



BICYCLE PEDESTRIAN PATH ADVISORY COMMITTEE
AGENDA

Wednesday, January 8, 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

Dwight Fisher

Jan Manwaring

Michael Davern

Charles Redfern, Alternate

Diana Duffy, Alternate

Janelle Sartorio, Alternate

- 1) Call to Order, Roll Call, Welcome
- 2) December 11, 2024 Minutes
- 3) Adoption of 2025 Meeting Schedule
- 4) Safety and Outreach
 - a. Plan discussion and Budget requests
 - b. Map Project Update
- 5) Regular Project Updates
 - a. Downtown Infrastructure Project (Railroad Square)
 - b. Other
- 6) Volunteer Opportunities
 - a. Yield Counts, Bike Rack Census and Bicycle/Pedestrian Counts
- 7) Old Business
 - a. Wayfinding Updates
 - b. Website
- 8) New Business
 - Items to be included for next meeting
- 9) More Time
 - Continued Bike Racks Discussion
 - Community Bike Share
 - Public Art and the Trails Updates
- 10) Adjournment
 - Next meeting date – February 12, 2024

1 City of Keene
2 New Hampshire

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4
5 BICYCLE AND PEDESTRIAN PATH ADVISORY COMMITTEE
6 MEETING MINUTES
7

Wednesday, December 11, 2024

8:15 AM

2nd Floor Conference Room,
City Hall

Members Present:

Samantha Jackson, Chair
Rowland Russell, Vice Chair
Councilor Edward Haas
Autumn DelaCroix (virtual)
Jan Manwaring
Diana Duffy, Alternate
Charles Redfern, Alternate
Janelle Sartorio, Alternate

Staff Present:

William Schoefmann, GIS Technician

Members Not Present:

Dillon Benik
Michael Davern

8 **1) Call to Order, Roll Call and Welcome**

9 Chair Jackson called the meeting to order at 8:16 AM. Councilor Haas requested that all
10 alternates be appointed voting members for the meeting. Dr. Rowland Russell seconded his
11 motion. With all in favor, the motion passed.
12

13 **2) November 13, 2024, Minutes**

14 Dr. Russell noted that he had been marked as present but was not. Ms. Jan Manwaring pointed
15 out that she was not present and not included in the members not present list. With no other
16 corrections or errors of note, Councilor Haas moved to approve the minutes, treat the members
17 not present or not included in the not present list as a scrivener's error, and accept the minutes
18 from November 13, 2024. Chair Jackson seconded the motion, and with all in favor, it was
19 approved.
20

21 **3) Safety and Outreach**

22 **A) New York Bike Summit Report Out**

23 Ms. Diana Duffy shared that she participated in October in New York's Bicycle Coalition
24 Conference. It was a two-day event in Albany that discussed various mobility matters in the
25 state. She said she had a great time and that it was the only conference she had ever attended that
26 had ten-minute massages, yoga for cyclists, meditation, and bicycling. She explained that it was
27 very vibrant, primarily because New York works on mobility on many levels.
28

29 She wanted to share the top five things she took from the conference with the group. It came
30 down to how broad the state's support for cycling and mobility is. At least four different state
31 departments have programs addressing cycling and mobility. The Department of Transportation
32 is working on a statewide strategic plan called the Active Transportation Strategic Plan to
33 improve walking, biking, wheelchair use, and other forms of active transportation throughout
34 New York.

35
36 In keeping with the overall safety message of the conference, The Department of Motor Vehicles
37 is working on increasing safety given all the various modalities on the road. She learned that
38 recreation is outspending agriculture money that is coming into the state of New York. The
39 Department of Tourism understands that and sees the direct link that cycling creates an entirely
40 new tourism engine rocking the state's regions, even remote areas. The fourth department, the
41 Department of Health, promotes the health benefits of cycling for adults and kids and promotes
42 the wellness factor of outdoor cycling recreation.

43
44 Lastly, Ms. Duffy shared that during the conference, she learned that the Governor of New York
45 is striving for Vision Zero to make roads death-free through the governor's Traffic Safety
46 Committee. Ms. Duffy learned that Rochester is one of the leading forces in Vision Zero and
47 shared stories of how they got there by addressing issues ranging from snow removal at bus stops
48 to improve safety to issues like electric vehicles not being allowed inside multi-family buildings
49 in New York City.

50
51 Ms. Duffy said one of the things she enjoyed most about the conference was being in a place
52 where everybody was speaking with this fresh and new vocabulary that is all about safe streets
53 for all and understanding that safety is a human right. She highlighted how some cities leverage
54 their bike-friendly credentials and how Keene can do the same given the City's involvement,
55 Keene State's effort, and the Monadnock Co-op. She felt Keene was on the cutting edge of
56 figuring this out, and it was reassuring to see that other states were in front and resources were
57 available. She stated she has several handouts from the event that she is happy to share with
58 those interested.

59
60 Councilor Haas asked Ms. Duffy if she could translate that into something the BPPAC could do
61 or be actionable on other than the enthusiasm of all of it. Ms. Duffy wanted to create a glossary
62 based on what she learned about the new language and how people speak about this topic. She
63 thought it would help get everyone on the same page and help to create consistency.

64 Ms. Duffy suggested having a separate conversation with Councilor Haas.

65
66 Dr. Russell did not believe they could influence the state but suggested thinking about what is
67 within the BPPAC's locus of control. Assuming the Downtown Infrastructure Project goes
68 forward and the safety plan is accepted, the BPPAC will be front and center of the etiquette and
69 promotion piece. He felt that by using this lexicon, they could introduce some of those concepts
70 and ideas, get them out into the general population, and leverage them. He also suggested

71 checking to see if the Monadnock Co-Op was renewed and if there were other businesses
72 interested in becoming bike-friendly businesses.

73
74 Ms. Dufffy asked Mr. Schoefmann whether bike lanes would be dedicated plowing. Public
75 Works Director Bryan Ruoff responded that the intent would be to snowplow with them
76 integrated into the sidewalk. He believed they were going with six-foot-wide paths, which works
77 for the sidewalk plows.

78
79 Chair Jackson wanted to pull the bike racks discussion forward to ensure Mr. Ruoff's time was
80 respected.

81
82 **B) Plan Discussion and Budget Requests**

83 Councilor Haas shared that he had started writing down what things come into safety and
84 outreach and putting them on a table. He explained that he likes getting specific and highlighted
85 that items on the table are all items the BPPAC could take on, suggesting that each member
86 could take on one box or line and make it happen. Each person could contribute something that
87 could be sourced from somewhere else, be it from LED, or the New York Summit, or wherever,
88 and put into a form that they could then take to the next step, whether that be posting it on the
89 website, distributing it as some other media or putting it in the newspaper. The idea is to start
90 building this library of materials they have discussed. Regarding engagement and connection, he
91 added that he would also want to reach out to all the commercial shops to introduce and clarify
92 the BPPAC purpose and highlight that the BPPAC is interested in what store owners might be
93 interested in or open to. He would also invite them to the BPPAC meeting as a voice. If nothing
94 else, he felt it sometimes removes the antagonistic relationship, and rather than putting the
95 burden on them, it makes them part of the process.

