

City of Keene
New Hampshire

BICYCLE AND PEDESTRIAN PATH ADVISORY COMMITTEE
MEETING MINUTES

Wednesday, May 14, 2025

8:15 AM

**2nd Floor Conference Room,
City Hall**

Members Present:

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

Staff Present:

William Schoefmann, Mapping
Coordinator
Carrah Fisk-Hennessey, Parks &
Recreation Director

Members Not Present:

Andy Holte, Alternate

1) Call to Order, Roll Call, & Welcome

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

2) Adoption of Minutes- April 9, 2025

Chair Jackson had noted she had written down a change, but did not have it with her. Mr. Will Schoefmann suggested she send it to him for later correction. Councilor Ed Haas moved to table the minutes as the Committee was not ready for corrections. Ms. Jan Manwaring seconded the motion, and with unanimous approval, the April minutes were tabled for review at the June meeting.

3) Safety and Outreach

A) Earth Festival - Debrief Discussion & Takeaways

Chair Jackson shared that despite the heavy rain and thunderstorms during Earth Fest, the turnout was surprisingly good. It provided a valuable opportunity to connect with people, and the Community Bike Ride event still took place as planned. The weather cleared just in time for the ride, which lasted about 45 minutes before the rain returned. While overall attendance was lower than expected, the event still sparked meaningful conversations.

Councilor Haas noted that BPPAC had a great spot at the festival, situated between Pathways for Keene, the Energy & Climate Committee, and the Community Development Department, which created good opportunities for collaboration. However, heavy rain limited interaction with other groups, especially since Pathways had better rain protection. He suggested the group strive for the same location next year and plan to arrive early to secure the space.

Dr. Russell emphasized the importance of engaging more directly with the public at future events. He suggested having an e-bike display and continuing the free bike repair station. He recalled how the bike repair service attracted a large and enthusiastic crowd. Additionally, he proposed linking future engagement activities to upcoming projects, such as the protected bike lane work, highlighting safety. He encouraged adding more interactive elements to make next year's event more impactful.

Mrs. Carrah Fisk-Hennessey praised Chair Jackson for her initiative and approachability during the Earth Day event. She remarked on how inspiring it was to see her set up under the bus stop and how people naturally gravitated toward her, bringing their bikes for assistance. She highlighted the impressive and effective nature of her interactions with the public.

Ms. Duffy encouraged the group to think more deliberately about how to define and measure success for public events, such as Earth Fest. She acknowledged that while great ideas and positive moments are valuable, it would benefit the committee to establish some shared criteria or goals moving forward. She suggested incorporating this reflection into future planning to better assess the impact of their outreach efforts.

Mr. Redfern shared that small giveaways, such as New Hampshire-shaped bike stickers and bicycle-shaped paper clips, drew people to the BPPAC tent during Earth Fest. These inexpensive items captured the attention of children who brought their parents over, creating an easy opportunity to engage them in conversation. He recommended including similar small and affordable items at future events to attract visitors and create opportunities for outreach.

Dr. Russell noted that during his time at the Pathways for Keene table, the large map displayed at the back was a significant draw for visitors. While some people took stickers or other small items, the most popular takeaway was the printed map, which people eagerly grabbed. He highlighted it as an effective engagement tool.

Councilor Haas reflected on aligning Earth Fest outreach with the event's environmental values. He expressed some concern about producing unnecessary materials or creating waste, even when items like giveaways are in high demand. Instead, he advocated for more visual or interactive elements, such as a bubble machine or a stationary bike with a distance meter tied to a raffle or guessing game. These kinds of engaging activities, he suggested, could attract attention without generating extra waste. Mr. Redfern and Chair Jackson agreed with Councilor Haas that the committee should dedicate time to brainstorm ways better to attract people to their tent at future events.

Chair Jackson emphasized the importance of starting early, especially with eleven months until the next Earth Fest, to develop and refine ideas. She added that summer events provide great opportunities to observe what others are doing and gather inspiration for engaging and effective outreach strategies.

