



BICYCLE PEDESTRIAN PATH ADVISORY COMMITTEE
AGENDA

Wednesday, December 10, 2025

8:15-9:30 AM

City Hall 2nd Floor Conference Room

Members:

Sam Jackson, Chair

Dr. Rowland Russell, Vice Chair

Ed Haas, Councilor

Autumn DelaCroix

Dwight Fischer

Jan Manwaring

Michael Davern

Charles Redfern, Alternate

Diana Duffy, Alternate

Andy Holte, Alternate

- 1) Call to Order, Roll Call, Welcome, & Mission Statement**
- 2) Adoption of Minutes** – November 12, 2025
- 3) Adoption of 2026 Meeting Schedule**
- 4) Safety and Outreach**
 - a) Annual Mayoral Bike Ride
 - b) Bike Week & A Week Without Driving
 - c) Bike & Pedestrian Yield Count Updates
 - d) Bike Lane Ordinance
 - e) Downtown Bike Lanes – Outreach & Promotional Materials
- 5) Regular Project Updates**
 - a) BPPAC Master Plan Update
 - b) Updates to Project Tracking Table
 - c) Comprehensive Master Plan Alignment with Committee Goals
- 6) Volunteer Opportunities**
- 7) Old Business**
- 8) New Business** (*Items to be included for next meeting*)
- 9) More Time**
 - a) Website
 - b) Community Bike Share
 - c) Public Art & Trails Updates
- 10) Adjournment**
- 11) Next meeting date** – January 14, 2025

The full agenda packet can be found on the BPPAC webpage at: <https://keenenh.gov/bicycle-pedestrian-path-advisory-committee/>.

City of Keene
New Hampshire

BICYCLE AND PEDESTRIAN PATH ADVISORY COMMITTEE
MEETING MINUTES

Wednesday, November 12, 2025

8:15 AM

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

Members Present:

Samantha Jackson, Chair
Rowland Russell, Vice Chair
Michael Davern
Councilor Edward Haas
Diana Duffy, Alternate
Charles Redfern, Alternate
Andy Holte, Alternate

Staff Present:

William Schoefmann, GIS Coordinator
Don Lussier, Public Works Director

Members Not Present:

Autumn DelaCroix
Jan Manwaring
Dwight Fischer

1) Call to Order, Roll Call, Welcome, & Mission Statement

Chair Jackson called the meeting to order at 8:27 AM. Given the late start of the meeting, members agreed to skip the mission statement reading.

2) Adoption of Minutes

Chair Jackson welcomed any corrections to the minutes. Mr. Mike Davern noted that he had been marked absent when he was, in fact, present. Councilor Haas requested that the phrase “and Toadstool” be removed from page 3, line 85, because the sidewalk-level bike lane does not run in front of Toadstool. With those corrections, Councilor Haas moved to approve the minutes. Mr. Charles Redfern seconded Councilor Haas’s motion, and the minutes were approved unanimously.

3) Safety and Outreach

A) Bogota, Colombia City Design & Air Pollution

Mr. Holt explained that he shared these three examples to spark ideas about outreach and ways to encourage greater use of Keene’s pathway network. He started by highlighting how Bogotá reduced pollution by removing cars from specific neighborhoods and expanding bike and pedestrian spaces. Because Keene also sits in a valley, he noted the relevance of discussing air-

quality benefits when promoting pathway projects, an angle the committee doesn't emphasize often.

B) Holyoke, MA Annual Mayoral Bike Ride

He described Holyoke's mayoral bike ride, where the mayor, councilors, and community members ride together to see the city from a cyclist's perspective. He suggested this as something Keene could encourage or help organize to inform future improvements.

Councilor Haas suggested sending a letter to the full City Council to ensure the issue is formally recognized and to prompt discussion. He offered to draft the letter himself and circulate it, unless someone else preferred to take it on.

