. He shared that they have had some significant buy-in from the Keene
138 International Market, which often tells shoppers about the bike paths and promotes them. Dr.
139 Russell suggested more outreach to some businesses that draw customers on bikes that use the
140 bypass. Mr. McCarroll pointed out another “wheel-breaker” spot in that area must be resurfaced.
141 Multiple members noted that the roots from adjacent trees were causing the pavement to heave.
142 Mr. Redfern asked if cutting some of the roots was possible without destroying the tree. Mr.
143 Lussier was unsure and said if roots are causing the pavement to heave, paving over will not
144 correct the issue, and it will continue to happen. Chair Jackson suggested checking the trees for
145 any significant health issues that might result in the tree falling on someone.

146
147 Dr. Redfern asked if the new maps on the kiosks had been done. Mr. Rounds did not believe they
148 were final but close to completion. Mr. McCarroll asked if those maps showed wayfinding
149 through city streets or only bike paths. Mr. Bohannon stated it was only bike paths. Mr.
150 McCarroll suggested adding less busy city streets as alternative ways to connect. Mr. Rounds
151 asked Mr. Lussier if there was any impact on vehicle operation if the city was officially calling
152 them bikeways. According to Mr. Lussier, under state law, bikes are vehicles entitled to use the
153 road, so it does not result in needing to change anything with the road. Mr. McCarroll asked if
154 that was a case where bikes were allowed to go against a one-way street. Mr. Lussier reiterated
155 that bikes are, under state law, vehicles and must follow the same road rules.

156

157 Dr. Russell asked if it was possible to ensure Mr. Schoefmann shared that map again with
158 committee members. He liked what Mr. McCarroll said about showing some of the additional
159 road crossings, and he could see how that would be helpful. He stated he knew Pathways worked
160 hard on the map, but he would find it helpful to, for example, show Krif Road intersecting. Mr.
161 Redfern added that intersecting roads or streets would help people understand how to get to a
162 trail, to which everyone agreed. Ms. DelaCroix noted that having a symbol designating it as an
163 intersection helps promote and increase riders' awareness at intersections. Dr. Russell supported
164 Mr. Redfern's suggestion of adding intersections and identifying things that cross the official
165 trails.

166
167 Chair Jackson shared that she recently went to Stonewall and Archway. In traveling that way, the
168 bike path goes up and over Arch Street, but there is no way to the trail because it goes above the
169 road. She believed it would be essential and valuable to ensure that the map shows that they
170 intersect but are not connected.

171

172 **8) New Business**

173 Chair Jackson wanted to follow up on the MSFI and keep the census counts on the agenda for
174 next time.

175

176 **9) More Time**

177 **A) Continued Bike Racks Discussion**

178 **B) Public Art and The Trails Updates**

179 Dr. Russell shared that Friends of Public Art would be meeting that evening, September 11th, and
180 he had three items related to the trails he would discuss. He reminded everyone that Peter
181 Poanessa had an old railroad signal that he had retrieved, and they still had not gotten a bid to
182 restore it. They continue to follow up with Mr. Poanessa, but time remains. The idea would be to
183 be placed somewhere along the Transportation Heritage Corridor, either as a gateway with a
184 kiosk or somewhere in a prominent location. It still has the electrical box, so Mr. Poanessa said
185 he would see if it could be cleaned. The second item is the abutment they will work on next year
186 and make more prominent where the Marlboro Rail goes over the Cheshire Rail. It is a concrete
187 abutment, and they have discussed a wall-type stylized map on its face showing all the rail lines,
188 where they intersect, and maybe windows of different eras of trains. They would probably look
189 to Mr. Poanessa for the execution of that. There is some funding at the Historical Society for
190 continued mural work. The board has been briefed on both projects, and they have talked to their
191 development person about looking for funding opportunities.

