



City of Keene

Bicycle Pedestrian Path Advisory Committee (BPPAC)

Wednesday, February 11, 2026 8:15-9:30 AM City Hall 2nd Floor Conference Room

A. AGENDA ITEMS

- 1) Call to Order & Reading of Committee Charge
- 2) Election of Chair & Vice Chair
- 3) Adoption of Minutes – January 14, 2026
- 4) Safety & Outreach
 - a) T-Mobile Hometown Grant
 - b) Annual Mayoral Bike Ride
 - c) Bike Week
 - d) A Week Without Driving: September 28, 2026 – October 4, 2026
 - e) Downtown Bike Lanes
- 5) Regular Project Updates
 - a) BPPAC Master Plan Update & Steering Committee
 - b) Updates to Project Tracking Table
 - c) Sidewalk Rehab Project – Replacement Overlay & Plans
- 6) Old Business
 - a) Walk/Bike Master Plan – Brattleboro, VT
- 7) New Business
- 8) Next meeting date – March 11, 2026

B. MORE TIME ITEMS

- 1) Website
- 2) Community Bike Share
- 3) Public Art & Trails Updates

C. ADJOURNMENT

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/PEDESTRIAN PATH ADVISORY COMMITTEE
MEETING MINUTES

Wednesday, January 14, 2026

8:15 AM

2nd Floor Conference Room, City Hall

Members Present:

Samantha Jackson
Rowland Russell
Charles Redfern
Councilor Edward Haas
Dwight Fischer
Michael Davern, Alternate
Andy Holte, Alternate

Staff Present:

William Schoefmann, GIS Coordinator
Bryan Ruoff, City Engineer

Members Not Present:

Brian Phillips
Diana Duffy, Alternate

1) Call to Order, Welcome, & Mission Statement

Ms. Jackson called the meeting to order at 8:17 AM. Councilor Haas read the Bicycle/Pedestrian Path Committee (BPPAC) Charge, as found on the [City of Keene BPPAC webpage](#).

Mr. Redfern mentioned a conversation about preserving oak trees in Keene on WKBK Radio.

2) Election of Chair & Vice Chair

Ms. Jackson and Dr. Russell were no longer willing to serve as Chair and Vice Chair, respectively.

Ms. Jackson wanted to nominate Mr. Holte as Chair, but the Committee's Staff Liaison, Will Schoefmann, said that it was not possible with Mr. Holte being an Alternate Member; he could request that the Mayor renominate him as a Regular Member for the purpose of becoming Chair. Otherwise, Mr. Phillips was the only new Regular Member. Councilor Haas offered to act as temporary Chair and discussion ensued about Mr. Holte being renominated as a Regular Member. Mr. Fischer said he was open to learning about the role of Chair. Stephon Mehu of Keene stated that he was interested in joining the Committee, and discussion ensued about his potential as Vice Chair. The Committee discussed delaying the election until the membership was resolved, likely by the next meeting.

Mr. Fischer asked the role of the Committee Chair. Ms. Jackson, Councilor Haas, Mr. Schoefmann, and Dr. Russell summarized: working with the City Staff Liaison to draft the Committee's agendas that define the meetings, writing/signing letters on behalf of the Committee, facilitating the

33 Committee's meetings along with the Staff Liaison, representing the Committee when necessary at
34 City Council and Standing Committee meetings, and coordinating with the Vice Chair to ensure
35 they can run the meetings when the Chair cannot attend. Mr. Schoefmann said the typical sequence
36 is for the Staff Liaison to draft the agenda based on the prior New Business, send it to the Chair for
37 comments, and they revise it together.

38
39 The Committee agreed to delay voting, so the nomination/re-nomination processes could be
40 completed for Mr. Mehu and Mr. Holte. Mr. Schoefmann would send the interest form to Mr. Mehu.
41 Both Mr. Schoefmann and Councilor Haas would email Mayor Kahn about Mr. Holte's
42 renomination.

43
44 A motion by Councilor Haas to postpone the votes for Chair and Vice Chair until the February 2026
45 meeting was duly seconded by Mr. Redfern. The motion carried on a vote of 3–2. Ms. Jackson and
46 Dr. Russell voted in opposition.

47
48 **3) Adoption of Minutes – December 10, 2025**

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50 A motion by Ms. Jackson to adopt the December 10, 2025 minutes as presented was duly seconded
51 by Dr. Russell and the motion carried on a vote of 4–0. Mr. Fischer abstained.