96
97 Dr. Russell wanted to recognize that bikes are not the only recreation they are trying to promote
98 and suggested including other groups in the outreach. He shared that he represents the BPPAC at
99 the Monadnock Outdoors monthly meeting that the Cheshire County Conservation District and
100 Hospital Health sponsor. Councilor Haas agreed.

101
102 Mr. Charles Redfern offered to take on Norm's Bike and Ski Shop. Councilor Haas questioned
103 whether that was a good idea given Mr. Redfern frequently goes in their hat in hand.

104
105 Mrs. Jan Manwaring felt she was behind the eight ball and wanted time to look the table over
106 and think about it before agreeing to go into any business. Councilor Haas reassured her that she
107 was not behind on anything. He said this was "just new spaghetti thrown at the wall." He
108 suggested focusing on the first column, saying the rest of the table was just his ideas of how that
109 could be done.

110
111 Mr. Schoefmann suggested allowing the group time to digest and review it during the next
112 meeting. He acknowledged Councilor Haas's desire to go and do it and suggested discussing it

113 today or going over whatever budget ideas people have and then confirming during the next
114 meeting.

115
116 Mrs. Manwaring said that she would pass something around. As many know, her issue is the
117 website, where her focus is. She realized she had written this document in 2022, which shows
118 how long she had been working to change the website. While it needs to be updated, this was her
119 original plan. She said she is now confirmed for another year and cautioned that she will not let
120 this go. She suggested it be tied in with Councilor Haas's table. Councilor Haas requested
121 members send him their ideas so that he could synthesize them into a table for discussion at the
122 next meeting.

123
124 Mr. Schoefmann reiterated that if anyone had recommendations for any cells within the table that
125 Councilor Haas produced, they should send them to Councilor Haas. He then asked if members
126 wanted to review the budget items or wait. He reminded folks that the significant items were a
127 banner and a pop-up tent. He thought the banner was a good thing to focus on. He suggested that
128 Councilor Haas add a new column called budget requests. He highlighted that they already have
129 the banner for Bike Week. Once they start accumulating stuff, there is an inventory of things that
130 must be looked after. He was still determining if they would be able to update that banner.
131 Councilor Haas said he would check with Kiwanis again to ensure everyone is copacetic with it,
132 but at worst, he can put a sticker over the date. Dr. Russell suggested naming the additional
133 column "resources" with existing or desired resources as the options.

134
135 **C) Map Project Update**

136 Mr. Schoefmann explained that a project is underway between several groups, including the city,
137 Pathways, Southwest Regional Planning Commission, and the Regional Rail Trail Collaborative
138 Group. They are working on a two-sided, regional, and Keene-centric map. He shared that Mr.
139 Redfern has been networking support for runs of this product, which is in its final draft stages.

140
141 Mr. Redfern stated that the sponsors will be the Chamber of Commerce, the two bike shops, and
142 the Savings Bank of Walpole. The maps would be dispersed at all those locations along with
143 City Hall except for the bank. They have enough for 1500 maps to be printed, which should
144 cover them for two to three years.

145
146 Chair Jackson asked if they expected changes to the map during that time frame. Mr.
147 Schoefmann said there will be some changes, and they are trying to figure out a way to designate
148 and integrate the items along the Transportation Heritage Trail as "coming soon."

149
150 Dr. Russell said the timeline for the wayfinding project has yet to be established for when the
151 new kiosks will be built, highlighting that kiosks will still need to be added to the map. Mr.
152 Schoefmann stated he would need to know those, to which Dr. Russell responded that Mr. Andy
153 Bohannon would have the latest updates.

154

155 Mr. Redfern said it is possible to cut it to \$1000, leaving some money in reserve for a future run
156 should there be additional changes.

157

158 **4) Regular Project Updates**

159 Mr. Ruoff shared that last week, the city submitted a letter of intent to seek funding from the
160 New Hampshire Department of Transportation (NHDOT) for phase two of the heritage trail
161 under the NHDOT TAP Grant program. That will go to the next step, which will take place
162 sometime in January. Applications are due at the end of January.

163

164 Mr. Ruoff explained that they are rebidding the Marlboro Street work, which includes some of
165 the trail work. The intent is to rebid that in early January to ensure construction for this year.
166 They are contacting contractors to ensure they have enough bidders for a good price. In the past,
167 they have only had one bidder, resulting in the bidder seemingly having higher pricing, possibly
168 due to a lack of competition. They are also doing an internal audit to clarify the design and pay
169 items to get better pricing.

170

171 In phase one of the Transportation Heritage Trail, Mr. Ruoff shared that an aspect came up in
172 which they need easements for some existing drainage. They hope it does not hold up the project
173 and funding and are working to address that. He explained that it is currently at the top of his list
174 of priorities because they could also lose funding if they lose it. He is currently working with the
175 city appraiser and the public works director to secure the easements for this project. Aside from
176 that, the project is in final design, and the permitting state is otherwise in good shape to bid on
177 the project in April of next year. Construction completion is expected for next year.

178

179 On the Downtown Infrastructure Project, there is council action to delay the project for one year
180 that will be heard tomorrow (December 12, 2024) at the Council Meeting. Depending on how
181 that goes, construction is anticipated for summer and fall next year, possibly continuing into the
182 following year. They have broken the project into three phases: Central Square as the first phase,
183 Railroad Street and Gilbo Ave as phase two, and the southern leg as phase three. Everything
184 currently hinges on the council's action and their decision.

185

186 Mr. Schoefmann asked if they are taking public comment at the Finance, Organization, and
187 Personnel Meeting (FOP), to which Mr. Ruoff responded that he would imagine they are.

188

189 On the Safe Streets for All grant, Mr. Ruoff shared that there was a final meeting in late
190 November in which they voted to adopt and recommend to the Council the adoption of the report
191 and corrective actions therein. From that, the Council will get that as an item. Mr. Ruoff was
192 unaware if Mr. Don Lussier had brought that on schedule for January. The hope is to vote for
193 council approval in January and then have that accepted by the governing body. They would then
194 seek funding based on that report, which would serve as the catalyst or engine.

195

196 Mr. Redfern shared that an individual will be ranking the TAP grant projects. This individual has
197 already said that he will not vote in favor of the Keene TAP Grant because the Three Bridges

198 Project, to which this TAP grant is dedicated, does not apply to TAP Grants as it puts it too far
199 back in the ten-year plan. Mr. Redfern shared that he has had people share with him that it does
200 not necessarily mean it is going in the back, and he has heard that it could happen as early as
201 2027, which is only a few years away. Mr. Redfern expressed concerns about that comment and
202 was unsure where to take it. This individual has not seen the applications for the City of Keene
203 and has this preconceived notion that TAP does not apply to bridges.

