



BICYCLE PEDESTRIAN PATH ADVISORY COMMITTEE
AGENDA

Wednesday, April 10, 2024

8:15-9:30 AM

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

Members:

Sam Jackson, Chair

Dr. Rowland Russell, Vice Chair

Ed Haas, Councilor

Autumn DelaCroix

Dillon Benik

Jan Manwaring

Michael Davern

Charles Redfern, Alternate

Diana Duffy, Alternate

Janelle Sartorio, Alternate

- 1) Call to Order, Roll Call, Welcome
- 2) March 13, 2024 Minutes
- 3) Downtown Bike Racks
- 4) Safety and Outreach
 - a. Downtown Bike Lane Rules
 - b. Bicycle Promotion City Sign Boards – Banner
- 5) Volunteer Opportunities
April 20th: Green Up Keene/Earth Day Tent with PFK
- 6) Regular Project Updates
- 7) Old Business
 - a. Bicycle Pedestrian Master Plan
 - b. Kiosk Maps and Wayfinding Updates
- 8) New Business
- Items to be included for next meeting
- 9) More Time
Public Art and the Trails Updates
Old Stone Arch Bridge Safety Improvements BPPAC
Website
- 10) Adjournment
Next meeting date – May 8, 2024

1 City of Keene
2 New Hampshire

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5 BICYCLE AND PEDESTRIAN PATH ADVISORY COMMITTEE
6 MEETING MINUTES
7

Wednesday, March 13, 2024

8:18 AM

2nd Floor Conference Room,
City Hall

Members Present:

Samantha Jackson, Chair
Dr. Rowland Russell, Vice Chair
Jan Manwaring
Michael Davern
Councilor Edward Haas
Autumn DelaCroix
Diana Duffy, Alternate

Staff Present:

Andy Bohannon, Deputy City Manager
Jesse Rounds, Community Development
Director
William Schoefmann, GIS Technician

Members Not Present:

Dillon Benik
Charles Redfern, Alternate
Janelle Sartorio, Alternate

Guests:

David Beurle, Consultant
Heather Branigin, Consultant

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

10
11 Chair Sam Jackson called the meeting to order at 8:18 AM.

12
13 **2) Approval of Minutes**

14 Councilor Ed Haas noted that his name was spelled incorrectly. With no further corrections or
15 comments, Councilor Haas moved to approve the minutes. The motion was seconded by Dr.
16 Rowland Russell and with unanimous approval, the minutes were accepted.

17
18
19 **3) Safety and Outreach**

20 **A) Memo and Letter to Mayor/City Council (recap)**

21 Mr. Will Schoefmann said Mr. Jesse Rounds presented the letter during the Municipal Services,
22 Facilities & Infrastructure Committee (MSFI) meeting. Chair Jackson added the MSFI accepted
23 it and that it seemed to have been positively received.

24 Ms. Diana Duffy suggested a naming system given the increased requests for letters. Councilor
25 Haas asked if someone wanted to find the letter where would they need to look for it. Mr.
26 Schoefmann stated it would be in the MSFI minutes packet. Dr. Russell clarified and said that
27 the letter would be in the place that accepted the letter.
28

29 **B) Downtown Bikes Lane Rules**

30 Councilor Haas was hoping to get in front of the project by at least putting out guidelines that
31 could become ordinances at some point and with an immediate goal to get it into the form of a
32 brochure. This would also connect with Mr. Charles Redfern's activities. He is hopeful that at
33 least one person will be able to go to MSFI tonight or at least next month to share that the
34 BPPAC committee is working on it. His goal is to indicate that there are safety guidelines that
35 will be promulgated such as protecting pedestrians and protecting bicyclists as best they can. He
36 offered to write up a version of what this could look like. He has already circulated some early
37 ideas but would like to get more feedback. He would be happy to create a version to bring back
38 to the committee next month for review and a decision on how best to proceed.
39

40 Chair Jackson recognized Dr. Russell. Dr. Russell said Lebanon had guidelines the BPPAC had
41 previously looked at and liked. He suggested using that as a starting point or model. Chair
42 Jackson stated that many of them follow the state guidelines and adjust or add as it becomes
43 necessary to do so to not overregulate.
44

45 Councilor Haas shared that he went through the lists of bike cities on the League of American
46 Bicyclists and other sources to try and find cities comparable to Keene with the same kind of
47 downtown arrangement, traffic, sidewalk dining, bike lanes, etc. The one town he did find that
48 was similar was in Missoula, Montana. Councilor Haas said he just recently received a
49 communication from the city planner in Missoula. He will get that out to everyone so that it can
50 formally be in the packets. He explained that many of the other cities he looked at have generic
51 rules they follow but defer to the state or are towns that have very few similarities to Keene. He
52 noted Provincetown is often mentioned but has very narrow streets with a bike lane and a single
53 lane of traffic that is all one-way. Cambridge is another city with great bike lanes, but it is
54 significantly larger than Keene. Keene has a unique challenge. The desire is to have something
55 suitable for Keene's specific downtown situation.
56