52
53 **4) Safety and Outreach**

54 **A) Keene Glass Plaque – Update from Stephen Seraichick**

55
56 Mr. Schoefmann introduced Stephen Seraichick of the Yankee Bottle Club, who had visited the
57 Committee a few months prior. Mr. Seraichick explained that the rail trail Path from Eastern
58 Avenue to Water Street has three historic Keene sign markers, but Keene Glass was left out. He
59 passed around a book with a chapter dedicated to Keene's historic glass industry. While he said
60 those who installed the historic markers on the rail trail might not have known about this book, Mr.
61 Seraichick called the huge oversight of Keene Glass embarrassing and shameful. So, he said the
62 Yankee Bottle Club had set out to rectify the issue. Mr. Seraichick explained how many hoops he
63 had jumped through trying to get a sign erected to honor Keene Glass, starting with the State of
64 New Hampshire and eventually ending at this BPPAC meeting. Yankee Bottle Club members met
65 Alan Rumrill, the former Executive Director, Historical Society of Cheshire County and decided
66 there should be a marker on the rail trail. In 1831, one out of every six workers in Keene worked in
67 glass manufacturing. He added that any glass collector or anyone knowledgeable about antique
68 glass would know about Keene Glass.

69
70 Dr. Russell asked where the Keene Glass factory was located and Mr. Seraichick said Marlboro
71 Street. There was a second factory on Washington Street, for which there is a state road marker at
72 the Keene Recreation Center. Mr. Seraichick said he was seeking a City of Keene marker for Keene
73 Glass, like the others on the Rail Trail that list the "City of Keene."

74
75 Mr. Seraichick explained that the Bottle Club designed a sign using the style and measurements of
76 the existing markers. This information was passed along to Peter Poanessa at Keene Sign Worx to
77 use when pricing out the design for the Keene Glass sign. Mr. Seraichick noted that the Rail Trail
78 signs were made of some sort of metal composite. Mr. Seraichick said Mr. Poanessa provided a

79 bottom line figure and the Keene Bottle Club was asking the City of Keene to make the sign and
80 pay for it. Mr. Seraichick stated, “We are not going to supply seed money, we are not going to have
81 bake sales. This is Keene’s history. It is not just my history or Alan Rumrill’s history or my group’s
82 history. It is everybody’s history in this town.” Mr. Seraichick said he and Mr. Rumrill developed
83 the written proposal (having never done so before) and hoped to pass it off to the City Council at
84 some point. He explained that the 2025 City Council supported having the sign, when there was no
85 cost attached to it. Mr. Redfern said it would be fresh in their minds. Mr. Seraichick welcomed the
86 Committee’s suggested edits to the proposal before sending it to Council. Lastly, to emphasize that
87 everything made in this country—every artifact—has a story and a history, he passed around a
88 bottle of Stephen Jewett ‘s Celebratory Pulmonary Elixir from the 1820s/1830s that was used to
89 cure every disease.
90

91 Councilor Haas asked how much funding the Club was seeking from the Council. Mr. Seraichick
92 said it would cost \$3,700.00 to fabricate the sign. Dr. Russell thought the Public Works Department
93 would usually install a sign for the City. The City Engineer, Bryan Ruoff, agreed that either the
94 Public Works or Parks and Recreation Department would self-perform that task for the City. Dr.
95 Russell asked if that budget would capture time spent or also materials. Mr. Ruoff replied that staff
96 would use an internal tracking system, the City pays its employees’ wages, and materials would
97 likely be available in-house; there could be some varied, small costs for materials such as the
98 concrete sign base that he called nominal.
99

100 Mr. Fischer said the applicant had switched from planning on private funding to making a statement
101 that the City should fund this sign. Mr. Seraichick agreed. Given the City’s financial circumstances,
102 Mr. Fischer recommended that this may not be the exact right time to suggest something like that
103 to the City Council, because it could get lost amongst many things that would not get funded. He
104 thought that a project less than \$4,000.00 might be a lot easier to fundraise than trying to get it
105 through the Council in this environment. Mr. Seraichick said it is the City of Keene’s responsibility
106 because it is the City’s history and all the other signs were erected by the City with his paychecks.
107 Mr. Fischer said he was not arguing about that.
108