204
205 Mr. Redfern empathically said that all ranking members need to be educated. Mr. Ruoff noted
206 that while it presents a challenge in that someone opposed to the project is not great, all they can
207 do is show the best-case benefit for the project and why the project benefits interconnecting
208 communities. Including the language and doing what they can to portray that message in their
209 application and presentations will be paramount. He felt Mr. Lussier was a very eloquent speaker
210 and joked that he did not think he was far behind, and between the two of them, he felt they
211 would be able to push a narrative that would provide favorably for this.

212
213 Mr. Redfern felt that this individual's preconceived notions would negatively affect the ranking
214 of these projects, particularly Keene's. Given that this person has not even seen the applications,
215 he thought it should disqualify them from ranking the projects. Mr. Schoefmann stated that the
216 best thing to do would be to obtain letters of support from area organizations and persons. Mr.
217 Ruoff agreed. Mr. Redfern felt there should be one from the BPPAC through the mayor, stating
218 that this group serves to advise the city council on all things pertinent to their mission. Mr.
219 Schoefmann suggested getting the BPPAC to approve in January. Mr. Ruoff offered to send Mr.
220 Schoefmann an e-mail with bullet points of dates, points of discussion, etc, sometime that week
221 that could be used to formulate a letter.

222
223 Dr. Russell asked if there was anything new on the Winchester Street project. Mr. Ruoff
224 explained that on upper Winchester Street, some close-out items need to be addressed by the
225 contractors, such as lighting, and some negotiating with abutters that had property damage
226 during the process. Still, all in all, that project is closed out and moving forward. On Lower
227 Winchester Street, they are progressing with the consultant engineer into preliminary and final
228 design. The goal is to complete the preliminary design by May of next year, at which point
229 NHDOT will take over the right-of-way process, which could take up to two years. He has
230 meetings next week with the design team and all the utilities in that area. They then will start
231 dialing in on the design and getting feedback, setting up public meetings to gather that feedback.
232 Members thanked Mr. Ruoff for his input and updates. Mr. Ruoff left the meeting.

233
234 Councilor Haas asked if anyone was willing to pen the letter of support. Chair Jackson said she
235 did not mind but felt "woefully unaware of the intricacies of the situation." Mr. Schoefmann
236 offered to look at what she developed. Seeing reluctance on the Chair's face, Ms. Autumn
237 DelaCroix offered to take an initial stab, warning that it would be "too spicy" and others might
238 need to temper her. Members thanked Ms. DelaCroix.

239
240

241 **5) Volunteer Opportunities**

242 **A) Membership**

243 Mr. Schoefmann shared that Dillon Benik is the only one terming out, and he understands that
244 the mayor has someone in the queue for that spot but cannot remember who the person is. Last
245 time, the GIS person at Southwest had expressed interest in joining. Mr. Schoefmann is trying to
246 get from Mr. Horner whether that will happen. Bryan Ruoff provided an individual who lives in
247 Keene and does a lot of the trail maintenance and is also interested. There have been many e-
248 mails flying around, and Mr. Schoefmann is trying to get a couple of people appointed to at least
249 alternate positions. He mentioned wanting to move interested alternates, like Ms. Duffy, to
250 voting member positions in the next round. Dr. Russell shared that he also has someone
251 interested in joining. Mr. Schoefmann urged Dr. Russell to have him fill out the form. Ms.
252 Manwaring suggested (unless the mayor is against it) appointing Councilor Haas as Council
253 Liaison because it would open a seat for him. Councilor Haas said they are in the process of
254 fixing that. Mr. Schoefmann offered to send around the background of incoming members.

255
256 Mr. Redfern suggested adding a public comment section at the end. Dr. Russell shared that he
257 had attended for about six months before joining and viewed it as an excellent way to get to
258 know the group. He highlighted that it also provides insight into their commitment. Chair
259 Jackson was not opposed but preferred allowing and expecting the public to speak at any time on
260 any of the items as the meeting progressed. Dr. Russell shared that is how the Energy and
261 Climate Committee also does it.

262
263 Ms. DelaCroix added that she and Chair Jackson also began the committee by attending as
264 guests. As for public comments, they could be informal. She felt the most straightforward way
265 was to address them at the start of the meeting, ask why they were there, and provide an
266 opportunity for them to share, introduce themselves, and share what might be relevant to them,
267 recognizing that not everyone can sit through an hour and a half meeting.

268
269 Mr. Schoefmann asked if there was anything else on membership. Chair Jackson asked what the
270 chair and vice chair looked like term-wise. Mr. Schoefmann explained that those positions are
271 voted on annually in January. Mr. Redfern added that people can be re-voted.

272
273 **B) Yield Counts: Bike Rack Census and Bicycle/Pedestrian Counts**

274 Mr. Schoefmann explained that Henry Underwood at Southwest got a copy of the agenda and
275 saw that there were yield counts. In talking with Mr. Schoefmann, he mentioned seeing it on the
276 agenda and shared what method he used last summer when he completed them. Mr. Schoefmann
277 thought using the same method others in the region are using made sense. He has the paperwork
278 and will share the method for everyone to look at, and they can then formalize a plan.

279
280 Mr. Schoefmann has the counts from Pearl Street, which he believed were about two and a half
281 years old. He is providing that information to Mr. Lussier per his request. He has an
282 extrapolation tool for the data and will punch that information in. The city is looking to install
283 mid-block crossings at Pearl and West Streets. That data will serve as justification through

284 Council Action. Dr. Russell added that one of the great things about having a methodology
285 already been used is that it provides even more data. Despite seeming far out, he felt this timing
286 was ideal as the West Street project is coming closer. He thought that having this data would be
287 helpful for any advocacy they may want regarding the West Street project.
288

289 **6) Old Business**

290 **A) Wayfinding Updates**

291 **B) Website**

292 As mentioned earlier, Ms. Manwaring is working on adding information to the website.
293 Councilor Haas suggested updating the BPPAC purpose.
294

295 Dr. Russell said there is a Friends of Public Art Board meeting tonight, and someone who is a
296 benefactor interested in supporting sculpture is meeting with them. Dr. Russell planned to
297 mention Peter Poanessa's railroad signal that they hope to be a part of the Transportation
298 Heritage Trail and see if this person might be interested. Mr. Schoefmann asked Dr. Russell how
299 plugged in he was with Mr. Ruoff and Mr. Lussier, to which he responded that he was not at all
300 plugged in with them. Mr. Schoefmann asked if they had a concept of which section they wanted
301 it to go in. Dr. Russell said the idea is to have it somewhere closer to Railroad Square.
302