192 The third is on Apple Way, where the tunnel travels underneath Route 9/10 and how that has
193 become a graffiti magnet. There has been discussion about doing a mural like the four-season
194 one on the Massachusetts Central Rail Trail. The hope is to discuss that at tonight's meeting and
195 whether they want to investigate the possibility of a mural focused on the Ashuelot wildlife and
196 its history.

197

198 Chair Jackson asked Mr. Lussier if complaints had been coming in about the graffiti and issues
199 like the roots mentioned previously, and he confirmed they had. She promoted the SeeClickFix

200 app, to which Mr. Lussier explained that complaints through the app are automatically routed to
201 parks and recreation and are the most efficient way of getting those complaints into the right
202 hands to do something about them.

203
204 Chair Jackson recognized Mr. Redfern. Mr. Redfern said there are numerous areas where there
205 are lips as one comes off the bridges, causing significant drop-offs. If a bicyclist is traveling at
206 any rate of speed, those lips create a hazard. He believed it would only require some stone dust
207 and asked Mr. Lussier if it was readily available. Mr. Lussier responded that for the stone dust
208 paths, it is simple to repair, but for paths that are asphalt, repairs are more intensive.

209
210 Mr. Rounds asked Mr. Lussier if there was any money or time to determine why these issues
211 keep reoccurring and choose the right engineering solution to prevent them from happening
212 again. Mr. Lussier said the solution is more regular maintenance. It is caused by wear and tear.

213
214 Mr. Redfern said that people had created an informal path to get from the neighborhood onto the
215 Cheshire Rail Trail South trail, on the industrial heritage segment, not too far from the retirement
216 home complex. This informal path has caused significant erosion underneath the pavement,
217 causing it to start collapsing.

218
219 Chair Jackson recognized Mr. McCarroll, who wanted to extend the invitation to the meeting
220 mentioned earlier to all in attendance.

221
222 Dr. Russell asked Chair Jackson if a monthly bike ride was coming up. She shared that the group
223 now has a Facebook page, and the bike rides will be posted and advertised there. The next ride is
224 scheduled for Friday, September 20, 2024, arriving at 5:00 PM and departing at 5:30 PM. There
225 is a safety discussion before the ride. The route has not changed from the last time.

226
227 Chair Jackson shared that yesterday, she was talking to Mr. Jake Colin, and he mentioned that he
228 was curious about the difference in the perceived safety of bike speed, specifically regarding the
229 bike paths on Main Street. He wondered at what speed a bicyclist would feel safe using those
230 bike paths and at what speed pedestrians would feel comfortable with bicyclists riding nearby,
231 understanding that it would not be known for sure until they had been made. She is primarily a
232 bicyclist and could only provide that perspective. She presented it to the committee members
233 who walked to try and get their perspective. Mr. Redfern responded that there would be two
234 different types of riders: commuter bike riders and casual riders. He believes there should be two
235 distinguishing speeds in the code, where riders going ten-plus miles per hour should be riding on
236 the road and treated like vehicles, as state law outlines. Mr. Redfern asked Mr. Lussier what
237 would be considered an appropriate commuter speed. Mr. McCarroll jumped in and said fifteen
238 to twenty miles per hour is a commuter rate of speed. Ms. DelaCroix added that under ten is akin
239 to jogging/sprinting speed. Mr. Redfern believes that Mr. Colin's question is important and that
240 the speed issue needs to be addressed. He shared that certain counselors have said it would be
241 easy to convert bike lanes back into sidewalks if problems arise and bike lanes become
242 problematic. This is the reasoning behind the desire to have them at certain levels and to be

243 easily demarcated. He thinks Mayor Kahn is very forward-thinking about issues like this, and
244 Chair Jackson believes it resulted from his visit to Europe. She understood that during his trip,
245 tour guides made it clear that bike lanes are for bikes, and one takes their life in their own hands
246 when they decide to walk in the bike lane. They attributed it to walking into traffic. Europe has
247 been biking since the 1960s and building that infrastructure since at least the 1990s. From her
248 perspective, Keene is starting at zero, and in two years, people in the community will have very
249 different perspectives on what is safe. Mr. Redfern agreed.