109 Mr. Schoefmann thought the funding source for the Rail Trail was included in a grant (likely
110 taxpayer funded) for the state and federal government to construct that section of Rail Trail known
111 as the Industrial Heritage Trail. Dr. Russell agreed, adding that Pathways for Keene took the lead;
112 he saw it mentioned in the 1999 BPPAC Comprehensive Master Plan. Mr. Schoefmann agreed that
113 Pathways for Keene had always tried to contribute to the City’s mobility. He added that these types
114 of projects had typically been creatively funded. Mr. Seraichick, as a history aficionado, said “either
115 we honor history or we don’t, that’s the way I look at it, and if it never comes to be, that is the way
116 that it is.” Mr. Fischer thought the Committee was supportive of the idea and suggested thinking
117 about the best way to get it done with the least resistance. Mr. Seraichick said he was familiar with
118 resistance, because nobody had wanted to fund the project. Mr. Schoefmann thought the worst that
119 could happen would be the Committee recommending it to Council and the Council denying the
120 funding. Mr. Seraichick said that is fine.
121

122 Mr. Redfern explained what Pathways for Keene did for these trails. When the Heritage
123 Commission found the 80% federal funding and told the City it could build bike trails throughout
124 the railroads for 20%, the City said it could not afford it. So, Pathways for Keene formed a nonprofit

125 and offered to try coming up with 10%, half the local share, for as long as these trails are being
126 built; Pathways had stayed true to date. Mr. Redfern said the City saw the public support behind it
127 and saw the money coming in through the nonprofit. He thought the Yankee Bottle Club needed
128 nonprofit support for this project. If the Committee's recommendation for funding to the City
129 Council was denied, Mr. Redfern suggested that Mr. Seraichick should ask Pathways for Keene to
130 be the fiscal agent because it would be a small project and the cost and location details were already
131 known. Mr. Redfern thought that it would open a lot of avenues. He said it takes civic engagement
132 to get these things done and going in and expecting Council to just pay for something usually does
133 not work. Mr. Redfern said an offer to Council for raising half the funds could be a hook, for
134 example, but he recommended that the applicant should proceed with their proposal first.
135

136 Dr. Russell asked if Mr. Seraichick met with the Heritage Commission. Mr. Seraichick said he
137 would be this afternoon. Dr. Russell said it would help a lot to have two Committees making the
138 same ask of the Council, with the same caveats the others had mentioned. Mr. Mehu asked if the
139 City would be applying for NH Recreation Heritage Trail funding again this round. The City
140 Engineer thought so; he and Mr. Schoefmann agreed that the bridge at Keene State College would
141 likely be the priority. Mr. Seraichick said there would probably not be any federal funds.
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143 Mr. Seraichick thanked the BPPAC for its time.
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145 A motion by Mr. Redfern for the Bicycle/Pedestrian Path Advisory Committee to support the
146 Yankee Bottle Club's proposal for a sign to be placed on the Industrial Heritage Trail at the City's
147 cost of \$3,700.00 was duly seconded by Ms. Jackson. Discussion ensued.
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149 Lisa Steadman, Mobility Manager for the Monadnock Region, arrived at 8:50 AM and introduced
150 herself.
151

152 Mr. Fischer was comfortable recommending the proposed sign, but not at the City's expense as a
153 responsible Budget item. He thought the applicant should be creative and it would not be a big deal
154 to fundraise. Mr. Fischer did not think it was wise for the Committee to both support the sign *and*
155 say the City should pay for it. Mr. Holte agreed that fundraising would probably be the quicker and
156 easier route but said that was not what the applicant asked to have the Committee put before the
157 Council. So, Mr. Holte still thought the Committee could support the request made and he was
158 comfortable doing so, noting the City Council could disagree as well; he thought they might.
159 Councilor Haas recalled that when this went before the City Council before, it was with a request
160 for funding that was struck down quickly. He said the Council Standing Committee fully supported
161 the idea of this sign and the group fundraising to accomplish it. Councilor Haas suggested that he
162 should abstain from voting since this could come before him on at a future City Council meeting.
163

164 On a vote of 3–1, the Bicycle/Pedestrian Path Advisory Committee recommended supporting the
165 Yankee Bottle Club's proposal for a sign to be placed on the Industrial Heritage Trail at the City's
166 cost of \$3,700.00. Mr. Fischer voted in the minority and Councilor Haas abstained.
167

168 Mr. Fischer clarified that he supported the sign and voted in opposition because of the request for
169 City funding. Mr. Schoefmann said this would likely be on the first Council agenda in February
170 and then referred to a Council Standing Committee.