303 **7) New Business**

304 **A) Items to be included for the next meeting**

305
306 **8) More Time**

307 **A) Bike Lane Rules Update**

308 **B) Continued Bike Racks Discussion**

309 City Engineer, Ruoff shared that they had reviewed the bike rack inventory for the city that was
310 meant to be submitted to the Council. They understand the language and desires regarding what
311 is and is not acceptable/desirable for bike racks. He explained that the idea is that since they are
312 replacing all the sidewalks, all the mountable style bike racks will have to come out, at least
313 temporarily. They hope to try to salvage them and reinstall them. The exact locations and
314 number of racks can be coordinated later. There are some moveable bike racks, and he
315 understands the desire to have at least three in the downtown area. There is flexibility in where
316 those go. He is looking for feedback on whether there should be more on the locations and not, in
317 a definitive sense, more to help facilitate the conversation with MSFI next week. The intent is to
318 keep most of the new bike racks mountable to increase their availability throughout the year.
319 This will also help reduce the maintenance required to move them, especially given that they will
320 be located adjacent to the landscaping areas or the furniture zone, making it an area that does not
321 need them to be moved for winter.
322

323 Ideally, as part of the project, they will remove all the bike racks considered undesirable or not
324 serving their intended purpose and replace them with the desired mountable racks. The excess
325 racks can then be relocated wherever the BPPAC suggests.
326

327 The plan is to use black to match the downtown aesthetic and keep an antique look. There has
328 been some discussion about doing art projects where these are painted or decorated. They will
329 also do this for walks in the area and the peace poll at the proposed fountain. If there is any
330 additional feedback he can relay through their consultant to present at MSFI, he welcomes it.

331

332 Chair Jackson said the one thing she has yet to see presented today, which has come up before, is
333 bike lockers. With the rise of E-bikes and the more significant expense of the bike itself, bike
334 lockers could be a good way to keep the bike out of the elements and provide extra security for
335 it. Mr. Ruoff said that it was on his next slide.

336

337 Chair Jackson recognized Ms. Autumn DelaCroix, who said she had one minor note regarding
338 the mountable bike racks' usability in winter. She noted that they all have a lip where they are
339 bolted to the ground. If there is any way to recess that, it would be ideal to ensure that shovels or
340 plows refrain from constantly kicking that and causing issues or making it impossible to shovel
341 or plow around them. Mr. Ruoff said they would investigate it.

342

343 Mr. Schoefmann asked if there were installation guides for places where winter is a factor
344 regarding spacing. He wondered if it was possible to space them out appropriately, given that the
345 intent was to have the sidewalk plow be able to get between the racks to alleviate the manual
346 labor of shoveling them out.

347

348 Mr. Ruff responded that they would need a five-foot buffer on their side of the rack and that it
349 was closer than five feet in the grid he had reviewed. This would result in hand work to shovel
350 them out, but they could coordinate with the consultant to ensure they are laid out appropriately.
351 He continued saying that that is not something that needs to be described exceptionally well in
352 the plans as that is something that, as they go into construction, they can provide direction to the
353 contractor of placement, highlighting that they have time to coordinate this all.

354

355 Chair Jackson recognized Dr. Russell. Dr. Russell suggested that the cost of a bike locker could
356 be offset by charging a fee like what the city does for parking. Mr. Ruoff said that was a great
357 idea and a great point. He explained that they are considering adjusting fees to pay for other
358 infrastructure and trying to incorporate that into the project.

359

360 Mr. Ruoff brought up another slide with images of the development on Railroad Ave and
361 Railroad Square. Currently, they call them a covered structure. They do not want to lead anyone
362 too much, but the intent would be that you could put bikes under it. The images displayed were
363 more open structures. He wondered and welcomed feedback on the preferences about having it
364 open versus covered, whether there were preferences on siding, and whether these should be
365 solely for bikes or split use. He said this is undoubtedly a location where the bike lockers would
366 make sense.

367

368 Ms. Duffy asked if the trend and idea was to eventually use these as charging stations for E-
369 bikes, highlighting the safety aspect and pushing folks not to charge at home. Mr. Ruoff said
370 there was potential for them to discuss with the consultant.

371
372 Ms. DelaCroix said if there is a question about what is preferred, rain and snow are some of the
373 biggest deterrents for her. The rafted structures may cool the seat in the summer but do not help
374 with rain and snow. She would prefer fully covered structures.

375
376 Mr. Ruoff agreed and said he was looking for more covered structures instead of something more
377 decorative, such as the pictures on the left. Those will not be useful here, and he agreed with Ms.
378 DelaCroix, but he wanted to present the options to get people's input.

379
380 Chair Jackson said she is very attached to the first picture because of its dappling. It reduces the
381 amount of sunlight that would be pouring down on someone, and it is also more attractive. She
382 noted that the dappling does not come from the structure so much as from the surrounding trees
383 and stated that she would like to see some trees nearby to help with that.

384
385 Councilor Haas asked if there was anything out of the bike rack survey. Mr. Schoefmann stated
386 he would have to look. Councilor Haas then asked if they were discussing locations for the short
387 term. Mr. Ruoff said that is something that does not need immediate discussion. He could even
388 send a plan to Mr. Schoefmann so the committee could provide input. To move that forward, Mr.
389 Ruoff offered to coordinate plans with Mr. Schoefmann for the group to start and then discuss
390 where it makes sense to adjust the bike racks.

391
392 Chair Jackson added that the only place she would suggest a bike rack if it does not currently
393 exist is at the top of the square. Mr. Ruoff agreed and said they are anticipating the square having
394 concrete walks. In that instance, they do not have an option to have them be mountable, and it
395 makes more sense to remove them. He added that the location was on their radar.

- 396
397 C) **Community Bike Share**
398 D) **Public Art and The Trails Update**
399 E) **Connection via Cheshire Rail Trail at Arch Street Tunnel**

400
401 9) **Next Meeting: January 8, 2024**

402
403 10) **Adjournment**

404 There being no further business, Chair Jackson adjourned the meeting at 9:33 AM.

405
406 Respectfully submitted by,
407 Amanda Trask, Minute Taker

408
409 Reviewed and edited by,
410 Will Schoefmann, GIS Coordinator

BPPAC Project Updates 2025

JANUARY

ITEMS WITH UPDATES

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	Downtown Bike Rack Inventory Document sent to City Council accepted as Informational. Downtown Infrastructure Project covered bike parking in Railroad Square discussion in January. Downtown Rack Census in 2025? 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, earlier 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 being re-bid due to no bids within budget.
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. Safety/Outreach Plan and Budget Requests in works. Two sided Map Update - consideration to be utilized for kiosk maps
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	2025 CIP sidewalk projects will be added for next meeting
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. Councilor Filiult request for one year delay of overall project. Covered Bike Parking now as Bid Alt not in main project bid
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

↓ CONTINUED ON NEXT PAGE ↓

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 further discussion.
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. Council request for crosswalk at Pearl/West.
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. Bidding in Spring 2025. Construction planned for summer/fall 2025. City working on ROW and Easment issues with DOT and Landowners. BPPAC to reviewed trail connection grade issue in November.
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. Updates on safety improvement initiatives from Chuck Redfern.
THT Phase 4 - Island Street Bailey Bridge - Swanzezy 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 Swanzezy Factory Road to create a safe overpass for trail users and creating continuity of the Cheshire Rail Trail towards the Swanzezy 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/Swanzezy Factory Rd.