250

251 Ms. Sartorio added that, from a pedestrian perspective, speed will depend on whether the
252 pedestrian knows that the bicyclist is coming. Mr. McCarroll responded that every bicycle has a
253 bell by law in Europe, France, and Amsterdam. They also have bicycle police that police the
254 bicycles, which Keene does not have. Those police enforce the rules, and there are consequences
255 for breaking those rules. In those areas, bicyclists respect pedestrians, and their rules create an
256 environment where it is safe to have bicycle pedestrian zones because everyone knows what is
257 expected and what the consequences will be.

258

259 Chair Jackson recognized Dr. Russell, who said two things came to mind for him. One is
260 enforcement. Bandwidth and budget would potentially limit that, at least to begin with. There's
261 potential to advocate for that as a committee, but he is not sure that is one they can touch.
262 Education is one area that the committee could touch and should be intimately involved in. Many
263 of the current education efforts are providing workshops for riders, doing promotional events,
264 and using various forms of media. He believed the BPPAC committee should be helping with
265 every aspect of that education.

266

267 Ms. DelaCroix noted that the committee needs to be aware of risks but urged caution regarding
268 how the group talks about those risks so as not to panic the public. She did not want to promote
269 the idea that bikes can hurt people when the vast majority go slow enough to avoid incidents, and
270 in the rare occasion of an incident, they are often very minor. Mr. Redfern added that electric
271 bikes are causing that to shift. He shared that the New Hampshire Rail Trails Coalition struggles
272 with the increased popularity of electric bikes because they go significantly faster than bicyclists
273 and tend to be less courteous. They generally have a younger audience than a traditional biker.

274

275 Ms. DelaCroix shared that she has encountered at least eight people on the local rail trails who
276 have used electric bicycles, and all of them have been very aware of other people on the trails
277 and have adjusted their speeds accordingly. Mr. Redfern responded that the dealers and industry
278 are pushing for no speed limits on electric vehicles (electric bikes, scooters, and one-wheelers) in
279 public. They are pushing for behavior written enforcement; in other words, if somebody is
280 reckless, give them a warning, a fine, and arrest them. He questioned how that is gauged and felt
281 it fell to the eyes of the beholder as to whether the user or the victim was reckless.

282

283 Mr. Rounds said he sat in on many of the downtown bicycle lane committee meetings and
284 believed Dr. Russell made a good point about the enforcement and education. He believed the
285 city needs to be honest and be clear that they do not have the time or money to have a police

286 officer or officers policing the space and be honest that they are resistant to signage. The
287 committee's solution was to have a robust website. He did not find the answer because, as a
288 bicyclist, he does not think of checking a city's website to determine the speed limits when he
289 travels or prepares for a long ride. He believed there were a couple of things the BPPAC could
290 lean on, and having lived in a lot of places with bike lanes of various types; they are both the
291 pedestrian and cyclist behavior changes. If there is a six-foot-wide bike lane, it changes the
292 behavior of the users. If a bicyclist is comfortable going fifteen to twenty miles per hour, it will
293 likely be on the road anyway because it wants to travel at a higher rate of speed. They will not
294 want to ride in a six-foot-wide bike lane where they must worry about people walking across it to
295 get to the sidewalk. It makes it an uncomfortable place for those types of riders to ride. He
296 believed there was going to be a natural stratification of users that would occur. He also believed
297 that the place where much of this education will need to happen is as these lanes get built. He
298 mentioned that the committee discussed the possibility of having marked areas where pedestrians
299 can cross the bike lane, which all users know as a safe spot to cross and to look out for. While he
300 was unsure if something like that would work, the committee did not include speed in their rules
301 because most people do not have a speedometer on their bikes.
302