57 Dr. Russell asked if anyone had been to Lebanon to see how they had structured it. Councilor
58 Haas said he has been to Lebanon, but it never occurred to him. Dr. Russell suggested using
59 Google Street View to look at it. Councilor Haas shared that most of the state guidelines focus on
60 trails and such and vehicle behavior on the roadways. For bike lanes that are part of sidewalks,
61 he stated that it requires looking at some of the big cities even though that may not apply to
62 Keene's circumstances. Councilor Haas said he would get up to Lebanon and get pictures of their
63 own to use along with the Google Street View. Mr. Schoefmann wanted to share before they
64 explored too far that the city manager and mayor set up a task force committee to develop rules
65 for the bike lanes that Ms. Duffy is on and their first meeting is set to happen at 11 am.
66

67 Dr. Russell suggested and believed it was worth mentioning in any public messaging that Ms.
68 Duffy is on the task force and that the BPPAC will be coordinating their information with them
69 to not be seen as competing. Mr. Schoefmann shared that he is the staff liaison for the task force
70 and will be there. Chair Jackson asked if there was a particular name for the task force. Mr.
71 Schoefmann responded that he is not sure that it is a task force, more so a managers' committee.
72 Dr. Russell asked who else was on it.

73
74 Ms. Autumn Delacroix brought up a concern regarding bike lane protection and how the bike
75 lanes often cut out when there is an intersection resulting in limited to no marking. She noted that
76 those are the most dangerous places and the lack of marking just increases the danger. She
77 suggested anyone advising to keep that in mind.

78
79 Ms. Duffy said her email showed that the name of the committee was the Bicycle Lanes Policy
80 Committee and the kickoff meeting was scheduled for March 13th at 11 AM. She added that
81 representatives from Stan Tech are expected to be there to provide information to help inform
82 their discussions.

83
84 Councilor Haas asked Ms. Duffy, depending on how the Policy Committee went, if she would be
85 willing to attend the MSFI at 5:30 pm that night. Councilor Haas asked Mr. Schoefmann if he
86 had all the information Councilor Haas had forwarded to him. Mr. Schoefmann confirmed and
87 said he would do his best to try and bring it up and see about forwarding it to that group. Mr.
88 Schoefmann shared that Todd Horner was named to that policy committee along with the city
89 engineer, and Brett Rusnock.

90
91 **C) Bicycle Promotion City Sign Board- Banner**

92 Councilor Haas shared that when he saw that Keene had received the silver award from the
93 league, he started conversations with the city manager and the parks director to try and advertise
94 that, especially with bike month coming up. If nothing else, he wanted to at least have the
95 banners that go up on the kiosks. Councilor Haas asked Mr. Andy Bohannon if he had anything
96 to add.

97
98 Mr. Bohannon said it will be important to get those up at the beginning of May as the Kiwanis
99 Club has their bike rodeo. The bike rodeo takes place on the first Saturday in May. Councilor
100 Haas suggested getting them up in mid-April for advertising and promotional purposes. If the
101 committee approves it, he would like to continue working with Mr. Bohannon and the city
102 planner to get that done. Mr. Schoefmann suggested coordinating and adding other Bike Month
103 events to the banners to help increase awareness of the local events and activities. Dr. Russell
104 urged Councilor Haas to connect with Local Crowd Monadnock as she always does something in
105 May around bicycles. With enough lead time, he believed that she could do something to
106 promote the activities and may also be a source of information as well.

107
108 Ms. DelaCroix voiced support for adding more events to increase the capacity of the advertising.
109 She shared that she believed that Linda Rubin was opening back up at Frisky Cow and suggested

110 another community ride. Chair Jackson offered to reach out to Mr. Todd Horner to get
111 information on the contacts he had used for the organization of the community ride. Mr.
112 Bohannon wanted to add a word of caution that vehicles are traveling about thirty miles per hour
113 when they pass these signs and so brevity is king to making sure that people can read and
114 understand why the banner is there and what it is advertising. Mr. Davern suggested that the
115 kiosks would be better for the details. The committee was in support of Councilor Haas moving
116 forward with the marketing/advertising.

117
118 Chair Jackson asked who oversaw the banners on the lights. Mr. Schoefmann explained those are
119 controlled by the downtown group and the Keene City Rotary Club. He shared that they would
120 require money.

121
122 **4) Regular Project Updates**

123 Mr. Schoefmann explained that he included the maps regarding the bike racks. The time is
124 coming (late April) for the Department of Public Works (DPW) to put those out. He was unsure
125 if the committee had any feedback about out-of-the-ordinary places. The discussion was tabled
126 for the time being.

127
128 Mr. Schoefmann explained that once the Bicycle Lanes Policy Committee meetings, they should
129 get more information on what the charge is for that committee.

130
131 He also updated that information from the public meetings on the Transportation Heritage Trail,
132 Phase 1 from Eastern Ave to New Hampshire 101, was submitted to the New Hampshire
133 Department of Transportation (NH DOT). Mr. Schoefmann explained that they are waiting on
134 the NH DOT to review additional information from the consultant. He was expecting a thirty-day
135 turnaround time as that is typical. He should have more information to relay to everyone in April.

136
137 Councilor Haas suggested coordinating the bike racks with the downtown streetscape. He
138 wondered at what point the BPPAC should come forward with a recommendation for their
139 recommendations of bike rack locations. Ms. DelaCroix shared that she sat in on the MSFI
140 meeting last week and it was clear they were aware of the need and were planning on more bike
141 racks.

