



**BICYCLE PEDESTRIAN PATH ADVISORY COMMITTEE**  
**AGENDA**

**Wednesday, December 13,      2023 8:15-9:30 AM      2<sup>nd</sup> floor Conference Room  
3 Washington St, City Hall**

**Members:**

Drew Bryenton, Chair	Dr. Chris Brehme, Alternate
Todd Horner, Vice Chair	Charles Redfern, Alternate
Andrew Madison, Councilor	Janelle Sartorio, Alternate
Dillon Benik	Sam Jackson, Alternate
Jan Manwaring	Autumn DelaCroix, Alternate
Michael Davern	
Dr. Rowland Russell	

- 1) Call to Order and Roll Call
- 2) June 12, October 11 and November 8, 2023 Minutes
- 3) Mountain Biking Economic Impact Presentation
- 4) Safety and Outreach Working Group
- 5) Route 101 Improvement Project/Transportation Heritage Trail
- 6) Regular Project Updates
- 7) Volunteer Opportunities
  - a. Crosswalk Yield Counts
  - b. Trail clean ups (planned)
- 8) Old Business
  - a. Bike/Pedestrian Counts (Report out)
  - b. Membership Updates
- 9) New Business
  - Items to be included for next meeting
- 10) More Time
  - Old Stone Arch Bridge Safety Improvements
  - NHDOT North/South Bridge Signs
  - Kiosk Map Updates
  - Public Art and the Trails Update
  - BPPAC Website
  - Downtown Infrastructure Project Updates
- 11) Adjournment
  - Next meeting date – January 10, 2023

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

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

**Wednesday, June 14, 2023**

**8:15 AM**

**2<sup>nd</sup> Floor Conference Room,  
City Hall**

**Members Present:**

Drew Bryenton, Chair  
Todd Horner, Vice Chair  
Dillon Benik  
Jan Manwaring  
Michael Davern  
Dr. Rowland Russell  
Charles Redfern, Alternate  
Sam Jackson, Alternate  
Autumn DelaCroix, Alternate  
Janelle Sartorio, Alternate  
Councilor Andrew Madison  
Dr. Chris Brehme, Alternate

**Staff Present:**

William Schoefmann, GIS Technician  
Don Lussier, City Engineer  
Andy Bohannon, Parks & Recreation  
Director  
Kürt Blomquist, Public Works  
Director/ACM

**Guest Present:**

Diana Duffy  
Andrew Bower

**Members Not Present:**

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10 **1) Call to Order and Roll Call**

11 Chair Bryenton called the meeting to order at 8:18 AM.

12  
13 **2) Approval of May 10, 2023 minutes**

14 With no edits or corrections, Chair Bryenton asked for a motion to approve the May 10, 2023  
15 minutes. Dr. Rowland Russell motioned to approve with a second from Mr. Dillon Benik. With  
16 unanimous approval, the motion passed and the May 10, 2023 minutes were approved.

17  
18 **3) Jeff Speck Workshop Opportunity Follow-up**

19 Chair Bryenton noted that it was great to see a number of the other members at the workshop.  
20 Ms. Sam Jackson shared that she thought Mr. Jeff Speck was great. She thought he did a great  
21 job at keeping attention by making it entertaining to listen to.

22 Dr. Russell noticed there were several people there that have not been present in any of the  
23 previous meetings. Mr. Todd Horner shared that he has a couple of neighbors that have not been  
24 plugged into the conversation. He was surprised at the number of people that are just realizing  
25 there is a project underway.

26 Mr. Benik asked if it was well attended and Mr. Horner responded that there was approximately  
27 150 people there. Ms. Jan Manwaring shared there were a number of councilors there. She  
28 spoke with Mike Giacomo briefly and he seemed quite impressed with some of the new ideas.

29 Dr. Russell noted that the closure of Washington Street closure seemed to start conversation and  
30 get people thinking. Chair Bryenton noted that the single lane with turnaround idea seemed to be  
31 immediately dismissed.

32 Dr. Russell felt the presentation to be an affirmation of what the group has been advocating since  
33 the beginning.

34 Mr. Horner felt the presentation was particularly effective because of the presenter challenging  
35 everyone, no matter where they fell in their opinion. An example was people obsess over the  
36 number of parking spaces on Main Street and he made a conscientious effort to preserve all those  
37 spaces in one of his designs. Mr. Horner was interested to find that Mr. Speck did not seem to  
38 have an opinion one way or the other regarding having bike lanes sidewalk versus street grade.  
39 He discussed the potential benefit to street grade Mr. Speck mentioned. Mr. Speck's idea did not  
40 simply rubber stamp; he created his own design that relied on signalized intersections. Mr.  
41 Horner thought Mr. Speck brought a fresh perspective and that his ideas served to surprise and  
42 even challenge those in attendance.

43 Dr. Russell wanted to emphasize how Mr. Speck suggested conserving the parking in the middle  
44 and considering putting many trees and using the space as an event space. It was a new idea to  
45 the conversation. Ms. Jackson noted that one of his ideas also conserved parking spaces in front  
46 of Stage and The Pour House, whose business owners have been vocal opponents. He tried to  
47 address their needs while also looking at potential green space and how to maximum it.

48 Mr. Andrew Bower and Councilor Andrew Madison joined and were recognized by the Chair.  
49 Chris believed Mr. Speck tempered it by saying how far do you want to go in terms of making it  
50 better because there is the risk of gentrification. He thought that resonated with some people in  
51 the audience who are against change.

52 Dr. Russell thought it was also good that he emphasized the need for more housing. Others  
53 mentioned how he focused on the heights of the buildings, building up rather than out to try and  
54 address the housing needs and the intertwine of housing and transportation.

55 Ms. Autumn DelaCroix discussed Mr. Speck's suggestion of the central parking being opened to  
56 Farmer's markets and used as an event space, which she believes would be a good way to appeal  
57 to Keene's obsession with the widest Main Street.

58 Chair Bryenton recognized Kurt Blomquist.

59 Chair Bryenton asked for an update from Mr. Horner about any conversation about moving  
60 forward. Mr. Blomquist shared that he believed the City Council will be addressing it on their  
61 July 6<sup>th</sup> meeting. The plan is to do their regular business first and then move into the downtown  
62 discussion.

63 Chair Bryenton asked if there was a formal way to submit ideas to City Council. Mr. Horner  
64 shared that they already have Mr. Speck's slides. He mentioned that Mr. Speck will be on the air  
65 today on the Dan Mitchell Show at 9 for a recap of the conversation and follow-up questions.

66 Mr. Horner plans to connect with Roger and see if he has any thoughts of next steps.

67 He suggested those who were present to reflect and maybe gather thoughts on specific aspects  
68 that resonated with them. For those that weren't present, he suggested viewing the recording and  
69 doing the same.

70 He suggested using those reflections to come up with a statement regarding what the  
71 committee's thoughts are.

72 Kurt Blomquist suggested continuing with the emphasis on the importance of Mr. Speck's  
73 presentation and the importance of integrating the pedestrians, bicyclists, and all users. While the  
74 single lane idea is not new, Mr. Speck has several other elements that could be used to highlight  
75 the importance of the integration. He mentioned that the Steering Committee looked at the single  
76 lane idea and did some traffic analysis on it. As the committee will not have another meeting  
77 between now and the time the City Council meets, he suggested There is information from the  
78 Council and as they start talking about it more, the committee would indicate that they will not  
79 be having another meeting, it is important to get that statement or position together about how  
80 bicyclist/pedestrians are key to the downtown area.

81 Dr. Russell shared that he had talked to Roger Weinrich and Jen Risley after the breakfast the  
82 next day and a couple of the ideas that came up included the idea of engaging youth and their  
83 input along with their parents' input. Roger had suggested doing something before the event in  
84 the Redwood Square or in Central Square with ice cream or pizza to draw them in and collect  
85 their feedback.