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 being re-bid due to no bids within budget.
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. Safety/Outreach Plan and Budget Requests in works. Two sided Map Update
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.
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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

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 further discussion.
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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 ↓									
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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.
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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/Swanzey Factory Rd.



Bicycle Pedestrian Path Advisory Committee
(BPPAC)

2025 Meeting Dates

All meetings are on the 2nd Wednesday of the month, at 8:15AM
2nd floor conference room, City Hall, 3 Washington Street, Keene, NH

Wednesday, January 8

Wednesday, February 12

Wednesday, March 12

Wednesday, April 9

Wednesday, May 14

Wednesday, June 11

Wednesday, July 9

Wednesday, August 13

Wednesday, September 10

Wednesday, October 8

Wednesday, November 12

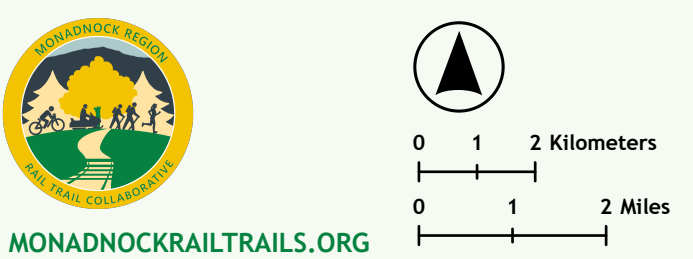
Wednesday, December 10

Meetings dates & times are subject to change

MONADNOCK REGION RAIL TRAILS

Welcome to the Monadnock Region of New Hampshire! This map provides an overview of the many rail trails found throughout the region. Trail conditions, ownership and permitted uses vary. Use this map as a first step to plan your visit. Consult New Hampshire's Bureau of Trails, the City of Keene, area Towns and other trail managers for more information.

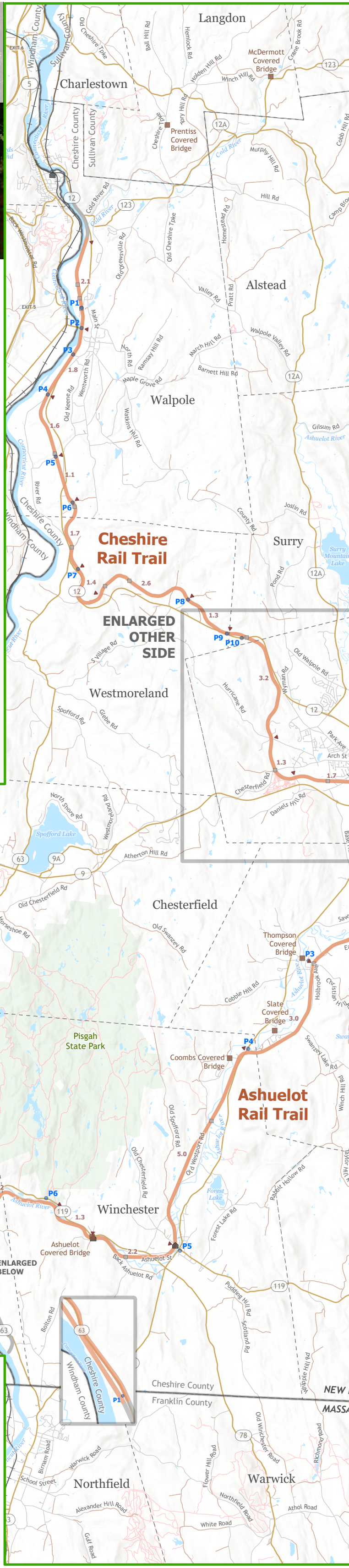
- Paved** Asphalt trail or multi-use path surface
- Unpaved** Gravel, stone dust and unimproved surface
- Connector** Road or sidewalk connection
- Out of Region** Rail trail outside of the Monadnock Region
- Former Railroad** Abandoned railroad (including public and private land)
- Parking** Parking
- Railroad Bridges** Railroad Bridges
- Covered Bridges** Covered Bridges
- Railroad Depots** Railroad Depots
- Active Rail Lines** Active Rail Lines
- State Parks** State Parks



MONADNOCKRAILTRAILS.ORG
SWRPC.ORG

The preparation of this page has been financed in part through grants from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), U.S. Department of Transportation under the State Planning and Research Program of Title 23, U.S. Code. Also prepared by Southwest Region Planning Commission (SWRPC) and for planning purposes only. SWRPC uses data from multiple sources at various scales of accuracies. No warranties, expressed or implied, are provided for the data herein, its use, or its interpretation.

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Cheshire Rail Trail

The Cheshire Rail Trail is the region's longest. It is owned by New Hampshire Department of Transportation and managed by the Department of Natural and Cultural Resources. From a point south of the Cold River in Walpole to an intersection with NH 119 in Fitzwilliam near the Massachusetts state line, the approximate length of the trail is 41.1 miles. The corridor was acquired by the State in 1995.

Start	End	Miles	Municipality
Approximately 2,000 feet south of Cold River	NH 123 (Dwinnel Road) Parking Area	2.1	Walpole
NH 123 (Dwinnel Road) Parking Area	River Road	1.8	Walpole
River Road	Halls Crossing Road	1.6	Walpole
Halls Crossing Road	Blackjack Crossing Road	1.1	Walpole
Blackjack Crossing Road	Depot Road Parking Area	1.7	Walpole
Depot Road Parking Area	Aldrich Road	1.4	Westmoreland
Aldrich Road	London Road	2.6	Westmoreland
London Road	Westmoreland/Surry Town Line	1.3	Westmoreland
Westmoreland/Surry Town Line	Hurricane Road	3.2	Surry
Hurricane Road	Whitcomb Mill Road	1.3	Keene
Whitcomb Mill Road	North Bridge	1.7	Keene
North Bridge	Ashuelot Rail Trail	0.8	Keene
Keene/Swanzy Line	Cheshire Fairgrounds	1.3	Swanzy
Ashuelot Rail Trail	Eastern Avenue	1.4	Keene
Eastern Avenue	Keene/Swanzy Line	1.1	Keene
Cheshire Fairground	Webb Depot Road	2.4	Swanzy
Webb Depot Road	Marlborough Road	2.8	Marlborough
Webb Depot Road	Water Street	1.1	Troy
Water Street	Rockwood Pond Road	2	Troy
Rockwood Pond Road	East Lake Road (Fitzwilliam Depot)	3.3	Fitzwilliam
East Lake Road	Old Turnpike Road	4.8	Fitzwilliam
Old Turnpike Road	NH 119	0.5	Fitzwilliam