Dr. Russell recalled the first Complete Streets event on Marlboro Street, where the Friends of Public Art sponsored a popular kinetic sculpture exhibit featuring twelve to fifteen mobile, rideable sculptures. He noted that it was both engaging and well-received. While Earth Fest might not be the ideal setting for something of that scale, he mentioned that Friends of Public Art has discussed reviving the concept in the future. He suggested it could be a fun and creative cross-promotional opportunity, pointing out that one of the sculptures, made by a local teenager, is still on display in the window of Modestman Brewery.

A member of the public, Mr. Bradford Hutchinson, suggested the group consider two categories when selecting giveaway items: novelty and utility. While items like bicycle-shaped paper clips are fun and creative, he questioned their long-term usefulness. He pointed out that the previous mention was that the maps were in high demand. He suggested improving them by making them more functional, such as creating smaller, trifold versions made from waterproof material. This would make them easier to carry during rides or walks and more likely to be reused. He encouraged the committee to prioritize practical, durable items that offer real value to users over one-time novelty items.

Mr. Redfern clarified that the trifold map Mr. Hutchinson referred to is the same one BPPAC distributes, featuring Keene on one side and the Monadnock region on the other. Mr. Hutchinson agreed and noted that he was specifically thinking of the Monadnock Rail Trail maps found at kiosks along the trail, near Swanzey. He mentioned that these maps are often taken quickly, which indicates their popularity and usefulness. Both agreed that this trifold, pocket-sized format is a good model for future outreach materials.

B) Roadway Safety Action Plan

Mr. Schoefmann informed the group that the final plan is now available on a published website, with the link included in the meeting agenda. He recommended that everyone review it and suggested that it could be a discussion topic at the next meeting. While navigating the site, Dr. Russell noted some initial confusion, but realized the adopted plan is available at the top of the main page. Mr. Schoefmann clarified that the plan has already been adopted, so the focus now should be on integrating it into current and future projects.

Councilor Haas confirmed that the City Council had accepted the plan and recommended that committee members focus on the appendices, particularly the priority tables, to identify which initiatives they may want to support actively. He acknowledged that the entire document is lengthy and challenging to read, but the summary tables provide a more digestible overview. He

mentioned that he has already created extracts of the priority sections and will send them out for distribution to help streamline the review process.

Mr. Schoefmann suggested that committee members consider how the priorities in the adopted plan align with their existing initiatives, viewing the plan as a supportive framework rather than a separate entity. Chair Jackson agreed with that approach and encouraged the group to keep that in mind. She then opened the floor for any additional comments or discussion. With no further comment, Chair Jackson moved on to the RTP grant.

C) Trestle Bridge RTP Grant - Letter of Support

Chair Jackson mentioned that the letter of support for the Trestle Bridge RTP grant is in progress, but not yet complete. Mr. Schoefmann confirmed it needs to be finished within the week and recalled that the committee had already made a motion authorizing her to write and submit the letter at the last meeting. Councilor Haas asked if that could be expected for today. Chair Jackson acknowledged the timeline and stated that it would likely be completed by the end of the weekend.

D) Tour De New Hampshire 2025

Chair Jackson announced an upcoming ride on the Cheshire Rail Trail scheduled for May 31. While the exact route is not yet confirmed, it is expected to be similar to a previous ride that went up to the Amy Brown Trails, then continued down the Ashuelot Rail Trail to a bridge crossing the river, possibly the covered bridge. Riders returned along the same route, making it a loop-style or out-and-back ride. Further details are still being clarified.

Mr. Redfern shared that the route for the upcoming May 31 ride will differ from the previous event. This year's ride will start like the last Tour de Keene, beginning at Gilbo Avenue, crossing the North Bridge over the highway, and continuing to Stonewall Farm and the Amy Brown Trail. However, the route will extend beyond the Amy Brown Trail to the Summit Winery this time.