303 Ms. Sartorio asked about the pushback on the signage and wondered if that was a funds issue or
304 more of a lack of desire to have them. Mr. Rounds believed it was felt that additional signs
305 increased the clutter. Mr. Lussier clarified that the city wants the downtown to have a particular
306 aesthetic, and putting up a sign every twenty feet is not conducive. He added that one thing
307 discussed is the possibility of doing more pavement marking than signs.
308

309 Dr. Russell said that when he first traveled in Canadian Provincial Parks versus National Parks in
310 the United States, he was very struck that in almost every park he went to, they said they only
311 had one rule- treat each other with respect and courtesy. He noted that Mr. McCarroll had
312 previously mentioned ethics. He suggested that when he and Mr. Bohannon meet, they consider
313 whether a brief statement around courtesy could accompany the wayfinding and reinforce the
314 basic message. Mr. Bohannon stated that they have those already. Dr. Russell said that if that
315 message is reinforced everywhere they are crossing and stopping to look at the kiosks, that will
316 help, and if it is framed positively, it is often received better than just hitting people with rules.
317

318 Mr. Redfern noted that Mr. McCarroll raised a good point that in Europe they have the bike
319 police. While Keene is a smaller city and does not have the culture to have bike police, he does
320 agree that the public has been demanding over the decades to have a cop patrol the downtown
321 area and believed that they could serve a dual purpose of satisfying the merchants and meet the
322 public including looking for bicycle violations. At some point, once the bike lanes are closer to
323 being installed, he believed they should request an allocation of time for a downtown beat cop.
324 Mr. Lussier responded that he had noticed that a police officer was patrolling downtown on a
325 bicycle throughout the summer. He believed that it was already happening to some degree. Mr.
326 Bohannon clarified that the police officer who patrols downtown on a bike is usually the school
327 resource officer, so he only does the patrol in the summer when the school is out of session.
328

329 Mr. McCarroll said that he spoke with officers during the festival and was told by the officers
330 that they are not allowed to use the bicycles. He counted six walking around downtown. Chair
331 Jackson wondered who “they” were. Mr. McCarroll said he rides all year, and it is just a question
332 of wearing the right clothes. He stated they could get around quickly and be on par with the
333 patrol cars if they used an e-bike.

334
335 Ms. DelaCroix pointed out that cars will go fast on a big straight path; the same is true of bikes.
336 The bike lanes downtown are very curvy, and it is difficult for anyone to choose to go over
337 fifteen miles per hour. The structure of the bike lane will dramatically force cyclists to go at a
338 much slower rate of speed.

339
340 Dr. Russell asked those who have traveled in Europe whether a bike lane was equivalent to
341 rumble strips. Both Mr. McCarroll and Mr. Lussier answered that there are and listed things such
342 as physical barriers, paint, and signage that can also be used. Chair Jackson asked Mr. Lussier if
343 he had ever seen the lights in Oslo, Norway, projected down onto the bike path to light up,
344 marking or highlighting the speed and are used because of the amount of snow they get. Mr.
345 Lussier had not seen them and asked that she forward it to him.