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172 [The Committee took the meeting's remaining Agenda items, up to New Business, out-of-order.]

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**B) 2026 AARP Community Challenge: Celebration and Grant Q&A Webinar –
Tuesday, January 27, 2026 at 2:00 PM**

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Ms. Jackson had not completed much research yet on this potential grant opportunity that Ms. Steadman sent to her. Ms. Jackson would look into the parameters more; it seemed like it could be used for some of the City's pedestrian facilities. Discussion ensued about who should attend if City staff would ultimately apply for the grant. Webinar registration was open to attendance. Mr. Schoefmann and Ms. Jackson said they would determine attendance.

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C) Annual Mayoral Bike Ride

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Mr. Holte reported speaking with Kristen of the Holyoke, Massachusetts, Bicycle and Pedestrian Committee, which organized their version of the Mayoral Bike Ride and a similar ride in Northampton, MA. Mr. Holte and Ms. Jackson scheduled a Zoom meeting with Ms. Sykes and their Holyoke staff member for January 15, 2026, and would report on what they learned at the February 2026 BPPAC meeting.

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Councilor Haas looked more into individual towns around New Hampshire and still only found the 2024 Portsmouth Mayoral Bike Ride that was sponsored by a local bike group, which was unresponsive as to why they never did it again.

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D) Bike Week

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Dr. Russell recalled that he offered to look into different ways that rides like these have been used as fundraisers. He noted that the Clarence DeMar Marathon (both Super Senior and Kids) uses a common platform for these self-timed and -monitored fundraisers. For example, someone might complete the first half during their own time and the last half during the marathon. He said either the Mayoral Bike Ride or Bike Week could be a fundraiser like that. As a next step, Dr. Russell offered to speak with the Clarence DeMar Marathon organizers to learn how they use the tools and at what cost, if any. He called it a potential fundraiser or an incentive for people to ride more and at added distances.

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The Committee recalled that the Mayoral Bike Ride was not scheduled yet and agreed that it would make sense to try scheduling it with Bike Week. Councilor Haas agreed to submit the application to the City Clerk's office to have the banner on the kiosks for Bike Month.

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E) A Week Without Driving: September 28, 2026 – October 4, 2026

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Ms. Jackson did not think the Committee had anything new on A Week Without Driving at this time. Discussion ensued on the purpose of "A Week Without Driving" and who it is intended to target. Ms. Jackson noted that it is a national event toward the end of September as a good way to close out the season. Mr. Fischer wondered who the Committee would be targeting to go without a car for one week. Mr. Holte said it is a national awareness campaign, not the City's specifically,

217 and anyone is invited to participate; the idea is to encourage people to experience what it is like to
218 try getting around without a car. He said it would not be targeted at anyone, really.
219

220 Mr. Fischer cited the difficulties of not driving for a week in Keene for the parents of school-age
221 children or the elderly. He said the concept would draw people in, but he wondered who in Keene
222 it would be appealing to without a car. Because of the difficulties in going without a car, he worried
223 it might seem a little insensitive. Ms. Jackson did not think it would be forcing anyone not to drive
224 a car but encouraging people to try alternative transportation methods. Mr. Holte thought that the
225 points Mr. Fischer was making were the reason the campaign exists: it is about understanding how
226 difficult it is in the current infrastructure environment to get around without a car and how many
227 people have to. Mr. Fischer's said his ultimate point was the push versus pull: look at what you can
228 do without a vehicle. If there are bike trails and it is easier for people to commute to the places
229 where they need to go, then there would be the uptake of biking. Otherwise, he was unsure who this
230 would be appealing to in Keene and whether it would be worth the Committee's effort, but he did
231 not want to stop it. Discussion ensued about the percentage of Keene's population who bikes and
232 why. Mr. Fischer still thought the concept of "A Week Without Driving" seemed like a performative
233 gesture, without a lot of impact.
234

235 Dr. Russell recalled that these facets came up at the prior meeting about engaging the local
236 transportation companies for free City Bus rides that week, for example. So, there would not just
237 be biking. He said it would bring awareness to the need for more comprehensive transportation
238 infrastructure that gives options to people who would prefer not to have to drive their car. Mr.
239 Fischer noted that after that one week, people would have to return to driving their cars for the other
240 51 weeks of the year. He thought people might ask questions when they see this.
241