Mr. Redfern noted he plans to participate, possibly at a slower pace as he gets used to riding his new bike. The event will include sign-in and tabling at Gilbo Avenue as before, and he proudly mentioned that Keene currently leads the state in registrations for the ride.

Mr. Hutchinson raised a concern about the condition of the rail trail past the landfill, especially the narrow and rough section through the cut, which can be challenging in rainy weather. Mr. Davern responded that Westmoreland has significantly improved the trail, which begins just beyond the dump and heads north, making it a much nicer section now. He noted that the only remaining rough stretch is the area between where the Amy Brown project ended, and the improved section begins. The improvements were completed last fall and winter.

Mrs. Fisk-Hennessey shared that the Snow Riders and the Monadnock Region Rail Trail Collaborative were recently awarded a collaborative grant to improve the rough trail section between the end of the Amy Brown project and the newly enhanced area. When asked about a timeline for the work, she shared that there were no specific dates, as the grant notification had just been released the day before. Members expressed that it was great news and a positive step for increasing trail use. With no other notes or discussion on the Tour De New Hampshire, Chair Jackson moved on to the plan discussion and budget request.

E) Plan Discussion and Budget Requests

Councilor Haas noted that, while budget implications are associated with their ongoing work, specific figures have not yet been established. He plans to follow up with individuals over the next month to confirm their involvement in various efforts, with decisions being made based on the feedback he receives. Dr. Russell added that some budget decisions also depend on whether the committee changes its name. They do not have any formal budget recommendations; however, one item mentioned was potential funding for Ms. Diana Duffy to attend the New York State Bicycle Conference. When asked if she wanted to make a budget request, she said she did not.

Mr. Fischer raised a planning question about Court Street, describing it as one of the City's most dangerous corridors for cyclists. He acknowledged that it is a significant route into Keene and wondered whether improvements or planning efforts for that area are underway. While he anticipated challenges may be involved, he expressed interest in knowing if Court Street is included in any existing plans or projects.

Mr. Schoefmann addressed Mr. Fischer's concern about cycling safety on Court Street by explaining that bike lanes had been considered during a previous road reconstruction project; however, community pushback regarding the potential loss of parking limited the project's scope.

Mr. Fischer pointed out that the most hazardous sections for cyclists are the stretches with little to no shoulder, beyond the area where parking is concentrated. He emphasized that, as a key commuter route, Court Street remains one of the most dangerous places to bike in Keene due to the need for cyclists to share the traffic lane.

Mr. Schoefmann acknowledged that Court Street is designated as a "Gateway" and "Bicycle" street in the city's Complete Streets plan, meaning it is recognized as necessary for multimodal transportation. He suggested that future improvements would likely need to come through engineering planning and that retrofitting existing infrastructure, rather than full reconstruction, is the more realistic path forward.

Councilor Haas noted that Court Street is addressed in the city's Roadway Safety Action Plan. He mentioned that when he sends out the priority list and segment details, it will include specific

issues on Court Street, such as sewer plates and shoulder conditions. He encouraged the group to use that information to build momentum and support for improvements already identified in the plan.

Mr. Redfern suggested checking on a potential budget request to produce an updated, large-format map that includes new trails and bridge projects. He noted that while the current map effectively drew people to the tent, it was outdated. He recommended creating a new version to display at future events, ideally one that could be hung on the back wall to serve as a clear and engaging visual centerpiece.

Dr. Russell mentioned that he and Councilor Haas had assisted Mr. Andy Bohannon with the city's wayfinding project, which included plans for improved signage and potential locations for additional kiosks. Mr. Schoefmann confirmed that the project is progressing and may be nearing a stage where those elements can be finalized. They agreed that once the wayfinding plan is ready, it would be a good opportunity to create an updated map incorporating this new information, offering a more comprehensive and valuable resource for public display.

