



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

**Wednesday, May 8, 2024**

**8:15-9:30 AM**

**2<sup>nd</sup> 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) April 10, 2024 Minutes
- 3) Downtown Bike Racks
- 4) Safety and Outreach
  - a. Downtown Bike Lane Rules
  - b. Bicycle Pedestrian Promotion
- 5) Regular Project Updates
- 6) Volunteer Opportunities
- 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 – June 12, 2024

1 City of Keene  
2 New Hampshire

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5 BICYCLE AND PEDESTRIAN PATH ADVISORY COMMITTEE  
6 MEETING MINUTES  
7

Wednesday, April 10, 2024

8:15 AM

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

Members Present:

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

Staff Present:

William Schoefmann, GIS Technician

Members Not Present:

Jeanelle Sartorio, Alternate

Guests Present:

Sam Temple  
Mike Frank

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

11 Chair Jackson called the meeting to order at 8:25 AM.

12  
13 **2) March 13, 2024, Minutes**

14 Chair Jackson welcomed comments and corrections for the March 13, 2024, minutes. Councilor  
15 Haas noted his name was spelled incorrectly on line 88. Ms. Jan Manwaring moved to accept the  
16 minutes with the adjustment with a second from Ms. Autumn DelaCroix. With all in favor, the  
17 minutes from March 13, 2024, were accepted.

18  
19 **3) Downtown Bike Racks**

20 Chair Jackson opted to table the item for the time being and move on to the next agenda item. In  
21 a later discussion, Chair Jackson asked if anyone had looked at the presentation. It had been sent  
22 to members as a hyperlink in the email. A few members had not viewed it so Mr. Schoefmann  
23 brought it up for view. Mr. Schoefmann shared that he thought it was a “pretty stellar” inventory.  
24 Chair Jackson thanked both Ms. DelaCroix and Ms. Duffy for their assistance with the inventory.

25  
26 Chair Jackson thought it would be nice to look in detail at the map and reevaluate where they  
27 have false spots. She noted that she did not get to that point and had only analyzed the kind of  
28 bike racks. She explained that the slide was demonstrating the different categories of preference  
29 for the kids of bike racks there are. She went on to explain that a bike rack must support the

30 bicycle frame in at least two places, which is why the staples are nice. It can lean on two spots  
31 which allows the frame and wheel to be locked using a U lock or a cable lock that prevents  
32 people from stealing or stealing just a tire thereby ruining the use of the bike. It also prevents the  
33 wheel of the bicycle from tipping over, does not damage the bicycle, and allows for secure  
34 anchoring as well as front-in or back-up parking.

35  
36 She demonstrated via the PowerPoint that some racks can damage the wheel and the bike simply  
37 by parking there. Others may allow for use like a staple but result in the bike taking up too much  
38 room and end up not being space-effective and less safe due to only having one point of contact  
39 with the bike. She discussed and showed the various locations. Mr. Davern asked if the  
40 Department of Public Works (DPW) had already put the racks out for the season. Chair Jackson  
41 was unsure and Ms. Manwaring said she believed it was set to occur in late April. Mr. Davern  
42 was hopeful they could drive where they wanted them placed.

43  
44 Chair Jackson went through the slides explaining the pros and cons of the different styles in the  
45 various locations. She stopped there to allow Mr. Andy Bohannon to have time to speak. Mr.  
46 Schoefmann asked Chair Jackson if she used any of the bike parking guidance research out there  
47 to analyze this material or if she analyzed it as a rider. She responded that the very first slide had  
48 the guidelines. Mr. Schoefmann offered to send that to DPW for them to use in consideration of  
49 putting the bike racks out this spring.

50  
51 Mr. Andy Bohannon mentioned that PlayCore has a webinar related to bike parking standards as  
52 well as one for installation. He encouraged the group to watch it. Mr. Schoefmann asked him to  
53 share it with him.

54

#### 55 **4) Safety and Outreach**

##### 56 **A) Downtown Bike Lane Rules**

57 In the second packet sent out by Mr. Schoefmann, there was summary information and some  
58 bullet points previously provided by Ms. DelaCroix as well as the more in-depth research  
59 provided by Councilor Haas.