142
143 **5) Old Business**

144 **A) Bicycle Pedestrian Master Plan**

145 Mr. Schoefmann shared that they have a CIP allocation for the bicycle-pedestrian master plan.
146 They are weighing a couple of options. In the past, they had worked with the Southwest Regional
147 Planning Commission. The city is encouraging them to go through that submission process.
148 It will be out to bid in the fiscal year, which is July 1. There is a draft in the google drive and Mr.
149 Schoefmann offered to send that around to members.

150
151 Mr. Buerle thanked the committee for letting him sit in on the meeting. He shared that he is
152 interested in the process by which this community makes decisions because the comprehensive

153 master plan process is kicking off and is a massive process. It is a ten-year plan, but he explained
154 that they are thinking out 15 years. The consideration in mind is what is the evolution of Keene
155 and what does that look like in 10-15 years. It is considering all the pieces that will contribute
156 and mobility and multimodal are a definite theme in that. It is easy to get wrapped up in the
157 details of where the bike rack goes. The master plan is well above that. The processes that they
158 want to invite the BPPAC to are not necessarily chances to advocate for the element you are
159 working on. He invited them to think of it as broad, brush strokes that will allow a framework to
160 then build out the things that are specific to the BPPAC's topic area. He is interested in the issues
161 that are on people's minds. He shared that the committee and the public will be invited to weigh
162 in on the input into the development of the comprehensive master plan. He believed that the
163 BPPAC's commitment and expertise would be valuable at numerous points in the process. In
164 conjunction with Jesse Rounds, they have designed what will be an open and transparent process
165 and they would love for the committee to use their networks to encourage people to participate in
166 surveys and workshops.

167
168 Ms. Jan Manwaring said one of the things that she feels very strongly about is the fact that in the
169 next ten years, 30% of Keene's population will be seniors if it is not already. There is a decent
170 portion of those seniors with sight issues and she hopes to see that included in the master plan.
171 Mr. Bohannon suggested thinking about the discussions and work that the University of New
172 Hampshire has done and how to advocate for that and those initiatives in the master planning.

173

174 **B) Downtown Bike Racks**

175 Mr. Schoefmann shared the map of previous bike rack locations. He explained that in the past,
176 they have had one located underneath the Wells Street garage, courtesy of the parking
177 enforcement department's allocated space for bike racks. There is potential to see if they are
178 willing to do that again. One of the racks that is listed under the City Hall parking deck is private
179 and associated with the Housing Authority building.

180

181 Traditionally, there is one out in front of City Hall. Dr. Russell suggested isolating the private
182 ones on the map by making them a distinct color. He asked if Prime Roast still had one. Ms.
183 Duffy said they no longer have it. Dr. Russell suggested that as a possibility. Ms. Delacroix
184 mentioned that many of the bike racks in Keene are designed for children's bikes and are too
185 small for large adult bikes or e-bikes to attach to. Mr. Schoefmann explained that DPW has many
186 U-shaped racks that can be bolted to the ground. The downside is that it takes hardware and
187 causes wear and tear to the cement on the sidewalks. He suggested producing the locations that
188 the committee wants to see for him to take to the highway department and create a plan for the
189 racks.

190

191 Mr. Bohannon responded to Ms. DelaCroix's earlier comment stating that the U racks that the
192 city has purchased are standard bike racks and are universal for all bikes. He cautioned on
193 placing bike racks out right now as they may not be there when the downtown design happens.
194 He suggested thinking strategically about how and where the committee wants to advocate for
195 racks. It would be ideal to advocate for them in the project scope and certainly with the addition

196 of bike lanes, a rack will be important. He urged choosing locations that will be good for before
197 and after the reconstruction occurs. Mr. Davern suggested placing racks at the terminus of the
198 rail trails where they hit Main Street. He also suggested coffee shops, bars, and major restaurants
199 as good locations and suggested being mindful of where people are going to want to ride their
200 bikes. Ms. DelaCroix suggested a rack or two in Central Square. Mr. Schoefmann suggested the
201 possibility of doing a rack census two times over the summer. It was suggested to compile a list
202 to share.

203

204 **6) New Business**

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

206 Some topics mentioned to be included for the next meeting include safety and outreach topics
207 minus the memo and downtown bike lanes. Dr. Russell shared that he reserved the usual area
208 that this group and Pathways have done for Green Up Keene. Since so many of the groups
209 participate in Earth Day, Mr. Redfern and Dr. Russell will pick some potential dates to start the
210 organization and scheduling process.

211

212 **7) More Time**

213 **A) Volunteer Opportunities**

214 Dr. Russell shared that the area of cleanup for the Green Up Keene event runs from the North
215 Bridge to Emerald Pocket Park and then down Winchester Street. Last year, they cleaned up
216 thirteen bags. He shared that many areas had not been adopted.

217

218 Mr. Redfern shared that BPPAC can share the table with Pathways. Mr. Schoefmann suggested
219 using the next meeting to determine when and where they need coverage during the event and
220 scheduling/creating a sign-up for coverage.