Mr. Redfern emphasized the importance of including funding for updated maps in the budget, especially those with more detailed information, such as kiosks and parking areas. While he supported incorporating elements from the new wayfinding plan, he cautioned that good ideas often stall without financial backing. He reflected on past efforts, noting that although a great map design was eventually developed, it took a long time and lacked funding, requiring him to secure sponsorship from the Savings Bank of Walpole to cover production costs. He urged the group to ensure future mapping projects are supported by budget planning.

Dr. Russell asked if the current or earlier versions of the trail map are available as a digital app. Mr. Redfern responded that they are not. Dr. Russell suggested that developing a mobile-friendly digital version could be highly useful, as many people prefer using their phones on the trails. Mr. Redfern agreed that a digital version would be valuable, but emphasized that many people still appreciate having a physical map. Both agreed that offering both formats would be ideal.

Councilor Haas suggested that the Committee consider purchasing laminated trifold maps from Pathways for Keene, noting they are convenient to carry and could be distributed by committee members. Mr. Redfern confirmed that Pathways has a vendor with the artwork and design already prepared, and that the final version of the map is available. He added that the vendor offers reasonable pricing and that Pathways still has leftover funding that could be combined with committee resources to produce a new print run. He emphasized that the printed maps are very popular and are being picked up quickly.

Mr. Hutchinson asked how to get copies of the trail map, and Mr. Schoefmann responded that they are available at local bike shops and the Chamber of Commerce. This led to a brief discussion about whether the Committee should purchase its supply of maps for distribution. Councilor Haas questioned whether that expense had been included in the current budget request.

Mr. Schoefmann noted that the Committee doesn't currently have a dedicated budget. The conversation highlighted the need to consider funding options if the Committee wants its stock of maps.

Dr. Russell did not feel it was a pressing issue, stating that there are other ways for individuals to obtain the maps. Mr. Redfern responded that the current supply will be exhausted fairly soon.

Ms. Duffy proposed that the Committee take a leadership role by advocating for shared resources, such as a tent or banner, that could be used across multiple City committees. Noting the ongoing discussions about tent logistics, she suggested including the purchase of these items in the budget and offering them as shared assets. This approach could streamline planning for events like Earth Fest, demonstrate collaboration, and possibly even generate a small revenue stream if lent out. She emphasized the benefit of having a consistent setup, especially with the new Committee logo.

Councilor Haas concluded the discussion by stating that maps are available through Pathways for Keene, local bike shops, and the Chamber of Commerce. Mr. Redfern added that the Committee could consider submitting a budget request to purchase its supplies. He noted that \$500, combined with remaining funds from Pathways' contribution to the map project, would produce a substantial number of maps. Councilor Haas felt this could be further discussed in the coming months.

Mr. Fischer asked if the map is available as a PDF. Mr. Schoefmann responded that it will be at some point, but they are currently focusing on building interest and buzz around the printed version before releasing it digitally.

Councilor Haas moved that the committee issue a priority, urgent request to the city to post the map as a PDF for public access. Mr. Schoefmann clarified that the map isn't solely a city project—multiple organizations were involved in its creation, and those groups need to be convened to agree on how and where it will be hosted online. Councilor Haas amended his motion to reflect that the relevant stakeholders should be brought together as soon as possible to facilitate the digital release. He then asked for a second to the motion.

Mr. Schoefmann questioned whether a formal motion was necessary, suggesting that the goal could be achieved through coordination rather than a formal procedure. Mr. Redfern supported having a motion with a specific timeline, but acknowledged that the broader objective is to make the map widely accessible in multiple formats. Mr. Fischer added that the Committee should think beyond just the PDF, recommending they also promote the map through platforms like Google Maps, where much of the route information already exists. They agreed on a multi-channel approach, offering paper maps, PDF versions, and digital navigation tools to cater to different user preferences.

Councilor Haas asked which groups need to be involved in approving the digital release of the map. Mr. Schoefmann noted that some key individuals were already present and aware, implying that coordination was underway. However, Mr. Redfern emphasized the importance of making a formal motion to ensure accountability, noting that good ideas often fade without follow-through. Mr. Redfern agreed that setting a clear, realistic timeline is essential and suggested aiming for the map to be available online by the start of next spring's biking season—ideally within the same month each year for consistency.