86 If there are points the group wanted to make, one idea is to work with Jen to do infographics.

87 Mr. Horner suggested one of Mr. Speck's metrics around the statistics is being more likely to die  
88 from e vending machine than being hit by a bike for those infographics.

89 Chair Bryenton asked the committee's thoughts on pulling together a statement on the  
90 roundabout.

91 Mr. Horner said one of his key take-away's was that there are trade-offs for example, two lanes  
92 mean losing center parking. To him, it's worth looking at this idea of one lane preserving all the  
93 on-street parking on Main Street and the protected bike lanes.

94 Chair Bryenton asked Councilor Madison asked about any gaps or things he's looking to hear.

95 He shared that he was on the initial ad hoc. From his standpoint, he understands it well and the  
96 councilors are entrenched in their positions and unlikely to change their positions at this point.

97 He suggested sticking to advocating for the bike paths and that it's probably best for individuals  
98 to reach out on their own to get a larger volume of voices coming in. He thought it would be  
99 important for everyone in the group to write their own letter and not to send in the same letter.

100 The little differences will mean that the letter gets read and will be a little different from  
101 everyone else's, which tends to make more of an impact. He shared that there's many councilors  
102 who are in favor of bike lanes, a handful who are just adamantly against and then an equal  
103 number who are on the fence.

104 Dr. Russell asked if he thought members should get in direct contact with those councilors who  
105 they think to be on the fence and Councilor Madison responded yes.

106

#### 107 **4) Kiosk Map Updates**

108 Mr. Schoefmann shared the new city branding and how it incorporates some of the revisions that  
109 the committee was asking for. He presented an example of one that would be positioned at

110 Eastern Ave Trailhead. It contained a title for where you are at, where downtown is, the city logo  
111 and branding, and incorporated a couple of other edits that he thought the group was looking for  
112 in terms of making sure the bridges were named. If anyone has any comments or edits, he asked  
113 them to be sent to him by the end of the week.

114 Mr. Redfern suggested a run of a new pamphlet that includes more of the details of the map that  
115 Mr. Schoefmann presented (side street detail). He mentioned that Ted's Shoe and Sport is  
116 constantly getting requests for maps and information on the trails. Mr. Redfern talked with  
117 CandS Wholesale Grocers and they are interested in helping. It would be a printing grant, which  
118 would require approval from Pathways and would just require their logo somewhere on it.

119

## 120 **5) Downtown Infrastructure Project Discussion**

121 Chair Bryenton hoped Councilor Workman would be able to join, but unfortunately, she was not.  
122 He shared that he had a good conversation with her. He asked Don Lussier to share the details on  
123 the proposal that had bike lanes included in it and go over some of the details in terms of what it  
124 looks like, buffer zones.

125 Mr. Lussier spoke and started by saying that he is not pushing the roundabout. The graphic he  
126 presented was just the only one printed out in his map room.

127 What Stantec has proposed is that the bike lane will be six feet with two-foot buffers on either  
128 side. His question was genuine. He hasn't resolved in his own mind the best option. By putting it  
129 at sidewalk grade, it provides better protection from vehicles parked next to it or encroaching  
130 into that space versus street grade which provides better protection/ buffering from pedestrians  
131 and bikes. He was hoping Mr. Speck would have the answer but at the end of the day, there is no  
132 right answer. It is a tradeoff either way from a maintenance perspective.

133 He asked Mr. Blomquist if he preferred that the bike lane be at the parking grade.

134 Mr. Blomquist responded no because for snow collection purposes, street grade is easier.

135 Ms. DelaCroix shared that one of the problems she has is that by having it at street grade, there is  
136 a risk given the growing size of vehicles and the likelihood of them encroaching on the bike lane.  
137 She asked about a buffer between the parking space and the bike lane. Mr. Lussier explained that  
138 there is a two-foot overhang between the parking space and the start of the bike lane. He  
139 explained there are also ways to differentiate the spaces in the buffers with different colors,  
140 textures to make it obvious that it is a space for bikes and pedestrians.

141 Chair Bryenton asked if it was too granular at this point to get an idea of costs. Mr. Lussier  
142 responded that they really have not drilled down into that level of detail. They have  
143 experimented with different types of treatments and ways of doing things. The treatment they are  
144 using now on crosswalks are thermal plastic with the look of pavers. It can be repaired in place,  
145 which is a nice benefit.

146 He discussed the "furniture zone" which is a space that has been reserved for things like benches,  
147 trees, and trash receptacles. There is a whole level of additional design work that will decide the  
148 details.

149 Ms. Manwaring asked Mr. Lussier to explain the bike lane on Washington. Mr. Lussier  
150 explained and demonstrated the flow on the map.

151 Mr. Redfern suggested setting a priority today designating a particular amount of space for bike  
152 lanes to prevent from getting thrown into the pro-roundabout bucket.

153 Chair Bryenton asked if Councilor workman had any questions during her meeting with Mr.  
154 Blomquist. He responded no, and after speaking with her she seemed to be more comfortable  
155 with the idea of having multimodal space in the project.

156 It was asked about grant opportunities. Mr. Blomquist explained that there is a rating system that  
157 awards points. The ranking criteria is given when you apply for a grant. For certain types of  
158 implemented criteria, you are awarded scores. The higher you score, the more likely you are to  
159 be awarded a grant.

160 Councilor Madison reiterated that focusing on integrating bike lanes will be a winning strategy.  
161 Chair Bryenton put forth a motion stating, “BPPAC continues to advocate for protected bike  
162 lanes at sidewalk grade on both sides of Main Street. Lanes should be placed between parking  
163 spaces and the sidewalk. Lanes should be six feet wide, with a two-foot buffer on each side of  
164 the lane”. Ms. Manwaring seconded the motion. Chair Bryenton asked if there were any further  
165 discussion points. Being none, a vote was called and the motion was unanimously approved.  
166

167 **6) Old Business**

168 **A) Volunteer Opportunities**

169 **i) *Trail Clean-ups (Planned)***

170 Nothing scheduled until fall.

171 **ii) *Bike Friendly Community***

172 Mr. Schoefmann to send out the application for Bike Friendly Community to Chair Bryenton and  
173 he will delegate tasks. Mid- August is the deadline. Collaboration will occur virtually.  
174

175 **7) Regular Project Updates**

176 Staff are working to get something in the CIP for 2024 or 2025, but it is currently looking more  
177 like 2025.

178 The GIS Tech is working with Highway to inventory in street bike marking for budget purposes.  
179 Bike boxes and downtown sharrows have been remarked.

180 DPW Highway have put out some bike racks. Mr. Schoefmann is confirming rack locations for  
181 summer/fall 2022. There are gaps in where historically placed.

182 Appel Way Trail Paving has been pushed out to 2025.

183 Engineering division of DPW is managing the Safe Streets for All Grant opportunity.

184 City of Keene has been selected as a TAP grant recipient for Complete Street improvements to  
185 Marlboro Street that tie into other planned improvements, infrastructure, economic development  
186 goals and the Cheshire Rail Trail. The project is ongoing- trail/sidewalk connector in  
187 Engineering Design Phase.

188 Jess Gelter with Arts Alive have taken a scaled down version of the Arts and Culture Corridor  
189 concept. Gilbo Avenue to School Street is still part of the scope.

190 The next steering committee meeting for Lower Winchester Street project is slated for July 18<sup>th</sup>.

191 The hope is that they will be ready to make a recommendation to the Council on which of the  
192 different options to move forward with.

193 Mr. Lussier updated on the transportation heritage committee. Proposals are due in a couple of  
194 weeks. One of the consultants has decided not to move forward, but they had five other  
195 consultants attending that meeting interested in the project.