221

222 **B) Public Art and the Trails Update**

223 Dr. Russell said he did not have any specifics but shared that Friends of Public Art met with Mr.
224 Randall Walter from 310 Marlboro. There is a lot that he must do along there including the ramp
225 that will go up from Marlboro Street to the Rail Trail. The art that will be done on that building
226 should be viewable. At the back end of his property, he has a right-of-way to do a stairway from
227 the back end of his property up to the rail trail that would be used by all those people but
228 pedestrians walking down that way could use the stairway too. Dr. Russell shared that Mr.
229 Walter is excited about all of that and said that there will be a lot of art, sculptures, and paintings.
230 Friends of Public Art is collaborating with him on some of that.

231

232 **C) Kiosk Map Updates**

233 Mr. Schoefmann said that he should have a draft for Mr. Bohannon towards the end of the
234 month.

235

236 **D) Downtown Bike Racks**

237 See above.

238

239 **E) Old Stone Arch Bridge Safety Improvements**

240 Mr. Schoefmann did not have anything new to report there.

241

242 **F) BPPAC Website**

243 Mr. Schoefmann shared that with the Silver Award from The League of American Bicyclists,
244 they have some material to post on the website. He will try to get some material together to send
245 to the communications director to see about getting it up. He has limited editing and adding
246 privileges so he must push it up the line. Councilor Haas and Dr. Russell highlighted the need to
247 rope communications in to increase accessibility to all the web resources.

248

249 Mr. Redfern shared that Todd Horner is going to be the Executive Director of the Southwest
250 Regional Planning Commission, which is great because he has an affinity for bicycling and is a
251 big advocate.

252

253 **G) Letter re: Route 101 Improvement Project/Transportation Heritage Trail**

254 Mr. Jesse Rounds shared that the city realized that it needed to have a unified voice. DPW has a
255 particular goal at the intersection in terms of accessibility and non-motorized access, which he
256 thought BPPAC has supported in the past. Mr. Rounds stated that DPW will spearhead the letter.
257 That is not to say that BPPAC does not have a role in this going forward. He does not know if
258 NH DOT is going to pay for the bridge across 101, but they have at least encouraged them to
259 keep going down that path of asking them.

260

261 **8) Adjournment**

262 There being no further business, Chair Jackson adjourned the meeting at 9:17 AM.

263

264 Respectfully submitted by,
265 Amanda Trask, Minute Taker

266

267 Reviewed and edited by,
268 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	HIGH	P17	Submitted	City Staff \$50K	N/A	July 1 2024	August 1 2025	Behind	CIP Project to complete the plan in 2024/5. Updated response from SWRPC being reviewed by staff. Annual project evaluation by BPPAC.
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.
Bike Racks	HIGH	P21	Working	N/A	N/A	ongoing	N/A	N/A	DPW Highway In for Winter - Highway seeking input on placment. Gaps in where historically placed. Chair Jackson presentation April.
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. Autumn named BPPAC Rep on Steering Committee. Project Presentation/Stakeholder Meeting in Feb. Will Staff rep on TAC /Autumn BPPAC Rep on Steering Committee.
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 is moving into construction phase.
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
League of American Bicyclists Bicycle Friendly Program & other community ranking programs	N/A	N/A	Completed	Staff/Volunteer Time	N/A	Summer 2023	Summer 2023	On Schedule	Renewal process concluded and includes data gathering for a report/application. Keene awarded Silver Status with it's renewal effort. Eeport card to be reviewed at future meeting. Promotion to be included on Banner for Bike Month.
Sidewalks	N/A	N/A	Submitted	CIP	Even	Spring 2022	N/A	On Schedule	Summer 2022 expecting to replace approx. 2,000 LF of asphalt sidewalk, including Colby St. and Adams St. The CIP will request funding for about 2,000 LF / year beginning in 2023.
Downtown Infrastructure Project (MAIN STREET)	HIGH	P14	Planning	CIP	Even	Summer 2023	Fall 2027	N/A	Final recommendation from City Council via MSFI includes widened sidewalks and protected bike lanes. All other concepts scrapped. Downtown Bike Lane Rules Group
Lower Winchester Street (Roundabout - City Line)	HIGH	P22	Planning	CIP	Even	Summer 2024	Fall 2027	N/A	Planned improvements including sidewalks connecting market place in Swanzey and Route 10/Winchester Street
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Project									
Jonathan Daniels Trail Maintenance	HIGH	P3	Planning	\$25K	Even	Summer 2020	2022	N/A	CIP Budgeted in Parks and Rec Trail Maintenance Program.
Wayfinding Signage Facilities and Plan	HIGH	P11	Working	City Staff, \$42,000	N/A	Planning	N/A	On Schedule	BPPAC Considering overall wayfinding plan with Parks/Rec, DPW and Comm Dev Departments. UNH Downtown Trails Initiative completed. Next steps signage design and placement in conjunction with City branding effort.
↓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. Stantec and City reviewed draft Engineering Study Report - submitted to NHDOT for review and approval of proposed improvements. Project overbudget.
THY Phase 2 - Prowse Bridge - CRT NH 101 Overpass to Stone Arch Bridge (Transportation Heritage Trail)	HIGH	P4	Planning	\$ 381,685.00	N/A	2027	N/A	N/A	Installation of the Historic Prowse Bridge at NH Route 101 and connecting the Cheshire Rail Trail to the Old Stone Arch Bridge and safety improvements (railings) to Old Stone Arch Bridge. Promotional website and video released with funding donation from PFK.
THT Phase 3 - Old Stone Arch Bridge - (Transportation Heritage Trail)	HIGH	P4	Planning	\$ 321,195.00	N/A	2025	N/A	N/A	Collaboration with Heritage Commission to conduct research and assist with Historic Resources LCHIP application for railing/abutment design. PFK funding conceptual visuals. LCHIP grant planned for 2022 to fund Planning Study phase. Promotional website and video released with funding donation from PFK.
THT Phase 4 - Island Street Bailey Bridge - Swanze 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 Swanze Factory Road to create a safe overpass for trail users and creating continuity of the Cheshire Rail Trail towards the Swanze Town line. Island Street bridge due to be removed from Island Street during current project in March.
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/Swanze Factory Rd.
West Street - Complete Street	MEDIUM	P19	Planning	\$ 785,275.00	N/A	2027	N/A	N/A	Designated as a Gateway Street in the Complete Street Design Guide. BPPAC discussing interim and long range solutions for bike/ped facilities along the corridor. Funds available in 2027, DOT 10 Year Plan redesign/construction
AMENITIES	HIGH	P21	Working	City Staff, Facility and Maintenance Costs	Under	Planning	N/A	On Schedule	Staff should establish a base line of existing amenities 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. Survey work incorporated into UNH Downtown Trails Initiative. TRAIL LIGHTS NOW INCLUDED HERE