Mr. Redfern proposed that by the next Bicycle Pedestrian Advisory Committee meeting, the group should aim to have the map available in three formats: a downloadable PDF, an online version, and a reference to Google Maps with trail markers. Mr. Fischer emphasized that while digital tools like Google Maps are helpful, they can be vague unless zoomed in and don't always clearly show the start and end points of the trail. He stressed that some people still prefer detailed paper maps or to study maps online in advance. Both agreed on the importance of offering multiple formats to meet the needs of different users, those who rely on digital navigation and those who prefer physical or static references.

The group discussed questions around the PDF map's ownership and distribution rights. Councilor Haas raised the question of who technically "owns" the map. Mr. Schoefmann clarified that while the vendor holds the artwork, Pathways for Keene is the primary sponsor. However, multiple organizations were involved, including MRTC, Southwest Region Planning Commission, the City of Keene, and local bike shops.

Dr. Russell noted that attribution, especially for use on a website, might differ from ownership. Mr. Schoefmann explained that the map's original intent was partly to support local bike shops and the Chamber of Commerce, which contributed funding and helped distribute the maps. As a result, there has been caution about freely releasing the PDF online. However, he acknowledged the growing public demand for easier access and signaled openness to making it available, despite the initial focus on encouraging in-person distribution.

Mr. Schoefmann acknowledged that a motion to post the PDF map was on the table and emphasized the need to clarify the plan before moving forward. Mr. Redfern wanted to wait until the next meeting to develop a more precise implementation strategy that considers the input of all organizations involved. Mr. Schoefmann confirmed that the goal is to have the PDF version of the map posted online; however, the exact hosting location—whether on the City's website or elsewhere—should be decided collaboratively by the contributing groups, including the City of Keene, Southwest Region Planning Commission, and Pathways for Keene. They agreed that a final decision on logistics would be made later.

Chair Jackson asked whether the group's discussion about posting the map PDF should be framed as a formal motion or simply a committee recommendation. She leaned toward it being a recommendation. Councilor Haas disagreed, preferring a formal motion for accountability, and expressed frustration over identifying all the stakeholders involved. Mr. Schoefmann responded

that he had already identified the key groups, including the City, Southwest Region Planning Commission, and Pathways for Keene. Councilor Haas acknowledged that he had written them down, but noted that there could be additional sponsors, such as bike shops and the vendor.

Mr. Redfern assured the group that the sponsors would likely not object to the map being posted online, provided they were properly credited. He suggested sorting everything out at the next meeting, with a finalized plan to emerge then. Councilor Haas agreed. Mr. Redfern encouraged collaboration and suggested they “put some brains together” to discuss the details.

Chair Jackson noted that they would table the remaining discussion for the time being and proceed with regular project updates.

4) Regular Project Updates

Mr. Schoefmann provided several updates on local transportation and infrastructure projects. He shared that the initial bids for the Marlborough Street TAP grant came in significantly higher than expected. The city has since revised the project and submitted it to NHDOT, which is considering allocating additional funding to allow for rebidding later this year.

On wayfinding, the city developed draft signage and kiosk plans that didn’t require a complete RFP process. The project is now installing kiosks at four locations: Ashuelot River Park, Island Street, the Summit Road parking area (near the Amy Brown Trail), and Krif Road. These kiosks will feature stylized “You Are Here” maps in a portrait layout. Based on public feedback, future expansion of this signage style is being discussed.

He also noted the recently completed installation of a new crosswalk on West Street, which the City Council approved. Mr. Schoefmann suggested that this location and Ashuelot Park could serve as valuable sites for pedestrian or traffic counts as part of future data collection efforts.