60  
61 Ms. DelaCroix discussed the listed bicycle regulations that she believed to be the main ones on  
62 people's minds. She thought the list would be the least transgressive to the public. Dr. Russell  
63 stated he would like number two but recognized the challenge of implementing it. He asked Ms.  
64 DelaCroix how she saw it being administrated. She responded that she left it vague on purpose  
65 because at this time, no matter what the group does regarding e-bikes, it will require  
66 enforcement. She wanted to leave the interpretation of the enforcement up to those enforcing.  
67 She added that there is no standard in New Hampshire requiring a class to have a sticker and she  
68 did not want to invent something that did not exist.

69  
70 Dr. Russell asked if that would be up to the owners. Ms. DelaCroix confirmed that it would be  
71 unless something else passes. She suggested this as a guideline. Dr. Russell stated he could see

72 working with the bike shops themselves. Ms. DelaCroix added that stickers would be  
73 inexpensive to produce and bike shops could brand the stickers.

74  
75 Mr. Mike Davern reminded the group that people buy online and from all over and believed it  
76 would be hard to tap all the businesses providing bicycles. Dr. Russell proposed downloadable  
77 stickers for those buying online. Ms. DelaCroix wondered whether it would be possible for the  
78 bike cop to be given say one hundred stickers to pass out during the first few weeks of the lanes  
79 going live. Ms. Manwaring complimented Ms. DelaCroix on her idea.

80  
81 Mr. Redfern shared that he liked the simplicity of it but said that he did see something about bike  
82 lane guidelines in a brochure format with roughly eleven points. Councilor Haas responded that  
83 those were to come and asked Ms. DelaCroix what the next step was for this. He believed this  
84 would be great for overall regulations and wondered if this would now need to go to Roadway  
85 Safety with the group's blessing. Ms. DelaCroix explained that in her opinion, this would be the  
86 set of regulations they would put forward to the group working on that to help protect downtown  
87 and Keene as a whole. Dr. Russell clarified that it would be the Municipal Services, Facilities,  
88 and Infrastructure Committee and Mr. Schoefmann also suggested the policy committee.

89  
90 Mr. Schoefmann asked Councilor Haas if this was along the lines of his. Councilor Haas  
91 explained that they went in different directions as he focused just on the protected things that  
92 were on the sidewalks. The regulations proposed by Ms. DelaCroix are looking at overall  
93 regulations and he stated that he fully supported them except for the speed limit as it would  
94 require defining bike lanes. Ms. DelaCroix recognized his concern but did not see any reason  
95 why any of the proposed regulations would be a problem for protected bike lanes downtown at  
96 the sidewalk grade. Councilor Haas reiterated that this would require further definition.  
97 explained that he goes faster than fifteen miles per hour and mentioned the sharrows that the  
98 BPPAC hopes to grow. Ms. DelaCroix responded that sharrows are not bike lanes, the markings  
99 are there to remind road users that they are not allowed to topple the bicyclist to which others  
100 agreed and stated she thought striped bike lanes were a reasonable place to have a limit of fifteen  
101 miles per hour. Dr. Russell clarified that this recommendation did not include the rail trails.

102  
103 Mr. Schoefmann reiterated the question of enforcement, stating it is not likely that there will be a  
104 police officer shooting radar at bicyclists in a bike lane on Main Street. Ms. DelaCroix added that  
105 it is likely not going to become an issue until somebody has an accident. The analysis of the  
106 crash would highlight the fact that the bicyclist was going faster than fifteen miles per hour when  
107 they had their accident. Mr. Redfern believed that if the citizens were unhappy with the speed or  
108 if an accident were to occur, the police would be forced to react.

109  
110 Mr. Schoefmann noted to the group how the City Manager stressed to the Policy Committee that  
111 it is not necessarily set in stone and that as issues come up, things can be changed. Ms.  
112 DelaCroix added that she believed this was a good starting point to get guidelines in without  
113 punishing anybody in advance of any issue.

114

115 Dr. Russell added that there is also room for negotiation. He did share that he could see there  
116 being resistance to the fifteen miles per hour on the Main Street corridor. He suggested a clause  
117 that said, “unless otherwise designated”. Ms. DelaCroix argued that it was not necessary as all  
118 other areas would fit under regulation number five requiring that bicycles and personal vehicles  
119 must obey traffic control measures. Chair Jackson took issue with the speed limit because most  
120 bikes do not have a speedometer resulting in the cyclists having no good way to know how fast  
121 they are going at any one instance. She noted that there are apps that can be downloaded to track  
122 distance and based on that will then calculate how fast the cyclist is traveling, but not in live  
123 time.