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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.
THT Phase 3 - Old Stone Arch Bridge - (Transportation Heritage Trail)	HIGH	P4	Planning	\$ 321,195.00	N/A	2025	N/A	N/A	Collaboration with Heritage Commission to conduct research and assist with Historic Resources LCHIP application for railing/abutment design. PFK funding conceptual visuals. LCHIP grant planned for 2022 to fund Planning Study phase. Promotional website and video released with funding donation from PFK.
THT Phase 4 - Island Street Bailey Bridge - Swanzey 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 Swanzey Factory Road to create a safe overpass for trail users and creating continuity of the Cheshire Rail Trail towards the Swanzey Town line. Island Street bridge due to be removed from Island Street during current project in March.
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.
West Street - Complete Street	MEDIUM	P19	Planning	\$ 785,275.00	N/A	2027	N/A	N/A	Designated as a Gateway Street in the Complete Street Design Guide. BPPAC discussing interim and long range solutions for bike/ped facilities along the corridor. Funds available in 2027, DOT 10 Year Plan redesign/construction
AMENITIES	HIGH	P21	Working	City Staff, Facility and Maintenance Costs	Under	Planning	N/A	On Schedule	Staff should establish a base line of existing amenities 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. Survey work incorporated into UNH Downtown Trails Initiative. TRAIL LIGHTS NOW INCLUDED HERE

Bicycle Lane Regulations

1. Bicycles and other personal vehicles must yield to pedestrians while crossing bike lanes.
2. E-bikes must ID if they are class 1, 2, or 3 somewhere readily visible at a glance; Class 3 E-bikes are not permitted in bike lanes, and must use the road.
3. It is illegal to park in bike lanes, even for the purpose of loading/unloading.
4. Bicycles and personal vehicles are limited to 15 mph in bike lanes; vehicles exceeding that speed must use the road.
5. Bicycles and personal vehicles must obey traffic control measures.
6. It is advised to use front white lights and rear red lights when cycling in inclement weather or in less than daylight.

Justification:

The simpler the rules, the more likely they are followed. We needn't endlessly repeat state law, we just need to assuage concerns and provide people gentle guidance. There are a number of rules I can imagine, but many of them seek to unnecessarily instruct on what are essentially already laws, and may risk exacerbating a sense of fear about cyclists.

March 7, 2024 **updated March 28, 2024 / updated again March 31, 2024**

ATTN BPPAC

FROM Ed Haas

Recommendations for rules / regulations / guidelines to make Main St and Central Square bike lanes safe for all

This memo is an updated version with specific explanation and justification provided under each rule. I have also added a few additional explanatory comments about the purpose of BPPAC issuing these guidelines. Changes are in bold red so they can be identified from the prior memo.

The true purpose of these guidelines is to make pedestrians and other concerned citizens comfortable with the behavior of bicycles in the Downtown-Core area.

Next Steps:

- 1- BPPAC reviews, modifies as needed and adopts these guidelines as appropriate AT THIS TIME for the downtown project. These are Guidelines only, we are not proposing regulation.**
- 2- Submit to MSFI for formal consideration by the Committee. MSFI then can incorporate them with the recommendation to City Council.**

The latest streetscape proposal from Stantec for the Main Street redevelopment was on display yesterday, with focus on Main Street (south of West / Roxbury down to Water.) See page 13 for the final arrangement – known as the multi-lane hybrid - in [Keene Council Meeting Main St Boards - Public Info Meeting Display - 2023-01-30.pdf](#). MSFI will hold a public hearing next Wednesday at 5:30 PM on this part of the work. Separate meetings will be held for the RR Square / Gilbo intersection (April 3) and finally for Central Square on May 1.