Dr. Rowland Russell suggested inviting City leadership to join the committee's monthly rides and to help promote them to increase engagement. He recommended both extending a general standing invitation and creating a more formal, targeted invitation for leadership.

Councilor Haas agreed, noting that while leaders are always welcome, a more formal and specifically promoted ride, separate from the regular monthly rides, would likely draw greater attention and participation from the City Council.

Mr. Holt supported creating a dedicated ride specifically for the mayor and City Council, noting that Holyoke's event was intentionally focused on city leadership. He suggested reaching out to Holyoke's equivalent committee to learn how they organized it successfully. Councilor Haas agreed and, jokingly, volunteered Mr. Holt unless someone else preferred to make that outreach. Mr. Holt said he was happy to do that part.

C) A Week Without Driving

Mr. Holt described the national "Week Without Driving" initiative, which encourages people to spend a week either not driving or to operate as if they did not have access to a car. The purpose is to help participants understand what daily life is like for the many Americans who cannot drive due to disability, age, or other factors. He suggested that the committee consider promoting this challenge locally by inviting city councilors, staff, and community members to participate during the national observance or at a time that works for Keene. He noted that it could highlight the value of pathways and trails, reveal barriers to non-car travel, and spark ideas for improving mobility for residents who rely on alternatives to driving.

Dr. Russell noted that he had not realized Holyoke had a committee like BPPAC and suggested conducting a broader survey of other New England towns with comparable committees. He offered to take the lead and gather input from others. He explained that, similar to recent community-garden outreach efforts, building a network and actively connecting with peer committees could be valuable for sharing ideas and strengthening local initiatives.

Councilor Haas asked how the proposed outreach and research effort might move forward and what the next steps would be. Mr. Holt asked the group how they felt about the “Week Without Driving” idea. Chair Jackson inquired whether it should follow the national event or be scheduled independently by the city. Mr. Holt responded that the national initiative occurs at the end of September and into early October and noted that the website weekwithoutdriving.org provides the exact dates.

Mr. Holt noted that the committee could align a local “Week Without Driving” effort with the national event in late September/early October of 2026 or choose a different time of year. Chair Jackson commented that scheduling it outside of warm weather would likely be a hard sell, and Mr. Holt agreed.

Councilor Haas suggested that May, Bike Month, would be a good time to promote a “Week Without Driving” effort, as it aligns with other bicycle-related activities. Although he had already volunteered for one task, he asked how the committee should move forward with publicizing the idea and gauging support. He proposed approaching the Energy & Climate Committee next to see if they would endorse it, building support from a few advisory committees before bringing it elsewhere.

Mr. Redfern emphasized the need for a small budget to support effective outreach, noting that the committee has long discussed this. He suggested that, at a minimum, the committee should have a banner placed near the post office during Bike Week to promote events. He wasn’t sure how many events would fit, but felt the visibility was important.

Councilor Haas responded that the banner is on his to-do list. He believed he retrieved it last year and noted that they typically update the date with a small sticker rather than buying a new banner. Mr. Redfern agreed it may be time for updated wording. He suggested labeling it simply as “Bike Week,” since that timing has the strongest momentum for promoting rides and related events.

Chair Jackson supported the idea and noted that the committee could implement a “Week Without Driving” locally sooner rather than waiting a full year. She suggested potentially holding two versions: one aligned with a local “Bike to Work Week” and another with the national Week Without Driving. Regarding the banner, she recommended designing it with a blank space intended for interchangeable stickers so updated dates or details can be added each year without needing a new banner.

Dr. Russell spoke about the importance of collaboration and suggested partnering more intentionally with organizations already working in active transportation and community health. He highlighted Cheshire Medical Center’s Center for Population Health, which supports the Monadnock Outdoors Project, noting that it focuses on physical activity as a core health pillar and could be a strong partner, especially given the added health benefits of reduced pollution. He

emphasized keeping them in mind for future bike-ped initiatives and mentioned he knows several members of that group.