124  
125 Mr. Schoefmann noted that the design of downtown is not a straight shot. There are adjustments  
126 in the path that would make it difficult to peak at fifteen miles per hour. Ms. Jackson added that  
127 the path is small, only five feet wide. With kids and parents also bicycling on that path, it  
128 provides a narrow space to pass anybody and likely would result in being out of control at those  
129 speeds. Councilor Haas hoped the planters and trees would not grow into the bike lane given the  
130 limited width.

131  
132 Mr. Schoefmann asked Chair Jackson if she wanted to put a pin in the discussion and move on to  
133 the next agenda item. Councilor Haas asked if the plan was to take this to the Roadway Safety  
134 Committee and the Policy Committee and present it as their idea of regulations going forward.  
135 Ms. Diana Duffy asked if the group was comfortable saying regulations versus guidelines.  
136 Councilor Haas stated there would be two different things in a moment and complimented Ms.  
137 DelaCroix on the job well done to which others agreed and expressed their compliments.

138  
139 Councilor Haas presented his list stating he believed they need to find ways to make other  
140 constituencies comfortable with how they will fit in with everything and how to positively  
141 promote it with businesses. He expected people to rebel and in response proposed that the  
142 BPPAC keep back and put out guidelines, not regulations or rules. He suggested something that  
143 will make people more comfortable with the presence of bikes. This would be something that  
144 could be placed on a tourist rack as informational with suggestions/expectations for biking in  
145 Keene. It is not meant to be regulations nor go down the enforcement path.

146  
147 Ms. DelaCroix wanted to draw attention to number eleven explaining that in the past ten years,  
148 there is a particular section at the head of the square where blood has been drawn by a business  
149 owner defending what she believed to be the sidewalk that she owned. Ms. DelaCroix believed  
150 that empowering them to decide what they do with other people’s property was a bad idea.  
151 Councilor Haas responded that these were only guidelines and not empowerment. Ms. DelaCroix  
152 believed it to be linguistic empowerment.

153  
154 Ms. Diana Duffy said she was thinking about her folding bike that she had just placed in the  
155 corner of the room and how she had never really thought about someone picking up one of her  
156 cherished items in her fleet and kicking it out to the curb. She said she would be upset and voiced  
157 agreement with Ms. DelaCroix.

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Mr. Schoefmann shared that he has been doing research on other towns and found that some have regulations about bike removal, but they were in Somerville and Cambridge and referenced derelict bikes. Essentially, if the bike was on a public rack or attached to a light pole and was rusting to pieces, it is considered a public nuisance. He suggested doing a more thorough review of state laws to ensure. Most towns and municipalities give reference to a state law that exists and then build upon it.

Mr. Redfern stated he was aware that there was a business owner downtown who had politely but forcefully asked the city to remove a back rack in front of her establishment because it was loaded with abandoned bikes that were not used.

Chair Jackson understood the rule for abandoned bikes but thought it was important to make sure that the bikes are truly abandoned and not simply racked overwinter by apartment renters who do not feel safe riding during the winter weather. Mr. Schoefmann explained that many of the public racks are brought in over winter and any bikes attached to them will likely be cut free and disposed of when the DPW picks them up.

Councilor Haas suggested the BPPAC needs to get involved in the whole issue of bike racks in terms of design, location, etc. Mr. Schoefmann responded that Chair Jackson had put together a pretty comprehensive review and they planned to discuss it next.

Ms. Jackson clarified that she did not think it was an issue with the city having the right to move bikes that have become a nuisance but rather the implication that business owners can toy with things potentially setting a dangerous precedent.

Chair Jackson recognized Dr. Russell believed these were all relevant and good points but wanted to be thoughtful in terms of how they would be consumed by the public. He noted that the list was a mix of “shoulds” and “musts”, where “should” comes across as a guideline and “must” as a policy or regulation. He suggested being mindful of things that are taken from the state and regulations that people need to follow and said those require clear delineation. He pointed out the need for clarity for the reader's sake so as not to interpret a should or recommendation as a regulation or vice versa.