I believe it is in the interest of the community that BPPAC provide some possible regulations or at least guidelines over use of the protected bike lanes. Being ahead of the issue often can help overcome the concerns about pedestrian safety and use of the bike lanes.

Some good research has already been done: Sam Jackson already did some research into e-bike regs, attached for your reference (pardon my added handwritten notes.) I have been looking for comparably sized cities across the US that have the same conditions we do: sidewalk, bike lane, parking, and auto travel lanes.

It is easy to find examples in larger cities, and they are worth regard. Cambridge MA figures prominently in the STANTEC materials. It is hard to find cities comparable to Keene in population that also have the combination of travel modes that we will on Main Street: two or three lanes of automobiles, parking, a protected bike lane, and wide sidewalks. Indeed, I have only found one somewhat comparable city: Missoula MT, see attached Google Earth street views and images from

the city itself. Other good cities but not quite comparable are San Luis Obispo, CA, and Provincetown, MA. **(imagery distributed separately)**

Interestingly, I have found only one small city with their own bike lane regulations: Amherst, MA, pop. 40,000. Most cities adopt the state regulations, but I have found none that apply to protected bike lanes in downtown areas (outside of major cities like NYC, etc.)

Amherst MA does not have protected bike lanes but does have some specific city regulations: [Bicycle Laws | Amherst, MA - Official Website \(amherstma.gov\)](http://www.amherstma.gov/BicycleLaws). Cambridge MA regulations are the typically obvious (helmets, yield, etc), and can be found at [Bike Regulations - CDD - City of Cambridge, Massachusetts \(cambridgema.gov\)](http://www.cambridgema.gov/BikeRegulations). All the other cities I looked at have relatively generic regulations, or defer to state. Missoula [has extensive regulations](#) and could be a model, but still they defer to traffic laws for things like speed limits.

These rules could be published in a brochure, online, at intersections, bike trail kiosks or other wayfinding structures.

Note that I have tried to avoid defining a bicycle, as we may need to accommodate skaters, scooters, skateboards (perish the thought!!), wheelchairs, etc. We should discuss how this might be limited. For now, the speed limit and no Class 3's, or other high powered personal vehicles might suffice.

I am happy to draft a brochure or flyer of some sort with support from Rebecca Landry that we can have available as soon as possible.

Ed Haas

603 633 8832

Basic Rules from the League of American Bicyclists:

- 1- All traffic and motor vehicle rules and regulations apply to cyclists.
- 2- Cyclists should be visible and predictable.
- 3- Cyclists should anticipate; cyclists should become pedestrians at intersections.
- 4- Bicycles should be in good condition.

OVERALL GOALS FOR THE DOWNTOWN CORE (DT-C) PROTECTED BIKE LANES:

- A- Encourage bicycle use by commuters, shoppers, tourists, and for recreation.
- B- Establish the presence of bicycles in the DT-Core as an equivalent mode of transportation
- C- Assure pedestrians of safe coexistence
- D- Create a safe and respectful environment for all modes of transit

Motor vehicle laws are well-established and well-known (whether they are followed is another matter). Bike lane guidelines must establish respect for the safe operation of bicycles. **Bicycles of all types and at all speeds (within posted limits) already have full rights to traffic lanes. The protected bike lanes are Keene's first step to demonstrating and justifying the value of expanding protected lanes to other areas of the City.**

PROPOSED GUIDELINES:

- 1- Bicycles and other personal vehicles **should** always yield to pedestrians **in the bike lanes**.**

Reason: goal of establishing acceptance and embracement of bike lanes;
NH regulation: Bicyclists and motorists must yield to pedestrians in a crosswalk, whether the crosswalk is marked or not. (See [RSA 259:17](#) for the definition of a crosswalk.) Bicyclists and motorists must use due care around pedestrians at all times ([RSA 265:37](#)).

- 2- Class 3 e-bikes and any motorized personal vehicle with a motor greater than 750 W are prohibited at all times.**

Reason: Class 3 e-bikes are already prohibited by state law on trails and bike lanes. A further limitation of low power Class 1 and -2 e-bikes seems appropriate in these narrow lanes.

- 3- Bicycles should not be parked in the bike lanes. Likewise, any vehicle engaged in commercial deliveries should not even temporarily park in the bike lanes, no matter the duration. ~~lanes in the Downtown area may not be used for commercial delivery or transportation purposes.~~**

Reason: Purely an intent to retain the space for commuters, shoppers, and recreational cyclists. Would further help limit speed and crowding.

- 4- Bicycles and other personal vehicles are not to be operated on sidewalks.**

Reason: We are encouraging multi-modal alongside pedestrians, so must reserve sidewalk space for pedestrians. Additionally, state law requires bicycles to follow all motor vehicle regulations ([265:143](#)) and motor vehicles are not permitted on sidewalks ([265:26-a](#))

- 5- Bicycles and any personal vehicle should not exceed 8 MPH in these bike lanes.**

Reason: Few places (if any) and no small cities have bike lane speed regulations, as they are most often in a traffic lane. Multi-purpose trails may have speed limits: in Lebanon, it is posted

as 30 MPH. For these lanes in the DT-C, my recommendation is an 8 MPH speed limit to increase safety and pedestrian confidence. I recognize that it is hard to ride that slowly for most cyclists, but I believe it will provide assurance to non-cyclists.