Mr. Redfern began by proposing that he and Councilor Haas prepare the banner, but the group questioned whether the priority should be Bike Week or Week Without Driving. Councilor Haas noted that if the banner is designed with a blank space for interchangeable information, it could serve both purposes. Mr. Redfern offered to take the lead on developing an outreach plan if the committee agreed, joking about the banner's whereabouts. Ultimately, they concluded a formal motion wasn't needed as long as he consented to take on the task. Councilor Haas agreed to move forward but asked others for input on wording and promotional ideas, noting that Dr. Russell's suggestion to collaborate with community health partners could be valuable.

Dr. Russell summarized the discussion, noting that the group seems to support organizing two separate week-long initiatives: a Bike Week in May and a Week Without Driving in the fall. He stated that having both, each with a different focus, makes sense and appears to be the emerging consensus.

Chair Jackson suggested coordinating with City Express to explore making bus service free during the fall Week Without Driving, noting it could give residents an accessible alternative to driving and encourage them to try public transit. Mr. Holt responded that City Express has already offered occasional free-service weeks, including one this past summer, so aligning the timing should be feasible.

Dr. Russell noted that the Monadnock Alliance for Sustainable Transportation (MAST), supported by the Southwest Region Planning Commission, would be an essential partner for the Week Without Driving effort. He explained that they have long worked on sustainable transportation planning and that involving these groups would help build broader support and share the workload. He added that the fall timeline provides enough lead time to develop partnerships. Mr. Schoefmann clarified that MAST meets quarterly and agreed they should bring the idea to the group, suggesting it be added to an upcoming agenda.

D) Bike & Pedestrian Yield Count Updates

Mr. Schoefmann reported that he has received a few bike and pedestrian yield counts and invited members to submit any remaining counts to him in any format—digital or paper. He said he will compile all submissions and that counts are still welcome. The group briefly joked about feeling guilty for not completing more counts, but he reassured them that additional counts can still be done and submitted.

Mr. Schoefmann said he can help coordinate bike and pedestrian yield counts by notifying others when someone plans to go out, in case they want to join or schedule counts within the same week. He noted that the committee has never conducted winter counts and that doing so could yield valuable traffic and qualitative information. He concluded that he had no further updates.

Dr. Russell noted that conducting winter counts could reveal how many people rely on biking and walking out of necessity rather than recreation. He said it would provide a valuable counterpoint to the typical warm-weather data.

E) Bike Lane Ordinance

Councilor Haas explained that the proposed language was distilled down to items the City can regulate locally, keeping the 8 mph limit and adding rules for powered devices. He said the intent appears to be to regulate e-bikes, but doing so is complicated because there are three classes of e-bikes, and defining power levels or classifications has not been effective. Speed limits remain the clearest form of regulation. The proposed requirement to “not engage the motor” raises questions, as not all riders may be able to disengage or turn off the motor fully.

He noted that other sections, such as parking, loading, unattended devices, and one-way travel, are straightforward. His remaining concern is that these pathways differ from traditional bike lanes or shoulders. They are a unique type of facility and may eventually need a distinct name, which could be revisited next year.

Mr. Redfern said that committee members should always have two things on hand: the Constitution and the bicycle rules. He noted this was his first time seeing the proposed regulations and asked whether they had been included in the meeting packet. Since they had not, he requested through the chair that all members receive the document by email, emphasizing that understanding e-bike rules is essential to the committee’s work. He added that people often ask him about the rules, and as members of the Bicycle and Pedestrian Advisory Committee, they should be familiar with them.

Chair Jackson noted that the proposed rules may apply only to Main Street and suggested double-checking the document. Mr. Schoefmann added that the first section should clarify the scope and recalled prior discussions in which rules labeled “downtown core” were meant to apply only to that area. In contrast, items without that label were intended to be broader in application.