Ms. Duffy responded that she was not sure the committees’ task right now was to edit, but what Dr. Russell brings up is a good point about what their task is, which is to know the difference between recommendations versus regulations. These committees are going to look to the BPPAC for what they know, have come across or what is already in state law. The second thing she wanted to point out was the language and how it said: “bicycle should yield”. She suggested it should read as “the pedestrian has the right of way” to eliminate the possibility of reader interpretation.

200 Councilor Haas stated he intended to come at this from a marketing perspective with an eye for  
201 trying to make people comfortable. He noted that most, if not all his list, has a state law reference  
202 that was in the largest document sent out as part of the agenda packet. Since he desired to create  
203 these as friendly guidelines for tourists, he did not include the references for the state law to  
204 prevent them from getting hung up on the wording. It was not his desire to write a regulation,  
205 rather he wanted to write something to bring the community on board and to get them  
206 comfortable with the idea. He acknowledged that Ms. Duffy did not want to edit, but pushed the  
207 group to do just that so that it would be taken upstairs to the Stantec meeting set to occur later  
208 that day as well as the Roadway Safety and MSFI meeting.

209  
210 Mr. Schoefmann asked the group what their plan for the list was, noting that this potentially is  
211 going to another meeting in an hour and a half. He outlined that they have essentially two  
212 documents highlighting the direction they believe the city should be moving in and they include  
213 some examples of what this could entail. He did not want to spin the wheels especially given it  
214 was already ten of nine.

215  
216 Councilor Haas moved that the brochure be adopted for the committee members to carry around  
217 and invite input from other groups with the plan to edit throughout the next couple of months.  
218 Ms. Manwaring seconded the motion. Dr. Russell stated he was comfortable with that as long as  
219 the point that he raised and Ms. Duffy underscored is addressed by separating regulations from  
220 recommendations. He believed it would just get too confusing for people looking at it if they  
221 were intermingled and could be divisive. Dr. Russell suggested putting the state-cited regulations  
222 on the back of the page and the friendly worded recommendations on the front page.

223  
224 Mr. Schoefmann noted that outreach has already started. The communications department and  
225 director will likely have purview over the look and feel of this document before it even gets a  
226 snippet of hitting the public view and requested the group to keep that in mind. A good and  
227 reasonable expectation is to send the policy group what they have.

228  
229 After listening to everyone, Mr. Redfern believed the best route was to not make a  
230 recommendation for one document over the other. He suggested providing both documents  
231 explaining that beliefs differed and suggested asking the policy group for their input, feedback,  
232 and thoughts to better inform the BPPAC to make changes.

233  
234 Discussion ensued about where the previous motion stood and whether it was possible to amend  
235 it or if they would need to withdraw the previous motion. Chair Jackson moved to amend  
236 Councilor Haas's motion that the brochure be adopted for the committee members to use for  
237 inviting input from other groups with the plan to edit throughout the next couple of months to  
238 include both documents and present as suggestions that the BPPAC is working on. Dr. Russell  
239 seconded the motion. Chair Jackson welcomed further discussion. With no further discussion,  
240 she asked for a vote. The vote passed 4-2 (amending the motion).

241

242 Councilor Haas clarified that this was just to start pushing material out and commented that the  
243 whole package of material was great. This establishes the BPPAC as writing regulations, which  
244 he loved. He clarified that the brochure was an advert and served as a marketing tool.

245  
246 Chair Jackson believed that it was important for whatever material was being sent out, that they  
247 do not over-regulate or over-guide because she did not want to inhibit people's interest in  
248 becoming a cyclist or using a bicycle in those areas. She did not want it to become inconvenient.  
249 She also recognized that there were concerned individuals in the community and did not want to  
250 plant seeds of doubt or fear in the public where there may not have been any. She was firm that  
251 whatever is put out needed to be inclusive and comfortable from both a bicycle and a pedestrian  
252 perspective.

253  
254 Ms. DelaCroix moved a vote on the motion “That the brochure be adopted for the committee  
255 members to use for inviting input from other groups with the plan to edit throughout the next  
256 couple of months and to include both documents presented as suggestions that the BPPAC is  
257 working on”. Chair Jackson seconded the motion and asked for discussion. Not hearing any  
258 Chair Jackson asked for a vote. The motion passed 4-2.