Parking

#	Description	Municipality
1	Turn west from NH 12 at the Canoe sign onto the driveway for the CT River Car Top Boat. Access and park just west of the rail trail.	Walpole
2	In the parking lot on the northwest corner of the intersection of NH 12 and NH 123 (Dwinnel Rd), which leads to the bridge across the CT River to Westminster, VT.	Walpole
3	Next to the veterinary hospital driveway at the Walpole Gateway, which is on the west side of the NH 12/South Street Junction.	Walpole
4	In the signed trail parking lot on the east side of the road at the River Rd rail trail crossing.	Walpole
5	Roadside parking on Halls Crossing Rd, at its intersection with the rail trail west of NH 12.	Walpole
6	Roadside parking on Blackjack Crossing Rd near the rail trail intersection.	Walpole
7	Turn onto Depot Road from NH 12. Park on the left at the site of the former railroad depot.	Westmoreland
8	Heading from NH 12, the parking area is just past the intersection of London Road and Westmoreland Crossing Road.	Westmoreland
9	The parking area is directly across from 719 NH 12 in Westmoreland.	Westmoreland

Ashuelot Rail Trail

The Ashuelot Rail Trail (also called the Ashuelot Recreational Rail Trail) is owned by New Hampshire Department of Transportation and managed by the Department of Natural and Cultural Resources. From the trailhead at the intersection with the Cheshire Rail Trail at Emerald Street in Keene south to the parking area along NH 63 in Hinsdale, the approximate length of the trail is 21.2 miles. The corridor was acquired by the State in 1995.

Start	End	Miles	Municipality
Cheshire Rail Trail	Keene/Swanzy Line	1.4	Keene
Keene/Swanzy Line	Sawyers Crossing Road	1.7	Swanzy
Sawyers Crossing Road	Christian Hill Road	2.1	Swanzy
Christian Hill Road	NH 10 (Keene Road)	3	Swanzy
NH 10 (Keene Road)	Elm Street	5	Winchester
Elm Street	Gunn Mountain Road/Back Ashuelot Road	2.2	Winchester
Gunn Mountain Road/Back Ashuelot Road	Recycle Way	1.3	Winchester
Recycle Way	Depot Street	2.2	Winchester
Depot Street	NH 63 Parking Area	2.4	Hinsdale
Depot Street	NH 63 Parking Area	2.4	Hinsdale

Parking

#	Description	Municipality
1	Riley Conservation Area is accessed off Matthews Road a short distance from the Keene/Swanzy line.	Swanzy
2	Find the parking area at the intersection of Sawyers Crossing Road and Matthews Road just west of the covered bridge.	Swanzy
3	Whitcomb Hill is a short distance west of the trail on Main Street in West Swanzy.	Swanzy
4	Access the parking area off Westport Village Road near NH 10 (Keene Road).	Winchester
5	The Town Hall is located at 1 Richmond Road at the intersection of NH 10 and NH 119. Take Elm Street over the river until you reach the trail intersection.	Winchester
6	The parking area is on the north side of NH 119 about 2,000 feet west of Recycle Way. Use Recycle way to access the trail.	Winchester
7	The parking area is at Millstream Park, just west of 19 Main Street. Access the trail by heading east and making a right turn on Depot Street.	Hinsdale
10	The parking area is immediately off NH 12. Access the rail trail via a short path that includes stairs.	Westmoreland
11	The parking area is directly across from the Cheshire Fairgrounds at 304 Monadnock Highway.	Swanzy
12	The parking area is adjacent to NH 12 in Marlborough. An additional paved parking area exists approximate 3/4 mile north.	Marlborough
13	This parking area is located on the historic depot property at the intersection of Water Street and Depot Street.	Troy
14	There is a small parking area at Rockwood Pond on the south side of the road.	Fitzwilliam
15	The parking area is at the intersection of NH 119 and East Lake Road next to the Fine Department (6 Church Street).	Fitzwilliam
16	From the intersection of Old Turnpike Road and NH 12, the parking area for Chamberlain Conservation Area is about 1 mile on the right.	Fitzwilliam
17	Take State Line Circle off NH 12 until you reach the trailhead and gate.	Fitzwilliam



Hillsborough Rail Trail

The Hillsborough Rail Trail (also called the Hillsborough Recreational Rail Trail) is owned by New Hampshire Department of Transportation and managed by the Department of Natural and Cultural Resources. From the parking area near Long Woods Road in Deering to a point north of the paper mill in Bennington, the length of the trail is approximately 8.0 miles. The corridor was acquired by the State in 1988.

Start	End	Miles	Municipality
Long Woods Road Parking Area	Fish and Game Road	1.1	Deering
Fish and Game Road	Bennington Town Line	2.9	Deering
Deering Town Line	Antrim Road	3	Bennington

Parking

#	Description	Municipality
1	On the west side of Longwoods Road south of its intersection with Mill Street.	Deering
2	Located at the intersection of Fish and Game Road and Longwoods Road.	Deering
3	Newhall Field is located 1 mile north from Antrim Road/Main Street.	Bennington

Old Dublin Road to Eaton Road Rail Trail, Jaquith Rail Trail, Eastview Rail Trail

The Old Dublin Road to Eaton Road and Jaquith Rail Trails are managed by the Harris Center for Conservation Education and include a mix of (conservation easements, Harris Center land, private land). Together, the trails cover approximately 2.3 miles. Note that electric bikes are not allowed on the Eastview Trail.

Start	End	Miles	Municipality
Old Dublin Road	Eaton Road	0.9	Hancock
Jaquith Road (Hancock)	Jaquith Road (Harrisville)	1.4	Hancock, Harrisville
Jaquith Road	Hancock Road	1.4	Harrisville

Hancock Rail Trail

The Hancock Rail Trail is managed by the Town through its Conservation Commission and follows the Contoocook River for approximately 2.2 miles from the Peterborough/Hancock line to 5 Elmwood Road.

Start	End	Miles	Municipality
5 Elmwood Road	Forest Road	0.6	Hancock
Forest Road	Peterborough Town Line	1.6	Hancock

The Old Railroad Trail, Common Pathway

The Old Railroad Trail and Common Pathway in Peterborough covers approximately 6.3 miles and includes some on-road or roadside connections. Horses are permitted on unpaved sections.