Mr. Lussier confirmed and explained that only two sections of the proposed rules are not limited to the downtown core, and those relate to parking on the bike lane and keeping it unobstructed. All other rules apply specifically to the bike paths located within the downtown core, which includes the portion of the Cheshire Rail Trail running from the Commercial Street parking lot to Community Way.

Mr. Holt asked Mr. Lussier about cars that frequently park with their rear ends blocking the bike lane on Washington Street near City Hall. He wanted to know which rules apply in that situation and whether they can be enforced.

Mr. Lussier said that enforcing overhanging vehicles, such as large trucks, would be difficult. Still, if a driver is parking carelessly and blocking the bike lane, enforcement might be possible.

Dr. Russell asked whether a device could be installed to measure riders' speeds on the pathway, noting that police do not have the capacity to monitor it directly. He said such data could show how many people exceed the speed limit and help the committee understand whether enforcement or education efforts are needed. Councilor Haas mentioned that he often triggers roadside speed signs at low speeds and asked Mr. Lussier whether those devices can register speeds below typical vehicle thresholds.

Mr. Lussier said he was unsure whether roadside speed signs have a lower speed limit, since they are designed for vehicles, and he was often surprised that they registered bicycles at all. He noted that placing such a device downtown would be challenging because nearby car traffic would interfere with the readings, making it difficult to determine whether the measured speed belongs to a bicycle or a vehicle.

Mr. Schoefmann noted that the committee previously discussed speed display signs and concluded that posting them near the bike lanes might encourage some riders to test how fast they can go. For that reason, the committee had backed away from using such devices. Mr. Lussier joked by asking whether the “certain demographic” likely to test their speed was the person sitting immediately to Mr. Schoefmann’s right.

Councilor Haas noted that if the proposed rules pass, questions about regulating e-bikes will likely return. He said the City needs better strategies for managing e-bike use beyond speed limits and power restrictions, and that clearer approaches would benefit the entire city, not just the limited downtown core pathway segments. He thanked Mr. Lussier for clarifying that the downtown core includes only small portions of the rail trail and added that riders should go slowly in those areas, regardless.

Mr. Holt said that regulating e-bikes is a widespread challenge and that many cities, including New York, are struggling with it because there is no clear solution yet. He noted that some products sold as e-bikes are essentially mopeds or electric motorcycles disguised as bicycles, complicating enforcement and regulation. He added that suppliers may ultimately need to be part of the solution. He also mentioned that similar issues exist with electric scooters and skateboards, making the overall environment particularly difficult to manage.

Ms. Duffy cautioned the committee to be mindful of its language around e-bikes and other electric mobility devices. She emphasized that the committee should avoid “othering” e-cyclists, noting that many people rely on a wide range of mobility options, not just traditional pedal bikes. She encouraged the group to remain aware of the diversity of users on the pathways and to frame discussions in ways that support all forms of non-car mobility. She acknowledged the complexity of the issue but urged sensitivity and inclusiveness as the committee works toward solutions.

Mr. Redfern acknowledged Ms. Duffy’s point about being careful with language around electric and personal mobility devices. He asked her to clarify what the committee should keep in mind

when distinguishing between different types of devices. He suggested that there should be no distinction at all and that the committee might use broader terms, such as “mobility devices,” rather than focusing only on bikes. He said he agreed with her overall message and asked whether that was what she meant.

Ms. Duffy responded lightheartedly but explained that phrases like “a unique and different animal” can unintentionally single people out in the minutes. She noted that when she bikes around town, she encounters many types of devices and users, and the broader issue is mobility, not just bicycles. She emphasized that language around mobility is changing, and the committee needs to adapt to it. Although she did not offer a specific solution, she encouraged the group to be thoughtful and inclusive as terminology evolves.

Chair Jackson said that an 8 mph speed limit feels odd, but whatever limit is chosen, the City must design the pathway to support that speed naturally. She noted that building infrastructure for such low speeds will be challenging, since the City has limited experience with it, but that practice is essential. She added that features like speed bumps could help reinforce the limit, joking that making the path “super bumpy” would certainly slow riders down, though she hoped that would not be the actual solution.