196 Chair Bryenton discussed the green staging boxes around Central Square. Last year they were  
197 repainted, but they only went a couple of feet into the lane and to be official bike boxes, they  
198 should take up the whole width of the lane. The boxes are appropriate, but the lead up lane is  
199 what is squishing traffic.

200 Mr. Blomquist pointed out that part of the task of the committee is education and many people  
201 do not know what those boxes are and how this is a good opportunity for community education.

202 Mr. Blomquist to look at MUTCD and make sure they are in compliance.  
203

204 **8) New Business**

205 **A) Items to be included for next meeting**  
206

207 **9) More Time**

208 **A) Public Art and The Trails**

209 **B) Project Priorities**

210 **C) BPPAC Website**

211 **D) Wayfinding Amenities- North and South Bridge Signage**

212 Mr. Redfern shared that it took five months for Salem to do it and they did it through the state.

213 Covid shut them down. City took up the project and it has been three years. Mr. Blomquist to put  
214 stakes in the ground and share the coordinates, which should happen in the next few weeks.

215 **E) Bike/Pedestrian Counts**  
216

217 **10) Adjournment**  
218

219 There being no further business, Chair Bryenton adjourned the meeting at 9:28 AM.  
220

221 Respectfully submitted by,  
222 Amanda Trask, Minute Taker  
223

224 Reviewed and edited by,  
225 Will Schoefmann, Community Development Staff

1 City of Keene  
2 New Hampshire

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5 BICYCLE AND PEDESTRIAN PATH ADVISORY COMMITTEE  
6 MEETING MINUTES  
7

Wednesday, October 11, 2023

8:15 AM

2<sup>nd</sup> Floor Conference Room,  
City Hall

**Members Present:**

Todd Horner, Vice Chair  
Jan Manwaring  
Michael Davern  
Rowland Russell  
Councilor Andrew Madison  
Charles Redfern, Alternate  
Autumn Delacroix, Alternate  
Janelle Sartorio, Alternate  
Edward Haus, visitor  
Diana Duffy,

**Staff Present:**

William Schoefmann, GIS Technician  
Kürt Blomquist, Public Works  
Director/Emergency Mgmt  
Director/ACM

**Members Not Present:**

Drew Bryenton, Chair  
Dillon Benik  
Dr. Chris Brehme, Alternate

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10 **1) Call to Order and Roll Call**

Vice Chair Horner called the meeting to order at 8:16 AM.

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13 **2) June 14, 2023, and September 13, 2023, minutes**

14 Dr. Rowland Russell motioned to approve the June 14<sup>th</sup> minutes, seconded by Councilor  
15 Andrew Madison. With all in favor, the minutes from June 14, 2023, were approved.

16  
17 Mrs. Jan Manwaring motioned to approve the September 13 minutes, seconded by Councilor  
18 Madison. The minutes from September 13, 2023, were unanimously approved.

19  
20 **3) Safety and Outreach Working Group**

21 Dr. Russell shared that the safety and outreach group did meet. There were several different  
22 facets that were discussed. Ms. Autumn Delacroix and Ms. Samantha Jackson were to take the  
23 lead on e-bikes and alternatives. Mr. Edward Haus and Dr. Russell are taking the lead on  
24 communications and asset mapping.

25 Dr. Russell explained that he compiled all the different documents their group had created or  
26 collected into a google drive and plans to consolidate it even further. The drive will eventually  
27 be made available to others on the committee to serve as a resource.

28 He went on to explain what while mobility issues were not originally on the radar, they did  
29 discuss them and believe that it should be added. It has been decided that meetings will occur  
30 monthly, but a specific time has not been chosen yet. Likely there will be changing and/or  
31 rotating roster based on timing of meetings and agenda items.

32 Mr. Charles Redfern asked Dr. Russell if the working group might be able to come up with a  
33 potential study of other municipalities that are known to have regulations and how they vary.  
34 Dr. Russell said he does have links to various studies and how it is improved. Some items of  
35 note he found during his research were speed limit on protected bike lanes and restricting  
36 certain classes. He suggested to Ms. Delacroix that when her group is doing their research, they  
37 look for regulations on those matters.

38 Dr. Russell said one other aspect they did talk about was getting someone certified to do  
39 workshops on safety. Both Ms. Delacroix and Ms. Sartorio were interested in participating. Dr.  
40 Russell shared that he plans to follow up on this topic as having more local trainers increases  
41 the capacity to expand and increases sustainability.

42 Mr. Todd Horner said a potential ally with this might be the Kiwanis Club as they do a bike  
43 safety event which includes the Keene Police handing out helmets.

44 Mr. Schoefmann said it usually happens in May.

45 Mr. Redfern said there is also a statewide nonprofit called Bike Walk Alliance New Hampshire  
46 and they do pedestrian safety, bike safety and make recommendations to the New Hampshire  
47 Department of Transportation (NHDOT) to handle certain matters and this would be one of  
48 them. He went on to explain that they have professional trainers that could come in to help  
49 design a program. He suggested Dr. Russell look at the website and see if it is something they  
50 might be interested in. Mr. Redfern suggested Dr. Russell circle back if he had any problems  
51 making contact. He explained that Paula Bedard is the point of contact and head.

52 Dr. Russell responded that once they get the information pulled together, they will share with  
53 the group and committee members can add any resources they missed.

54 Kurt Blomquist stated he thought the work being done was awesome and needed to continue  
55 moving forward. He was not sure if anyone else had noticed that there have been increasing  
56 numbers of bicyclists downtown. He noted that recently there were a couple of young children  
57 weaving in and out of pedestrians. This becomes a detractor for the mission and goal of the  
58 committee and offers up something for opposers to point at as an example of why it should not  
59 happen. He believed it would be critical and sustainable to involve the Kiwanis, but encouraged  
60 the group to bring a police representative or have discussion with them because at the end of  
61 the day it comes down to enforcement. With the police department being tight in staffing and  
62 with no expectation of the staffing shortage increasing anytime soon, there may not be a drastic  
63 change in the enforcement side. They are presently down 6 out of 42 and they have priorities of  
64 which they are performing the enforcement issues.

65 He said these are things that as you are developing and getting the groups together to be  
66 keeping in mind these things.

67 He went on saying while you can write all the ordinance you want, unless they can be enforced,  
68 it does not matter how many you create as they will not be successful.

69 Dr. Russell said that underscores that communication and education are central for all of this  
70 and that there is opportunity to get ahead and control the narrative. He stressed that this is why  
71 we need a dedicated space for that as it is not safe for pedestrians.

72 Mr. Blomquist shared that Main Street will be coming back on the radar sometime after the  
73 first of the year and he knows that there are candidates who have indicated that they are looking  
74 to change it or eliminate things, so it is not over.

75 Dr. Russell said the one that they have not resolved as a group and will need to figure out is  
76 that they do not have a social media space to put information out. We need something for more  
77 than just the people who get it and will get the information out to the people who need it.

78 Mr. Horner said he thinks it is great to educate people about bike safety, but he does not want  
79 to lose sight of the fact that he thinks motorists also need education just as much as anyone  
80 else. He said it is often a coin flip as to whether people are going to yield to him when he is  
81 walking in the sidewalk, even with a stroller. He has had large SUVs fly by without any  
82 hesitation and firmly believes that while it is good to educate the bicyclist, he thinks the  
83 education should really be to the whole community. He would posit that in terms of safety, it is  
84 really the motorist education that will likely have the biggest impact on that front.