346

347 **C) BPPAC Website**

348 This will be discussed at the next meeting.

349

350 **10) Next Meeting: Wednesday, October 9, 2024.**

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352 **11) Adjournment**

353 With no further business, Chair Jackson adjourned the meeting at 9:22 AM.

354

355 Respectfully submitted by,
356 Amanda Trask, Minute Taker

357

358 Reviewed and edited by,
359 Will Schoefmann, GIS Coordinator, Community Development

| Project | PRIORITY | Master Plan Project # | Status | Budget * | | Schedule | | | Updates (status changes and project notes) |
|---|----------|-----------------------|-----------|----------------------|--------|-------------|---------------|-------------|---|
| | | | | Cost | Status | Start | Finish | Status | |
| Master Plan | HIGH | P17 | Submitted | City Staff \$50K | N/A | July 1 2024 | August 1 2025 | Behind | CIP Project to complete the plan in 2024/5. Staff beginning to draft RFP for release in FY'25. |
| Complete Streets | N/A | N/A | Working | | N/A | 2018 | N/A | Behind | GIS Tech working with Highway to inventory in street bike markings for budget purposes. Bike Boxes, Downtown Sharrows remarked. Street Markings included in Flyover collection |
| Bike Racks | HIGH | P21 | Working | N/A | N/A | ongoing | N/A | N/A | Gaps in where historically placed. Chair Jackson presentation April. Updates being made to document for forwarding to City Council (publicly managed racks). Discussion in August regarding Bike Racks in the Downtown Infrastructure Project. Downtown Rack Census in September. Updated Count forms and map distributed. |
| Appel Way Trail Paving | HIGH | P7 | Planning | \$ 104,900.00 | Even | 2025 | N/A | Behind | Appel Way repaving project, CIP Budgeted in Parks and Rec Trail Maintenance Program. Pushed out to 2025 |
| Safe Streets for All Grant | N/A | N/A | Planning | NA | N/A | Spring 2023 | N/A | N/A | Engineering division of DPW is managing this grant opportunity. Report out from Steering Committee in September, earliers likely adoption by Council in November via MSFI. |
| NHDOT TAP Grant 2018 - Marlboro Street | HIGH | BE22 | Working | \$674K | Over | Winter 2018 | Summer 2022 | Behind | City of Keene has been selected as a TAP grant recipient for Complete Street improvements to Marlboro Street that tie into other planned improvements, infrastructure, economic development goals and the Cheshire Rail Trail. Project construction bids are due October 11. |
| Safety and Outreach | N/A | N/A | Working | N/A | N/A | Ongoing | N/A | N/A | Topics for Safety and Promotion of other Bike/Ped Initiatives via outreach. May Bike Event Banners; E Bikes; Downtown Bike Lanes. Policy recommendations to Bike Lane Policy Committee. Policy Recommendations heard by MSFI in September. Next step is PLD with a draft ordinance. |
| League of American Bicyclists Bicycle Friendly Program & other community ranking programs | N/A | N/A | Completed | Staff/Volunteer Time | N/A | Summer 2023 | Summer 2023 | On Schedule | Renewal process concluded and includes data gathering for a report/application. Keene awarded Silver Status with it's renewal effort. Eeport card to be reviewed at future meeting. Promotion to be included on Banner for Bike Month. |
| Sidewalks | N/A | N/A | Submitted | CIP | Even | Spring 2022 | N/A | On Schedule | Summer 2022 expecting to replace approx. 2,000 LF of asphalt sidewalk, including Colby St. and Adams St. The CIP will request funding for about 2,000 LF / year beginning in 2023. |
| Downtown Infrastructure Project (MAIN STREET) | HIGH | P14 | Planning | CIP | Even | Summer 2023 | Fall 2028 | N/A | Final recommendation from City Council via MSFI includes widened sidewalks and protected bike lanes. Final Design approved by MSFI and City Council - likely to be bid in March '25, late May construction. Phase 1: Central Sq, Church St, Lamson St and Stormwater Utilities on NB Main St between Central Sq/Railroad St. |
| Lower Winchester Street (Roundabout - City Line) | HIGH | P22 | Planning | CIP | Even | Summer 2024 | Fall 2027 | N/A | Planned improvements including sidewalks connecting market place in Swanzey and Route 10/Winchester Street |