259  
260 Mr. Schoefmann explained that the next step is for the material to be sent to the policy  
261 committee for feedback. Councilor Haas will send Mr. Schoefmann the Word document the  
262 brochure is based on for dissemination.

263 **B) Bicycle Promotion City Sign Boards- Banner**

264 Mr. Schoefmann shared that he has the poster. It was made and delivered. He retrieved the  
265 banner to show the group. They will likely need another one next year as the date will change.  
266 The poster will be on one of the kiosks based on Mr. Bohannon’s discretion. He said the Kiwanis  
267 Club also had a promotional poster that was going up and the city’s banner will rotate locations  
268 with the Kiwanis Club’s promotional poster.

269  
270 **5) Volunteer Opportunities**

271 **A) April 20, 2024: Green Up Keene/ Earth Day Tent with PKF**

272 Dr. Russell shared that Mr. Redfern and he decided on April 21<sup>st</sup> for the trail cleanup. He will  
273 send Mr. Schoefmann the start times and will hopefully also develop a poster for Mr.  
274 Schoefmann to disseminate.

275  
276 Mr. Schoefmann offered to do a sign-up genius with a couple of different time slots for  
277 volunteers to sign up.

278  
279 **6) Regular Project Updates**

280 All following agenda items tabled for this meeting.

281  
282 **7) Old Business**

283 **A) Bicycle Pedestrian Master Plan**

284 Mr. Schoefmann shared that they have a community improvement plan (CIP) for that which will  
285 go out to bid as soon as the new year is out. They have reached out to Southwest and suggested  
286 they submit a bid when they go live because it is a CIP and they need to follow a formal request  
287 for proposals (RFP) process. Chair Jackson asked if there was a bid document to which Mr.  
288 Schoefmann said there was not at this time.

289 **B) Kiosk Map Updates**

290 Mr. Bohannon shared that he has been working with Guide Studios, who created the city of  
291 Keene brand and the branding initiative. They have done pieces throughout New England. They  
292 have pieces in Lowell, MA, Greenwich, CT, and another in New Haven, CT. They have done a  
293 lot of trail work in the Cleveland area. As a result, they started pursuing the branding effort and  
294 part of that was the trails and wayfinding with them. His department has kicked that off and they  
295 have a meeting today related to confidence markers, prospective locations of the kiosks, and the  
296 design and function of the map. Mr. Schoefmann had recently sent an e-mail to Mr. Bohannon  
297 related to the kiosk maps. Mr. Bohannon instructed Mr. Schoefmann to pause because he had a  
298 consulting firm working on it and agreed to come to the meeting to explain the status.

299  
300 Mr. Bohannon explained that the map will have places of confidence identifying the current  
301 location, distance to downtown, etc. They are looking at Whitcomb Mill Road, Amy Brown  
302 Trailhead on Summit Road, Krif Road, essentially all the places that were identified in the  
303 University of New Hampshire study. They have a good amount of money from the Keene Rotary  
304 Club, but as it does not cover the full cost, it will likely go out to bid. The hope is that a local  
305 contractor will take on the project otherwise it will go out to bid. He knows of several places in  
306 the Keene and Vermont area that do projects like this. He is hoping to come back next month  
307 with the news that it is out to bid.

308  
309 Mr. Redfern asked what the deadline for completion was. Mr. Bohannon said this summer is the  
310 goal for installation.

311 **8) New Business**

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

313  
314 **9) More Time**

315 **A) Public Art and the Trails Updates**

316 **B) Old Stone Arch Bridge Safety Improvements**

317 **C) BPPAC Website**

318  
319 **10) Adjournment**

320 There being no further business, Chair Jackson adjourned the meeting at 9:35 AM.

321  
322 Respectfully submitted by,  
323 Amanda Trask, Minute Taker

324  
325 Reviewed and edited by,  
326 Will Schoefmann, Community Development Staff

# PROCLAMATION



**WHEREAS, The City of Keene is a Bicycle Friendly Community that recognizes bicycling as an integral part of a multi-modal transportation system and has appointed a Bicycle/Pedestrian Path Advisory Committee; and**

**WHEREAS, Bicycling can replace driving for short trips, thereby helping the region conserve energy, reduce traffic congestion, and improve air quality; and**