Chair Jackson shared that her experiences with e-bike riders on trails have varied, with some being very courteous and others less so. She noted that many young riders on the west side of Keene use e-bikes to get to school, often navigating narrow sidewalks or riding in the road. Because many of these riders are too young for driver’s education, she believes the core issue is a lack of understanding of the rules of the road. She suggested that the City consider offering road-safety education to younger ages and questioned whether there should be an age-related requirement or certification for e-bike use. She imagined something like a simple card indicating that the rider had completed basic safety training, acknowledging that, while it would not solve every problem, it could address a significant part of the challenge.

Dr. Russell said it would be helpful to have a clear list of all the different mobility devices people use. He noted that one gray area concerns medically necessary devices such as wheelchairs and similar mobility aids, and asked how they fit within the proposed regulations. He then asked Mr. Lussier if he had any insight into how such devices are treated.

Mr. Lussier explained that under state law, electric personal assistive mobility devices are treated separately from other devices. Users of these medically necessary devices have the same rights and responsibilities as pedestrians and may use public sidewalks. He clarified that nothing in the City Council’s proposed code would alter or restrict those rights.

Mr. Lussier added that users of personal assistive mobility devices are allowed to use the bike lanes, and if they do, they must follow the same rules, including the 8 mph speed limit. He noted that most of these devices likely cannot exceed that speed anyway. He also emphasized that these users can always use the sidewalk instead of the bike lane if they prefer.

Dr. Russell said it is helpful to distinguish users of assistive mobility devices because they are allowed to use both sidewalks and bike lanes, including operating electric mobility equipment. He then asked for clarification on whether pedestrians are generally prohibited from using bike lanes. Mr. Lussier confirmed.

F) Downtown Bike Lanes - Outreach & Promotional Materials

Chair Jackson asked whether the committee had anything to review regarding downtown bike lane outreach and promotional materials. Mr. Schoefmann noted that the City's Communications Department is planning to draft materials, likely with input from Engineering. He has asked Communications about BPPAC's role in providing input, but has not received a clear answer. He suggested that the committee could take a proactive approach by sharing examples of effective messaging and requesting that any draft materials be brought to the group for feedback.

Mr. Redfern said that a request for draft outreach materials to be presented to BPPAC would be more effective if it came from the mayor. He expressed concern that if the committee asks Communications to share materials with them, the department may decline, citing limited time or resources. He emphasized that BPPAC's role is to advise the City Council and that reviewing such materials falls within the committee's purview. He said he would prefer a clear directive telling staff that the committee expects to review the materials, rather than hoping they choose to do so.

Mr. Schoefmann noted that if outreach materials go to the City Council without BPPAC's input, the Council or the mayor might refer them back to the committee, but there is also a risk they could approve them without BPPAC's feedback. Chair Jackson agreed that the committee may need to be proactive and "pull some levers" politely to ensure involvement. She suggested that communicating interest directly to the mayor could help ensure the materials are routed to the committee.

Mr. Schoefmann added that the committee could express interest in collaborating with staff developing the materials or, at a minimum, reviewing drafts for feedback. He said a formal request, perhaps through a letter or motion, might give the Council a tangible item to act on, making the process less awkward than submitting an informational request without supporting material.

Mr. Lussier suggested that the committee not involve the City Council in this request. Instead, he advised simply informing the City Manager that BPPAC would like to review the outreach materials before they are released, noting that this should be sufficient to ensure the committee's involvement.

Mr. Lussier said that either the chair or the staff liaison could communicate the request to the City Manager. He suggested that if the staff liaison conveys that BPPAC discussed the issue and would like to review the materials before they are released, that should be enough to ensure the committee sees them in advance.