6- Helmets are recommended for all cyclists but are required for persons under 16 years of age ~~Helmets are recommended for all cyclists but are required for persons 16 years old or less.~~

Reason: not just that it is a good idea for everyone, but state law: Helmets are required by law for bicyclists less than 16 years of age. ([RSA 265:144-X](#))

7- 1-4 yr olds up to 40lbs can ride on bicycle that has a harness, sits upright, does not allow feet and/or hands to reach spokes and is permanently attached to the bicycle and/or tow.

Reason: given the intended audience this guideline might be proper. lifted from Amherst MA [Bicycle Laws | Amherst, MA - Official Website \(amherstma.gov\)](#).

8- All bicycles and personal vehicles should yield to pedestrians ~~by coming to a full stop and before crossing intersections.~~

Reason: State law requires bicycles to stop for pedestrians in crosswalks, as well as vehicles encountered at a crosswalk (Stop for pedestrians in all crosswalks. Don't pass vehicles stopped at a crosswalk. ([RSA 265:35-I&IV](#)))

9- All bicycles and personal vehicles must fully obey all traffic control signs and devices. (no "Idaho" stops.)

Reason: In some jurisdictions, rolling through traffic controls when safe to do so (the "Idaho" or even "New Jersey" stop) is recognized (or tolerated) for cyclists as they generally have better vision through the entire intersection, and momentum is important to the cyclists. For the DT-C, we should emphasize full compliance with signs and signals (devices) to enhance overall safety. It is also state regulation: Stop at all stop signs. ([RSA 265:30-I](#)); Don't cross the stop line when the traffic signal is red. ([RSA 265:10-III a&d](#))

10- Bicycles must have front white and rear red lighting if operated between ½ hr after sunset and ½ hr before sunrise.

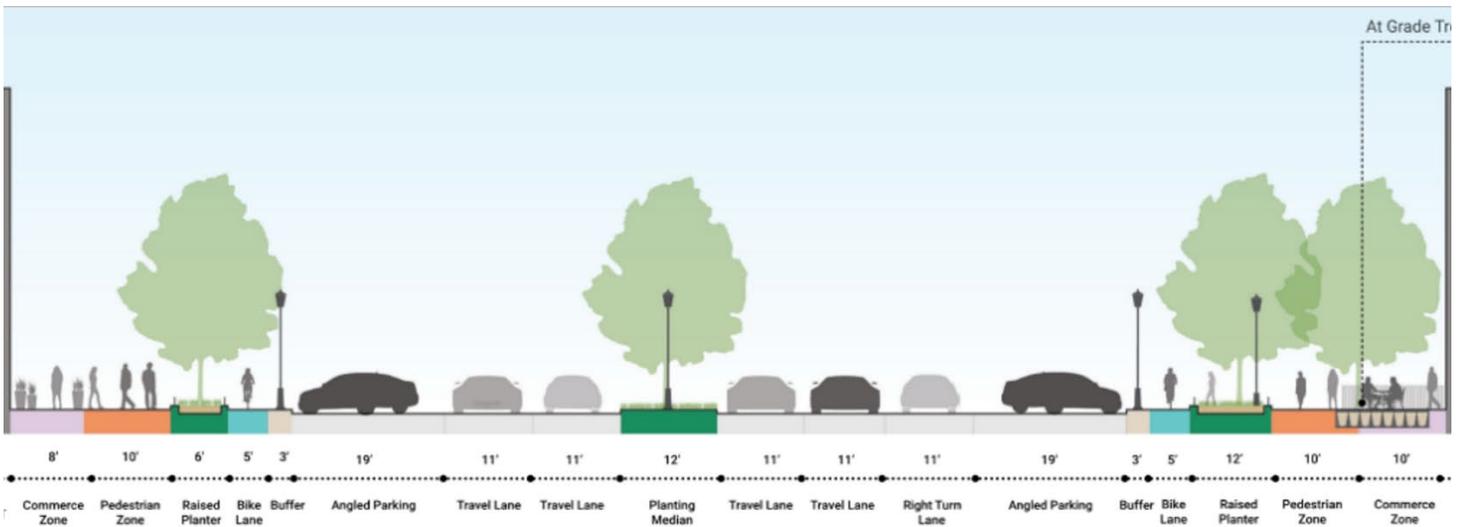
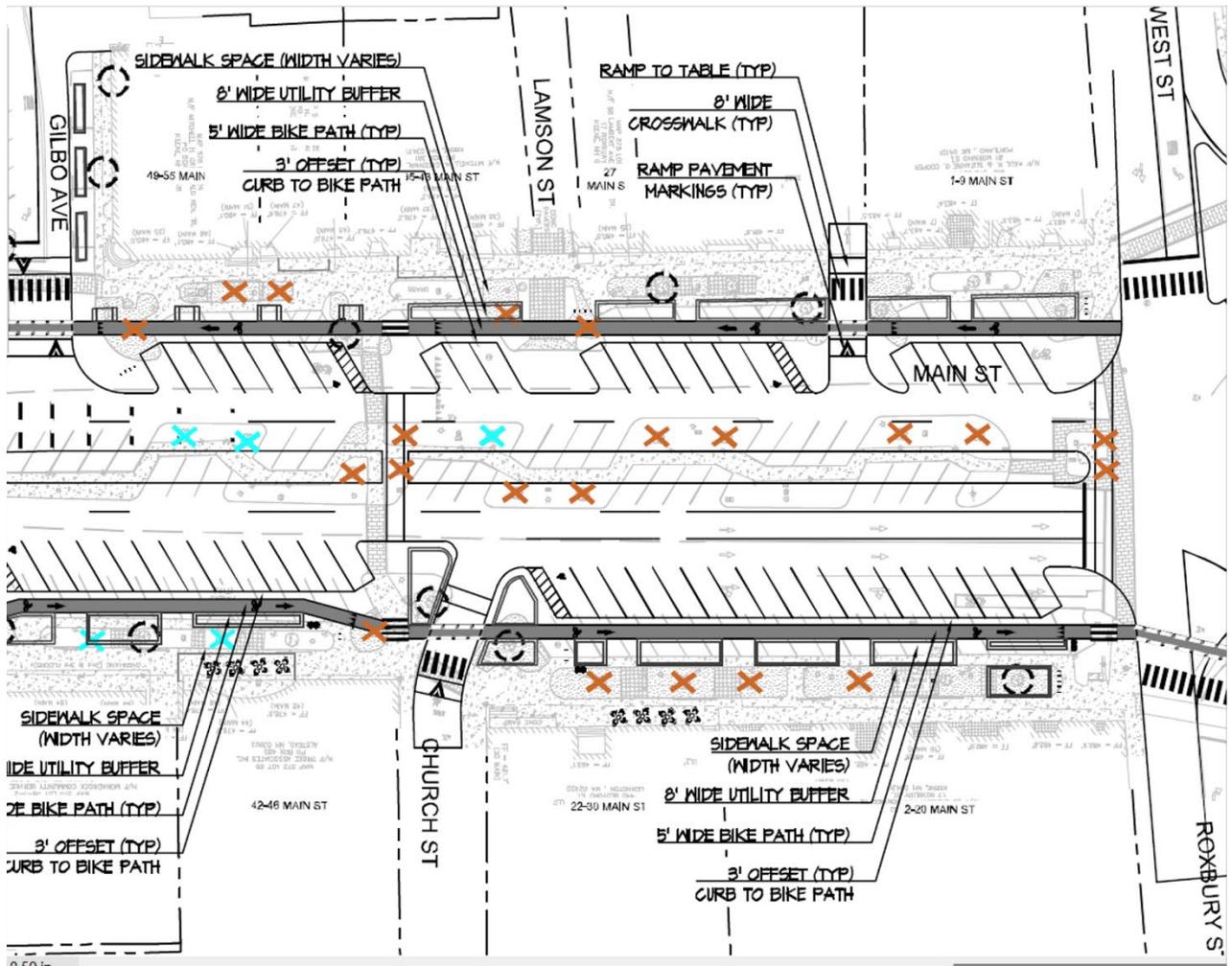
Reason: While NH regulations require only reflective clothing in this time period ([RSA 265:144-XII](#)) Other states require lights. Guideline is adapted from the Amherst MA rules.