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| Project | | | | | | | | | |
|--|--------|-----|----------|--|-------|-------------|------|-------------|--|
| Jonathan Daniels Trail Maintenance | HIGH | P3 | Planning | \$25K | Even | Summer 2020 | 2022 | N/A | CIP Budgeted in Parks and Rec Trail Maintenance Program. |
| Wayfinding Signage Facilities and Plan | HIGH | P11 | Working | City Staff, \$42,000 | N/A | Planning | N/A | On Schedule | BPPAC Considering overall wayfinding plan with Parks/Rec, DPW and Comm Dev Departments. UNH Downtown Trails Initiative completed. Next steps signage design and placement in conjunction with City branding effort. Andy Bohannon meeting with Dr. Russell and Councilor Haas to take first pass at locations to bring to BPPAC for September/October. |
| West Street - Complete Street | MEDIUM | P19 | Planning | \$ 785,275.00 | N/A | 2027 | N/A | N/A | Designated as a Gateway Street in the Complete Street Design Guide. BPPAC discussing interim and long range solutions for bike/ped facilities along the corridor. Funds available in 2027, DOT 10 Year Plan redesign/construction |
| AMENITIES | HIGH | P21 | Working | City Staff, Facility and Maintenance Costs | Under | Planning | N/A | On Schedule | Staff should establish a base line of existing amenities. Types and locations of future amenities should be planned. To include Kiosk/Trailhead facilities, Trailside Facilities such as bathrooms, potable water and tune up stations. Outreach to the artist community to identify spots on the trails for public art will enhance the unique qualities of our system. TRAIL LIGHTS NOW INCLUDED HERE |
| ↓Transportation Heritage Trail ↓ | | | | | | | | | |
| THT Phase 1 - CRT Eastern Ave to NH 101 (Transportation Heritage Trail) | HIGH | P1 | Working | \$ 386,400.00 | Over | 2024 | 2025 | N/A | Project includes from Eastern Ave - 101 Bridge abutments. End of October target preliminary design submission date to NHDOT. Bidding in Spring 2025. Construction planned for summer/fall 2025. |
| THY Phase 2 - Prowse Bridge - CRT NH 101 Overpass to Stone Arch Bridge (Transportation Heritage Trail) | HIGH | P4 | Planning | \$ 381,685.00 | N/A | 2027 | N/A | N/A | Installation of the Historic Prowse Bridge at NH Route 101 and connecting the Cheshire Rail Trail to the Old Stone Arch Bridge and safety improvements (railings) to Old Stone Arch Bridge. Promotional website and video released with funding donation from PFK. |
| THT Phase 3 - Old Stone Arch Bridge - (Transportation Heritage Trail) | HIGH | P4 | Planning | \$ 321,195.00 | N/A | 2025 | N/A | N/A | Collaboration with Heritage Commission to conduct research and assist with Historic Resources LCHIP application for railing/abutment design. PFK funding conceptual visuals. LCHIP grant planned for 2022 to fund Planning Study phase. Promotional website and video released with funding donation from PFK. |
| THT Phase 4 - Island Street Bailey Bridge - Swanzy Factory Road to Town Line (Transportation Heritage Trail) | MEDIUM | P4 | Planning | \$ 1,862,310.00 | N/A | 2027 | N/A | N/A | Installation of the Historic Island Street Bailey Bridge at Swanzy Factory Road to create a safe overpass for trail users and creating continuity of the Cheshire Rail Trail towards the Swanzy Town line. |
| NHDOT Route 101 Improvement Project | HIGH | P23 | Planning | NA | Even | 2023 | 2025 | On Schedule | NHDOT Project including widening and other improvements to NH Route 101 in the vicinity of the THT and improvements to the intersection of RT 101/Swanzy Factory Rd. |

From: Councilor Edward Haas <ehaas@keenenh.gov>
Sent: Sunday, September 29, 2024 9:46 PM
To: Patty Little <plittle@keenenh.gov>
Cc: Mayor Jay Kahn <jkahn@keenenh.gov>
Subject: email response to Fred Parsells

Hello Patty, could you circulate this email to members of MSFI and the Bicycle-Pedestrian Committee in an appropriate manner, thanks!