85 Ms. Delacroix said our police do not know the laws that relate to how bikes interact on the  
86 road. She explained that she had had several calls from them where somebody did something  
87 that they very much should not have. While they were able to get ahold of them and talk with  
88 them, all they would do it talk to them. They would not offer any citations. She explained that  
89 they were under the impression that intent is necessary to prove for every traffic violation  
90 because they were making the claim that it only qualifies under reckless driving as opposed to  
91 six other state statutes that she is aware of which can dock points from people's licenses that  
92 they were ignoring. She argued it was not just the motorists, but also falls to the lack of proper  
93 education around enforcement.

94 Mr. Blomquist responded that they are probably not ignoring. They go through twelve weeks of  
95 training on all New Hampshire motor vehicle statutes. He challenged everyone in the room to  
96 learn everything that there is to know about motor vehicle statutes. He argued that he probably  
97 knows more than most people because he must do that for design. While he agrees that  
98 motorists are responsible and should be part of the strategy, he believes that if they are not  
99 going to change the detractors right now who drive vehicles. He reminded the group of the  
100 committee's name and said that the educational component for bicyclists just takes away one  
101 argument and that they would lose on the drivers.

102 Mr. Horner responded that he was trying to go against the dual standard in which bicyclists are  
103 being upheld to a perfect standard and drivers, who are the biggest safety concern, are not.

104 Mr. Blomquist said he did not disagree. He has spent 30 years dealing with people wanting the  
105 city to address speeders because people drive too fast. He does the speed study and determines  
106 that they are not, but according to the complainant, they are, and the complainant is quick to  
107 disclose which neighbor is the guilty party.

108 He reassured the group that he understood their point, but wanted to make the point that he  
109 thought it was important for them to look at the detractors and get out there.

110 Dr. Russell suggested a tab to include in the resource document highlighting the interface  
111 between pedestrians and bicyclists and automobiles with the regulations.

112 Mr. Horner said to close the agenda item, he asked Mr. Blomquist how this relates to the safety  
113 for all work that the city is part of right now.

114 Mr. Blomquist responded that this is part of that work, and that the project will be looking at  
115 the data that exists on motor vehicle accidents, motor vehicle versus pedestrian, motor vehicle  
116 versus bicycle. The last time that he did a pedestrian/bicycle/vehicle five-year look, there were  
117 four accidents, and they were all around Davis Street when the bar was there. All the incidents  
118 were between 6 and 11pm. There are certainly a lot of close calls and that is one of the things  
119 that has been talked about during the interview with the consultants asking how that can be  
120 measured. It was asking how to measure and gather that information when there is not data or  
121 data says there are no accidents or no severe accidents.

122 Mr. Horner asked if the interviews had already been completed.

123 Mr. Blomquist responded that they had been. The council had approved the consultant last  
124 week and authorized the manager to enter and negotiate and execute the federal highway grant  
125 application and they appropriated their match out of unallocated fund balance. Engineering is  
126 finishing up scope negotiations with VHB from the consultant. Hopefully in the next few  
127 weeks they will have a contract and can go on their way. The goal was to have the work  
128 completed by June of 2024. There will be a public engagement as that is required for this  
129 program as it has some very prescriptive things you have to do. It brings up the question of  
130 what public engagement is and how do you get them engaged. Given that winter months are  
131 coming, they are trying to look at some different ways to be able to try and engage the public  
132 around this safety question when there is no data. The bottom-line question is where people feel  
133 unsafe and how to extract that in some way that makes it valuable.

134 Mr. Schoefmann stated it would be a challenge. There are places where people feel unsafe  
135 depending on the mode of transportation they are using and then it comes down to figuring out  
136 what those factors are. He referenced the Keene State attitudes of public safety study saying  
137 most people believed Railroad Square was unsafe. However, when looking at the data of actual  
138 crimes committed or at least reported to police, that was not a hotspot.

139 Mr. Blomquist responded that is the challenge. He questioned how you gather that other  
140 information because all good engineers say you need to show data or you need to show  
141 accidents, but what do you do when there is not any data to support that there is a problem.

142 Dr. Russell wondered if there was a volunteer opportunity here to get volunteers out on the  
143 crosswalks that get violated the most and do counts.

144 Mr. Blomquist responded that there are two levels of teams. There is a steering committee that  
145 will have representatives from the college, school district, and he believed even representative  
146 from Southwest. Then there is the working committee which has community development on  
147 it. He believes this committee will have an influence and particularly if they have already been  
148 identified as one that needs to have conversations with the consultant as part of the service.

149

#### 150 **4) Membership**

151 Mr. Schoefmann displayed the list of members and their term expiration dates. He explained  
152 that Mr. Horner is still working to resolve his situation. His first term was a partial term.

153 Chair Drew Bryenton will be timing out in December. Mr. Dillon Benik is on his second term,  
154 which is set to expire in December as well.

155 Mr. Horner said pending resolution of his partial term, the committee will need a new chair and  
156 vice chair. Members interested in assuming more leadership should keep that in mind. He  
157 shared that it was not a hard job.

158 Ms. Janelle Sartorio asked if that would take effect in January, to which Mr. Schoefmann  
159 confirmed.

160 Mr. Horner asked if alternates converting to full membership required an appointment. Mr.  
161 Schoefmann responded yes, and that the mayor would make the recommendation.

162 Mr. Horner suggested figuring out and confirming who many are timing out will help to  
163 identify how many full membership slots there will be to then determine which of the full  
164 members are interested in becoming full members.

165 Dr. Russell asked what the upper limit was for the group. Mr. Schoefmann explained that they  
166 are currently at the upper limit. There is an alternate limit of five.

167 Mr. Schoefmann explained that it is an anomaly for city committees to have this much interest.  
168 Should the nomination from the mayor not come in time, membership will continue as is for a  
169 few meetings until the replacements happen. It is like a grace period.

170 Ms. Manwaring clarified that usually the appointments are before the city council in December  
171 and usually there is only one meeting in December because of the holiday.

172 Mr. Schoefmann's plan is to get those memberships sorted out by confirming with the clerk and  
173 then write a memo to have ready to go to the new mayor.

174 Mrs. Manwaring suggested doing it in December with the mayor that is familiar with the  
175 committee.

176 Mr. Schoefmann told Diana Duffy that if she is interested, now is her time. Ms. Duffy asked if  
177 she could be on two committees at a time. It was noted that multiple people are serving on  
178 more than one committee.

179

## 180 **5) Project Priorities- Wrap Up**

181 Mr. Horner thought they made it through the list last time. Mr. Schoefmann confirmed that they  
182 had regarding the priority numbering. Contained in the agenda packet was a chart showing how  
183 things teased out in terms of level of importance versus level of organizational support. The  
184 committee previously ranked on importance level. The organizational support ranking was  
185 based on an amalgamation of whether there was funding, is it in the CIP, is there regulation or  
186 guideline support for the initiative, etc. He explained that typically the committee chooses 3-5  
187 projects to focus on. His question was is there a need for more discussion on this. Mr. Russell  
188 asked to go through them.

189 Mr. Horner read the projects off that both city staff and the committee ranked high as the  
190 Cheshire Rail trail, Eastern ABT to New Hampshire 101, the Joanthon Daniels Trail  
191 maintenance, Cheshire Rail trail- NH Route 101 overpass Stone Arch Bridge, Appel Way  
192 assessment and maintenance, wayfinding facilities and signage, Main Street Marlborough  
193 Street Bicycle pedestrian master plan and amenities.

194 Mr. Horner said he sees a couple of things missing, one of which is the lower Winchester Street  
195 project. The other piece is the plant work along 101 and this could be lumped with the Cheshire  
196 Rail trail NH 101 overpass potentially.

197 Mr. Schoefmann said that when he did the regular project updates, the DOT 101 improvements  
198 were put under the Transportation Heritage Trail section of the project updates. He believes  
199 they discussed the Winchester Street project last time, but likely just didn't add it. He will go  
200 back and add it in.