11- Bicycles cannot be left unattended unless placed against a proper bicycle rack. Unattended bicycles not at a rack may be removed by City employees. If bicycles are unattended on the sidewalk in front of a business, the business owner may move the bike to a nearby rack.

Reason: We cannot allow bicycles to litter the sidewalk or the buffer areas. While there are very few such "proper" racks, if we adopt this statement demonstrating the concern to business owners and pedestrians, we have a strong argument for getting proper racks installed at frequent intervals.

12- All rules and regulations of the state of New Hampshire must be followed; it is the obligation of the cyclist to understand these regulations.

Reason: none needed; most rules are found in [Title XXI Chapter 265](#) of state law, although other items pop up here and there.



For reference: 5 ft bike lane is a minimum and requires one-way, single file traffic. Cars and trucks that overhang the buffer from curb to sidewalk will effectively reduce the buffer.

As has been recognized by the Mayor's special committee on bicycle-pedestrian safety, it will help avoid other issues if BPPAC gets in front of this concern and provides leadership in writing guidelines.

REFERENCES:

[Revised Statutes Online Search \(state.nh.us\)](http://state.nh.us)

[Bicycle Laws | Amherst, MA - Official Website \(amherstma.gov\)](http://amherstma.gov)

[bicycle-safety-rules.pdf \(nh.gov\)](#)

[Rules-Traffic Safety | Department of Transportation \(nh.gov\)](#)

[Bikes and Pedestrians | Department of Transportation \(nh.gov\)](#)

[Ped and Bike Safety & Skills | Lebanon, NH \(lebanonnh.gov\)](http://lebanonnh.gov)

[Bike Regulations - CDD - City of Cambridge, Massachusetts \(cambridgema.gov\)](http://cambridgema.gov)

[MassDOT Separated Bike Lane Planning & Design Guide: Chapter 3, General Design Considerations](#)

[Conventional Bike Lanes | National Association of City Transportation Officials \(nacto.org\)](http://nacto.org)