**WHEREAS, Bicycling to work is good for your health – as part of an overall program recommended in a report by the National Center on Health, Physical Activity and Disability (NCHPAD) on workplace wellness; and**

**WHEREAS, The Bicycle Mayor of Keene, City of Keene Bicycle Pedestrian Path Advisory Committee (BPPAC), Monadnock Alliance for Sustainable Transportation, Monadnock Food Co-op, Southwest Region Planning Commission, Healthy Monadnock Alliance, Monadnock Cycling Club, Pathways for Keene, the Keene Y, the Kiwanis Club, Keene State College, Local Crowd Monadnock, and other public and private groups and individuals have worked together to promote commuting by bicycle throughout the month of May; and**

**WHEREAS, As a result of the City’s and these groups’ efforts, Keene once again is recognized nationally as a SILVER Bicycle Friendly Community; and**

**WHEREAS, The Bike Walk Alliance of New Hampshire is bringing the Tour de New Hampshire to Keene’s rail trails on May 26, the Kiwanis Club is holding their annual Kool Wheels event for Kids on May 4th, and the Keene YMCA is conducting a “Seniors on Bikes” training session on May 25th.**

**NOW, THEREFORE, I, Jay Kahn, Mayor of the City of Keene, do hereby proclaim May 2024 as *Bike Month* in Keene and encourage all citizens to celebrate our city as a walkable and bikeable community by commuting to work, to school, to the store, to parks, and around their neighborhoods by bicycle or by walking.**

**IN WITNESS WHEREOF, I hereunto set my hand and the official seal of the City of Keene this 2nd day of May 2024.**

---

**Jay V. Kahn, Mayor**

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	<b>CIP Project to complete the plan in 2024/5. Updated response from SWRPC being reviewed by staff. Annual project evaluation by BPPAC.</b>
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	<b>Gaps in where historically placed. Chair Jackson presentation April. Continued Discussion in May.</b>
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. <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	Engineering division of DPW is managing this grant opportunity. Autumn named BPPAC Rep on Steering Committee. <b>Project Presentation/Stakeholder Meeting in Feb. Will Staff rep on TAC /Autumn BPPAC Rep on Steering Committee.</b>
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	<b>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. Draft mark up coming back to BPPAC.</b>
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. <b>Promotion to be included on Banner for Bike Month.</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)	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. <b>Downtown Project Workshops have concluded. Downtown Bike Lane Policy Work being done by BPPAC/BLPC</b>
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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<b>Project</b>									
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. <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)	HIGH	P1	Working	\$ 386,400.00	Over	2024	2025	N/A	Project includes from Eastern Ave - 101 Bridge abutments. <b>Stantec and City reviewed draft Engineering Study Report - submitted to NHDOT for review and approval of proposed improvements. Project overbudget.</b>
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. <b>Promotional website and video released with funding donation from PFK.</b>
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. <b>Promotional website and video released with funding donation from PFK.</b>
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. <b>Island Street bridge due to be removed from Island Street during current project in March.</b>
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. <b>Funds available in 2027, DOT 10 Year Plan redesign/construction</b>
AMENITIES	HIGH	P21	Working	City Staff, Facility and Maintenance Costs	Under	Planning	N/A	On Schedule	Staff should establish a base line of existing amenities. Types and locations of future amenities should be planned. To include Kiosk/Trailhead facilities, Trailside Facilities such as bathrooms, potable water and tune up stations. Outreach to the artist community to identify spots on the trails for public art will enhance the unique qualities of our system. <b>TRAIL LIGHTS NOW INCLUDED HERE</b>

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	<b>CIP Project to complete the plan in 2024/5. Updated response from SWRPC being reviewed by staff. Annual project evaluation by BPPAC.</b>
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. <b>Chair Jackson presentation April.</b>
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. <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	Engineering division of DPW is managing this grant opportunity. Autumn named BPPAC Rep on Steering Committee. <b>Project Presentation/Stakeholder Meeting in Feb. Will Staff rep on TAC /Autumn BPPAC Rep on Steering Committee.</b>
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. <b>Policy recommendations to Bike Lane Policy Committee</b>
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. <b>Promotion to be included on Banner for Bike Month.</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)	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. <b>Downtown Bike Lane Rules Group</b>
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. <b>UNH Downtown Trails Initiative completed. Next steps signage design and placement in conjunction with City branding effort.</b>
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