201 Mr. Blomquist said that it will come up on the MSFI agenda on November 21<sup>st</sup> and the  
202 scuttlebutt is that they are ready to make a recommendation. It was noted that this is something  
203 to keep on the radar as a key piece of that project is making it multimodal.

204 Mr. Horner said in his understanding he thought the city was interested in combining the bridge  
205 over 101 with the planned work for NH Route 101 and asked Mr. Blomquist for confirmation.

206 Mr. Blomquist said they have started initial conversations with NHDOT about potentially  
207 doing at a minimum the abutments for that project. As part of the same project, they are trying  
208 to work on the water main project down 101.

209 Mr. Redfern asked if abutments would have to go into the 10-year plan. Mr. Blomquist said  
210 that is part of the question. There is no money for this phase yet. There would be grants, but  
211 that is all in the soup now.

212

## 213 **6) Regular Project Updates**

214 Mr. Schoefmann announced that Stantec was selected for phase one of the Transportation  
215 Heritage Trail port leave. He was not sure where that stood but assumed that they would  
216 probably be out there doing survey work.

217 He said Don Lussier was trying to coordinate the response from the city. He believed they had  
218 a presentation to the council, which Councilor Madison confirmed. Mr. Schoefmann asked if  
219 there was any note to share. Mr. Madison said it did not really go into the pedestrian. It was  
220 mostly focused on the roundabouts.

221 It was asked if the presentation was on the council website. Mr. Madison said he was not sure,  
222 but he knew that it would be in the minutes.

223 There was a misunderstanding about which area Mr. Schoefmann had asked about, which he  
224 clarified that it was Route 101. Mr. Madison responded that the location did not go through  
225 council, and it went through a committee instead.

226

## 227 **7) Volunteer Opportunities**

228

### 229 **A) Fall Fun-Ride Kick Off**

230 Mr. Horner has been working with a Keene resident to organize a social group ride from  
231 Monadnock Coop to Frisky Cow Gelato on the 22<sup>nd</sup> at 3:00 PM. Linda Rubin, owner of  
232 Frisky Cow, is excited to welcome the group of cyclists to her shop. It is supposed to be  
233 an opportunity for fun, connection with other cyclists and create some visibility  
234 downtown.

235 Mr. Russell asked that photos be taken. Mr. Horner agreed and added that he had  
236 purchased some horns and bells for people to use on the ride.

237 He asked members to spread the word. Mr. Russell suggested reaching out to the  
238 Sentinel for publicity. Mr. Horner responded that he's trying to strike a balance between  
239 getting people there and not having it grow too big.

240

241 **B) Trail Clean-up**

242 Mr. Russell said they have not pulled their group together, but they are looking at the  
243 first two weekends in November.

244

245 **8) Old Business**

246 **A) Downtown Infrastructure Project Updates**

247 Mr. Blomquist discussed earlier in the meeting that it was going before council.

248

249 **9) New Business**

250 **A) Items to be included for the next meeting.**

251 Mr. Horner suggested keeping the safe streets for all study on their radar and the safety  
252 and outreach working group on the agenda. Mr. Russell asked that the crosswalk counts  
253 be added as a volunteer opportunity.

254 Mr. Redfern suggested safety improvements for the Stone Arch Bridge.

255

256 **10) More Time**

257 **A) NHDOT North/South Bridge Signage**

258 Mr. Schoefmann said from last time, the sign design was supposed to be approved by  
259 NHDOT. Mr. Blomquist should have the greatest knowledge of where that stands, but  
260 he had left the meeting.

261

262 **B) Kiosk Map Updates**

263 Mr. Schoefmann said that as more tasks have been designated to him, the map updates  
264 have taken a back seat. The last component to the update before those can be put onto  
265 fancy signs is the distances that were requested by this group on the trail segments. He  
266 needs to figure or at least interpret from the data what those distances are.

267 Mr. Redfern asked if that could tie into the map update as far as the Keene side of the  
268 map. Mr. Schoefmann said possibly.

269

270 **C) Public Art and the Trails Update**

271 Mr. Russell said the calendar was full for 2023, but for 2024 they want to look at more  
272 sculpture installations along the rail trail. They still have Peter Poanessa's railroad sign  
273 that they want to restore and have installed and are hoping to get more for 2024.

274

275 **D) BPPAC Website**

276 Mr. Schoefmann rediscovered his ability to edit certain portions of the website, which is  
277 nice. Hopefully, he can get that information uploaded and include more information and  
278 address the list of improvements that the group had identified.

279 Mrs. Manwaring thanked Mr. Schoefmann for his work on that.

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293

**E) Bike/Pedestrian Counts**

Mr. Horner clarified that they have some automatic counters deployed at a couple of trailheads. He does have the full location count, but once they have that they should have counts for some of the trails.

**11) Adjournment**

There being no further business, Vice Chair Horner adjourned the meeting at 9:15 AM.

Respectfully submitted by,  
Amanda Trask, Minute Taker

Reviewed and edited by,  
Will Schoefmann, Community Development Staff

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

3  
4  
5 **BICYCLE AND PEDESTRIAN PATH ADVISORY COMMITTEE**  
6 **MEETING MINUTES**  
7

**Wednesday, November 8, 2023**

**8:15 AM**

**2<sup>nd</sup> Floor Conference Room,  
City Hall**

**Members Present:**

Drew Bryenton, Chair  
Todd Horner, Vice Chair  
Dillon Benik  
Michael Davern  
Councilor Andrew Madison  
Rowland Russell, Alternate  
Charles Redfern, Alternate  
Janelle Sartorio, Alternate  
Samantha Jackson, Alternate  
Autumn DelaCroix, Alternate

**Staff Present:**

William Schoefmann, GIS Technician

**Guests:**

Dovev Levine  
Diana Duffy  
Ed Haas, Councilor Elect  
Ethan O’Leary  
Maddie Smith  
Mike Kowalczyk, MRRTC

**Members Not Present:**

Jan Manwaring  
Dr. Chris Brehme, Alternate

8  
9  
10 **1) Call to Order and Roll Call**

11 Chair Bryenton called the meeting to order at 8:15 AM. Roll call attendance was taken.

12  
13 **2) Minutes Approval**

14 October 11<sup>th</sup> minutes were sent out prior to the meeting. Minutes approvals were tabled and will  
15 be approved in the December meeting.

16  
17 **3) Mountain Biking Economic Impact Updates**

18 Mr. Andy Bohannon shared that he has been working this semester with Ethan O’Leary and  
19 Maddie Smith from UNH. They have been looking at area mountain biking and the economic  
20 impact that it has. Mr. O’Leary and Ms. Smith have been looking at the trail heads and doing an  
21 overall assessment and survey. Mr. Bohannon wanted to give them an opportunity to have a  
22 preliminary discussion with the BPPAC group and then they will come back in December to  
23 give their full report.

24 He shared that they have been doing some great stuff and have had some great conversations.  
25 Their visit to Keene was very plentiful.