Ms. Duffy shared her positive experience using the newly installed crosswalk on West Street, noting her excitement and appreciation. She pointed out that it spans four lanes of traffic and questioned whether such crossings typically take longer to approve and install. She observed that local drivers are still adjusting to the new crosswalk, as the area allows for higher speeds. Ms. Duffy asked for an estimate on how long it took to go from idea to implementation; Councilor Haas shared that he thought it was four months. Ms. Duffy expressed that the process seemed fast and thanked those involved for making it happen.

Dr. Russell inquired about the scheduled reconstruction of West Street, and Mr. Schoefmann responded that it’s likely planned for around 2027, although timelines can shift depending on state and NHDOT budgets. Dr. Russell felt that this timeframe is close enough to begin gathering data now. By collecting two years of pedestrian and traffic data, especially at key crosswalks such as Ashuelot River Park, the newly installed crossing, and possibly others

closer to downtown, he believed they could provide valuable baseline information to inform the future redevelopment project on West Street.

5) Volunteer Opportunities

- A) Parks & Rec Community Nights at Bike Park- July 17, 2025, from 6:00 PM-7:30 PM**
- B) Yield Counts for West Street Reconstruction Project**

Chair Jackson suggested a tentative weekend for collecting pedestrian and traffic data, stating that May would be difficult for her. However, she expressed willingness to help and suggested looking at June instead. Mr. Schoefmann offered to set up a sign-up poll, as he has done in the past, allowing volunteers to choose from various days and two-hour time slots, including both weekdays and weekends. The group agreed that this approach would be manageable for organizing manual data collection. Dr. Russell suggested that they discuss in detail what they will be tracking at the next meeting. Mr. Schoefmann urged members to review before the meeting to inform them of the discussion.

Dr. Russell provided a brief update on the Earth Day cleanup effort, noting that volunteers had collected approximately 13 bags of trash, including a discarded cat tower. Due to the rain, the group didn't reach North Bridge, but he and Scott from Pathways plan to return for a follow-up cleanup. He reported a turnout of six or seven volunteers and appreciated the participation.

Mrs. Fisk-Hennessey announced two upcoming park events scheduled for July 17 and July 31. She also shared news about a renewed city effort to revitalize the "Spirit of Place" initiative, which aims to reimagine programs like Adopt-A-Spot, Adopt-A-Trail, or Adopt-A-Park. The goal is to keep Keene's trails, parks, roundabouts, and green spaces vibrant and welcoming.

A pilot project is already underway as part of this effort. Patrick Heneghan and his group from Restorative Justice for the County have expressed an interest in adopting and maintaining a section of the rail trail extending from the skate park to the Co-op. Mrs. Fisk-Hennessey said she's excited about the potential for community partnerships and looks forward to further conversations at future BPPAC meetings.

Dr. Russell shared that their group, along with Pathways and Antioch, has consistently maintained the trail section from Winchester to the North Bridge. This effort extends beyond Green Up Keene, with additional cleanups scheduled for the fall. He noted growing interest in formally recognizing the community groups and volunteers contributing to this ongoing work. He expressed support for this direction and appreciation for the collaborative spirit.

6) Old Business

- A) Wayfinding Updates**

Discussed in regular project updates.

7) **New Business** (Items to be included for the next meeting)

Councilor Haas said the City's Ward Optimization Weeks (WOW!) were coming up, so if Committee members saw issues in their Wards, he encouraged them to actively use the See-Click-Fix App to submit concerns and priorities related to pedestrian and bike infrastructure. He specifically mentioned crosswalk and sidewalk maintenance, bike lane striping, and missing or damaged sewer plates as areas that require attention. He emphasized the importance of overwhelming the system with meaningful input to ensure these issues receive attention.

Dr. Russell noted that Andy Holt had spoken with the owner of Cycle Sanctuary, a new bike repair shop on Marlboro Street, and suggested inviting him to an upcoming meeting to connect with the Committee.

Chair Jackson expressed frustration that bike racks had not yet been installed for the season, especially since benches had already been placed. Mr. Schoefmann advised her to send him a written letter that he can forward to the appropriate City department. Chair Jackson agreed, emphasizing the considerable effort that had gone into organizing the racks the previous year and expressing her disappointment.