242 Ms. Steadman felt deeply that Mr. Fischer was making a really good point, which is why Regional
243 Mobility Management exists. She said "A Week Without Driving" falls within the greater New
244 Hampshire Community Transportation Month, so there would be a lot of work trying to move
245 community transportation forward in the City of Keene and this could be utilized as a time to
246 highlight the fact that there is a lot of work to be done. Mr. Holte said that was where he saw the
247 real value: in helping people understand what the City needs to do to push things forward to make
248 it more possible to go without driving. Mr. Fischer suggested at the very least instead of saying
249 "Without a Car," coming up with a more positive alternative that directs people to the bikes and
250 various types of mobility.
251

252 **F) Bike & Pedestrian Yield Counts**

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254 No comments.
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256 **G) Bike Lane Ordinance – Draft Companion Documentation from Councilor Haas**

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258 No comments.
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260 **H) Downtown Bike Lanes**

262 City Engineer Bryan Ruoff explained that the City received two bids on the Downtown
263 Infrastructure Project and they were not favorably within the City's Budget, both about \$8–\$9
264 million over the City's budget for the entire project. He said the City was canvassing feedback from
265 a lot of prospective bidders who did not bid and those who did to see how the City could change
266 things to get more advantageous pricing. Regardless, he said construction would begin during the
267 spring whether that would mean a smaller footprint on Main Street or a revised scope from what
268 was originally proposed. Mr. Ruoff thought one positive he took away from the bids was the price
269 of the bike lanes and the exposed aggregate surface that was recommended, which is competitive
270 compared to standard concrete sidewalks and still as cost-effective for the City to include as part of
271 the Downtown Project.

272
273 Mr. Ruoff said there were a lot of smaller ancillary parts, such as the bike racks that would likely
274 be self-performed by the City to save upwards of \$50,000–\$100,000. City staff would be meeting
275 with all the Council Committee Chairs on Friday, January 16, 2026 to review the fees and then
276 present the findings to the Municipal Services, Facilities and Infrastructure (MSFI) Committee on
277 Wednesday, January 21, 2026 (open to the public). The MSFI Committee would then make a
278 recommendation to the City Council. Mr. Ruoff explained that the MSFI Committee generally
279 reviews and recommends approval of any infrastructure improvement projects that appear before
280 the City Council, including all phases and aspects (e.g., benches and bike racks) of the Downtown
281 Infrastructure Project.

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**I) Letter of Recommendation – Replacement of Rt. 10 Bridge Over Ash Swamp
283 Brook**

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285 The City Engineer, Mr. Ruoff, thought this was premature, but City staff met with New Hampshire
286 Department of Transportation (DOT) on Monday, January 12, 2026. He said DOT suggested that
287 the City move forward replacing the Rt. 10 Bridge over Ash Swamp Brook, part of the Lower
288 Winchester Street project. He said the City was facing a considerable effort, which may take up to
289 two years for all the right-of-way acquisitions and purchasing along Lower Winchester Street. He
290 thought there were only four abutters affected by the bridge replacement, which would likely fast
291 track it sooner than the rest of the Lower Winchester Street project. Mr. Ruoff said NHDOT was
292 on board with the idea. A recommendation from the Committee was not needed at this time. Mr.
293 Holte asked if it would be a wider bridge to support the Complete Streets approach and Mr. Ruoff
294 said yes; so, they agreed it would be a safer bridge.

295

5) Regular Project Updates

**A) BPPAC Master Plan Update – Review of Goals & Objectives from 1999 BPPAC
296 CMP & Discussion with Deputy City Manager, Andy Bohannon**

297 The City Engineer, Mr. Ruoff, said he looked through the Budget after the last meeting to consider
298 what could be consolidated from projects that had unused funds to accommodate a BPPAC Master
299 Plan update. He noticed that a project was established for the BPPAC Master Plan update, and
300 specifically \$50,000.00 for engineering services. He worked with Mr. Schoefmann on a Request
301 for Engineers' Proposals for Qualifications and proposals to assist the City with redeveloping the
302 BPPAC Master Plan (e.g., developing electronic maps and tables, data collection, etc.). Ultimately,
303 Mr. Ruoff explained that it would be this Committee's purpose to steer the BPPAC Master Plan,
304

308 but there would be a consultant on board to assist with legwork being done on the
309 City's/Committee's behalf.