26 Mr. Bohannon gave the floor to Mr. O’Leary and Ms. Smith.

27 Ms. Smith introduced herself and shared that she is a PhD student at UNH, but she was  
28 previously the coordinator of a program called Outdoor Adventures housed in Campus  
29 recreation that aimed at putting together introductory trips for college students. Mr. O’Leary  
30 was a former employee of hers and is still employed with them.  
31 Prior to coming together on this project, Mr. O’Leary had gone to Ms. Smith as a student and  
32 talked about wanting to bring intro and mountain biking as an outdoor adventures trip.  
33 She explained they are just big fans of mountain biking in general and they are both very  
34 excited to come on for this opportunity. For this project, they took a three-pronged approach to  
35 it. One part was trailhead assessment and looking at the characteristics of the trailheads. They  
36 looked at the downtown trails study of Keene and did some background research to put together  
37 12 characteristics that they thought were ideal ones for bike trail heads and with that  
38 information, put together a survey. Then plan to start also looking at some trail count data.  
39 Mr. O’Leary introduced himself as an undergraduate student at UNH and is planning to start his  
40 master’s program next semester. As part of their visit to Keene, they visited several trailheads.  
41 They shared that they received the trailhead information from Mr. Bohannon and asked him  
42 what the key parts (in terms of mountain biking) of Keene were to visit. Mr. O’Leary shared  
43 that they had heard murmurings of a cool mountain bike park with a pump track and said it was  
44 very cool to see that spot in Wheelock Park. They also stopped by other places like Water  
45 Street, Eastern Ave, Krif Road (stops along the rail trail) and then went on to East Surry, Goose  
46 Pond, and Drummer Hill, which are more of the mountain bike side of things.  
47 When they went to the sites, they brought their list of trailhead assessment characteristics.  
48 Ms. Smith presented the twelve characteristics: trailhead kiosk, parking, wayfinding to  
49 downtown businesses, public restrooms, waste and recycling, water filling station, bike repair  
50 station, bike wash station, trail map with trail difficulty. She explained that as they did their tour  
51 of Keene, they went to each stop and looked at what was there and took photographs. They used  
52 their list to check off the available amenities and took some notes as they went around. She  
53 shared that they really enjoyed being in Keene and seeing what the BPPAC has already been  
54 doing. Some of the notes they made were around which parks had ample parking, which ones  
55 had room to grow versus which ones were limited in those areas.  
56 They started with Patricia Russel Park and noted the ample parking. The park also has public  
57 restrooms (with electronic locks), water and recycling, as well as water fountains for both  
58 people and pets as bikers, they would be happy starting from that park.  
59 The Water Street parking was near Patricia Russell Park. Mr. O’Leary stated he believed that if  
60 most people were going to start a ride, they would start at Patricia Russell rather than the Water  
61 Street area due to the confusing parking area at Water Street. There were a few trash cans at  
62 Water Street, but all in all, there were limited characteristics for Water Street.  
63 Ms. Smith explained that from there they went on to Eastern Avenue, which is more of a rail  
64 trail spot. It had several of the characteristics they were looking for such as a kiosk, ample  
65 parking, wayfinding, waste and water recycling, and a bike repair station. She explained that as  
66 outsiders, it was easy to figure out how to get downtown if they wanted a snack or a beer. They  
67 were impressed to see the bike repair station. The only issue with it was the pump tube was  
68 stuck inside the station and they were not able to pull it out. Something they did not see was a  
69 trail map with difficulty, which would be an area to improve.

70 Mr. O'Leary shared that Krif road lacked many of their listed characteristics but did have ample  
71 parking. He believed this would be a great spot to add more amenities to such as adding a  
72 bathroom, maps, trailheads. Mr. Bohannon had suggested they go to Kiff Road, but they said  
73 when they put it in Google Maps, it tried to send them down a blockaded footbridge. They were  
74 able to find it eventually, but it was quite confusing and that might be a deterrence for some.  
75 Ms. Smith said their next stop was Whitcomb, which was a great spot with trailhead kiosks,  
76 parking, wayfinding, waste, and recycling. There was a trail map, but it was faded in some  
77 spots. There was no public restroom or bike repair station, but said they really liked the spot and  
78 that it would be a great place to start a ride given the ample parking.

79 Mr. O'Leary explained that on previous trails they had trail maps with trail difficulty as blazes,  
80 but at Whitcomb, they had the blazes, but lacked the explanation or key explaining what they  
81 meant. They did discuss that with Andy as an area for improvement.

82 Mr. O'Leary said Summit Ridge had good parking, but it took a few minutes for them to figure  
83 out how to get to the actual start of the rail trail. More signage might be useful at the start of the  
84 trail. It would also be an area primed for future development as it is right next to CNS.

85 The Goose Pond trailhead was the first spot that had a Nimba map. The parking was ample.

86 They missed the turn at first and went to the hiking spot due to limited signage. Delineation  
87 between the hiking versus mountain parking might be useful as would adding bathrooms.

88 They had heard from Mr. Bohannon that Drummer Hill was where many people start their ride,  
89 which made sense to them as it was on the Southern end of the mountain bike trail. This was  
90 another spot where they saw a good Nimba map. Parking was limited, so increasing that would  
91 be positive, if possible. They did see waste and recycling, but there was no public restroom. If  
92 there was enough room there, adding those would be positive additions.

93 The last stop they made was at Wheelock Park. They both stated that they had fun in that area  
94 and that the city had done a great job with this area. It had great signage, very easy parking,  
95 public restrooms, waste recycling and trail maps.

96 Mr. O'Leary had noticed a spigot on the side of the park at Wheelock, but he was not sure if  
97 that was for a bike wash or water filling so signage would be useful there.

98 Ms. Smith explained that their survey is out right now and showed a graph of some of their  
99 preliminary findings from the survey data. One of the questions they ask in the survey is which  
100 three trailhead amenities are the most important. They had 73 responses. Trail maps lead the  
101 way at 86.3% with 63 respondents in support, bathrooms following close behind at 56.2% with  
102 41 respondents in support and water fill stations coming in third at 39.7% with 29 respondents.  
103 There were several options with only one response and that was because they listed another  
104 option where people could write something in. Some of the items written in were benches along  
105 the way, trash cans, adequate parking, a safe, clean place to hang.

106 Ms. Smith said one of the other questions in the survey asked where people came from and how  
107 long they planned to stay in Keene. In the preliminary results, 56.8% of the respondents are  
108 Keene residents. 37.8% are from out of town and responded that they were staying less than 1  
109 one or just for the day. This highlights the need to think about who the audience is and how  
110 each audiences' needs will vary in terms of what they are looking for in amenities for trailheads  
111 and whether the city wants to look to develop Keene as a mountain biking area.

112 In terms of next steps right now, the survey is still out, still alive and will be running through  
113 Veterans Day weekend. Once it closes, they will take a closer look at all the data. Ms. Smith  
114 explained they are a few more questions on there including asking folks how much they spend  
115 on groceries or where you do eat when coming to Keene for mountain biking to get a better idea  
116 of how they are contributing to the local economy during their biking trips.

117 Mr. O'Leary shared that they have 7,980 respondents. They are going to make a final push to  
118 see if they can get a few more responses, but so far are pleased with the numbers.

119 They are excited and curious to see where and what folks are doing besides mountain biking  
120 when they are in Keene and looking at how many people are mountain biking in Keene. They  
121 will be getting that information from trail count data that Mr. Bohannon is helping them get  
122 ahold of. With Keene's central location, it makes for a doable location for outdoor recreation for  
123 day trips, overnight trips and they are thinking about ways to put it in people's minds that Keene  
124 is a great place to come.

125 Mr. Horner asked if the plan was to inform Mr. Bohannon's department specifically, or if this  
126 information was going to come before the council at any point. Mr. Bohannon said this was for  
127 his department especially in terms of Nimba and helping find ways to highlight the opportunity  
128 in Keene for the mountain bike community and how or ways to help the outdoor economy to  
129 flourish here.

130 The hope is to move the initiative a little further. With Granite Gorge coming on, you have a  
131 different experience. The experiences in Keene are unique to some of the larger resorts, but with  
132 a larger resort comes a higher cost. The balance in Keene is that there are volunteers  
133 maintaining many of these trails. The question is how to make sure those volunteers are not  
134 burned out and the trails are not overrun.