She also announced the next community bike ride, scheduled for Friday, May 16. Participants will meet at Fire Station #1 at 5:15 PM. for a safety overview before starting the ride, following a familiar loop around town. While future rides may vary in route, this one will stick to the established path. The group aims to reach 100 participants eventually. Chair Jackson encouraged everyone to bring friends and join in, emphasizing that riders of all ages and bike types (as long as they are trail-legal) are welcome.

8) **More Time**

A) **Committee Name - Continued Discussion**

Councilor Haas offered to collect and present individual name suggestions for the Committee. Chair Jackson encouraged members to send name ideas and share concepts or themes they feel should be reflected in the new name, even if they don't have specific titles in mind.

Mrs. Jan Manwaring, reflecting on the committee's history, noted that it originally served as an advisory body to the City Council. She suggested that in considering a new name, the group should evaluate whether "advisory" still fits, since the Committee now takes a more active role in projects and initiatives rather than simply offering recommendations. This shift may warrant a name better representing its current function and scope.

Dr. Russell commented that the Committee has evolved beyond its original focus on "paths," suggesting that the term may no longer be necessary in the name. Mr. Fischer, as a newer member, raised the broader question of the Committee's mission and its advisory role for the

City Council. He noted that he hadn't seen the official charge and emphasized that, before renaming the Committee, it's essential to understand its purpose and responsibilities clearly. Mr. Schoefmann agreed and suggested reviewing the Committee's charge at the next meeting to help guide the renaming discussion and ensure alignment with its current role.

Councilor Haas acknowledged that revisiting the Committee's name could naturally lead to broader reflection on its mission and direction. Mr. Fischer, as a new member, pointed out that he hasn't seen the official charge and suggested that reviewing the mission statement—possibly already posted online—would be a helpful starting point. He emphasized that this renaming process may also prompt a meaningful reevaluation of the Committee's goals and focus. Councilor Haas agreed and indicated that it's a natural progression they can explore further.

Mr. Redfern shared a brief history of how the Committee was formed. He explained that its origins trace back to a study recommending the City of Keene establish a group to focus on converting old rail beds into bike paths—a concept new to the community at the time. The goal was to raise awareness with the City Council and guide them through what would become a major infrastructure initiative, mainly to prevent developers from acquiring key parcels of land. The effort gained momentum by discovering that federal funding, covering 80% of such projects, was available through transportation programs. Keene Staff recognized this opportunity early on, which helped propel the initiative. The Committee was established to support the Council's decision-making and guide the city through this evolving infrastructure initiative.

Dr. Russell highlighted that in addition to advising the City Council, the Committee regularly serves as a resource for city staff. He noted that departments such as Engineering and Parks & Recreation often seek the Committee's input on various projects. This creates a strong, ongoing interface between the Committee and City operations. He emphasized that the Committee's role extends beyond Council advisement and suggested that this broader function be considered in future discussions, particularly at the next meeting.

The group agreed to begin compiling name suggestions and concepts with Councilor Haas. Mr. Schoefmann recommended reviewing the Committee's official charge to provide context and help guide the renaming discussion. Chair Jackson and Mr. Fischer emphasized that while a final decision does not need to be made at the next meeting, it is essential to start making progress. Clarifying the Committee's focus and name could help align future efforts and support more precise budget planning. The conversation concluded with a call for any additional thoughts before moving on.

- B) Website**
- C) Continued Bike Racks Discussion**
- D) Community Bike Share**
- E) Public Art & Trails Updates**

9) Adjournment

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

10) Next Meeting Date: June 11, 2025

Respectfully submitted by,
Amanda Trask, Minute Taker

Reviewed and edited by,
Megan Fortson, Planner

Additional Review by,
Will Schoefmann, Mapping Coordinator

Additional edits by,
Katryna Kibler, City Clerk's Office