From: Councilor Edward Haas <ehaas@keenenh.gov>
Sent: Sunday, September 29, 2024 9:44 PM
To: Karen & Frederick Parsells <theparsells@hotmail.com>
Cc: dan@wkbkam.com <dan@wkbkam.com>; jmcgauley1@gmail.com <jmcgauley1@gmail.com>; Chris Coates <ccoates@co.cheshire.nh.us>; Mayor Jay Kahn <jkahn@keenenh.gov>
Subject: Re: Bike rules

Dear Fred:

Thank you for writing and asking these questions! While the ordinance is not yet through Council, it is step one on the journey. Here's some of the thought behind it:

The intent is to create a safe environment for cyclists and pedestrians. Safety must be in fact and in perception. Having a set of rules, regulations, and even guidelines will help pedestrians and merchants gain a degree of confidence in regard to expected cyclist behavior. Consider, as an alternative, the absence of any such rules! Good regulations promote confidence in all stakeholders that the bike lanes will be well used.

Enforcement is always a question with any regulation. There are regulations for pedestrian behavior on sidewalks, yet do we expect police to stop and ticket violations? We welcome enforcement, and it should be for cyclists, pedestrians, and vehicles of all types. Compliance of course is expected; but it is really enforced by social interaction and example-setting. Rest assured the bicycling community has a stake in this success, and they are encouraged to exert social pressure and call out bad behavior. Same as we do with littering in the parks, or speeding on the bike trails.

Enforcement is also driven by consequential liability: if a bike lane user causes damage or injury and is found to have violated an ordinance, their liability will be that much greater. Enacted ordinance makes that more probable.

The proposed rules are mainly reiterations of existing state laws, with a few enhancements. Speaking for myself, I see local posters, flyers, or other adverts that present our regulations with general safety guidelines, making the bike lanes attractive to visitors. These lanes and promotion of multi-modal transportation in our city is a work in progress, and the great thing about Keene is that the community oriented citizenry will make it work. IT all will evolve, but I have no doubt it will work.

It would be great to have a coffee or beer sometime and get more education from your point of view. Let me know when it might be convenient for us to meet.

Best regards,
Ed Haas
Councilor-at-Large
603 633 8832

From: FredKaren Parsells <theparsells@hotmail.com>

Sent: Saturday, September 28, 2024 8:28 AM

To: Councilor Phil Jones <PJones@keenenh.gov>; Councilor Randy Filiault <rfiliault@keenenh.gov>; Councilor Kris Roberts <kroberts@keenenh.gov>; Councilor Mitchell Greenwald <mgreenwald@keenenh.gov>; Councilor Robert Williams <rwilliams@keenenh.gov>; Councilor Bryan Lake <blake@keenenh.gov>; Councilor Andrew Madison <amadison@keenenh.gov>; Councilor Laura Tobin <ltobin@keenenh.gov>; Councilor Catherine Workman <cworkman@keenenh.gov>; bchadbourn@keenenh.gov <bchadbourn@keenenh.gov>; kbosley@keenenh.hov <kbosley@keenenh.hov>; Councilor Michael Remy <mremy@keenenh.gov>; Councilor Edward Haas <ehaas@keenenh.gov>; Mayor Jay Kahn <jkahn@keenenh.gov>; Steven Stewart <ssewart@keenenh.gov>

Cc: dan@wkbkam.com <dan@wkbkam.com>; jmcgauley1@gmail.com <jmcgauley1@gmail.com>; Chris Coates <ccoates@co.cheshire.nh.us>

Subject: Bike rules

What am I missing about the council's desire to create rules/laws/ordinances/policies, or whatever else they may be called as it regards bicycling on the to-be-installed bicycle lanes downtown? We already have state laws which bicyclists are already subject to. And, who does the council believe will enforce whatever you come up with. You all know, as well as I do, that the police department doesn't have the staffing level, even when it is fully staffed, or the time to enforce bicycle violations. What am I missing?

Frederick B. Parsells
Ward 4