135 Mr. Rowland Russell asked if Mr. Bohannon planned to share it with the council. Mr.  
136 Bohannon responded that he certainly could. The survey will end on the 12<sup>th</sup>. He encouraged  
137 people to push the survey out and shared that there is a \$50.00 gift certificate to Alpine Biek  
138 works and a \$15 gift certificate to Prime Roast.

139 He explained that they had quite a few people take the survey and leave their e-mail as they  
140 wanted information on what would happen next. He said that will really be key to follow  
141 through on. Mr. Horner wondered, building on Mr. Russell's comment, if it is worth connecting  
142 with the project manager for the destination marketing that the Chamber is doing and it might  
143 be worth a conversation at least to see what collaboration might be possible.

144 Mr. Bohannon said the collaborative will be at the meeting in a couple of weeks. The other key  
145 piece to this is including places like Stonewall Farm. They are where mountain biking really  
146 started in Keene. While they have gone through several leadership changes, he wants to make  
147 sure they are at the table because they are literally connected to the rail trail.

148 Mr. Dillon Benik shared that they plan to loop Luca Paris in, as well as Monadnock Cycling  
149 Group, The Number Club, Stonewall Farm, Granite Gorge, the Chamber, Pathways for Keene.  
150 They have been trying to think of all the people that are either invested in this or could benefit  
151 or help in some way. The meeting will be at Granite Gorge on the 20<sup>th</sup> of November.

152 Dr. Russell asked if it had been shared through the BPPAC committee. Mr. Benik said he  
153 shared it through his Nimba channels as the interest is really around the outsiders who come to  
154 Keene and how and when they spend money.

155 Chair Bryenton praised the presentation and thanked everyone for coming.

156

157 **4) Safety and Outreach Working Group**

158 Chair Bryenton apologized as he did not get anything scheduled for the October session. He  
159 will get a doodle poll out for that last week in November to try and regroup. He asked if anyone  
160 knew if there was a report out at the October group and whether anyone had anything else  
161 further to report.

162 Dr. Russell shared that Bobby Williams reached out to him last week to try and get together as  
163 he had concerns that there might be some backsliding in support of the protected bike lanes.

164 Mr. Williams had cited the letter to the editor and the Sentinel, which was the widespread  
165 narrative. He wanted to encourage the BPPAC as citizens to write letters in response to that, but  
166 also to see what could be done to take control of that narrative.

167 Mr. Russell stated he knew the committee had talked about writing a letter highlighting what  
168 they wanted to support in general, but emphasizing that it is not bike lanes replacing trees. Mr.  
169 Schoefmann said they could also do an informational to the council to try and get a little more  
170 visibility and he honestly believed that is where it needs to be.

171 Dr Russell explained that the desire is to get in front of misinformation. In the safety group he  
172 is on, they had a communication track within that to try and get ahead of the narrative around  
173 safety, but also around why these things are needed.

174 Chair Bryenton said he believed Mrs. Jan Manwaring and Dr. Russell were going to spearhead  
175 that. He noted that timing as the new councilors are coming in January- Laura Tobin and Ed  
176 Haus.

177 Dr. Russell shared that he had sent out all their research regarding the benefits of bike lanes to  
178 Mr. Haus but said he could send it to Ms. Tobin as well.

179 Chair Bryenton asked for any thoughts on working on the narrative. Mr. Schoefmann said it  
180 would be a good topic of conversation for the report out for December from the working group.  
181 January would be the prime time to get some informational marketing submitted.

182

183 **5) Stone Arch Bridge Safety Improvements**

184 Mr. Charles Redfern was not sure if he had mentioned it last time, but he had spoken to a couple  
185 of important DOT folks. The proposal that he had heard about that he thought was a great idea  
186 was pairing the Route 101 safety improvements that are being made (the widening,  
187 improvements of the culverts, vision, etc.) with the cross bridge going over 101 between Optical  
188 Ave and Swanzy Factory Road. This would include improving the Swanzy Factory Road  
189 intersection as that is a danger point. He suggested the idea of pairing these together as it would  
190 be a “one and done” situation. They were receptive to it, but they did indicate that it was up to  
191 the City Council to support the concept. Last night, he talked to Kendall Lane, he expressed  
192 some skepticism about it being paired up. He had talked to Cynthia Wormington, executive  
193 council.

194 He is not sure how it will pair up. He is not sure how they will reconcile those differences of  
195 opinion but plans to still with the campaign as best as he can. He suggested reaching out to city  
196 councilors to ask if they would support this letter. He welcomed any advice from Mr. Horner.

197 Mr. Horner asked if the Stone Arch Bridge had funding or if it was in the CIP. Mr. Schoefmann  
198 explained that the phases were in there, but that is probably going to be updated in the CIP. Mr.  
199 Bohannon said the first phase was FY26 and the full bridge is in FY28.

200 The 101 funding for FY26 is secure. FY28 is unknown related to grants, but the project is  
201 scheduled for then.

202 Mr. Mike Kowalczyk said he is a member of the Transportation Advisory Committee for  
203 Southwest, and they held a meeting a couple of days ago on this, where this came up. Several  
204 committee members liked it and thought it was a good idea because there would only be one  
205 disruption to 101. There were a couple of objections as one person said they saw it as feature  
206 creep of the 101 improvements by adding things to that project. He did not think they said it as  
207 merging two projects.

208 Another thing driving people's concern was the 101-project cost estimate was from 6 million to  
209 14 questioning where the money is going to come from.

210 He noted that one person from DOT that attended the meeting but could not remember their  
211 name. This individual made a comment that he was not for putting the bridge over Swanzey  
212 Factory Road at all because it would need to be elevated so much to get a truck under it. He  
213 believed BPPAC needs to counter that. He believed that if it could be communicated how the  
214 funding of the rail trail project was going to happen and that it was separate funding than the  
215 1001 project- it might garner support especially if it can be pointed out that pairing them would  
216 cause less disruption and completion would likely be faster.

217 Ms. Diana Duffy said that bridge has been an iconic symbol for this town for so long that she  
218 cannot imagine not doubling down on it. She can't imagine not embracing the opportunity to  
219 take the time to do the safety improvement at a time when we are trying to attract people to  
220 Keene.

221 Mr. Kowalczyk said someone at the meeting pointed out there at one point there were Granite  
222 sidings on the bridge, but the trains got so big that they knocked them off. There could be  
223 historic restoration to bring those back.

224 Mr. Schoefmann pointed out that the biggest issue is that the city does not own the bridge. DOT  
225 owns the bridge. There is not even an MOU for the bridge.

226 Mr. Kowalczyk asked who owns the bridge as it comes up quite often in meetings he attends. His  
227 understanding was that Keene owned up to Eastern Ave and from Eastern Ave going south, but  
228 that DOT still owns that property. Mr. Bohannon and Mr. Schoefmann confirmed that  
229 understanding.

230 Mr. Schoefmann clarified his previous statement that when the group considers the strategy, they  
231 need to consider how to try to either mitigate or make it attractive for the decision makers at City  
232 Council to see how it outweighs the current or other strategies.

233 Chair Bryenton asked Mr. Redfern to keep the group posted on how the pairing goes and if he  
234 needed support. Mr. Redfern to draft a letter of support and share with Chair Bryenton.

235

236

237 **6) Regular Project Updates**

238 **A) Master Plan**

239 They do have a CIP item but are waiting to see if that goes in as a supplement or gets funded.  
240 Also have more information from Southwest that Mr. Bohannon will try and do in December.

241 **B) Bike Racks**

242 Mr. Schoefmann got with Harry McKelvey head of highway, who was trying to find some bike  
243 racks for Patricia Russell Park. Mr. Bohannon shared that he had some and was planning to  
244 install. It, however, brought up the discussion of what is available and the need to get an  
245 inventory of what racks are where for the functionality of bike parking in the downtown  
246 footprint.