310
311 Due to the length of this Committee's normal meeting agendas, he said the idea would be to have
312 a second BPPAC monthly meeting to guide the Master Plan update, with all the information
313 distributed in advance to maximize everyone's time. So, a quorum of BPPAC members would still
314 be required to meet for the BPPAC Master Plan update, but the whole Committee would not have
315 to attend. Mr. Schoefmann agreed, noting that this update had been in the works for many years.
316 Mr. Ruoff explained the intention for City staff (himself, City Planner Megan Fortson, Parks and
317 Recreation Director Carrah Fisk-Hennessey, and Deputy City Manager Andy Bohannon) to on-
318 board the consultant and ensure they are familiar with the Capital Improvement Planning and all
319 the City's reference documents. Mr. Ruoff said the City would have a lot of flexibility, so if one
320 proposal were to really outline something really impressive that makes a lot of sense and is to the
321 best benefit to the City, then they would have the option to make that selection.

322
323 Councilor Haas proposed appointing a Committee representative ("birddog") for the Master Plan
324 Update Steering Committee to report back to the full BPPAC, should members miss multiple
325 meetings and have questions. Mr. Schoefmann thought that was the same concept as having the
326 BPPAC act as the Master Plan Update Steering Committee. Councilor Haas still thought that
327 Steering Committee would need a leader. Mr. Schoefmann asked if the Councilor was volunteering.
328 Councilor Haas declined but suggested Mr. Fischer has the background in City work and planning
329 and asked if he would be willing. Mr. Schoefmann mentioned that there would also be a role for
330 staff and Dr. Russell agreed, wondering if some of this would be redundant with their roles.

331
332 Dr. Russell mentioned that Brattleboro, Vermont, did a Walk/Bike Master Plan and other cities he
333 had worked with on master plans had all hired consultants. He had recommended hiring a
334 consultant. So, Dr. Russell said this funding and plan for the consultant was really good news. He
335 mentioned planning to meet with Mr. Redfern to talk about the BPPAC's Origin Story and Mission,
336 which would be part of the BPPAC Master Plan. Dr. Russell supported the concept of a second
337 special monthly BPPAC meeting, specifically focused on the Master Plan update, because each
338 BPPAC member has unique expertise to contribute to the update vs. allocating the task to one
339 member. Mr. Schoefmann noted that this would be simpler than the Mayor appointing a special
340 short-term advisory Steering Committee that reports to the City Council. He said in this case, all
341 the specialists are already in the room, so they could avoid the process.

342
343 Councilor Haas and Mr. Schoefmann agreed that the BPPAC Master Plan Update Steering
344 Committee should still have a Chair and Agendas, so the meetings would be focused. The Master
345 Plan Update Steering Committee would utilize the existing structure of the BPPAC to steer the
346 process. Mr. Ruoff said that as a City staff member, he would be flexible to function in whatever
347 way makes sense to the Committee. He viewed this as a project like an engineering study or
348 engineering report, for which he said he would basically function as a project manager (i.e., daily
349 communication with the consultant, scheduling public outreach meetings to gather input, and
350 ensuring all items are addressed in the Master Plan as specified) to make the Committee's effort as
351 easy as possible. Mr. Ruoff thought he could perform the role Councilor Haas had described if the
352 Committee agreed. Mr. Ruoff envisioned the project managed by City staff.

354 Mr. Redfern said Mr. Ruoff would already be working with the consultant and it would be difficult
355 for the consultant to work with the whole Committee. At the same time, he said it is the Committee's
356 obligation to be involved with how the process is progressing. He recommended that it stay the
357 work between the City Engineer and the consultant, with regular reports to the Committee as the
358 project progresses; he said any Committee member could sit in at any meetings between the City
359 Engineer and consultant if wanted and it would not hinder progress. Beyond creating extra monthly
360 meetings to have the Committee serve as the Steering Committee, Mr. Schoefmann was unsure
361 what more integral next steps the members were proposing to give their feedback. Dr. Russell added
362 that he would still expect there to be individual responsibilities for Committee members and
363 subgroups coming from those Steering Committee meetings (e.g., the Origin Story). However, in
364 helping to draft or add aspects of the Plan, he said he completely trusted Mr. Ruoff to manage the
365 whole process and having anyone else involved would slow it down.