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331 **4) Regular Project Updates**

332 **A) BPPAC Master Plan Update**

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334 Mr. Schoefmann moved the meeting to regular project updates and noted that several older
335 September updates were included, but October updates were missing. He said Brian had indicated
336 that the October information was likely the most current available. Mr. Schoefmann plans to follow
337 up with Brian for any additional updates, noting that both have been out of the office recently. He
338 apologized for the omission and said that once updated, he will send the project spreadsheet to the
339 committee. He also noted that the time was 9:15.

340
341 **B) Wayfinding Project- Completion of Press Release**

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343 Chair Jackson noted that some wayfinding updates and surface improvements have been installed,
344 including confidence markers and a smoother transition on the uphill section near Court Street and
345 the first bridge. Committee members agreed that the improvements are noticeable and appreciated.

346
347 Mr. Schoefmann shared that Mr. Andy Bohannon worked with the Communications Department
348 on a social media post highlighting the project, which was funded in part by one of the Rotary
349 clubs. He mentioned that both Councilor Haas and Dr. Russell were acknowledged in the post. Mr.
350 Schoefmann added that the Parks and Recreation Director, Carrah Fisk-Hennessey, is interested
351 in creating more kiosks with a similar style, particularly for Drummer Hill, and he has seen early
352 drafts. Although she is busy, he hopes these can be launched in the spring. He concluded that the
353 City seems to be developing a consistent trail branding approach and that the new signage is clear
354 and easy to read.

355
356 **C) Updates to Project Tracking Table**

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358 **D) Comprehensive Master Plan Alignment with Committee Goals**

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360 Mr. Schoefmann introduced the topic of aligning the Comprehensive Master Plan with the
361 committee's goals, noting that it is a substantial issue deserving fuller discussion. He said it would
362 be important for Mr. Bohannon to attend that conversation, though coordinating with him has been
363 difficult. He suggested scheduling the debate for the December meeting and said he would ask Mr.
364 Bohannon to be there.

365
366 Mr. Haas said he had the Comprehensive Master Plan in hand the day before, with the intention of
367 reviewing and extracting relevant sections for the committee's discussion, but did not get to it. He
368 committed to preparing that material for the next meeting and will try to circulate it in advance.

369
370 Mr. Holt asked whether the upcoming discussion was intended to evaluate how well the
371 Comprehensive Master Plan aligns with BPPAC's goals or to identify specific elements the

committee could take the lead on. He added that the bike-ped master plan should also be part of the conversation, noting the existing version is very outdated.

Mr. Schoefmann agreed, acknowledging that the last bike-ped master plan dates back to 1998 and is “embarrassingly” old on the website. He confirmed that the Comprehensive Master Plan contains many sections relevant to BPPAC’s work. The group agreed that reviewing both documents would help identify priorities and opportunities for committee leadership.

5) Volunteer Opportunities

Dr. Russell said that he and Scott have not yet set a date for the planned cleanup. They will likely choose a date and then invite others to join informally. Because it is now snowing, they will need to pick a time before the snow fully covers the ground. He noted that the committee typically conducts one cleanup in the fall and another during Green Up Keene, aiming for two cleanups each year.

6) Old Business

7) New Business

Moving forward, the committee will review the Comprehensive Master Plan for alignment with BPPAC’s goals and also revisit the outdated Bike-Ped Master Plan, with Councilor Haas preparing relevant materials for the December meeting. Outreach planning will continue for both a Week Without Driving and Bike to Work Week in May, including developing a coordinated approach to these two week-long initiatives. Mr. Redfern will take the lead on designing an updated banner or poster that uses interchangeable stickers for dates and details, with the committee providing feedback on wording and promotion. The Chair or staff liaison will inform the City Manager that BPPAC would like to review any bike-lane outreach materials before they are released.