247 **C) NH Route 101 Improvement as related to transportation heritage.**

248 Various letters have gone out requesting the combination of those THT improvements.  
249

250 **7) Volunteer Opportunities**

251 **A) Clean Up**

252 Clean up will be pushed to early December.  
253

254 **B) Fall Fun Ride**

255 Mr. Horner shared that the fall fun ride was a couple of weeks ago, about 20ish people got  
256 together at the Coop and rode down to Frisky Cow gelato. It was a nice pilot for a regular group  
257 ride that they could consider holding monthly next year. It provided some nice viability that the  
258 town has cyclists that want to use the downtown. They did take pictures, so they are thinking  
259 about how to use those as outreach in the future. Pamela Bys played a key role in organizing this  
260 and wanted to make sure to mention her.  
261

262 **8) Old Business**

263 **A) Bike Counts-** will be rolled into next month's update. Mr. Bohannon wanted to  
264 suggest that the city consider year-round data. He suggested that since budget season is  
265 approaching, this would be the opportunity to push for it. Mr. Kowalczyk suggested that they  
266 share anything they are considering purchasing so that there is consistency around the region.  
267

268 **9) New Business**

269 Mr. Schoefmann shared that they have an updated ranking packet that now has a map that  
270 corresponds with the different projects they discussed last time along with its ranking. He plans  
271 to host it in Google drive and share it with people.  
272

273 **10) Adjournment**

274 There being no further business, Chair Bryenton adjourned the meeting at 9:15 AM.  
275

276 Respectfully submitted by,  
277 Amanda Trask, Minute Taker

278 Reviewed and edited by,  
279 Will Schoefmann, Community Development Staff

Project	PRIORITY	Master Plan Project #	Status	Budget *		Schedule			Updates (status changes and project notes)	
				Cost	Status	Start	Finish	Status		
Master Plan	N/A	N/A	Delayed	City Staff	\$5K	N/A	Spring 2014	Fall 2021	Behind	<b>Revised scope of work developed submitting CIP to complete the plan in 2024/5. Annual project evaluation by BPPAC. Updated response from SWRPC being reviewed by staff.</b>
Complete Streets			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.
Bike Racks	AMENITIES	P21	Working	N/A	N/A	ongoing	N/A	N/A	N/A	DPW Highway In for Winter - Highway seeking input on placement. Gaps in where historically placed. Committee should consider feedback on placement.
Appel Way Trail Paving	MAINTANANCE	P22	Planning	\$ 104,900.00	Even	2025	N/A	N/A	Behind	Appel Way repaving project, CIP Budgeted in Parks and Rec Trail Maintenance Program. <b>Pushed out to 2025</b>
Safe Streets for All Grant	N/A	N/A	Planning	NA	N/A	Spring 2023	N/A	N/A	N/A	Engineering division of DPW is managing this grant opportunity. Autumn named BPPAC Rep on Steering Committee
NHDOT TAP Grant 2018 - Marlboro Street	N/A	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 is moving into construction phase.
Safety and Outreach Working Group	NA	N/A	Working	N/A	N/A	Ongoing	N/A	N/A	N/A	This working group is planning and investigating where to focus efforts around Safety and Promotion of other Bike/Ped Initiatives via outreach. Focus areas are being conceptualized and report outs will be at regular meetings.
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	City of Keene's designation as a "Bicycle Friendly City" has lapsed and needs to be renewed. The process includes data gathering for a report/application. <b>Application submitted, announcement in December.</b>
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)	AMENITIES	P14	Planning	CIP	Even	Summer 2023	Fall 2027		N/A	<b>Final recommendation from City Council via MSFI includes widened sidewalks and protected bike lanes. All other concepts scrapped.</b>
Lower Winchester Street (Roundabout - City Line)	N/A	N/A	Planning	CIP	Even	Summer 2024	Fall 2027		N/A	<b>Planned improvements including sidewalks connecting market place in Swanzey and Route 10/Winchester Street</b>

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Project									
Jonathan Daniels Trail Maintenance	TOP 7	P3	Planning	\$25K	Even	Summer 2020	2022	N/A	CIP Budgeted in Parks and Rec Trail Maintenance Program.
Wayfinding Signage Facilities and Plan	TOP 7	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. <b>UNH Downtown Trails Initiative completed. Next steps signage design and placement in conjunction with City branding effort.</b>
<b>↓Transportation Heritage Trail ↓</b>									
THT Phase 1 - CRT Eastern Ave to NH 101 (Transportation Heritage Trail)	TOP 7	P1	Planning	\$ 386,400.00	Even	2024	2025	N/A	Project includes from Eastern Ave - 101 Bridge abutments. <b>Stantec and Engineering held 1st Public Engagment meeting, well attended at Blastos Room December 2nd.</b>
THY Phase 2 - Prowse Bridge - CRT NH 101 Overpass to Stone Arch Bridge (Transportation Heritage Trail)	TOP 7	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. <b>Promotional website and video released with funding donation from PFK.</b>
THT Phase 3 - Old Stone Arch Bridge - (Transportation Heritage Trail)	TOP 7	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. <b>Promotional website and video released with funding donation from PFK.</b>
THT Phase 4 - Island Street Bailey Bridge - Swanzey Factory Road to Town Line (Transportation Heritage Trail)	TOP 7	P4	Planning	\$ 1,862,310.00	N/A	2027	N/A	N/A	Installation of the Historic Island Street Bailey Bridge at Swanzey Factory Road to create a safe overpass for trail users and creating continuity of the Cheshire Rail Trail towards the Swanzey Town line. <b>Island Street bridge due to be removed from Island Street during current project - currently delayed.</b>
NHDOT Route 101 Improvement Project	THT Impact	NA	Planning	NA	N/A	2023	N/A	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. <b>Chuck drafting letter from BPPAC</b>
West Street - Complete Street	TOP 7	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. <b>Funds available in 2027, DOT 10 Year Plan redesign/construction</b>
AMENITIES	TOP 7	P21	Working	City Staff, Facility and Maintenance Costs	Under	Planning	N/A	On Schedule	Staff should establish a base line of existing amenities and propose types and locations of future amenities in a plan. These should include Kiosk/Trailhead facilities, Trailside Facilities such as bathrooms, potable water and tune up stations and efforts should be made to engage the artist community to create spots along the trails for public art which will enhance the unique qualities of our system. <b>Survey work incorporated into UNH Downtown Trails Initiative. TRAIL LIGHTS NOW INCLUDED HERE</b>

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Bike Racks	AMENITIES	P21	Working	N/A	N/A	N/A	ongoing	N/A	N/A	DPW Highway In for Winter - Highway seeking input on placement. Will is confirming rack locations for summer/fall 2022. Gaps in where historically placed.
Appel Way Trail Paving	MAINTANANCE	P22	Planning	\$	104,900.00	Even	2025	N/A	Behind	Appel Way repaving project, CIP Budgeted in Parks and Rec Trail Maintenance Program. <b>Pushed out to 2025</b>
Safe Streets for All Grant	N/A	N/A	Planning	NA	N/A	N/A	Spring 2023	N/A	N/A	Engineering division of DPW is managing this grant opportunity. Working on BPPAC Rep for Steering Committee
NHDOT TAP Grant 2018 - Marlboro Street	N/A	BE22	Hold	\$674K	N/A	N/A	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 is ongoing - trail/sidewalk connector in Engineering Design phase.
Safety and Outreach Working Group	NA	N/A	Working	N/A	N/A	N/A	Ongoing	N/A	N/A	This working group is planning and investigating where to focus efforts around Safety and Promotion of other Bike/Ped initiatives via outreach. Focus areas are being conceptualized and report outs will be at regular meetings.
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