Start	End	Miles	Municipality
Hancock Town Line	US 202	1.2	Peterborough
US 202	Hunt Road	1.8	Peterborough
Hunt Road	Main Street	1.7	Peterborough
Main Street	Cabana Drive	1.7	Peterborough

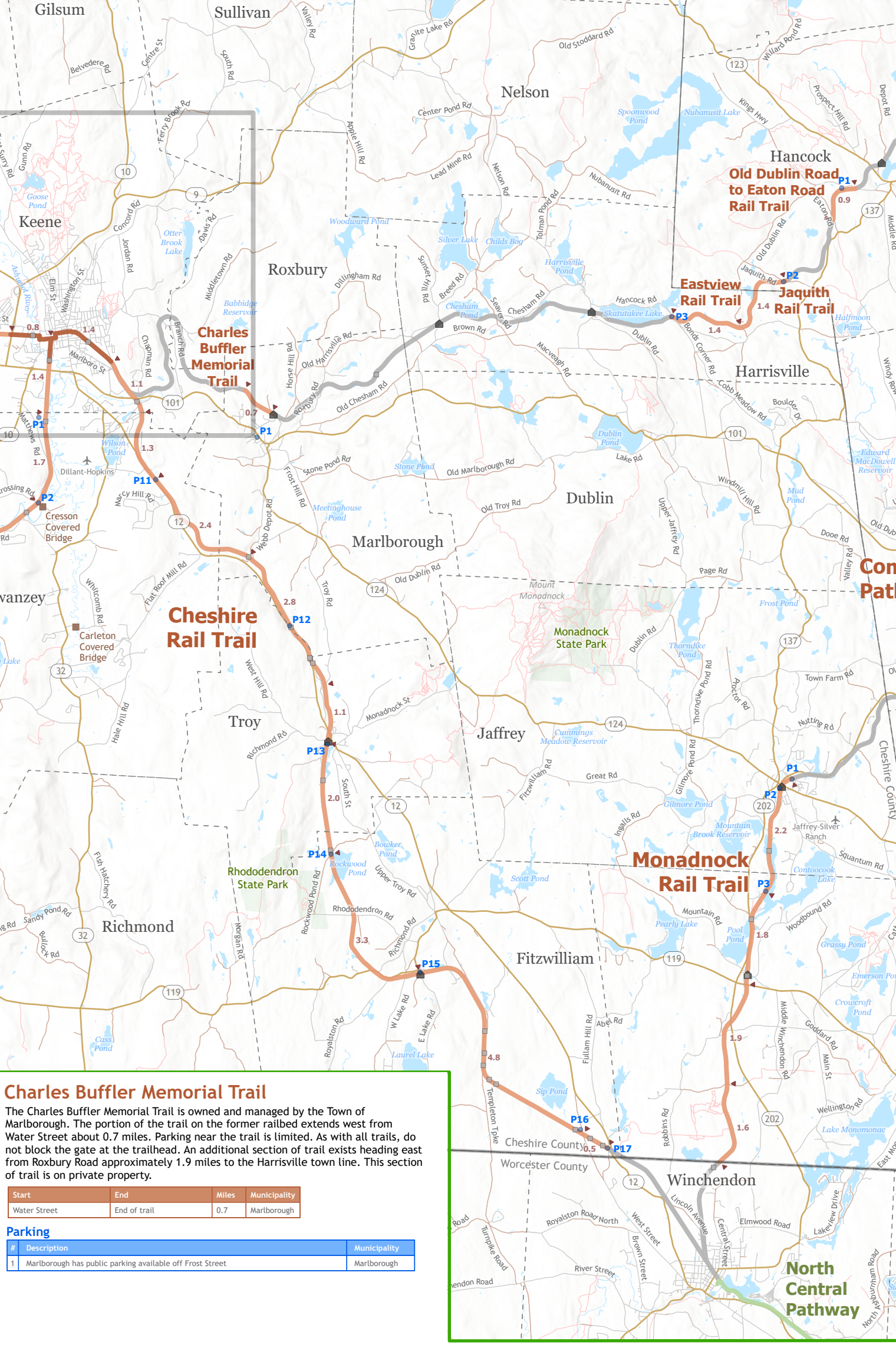
Greenville Rail Trail

The Greenville Rail Trail (also known as the Greenville Recreational Rail Trail) is owned and managed by the Department of Natural and Cultural Resources and extends from Adams Hill Road in Greenville to Wilton and Mason. The approximately 2.2 mile corridor was acquired by the State in 1999.

Mason Railroad Trail

The Mason Rail Road Trail non-State rail trail in public and private ownership. From the Wilton town line south to Morse Road, the length of the trail is approximately 6.6 miles.

Start	End	Miles	Municipality
NH 31 (Greenville Road)	Wilton town line	2.2	Greenville, Mason, Wilton
Wilton town line	Pratt Pond Road	0.9	Mason
Pratt Pond Road	Depot Road	3.7	Mason
Depot Road	Morse Road	2	Mason



Charles Buffler Memorial Trail

The Charles Buffler Memorial Trail is owned and managed by the Town of Marlborough. The portion of the trail on the former railbed extends west from Water Street about 0.7 miles. Parking near the trail is limited. As with all trails, do not block the gate at the trailhead. An additional section of trail exists heading east from Roxbury Road approximately 1.9 miles to the Harrisville town line. This section of trail is on private property.

Start	End	Miles	Municipality
Water Street	End of trail	0.7	Marlborough

Parking

#	Description	Municipality
1	Marlborough has public parking available off Frost Street	Marlborough

Monadnock Rail Trail

The Monadnock Rail Trail (also called the Monadnock Recreational Rail Trail) is owned by the New Hampshire Department of Transportation and managed by the Department of Natural and Cultural Resources. From its intersection with Webster Street in Jaffrey south to the Massachusetts state line, the approximate length of the trail is 7.5 miles. The corridor was acquired by the State in 1999.

Start	End	Miles	Municipality
Webster Street	County Road Parking Area	2.2	Jaffrey
County Road Parking Area	NH 119	1.8	Rindge
NH 119	Rand Road	1.9	Rindge
Rand Road	Massachusetts State Line	1.6	Rindge

Parking

#	Description	Municipality
1	Legion Field is located at 20 Webster Street in Jaffrey.	Jaffrey
2	The Town of Jaffrey's Blake Street parking lot is located just west of the rail trail.	Jaffrey
3	The Contoocook Lake boat launch is located at the end of County Road.	Rindge

Fort Hill Rail Trail

The Fort Hill Rail Trail (also called the Fort Hill Recreational Rail Trail) is owned by New Hampshire Department of Transportation and managed by the Department of Natural and Cultural Resources. From a parking area of NH 63 in Hinsdale to a point south of the bridge over the Connecticut River, the approximate length of the trail is 7.0 miles. The corridor was acquired by the State in 1994.