For the mayoral bike ride proposal, Councilor Haas will draft a letter to the City Council. At the same time, Mr. Holt will contact Holyoke to learn how they organized their ride, and Dr. Russell will research similar bike-ped committees in New England to identify opportunities for collaboration. Regarding the Week Without Driving, Chair Jackson will reach out to City Express about the possibility of free bus fares and coordinating timing, and suggested getting that communication out to the Monadnock Alliance for Sustainable Transportation at their next meeting. Dr Russell offered to raise the conversation at the upcoming Monadnock Outdoors meeting to engage additional partners.

8) More Time

A) Website

B) Community Bike Share

C) Public Art & Trails Updates

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416 **9) Next Meeting Date-** December 10, 2025

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418 **10) Adjournment**

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420 There being no further business, Chair Jackson adjourned the meeting at 9:22 AM.

421

422 Respectfully submitted by,

423 Amanda Trask, Minute Taker

424

425 Reviewed and edited by,

426 Megan Fortson, Planner



Bicycle Pedestrian Path Advisory Committee
(BPPAC)

2026 Meeting Dates

All meetings are on the 2nd Wednesday of the month, at 8:15 AM
In the City Hall 2nd Floor Conference Room

Wednesday, January 14

Wednesday, February 11

Wednesday, March 11

Wednesday, April 8

Wednesday, May 13

Wednesday, June 10

Wednesday, July 8

Wednesday, August 12

Wednesday, September 9

Wednesday, October 14

Wednesday, November 11

Wednesday, December 9

Meetings dates & times are subject to change

BPPAC Project Updates 2025

BPPAC Project Updates 2025				SEPTEMBER		ITEMS WITH UPDATES		COMPLETED ITEMS	
Project	PRIORITY	Master Plan Project #	Status	Budget *		Schedule			Updates (status changes and project notes)
				Cost	Status	Start	Finish	Status	
Master Plan	HIGH	P17	Submitted	City Staff \$50K	N/A	July 1 2024	August 1 2025	Behind	CIP Project to complete the plan in 2024/5. Staff completed in August 2025.
Complete Streets	N/A	N/A	Working	TBD	N/A	2018	N/A	Behind	GIS Project to track and integrate pavement markings. Street Markings included in Flyover collection
Bike Racks	HIGH	P21	Working	N/A	N/A	ongoing	N/A	N/A	The Proposed bike rack locations for the Downtown project were distributed and feedback from was provided to the City Engineer regarding the proposed locations in June and incorporated into the final design for bidding. All new racks are being installed Downtown, the existing racks can be re-used at other locations.
Appel Way Trail Paving	HIGH	P7	Out For Bid	\$ 104,900.00	Under	7/1/2026	8/1/2026	On Schedule	Scheduled for Summer 2027.
Safe Streets for All Grant	N/A	N/A	Submitted	NA	N/A	Spring 2023	January 2025	Behind	The 2025 Roadway Safety Plan has been adopted by City Council as of February 5th the scope of the project has been completed.
NHDOT TAP Grant 2018 - Marlboro Street #42515	HIGH	BE22	Working	\$674K	Over	Winter 2018	Fall 2026	Behind	A TAP grant with complete street improvements connection to Cheshire Rail Trail. March 4, 2025; bids came in \$1 million high and the City revised and resubmitted the PS&E to NHDOT to allocate additional money to rebid. Construction is scheduled to start in April 2026.
Safety and Outreach	N/A	N/A	Working	N/A	N/A	Ongoing	January 2025	On Schedule	Safety/Outreach Plan and Request for banner needs to be formalized. Local/Regional two sided map finalized and delivered. Consideration to be utilized for kiosk maps in wayfinding program. Dwight Fischer liasing with Keene Glass Works sign group. May - Bike Month Planning - proclamation made via the Mayor.
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	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 - time to reserve. Score card from previous application distributed in March.
FY25 Sidewalk Rehab Project	N/A	N/A	Planning	CIP	Even	Spring 2026	Fall 2026	N/A	2026 Sidewalk Replacement will be bid in February/March 2026.