366
367 Mr. Holte suggested moving on for the sake of the agenda/time. Councilor Haas agreed, but asked
368 to discuss this more in February. Given the Committee was ending this meeting without a Chair
369 and Vice Chair, Councilor Haas thought it left things open ended as to how BPPAC meetings would
370 run in the future. There was consensus to wait to discuss more at the next meeting, when there
371 would be more Committee structure. Mr. Ruoff said that the consultants' proposals would be
372 submitted and ready to review by the February 2026 BPPAC meeting.

374 B) Updates to Project Tracking Table

375
376 The City Engineer, Bryan Ruoff, reported updates to the Committee's Shared Project Tracking
377 Table:

- 379 • Appel Way Trail Paving: Trail paving is under contract for spring 2027 and will be
380 completed in April.
- 381 • NHDOT TAP Grant 2018 – Marlboro Street #42515: All additional phases after phase one
382 were rolled into phase two and NHDOT committed spending money for that. The City
383 would like select a consultant within the upcoming year.
- 384 • Transportation Heritage Trail (THT) Phase 1 – CRT Eastern Avenue to NH 101: scheduled
385 to start with construction in early February 2026.
 - 386 ○ Tree cutting would start first-thing in late-January through early-February, keeping
387 in mind how wet some of those sections get.
- 388 • FY25 Sidewalk Rehab and Road Overlay Project: likely going out to bid for construction in
389 February 2026.
- 390 • Goose Pond Dam Pedestrian Bridge: mostly installed, more gravel to tie in stairs in early
391 spring 2026 and a couple more concrete "waste blocks" in June when it is drier.
- 392 • Jonathan Daniels Trail Maintenance: staff planning an alternative trail (spring 2026) further
393 from the River in case of a high intensity storm that wipes out that portion of the Trail, so
394 there would be options to get through.
- 395 • West Street - Complete Street: the City was trying to advance the Ashuelot River Dam
396 Replacement Project to fiscal year 2027 (beginning July 1, 2026) and there would be a lot
397 of permitting and public meetings involved, so nothing would likely happen until fiscal year
398 2028 (beginning July 1, 2027). West Street was pushed out by NHDOT and Mr. Ruoff said

BPPAC Project Updates 2025

SEPTEMBER				ITEMS WITH UPDATES			COMPLETED ITEMS			Updates (status changes and project notes)
Project	Priority	Master Plan Project #	Status	Budget *		Schedule				
				Cost	Status	Start	Finish	Status		
Master Plan	HIGH	P17	Submitted	\$ 50,000.00	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	TBD	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	\$ 48,500.00	Under	7/1/2026	8/1/2026	On Schedule	Project under contract, scheduled for Spring 2026	
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	\$ 674,000.00	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 liaising 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 its renewal effort. E-report 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	\$ 550,000.00	Even	Spring 2026	Fall 2026	N/A	2026 Sidewalk Replacement planned to be bid in February 2026.	

Downtown Infrastructure Project (MAIN STREET)	HIGH	P14	Planning	CIP	Even	Spring 2026	Winter 2028	On Schedule	Bid opening in December, bids came in high, Engineering is going through value engineering for construction in the spring 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.	
Lower Winchester Street (Roundabout - City Line)	HIGH	P22	Planning	CIP	Even	Spring 2032	Winter 2034	Behind	Planned improvements including sidewalks connecting market place in Swanzey 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 in 2025), Appel Way (completed in 2025), North Bridge, Cheshire Rail Trail over Beaver Brook, Cheshire Rail Trail over the Ashuelot River and the Ashuelot Rail Trail Bridge (KSC bridge) will all be rehabilitated in 2026, with the work anticipated to be bid in February for winter / spring construction.	
Goose Pond Dam Pedestrian Bridge	MEDIUM	n/a	Planning	Operating	Under	September 2025	October 2025	On Schedule	Bridge installed, gravel access path still required to be installed to the bridge approach in the spring / summer 2026.	
Jonathan Daniels Trail Maintenance	HIGH	P3	Planning	\$25K	Under	Summer 2025	Fall 2026	On Schedule	Trail erosion and stream banking repair (completed in 2025). CIP Budgeted in Parks and Rec Trail Maintenance Program for improvements in 2026.	
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 to start the end of January 2026.

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 2b - Old Stone Arch Bridge - (Transportation Heritage Trail)	HIGH	P4	Planning	\$ 321,195.00	N/A	2025	N/A	N/A	PKF 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 2c - 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 2031