Start	End	Miles	Municipality
Parking Area off NH 63	River Road	1.7	Hinsdale
River Road	Boat Launch Parking Area (#2)	1.1	Hinsdale
Boat Launch Parking Area	Northernmost Parking Area (#3)	0.8	Hinsdale
Northernmost Parking Area	End of Trail	3.4	Hinsdale

Parking

#	Description	Municipality
1	The parking area is off NH 63 on west side of road.	Hinsdale
2	Parking area and boat launch.	Hinsdale
3	Off NH 119 on west side.	Hinsdale

KEENE, NH RAIL TRAILS & MULTI-USE SYSTEM



ALPINE BIKE WORKS

Find both shops on the map






**Norm's
SKI & BIKE SHOP**

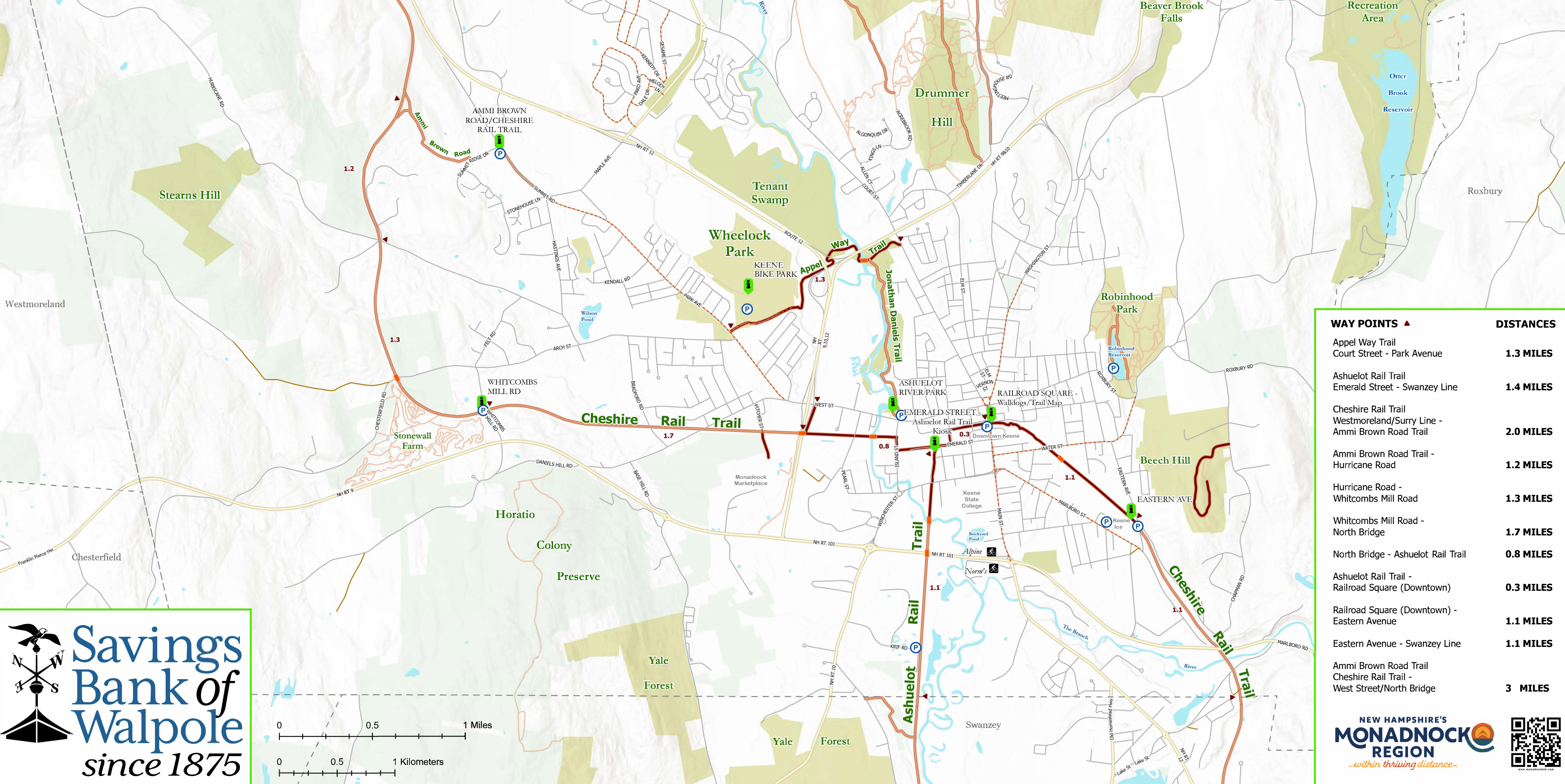
Your Pro Shop For The Whole Family!
contact@normsskibike.com
603-352-1404

- Trailheads/Info**
- Trailheads/Info
 - Parking
 - NH Towns
 - Bike Lanes and Shared Lane Markings
 - State Routes
 - Unpaved Maintained Public Roads
 - Maintained Public Road
- Trails**
- Paved
 - Unpaved
 - Bridges
 - Bodies of Water
 - Keene Recreational Areas
 - Other Public Lands
 - Unimproved

Produced in cooperation between:

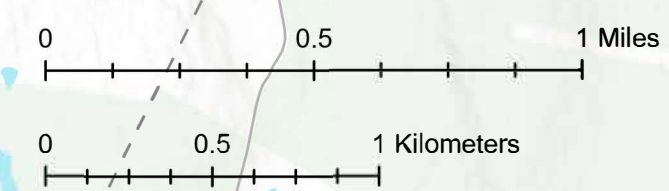
The City of Keene makes no warranty or representation as to the accuracy, timeliness or completeness of any of the data. The City of Keene shall have no liability for the data or for any decision made or action taken or not taken or reliance upon any of the data.



WAY POINTS ▲	DISTANCES
Appel Way Trail Court Street - Park Avenue	1.3 MILES
Ashuelot Rail Trail Emerald Street - Swanzezy Line	1.4 MILES
Cheshire Rail Trail Westmoreland/Surry Line - Ammi Brown Road Trail	2.0 MILES
Ammi Brown Road Trail - Hurricane Road	1.2 MILES
Hurricane Road - Whitcombs Mill Road	1.3 MILES
Whitcombs Mill Road - North Bridge	1.7 MILES
North Bridge - Ashuelot Rail Trail	0.8 MILES
Ashuelot Rail Trail - Railroad Square (Downtown)	0.3 MILES
Railroad Square (Downtown) - Eastern Avenue	1.1 MILES
Eastern Avenue - Swanzezy Line	1.1 MILES
Ammi Brown Road Trail Cheshire Rail Trail - West Street/North Bridge	3 MILES



**Savings
Bank of
Walpole**
since 1875




**NEW HAMPSHIRE'S
MONADNOCK
REGION**
within thriving distance.