Downtown Infrastructure Project (MAIN STREET)	HIGH	P14	Planning	CIP	Even	Spring 2026	Winter 2028	On Schedule	Currently being bid. for construction in April 2026, Phase 1: Central Sq, Church St, Lamson St and Stormwater Utilities on NB Main St between Central Sq/Railroad St. Covered Bike Parking now as Bid Alt not in main project bid. Bike Rack Locations from City Engineer. In final design with a scheduled bid opening of December 2025 for spring 2026 construction. The City is submitted two MAST grant applications and were not selected
Lower Winchester Street (Roundabout - City Line)	HIGH	P22	Planning	CIP	Even	Spring 2032	Winter 2034	On Schedule	Planned improvements including sidewalks connecting market place in Swanzev and Route 10/Winchester Street. Preliminary design submission April 8th with construction anticipated for 2032 based on the updated NHDOT 10-year plan.
Parks and Recreation Bridge Rehabilitation	HIGH		Working	CIP, City Staff	Under	August 2025	6/1/2026	Behind	Ashuelot River Suspension Bridge (completed), Appel Way (completed), Cheshire Rail Trail over Beaver Brook and Cheshire Rail Trail over the Ashuelot River will all be rehabilitated in 2025-2026.
Goose Pond Dam Pedestrian Bridge	MEDIUM	n/a	Planning	Operating	Under	September 2025	October 2025	On Schedule	Bridge installed, gravel access still required to be installed to the bridge approach.
Jonathan Daniels Trail Maintenance	HIGH	P3	Planning	\$25K	Under	Summer 2025	Fall 2026	On Schedule	CIP Budgeted in Parks and Rec Trail Maintenance Program. Weltand Permits, Shoreline repair, rip-rap, bridge replacements.
Wayfinding Signage Facilities and Plan	HIGH	P11	Working	City Staff, \$42,000	N/A	Aug-25	N/A	On Schedule	Next steps signage design and placement in conjunction with City branding effort. Signs have been installed WOOD AND WOOD SIGNS. Additional maps for Greater Goose Pond/Drummer Hill being created. Meeting scheduled between cooperative responsible for producing trail map for pdf web posting(s).
West Street - Complete Street	MEDIUM	P19	Planning	\$ 785,275.00	N/A	2031	2032	Behind	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 2029 for 2033 construction in the current DOT 10 Year Plan redesign/construction. Council request for crosswalk at Pearl/West approved, design completed by Engineering has been installed.
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 public art community. TRAIL LIGHTS NOW INCLUDED HERE
↓Transportation Heritage Trail ↓									
THT Phase 1 - CRT Eastern Ave to 101 (Transportation Heritage Trail) NH	HIGH	P1	Out For Bid	\$ 386,400.00	Over	Fall 2025	Summer 2026	On Schedule	Project includes from Eastern Ave - 101 Bridge abutments. NTP for construction anticipated January 14, 2025

THT Phase 2a - Prowse Bridge - CRT NH 101 Overpass to Stone Arch Bridge (Transportation Heritage Trail)	HIGH	P4	Planning	\$ 381,685.00	N/A	2027	2032	On Schedule	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. 2025 TAP Grant Letter of Support and grant submitted. Included in NHDOT's 10-year plan as a TAP project.
THT Phase 3b - Old Stone Arch Bridge - (Transportation Heritage Trail)	HIGH	P4	Planning	\$ 321,195.00	N/A	2025	N/A	N/A	PFK funding conceptual visuals. LCHIP grant planned for 2022 to fund Planning Study phase. Promotional website and video released with funding donation from PFK. Updates on safety improvement initiatives from Chuck Redfern. Included in NHDOT's 10-year plan as a TAP project.
THT Phase 4c - 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. Included in NHDOT's 10-year plan as a TAP project.
NHDOT Route 101 Improvement Project	HIGH	P23	Planning	NA	Even	2024	2032	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. In preliminary design anticipated construction in 2029 .