



City of Keene

Bicycle / Pedestrian Path Advisory Committee (BPPAC)

AGENDA - AMENDED

Wednesday, March 11, 2026

8:15-9:30 AM

City Hall 2nd Floor Conference Room

Committee Charge Summary: *Encourage communication between users of Keene's bicycle and pedestrian systems, city staff, and advise City Council on related matters. Provide recommendations, assist with planning and grant efforts, advocate for infrastructure improvements, and promote the safe and accessible use of the City's active transportation network.*

A. AGENDA ITEMS

1) **Call to Order**

2) **Adoption of Minutes** – February 11, 2026

3) **Safety & Outreach**

- a) 2026 Monadnock Region Earth Festival – Saturday, April 25th from 11 am – 3 pm in Railroad Square
- b) Annual Mayoral Bike Ride – Letter to Mayor
- c) Bike Week Agenda

4) **Regular Project Updates**

- a) BPPAC Master Plan Update
- b) Updates to Project Tracking Table
- c) Sidewalk Rehab Project – Replacement Overlay & Plans

5) **New Business** (*Suggested items for next meeting*)

6) **Next meeting date** – April 8, 2026

B. MORE TIME ITEMS

- 1) Website
- 2) Downtown Bike Lanes
- 3) Public Art & Trails Updates
- 4) A Week Without Driving: September 28, 2026 - October 4, 2026

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, February 11, 2026 8:15 AM 2nd Floor Conference Room,
City Hall

Members Present:

Dwight Fischer, Chair
Councilor Edward Haas, Vice Chair
Rowland Russell
Charles Redfern (left at 9:03 AM)
Jacob Robertson
Michael Davern, Alternate (voting at 9:03 AM)
Diana Duffy, Alternate (remote)
Andy Holte, Alternate

Staff Present:

William Schoefmann, GIS Coordinator
Bryan Ruoff, City Engineer
Carrah Fisk-Hennessey, Parks & Recreation
Director (left at approximately 9:01 AM)
Jason Nadeau, Parks & Recreation Program
Manager

Members Not Present:

Samantha Jackson
Brian Phillips

1) **Call to Order & Reading of Committee Charge**

Acting Vice Chair Russell called the meeting to order at 8:18 AM. Ms. Duffy called alone from Columbus, Ohio. Dave Mast of Keene said he was applying to be a committee member.

Mr. Schoefmann introduced the Parks & Recreation Program Manager, Jason Nadeau, who would become the Committee’s new staff liaison in the near future.

2) **Election of Chair & Vice Chair**

Discussion ensued about who was interested in and willing to serve as Chair and Vice Chair for the current calendar year. Dr. Russell noted that he was stepping down as Vice Chair, Mr. Fischer said he was willing to serve as Chair, and Councilor Haas volunteered to be Vice Chair if there was nobody else. Mr. Holte was ineligible as an Alternate member and Mr. Robertson did not think it was wise to step into one of these roles at his first meeting as a new committee member.

A motion by Councilor Haas to nominate Mr. Fischer as the 2026 BPPAC Chair was duly seconded by Dr. Russell and the motion carried on a vote of 4–0. Chair Fischer abstained.

A motion by Dr. Russell to nominate Councilor Haas as the 2026 BPPAC Vice Chair was duly seconded by Mr. Redfern and the motion carried on a vote of 4–0. Vice Chair Haas abstained.

32 **3) Adoption of Minutes – January 14, 2026**
33

34 A motion by Vice Chair Haas to adopt the January 14, 2026 minutes as presented was duly
35 seconded by Dr. Russell and the motion carried unanimously.

36
37 Chair Fischer asked as a point of order whether the minutes are meant to be verbatim, given there
38 is a meeting video and an accompanying AI transcript. Committee staff liaison, Will Schoefmann,
39 replied that he would confirm with the City Clerk’s Office, but he believes the minutes are not
40 meant to be verbatim, but rather true summaries of what the Committee discussed during the
41 meetings. Dr. Russell agreed. Chair Fischer felt the minutes were not completely accurate, but not
42 enough to stop them from being adopted.

43
44 **4) Safety & Outreach**

45 **A) T-Mobile Hometown Grant**
46

47 Chair Fischer welcomed City Engineer, Bryan Ruoff, to explain this staff-driven item, the
48 T-Mobile Hometown Grant. This grant program will fund up to \$50,000 to communities with
49 shovel-ready projects that aim to foster local connections through improvements such as
50 technology upgrades, outdoor spaces, the arts, and community centers. This is separate from the
51 AARP Capacity-Building Microgrant application submitted by the Community Development
52 Department as part of the 2026 AARP Community Challenge. If awarded, the City could be given
53 up to \$2,500 from this grant project to use to perform walk and bike audits around the community
54 as part of the Bicycle/Pedestrian Path Master Plan update project.

55
56 **B) Annual Mayoral Bike Ride**
57

58 Mr. Holte reported speaking with Kristen Sykes of the Holyoke, Massachusetts, BPPAC shortly
59 after this committee’s January 2026 meeting. Ms. Sykes had led the Holyoke Mayoral Bike Ride.
60 Mr. Holte said the Holyoke BPPAC is smaller than Keene’s and there seemed to have been a lot
61 of staff turnover in their city. His takeaway from the conversation with Ms. Sykes was that Keene
62 would be in a stronger position than Holyoke when it comes to some of this. Mr. Holte said Ms.
63 Sykes had also been with the Northampton, Massachusetts Mayoral Bike Ride for one year and
64 then Holyoke had events three years in a row. Mr. Holte said that in Holyoke, the Mayor and City
65 Councilors are invited to join, and they focus on riding through relevant areas with murals that
66 highlight city history and important features people want to see. Ms. Sykes told Mr. Holte that the
67 Holyoke Mayor is not a normal bike rider, so they were able to get a bike donated to him from a
68 local nonprofit. That made Mr. Holte think about Keene City Green Bikes.

69
70 Mr. Holte explained that Holyoke is a pretty hilly area, so they focused on finding a flat,
71 family-friendly route, so that anyone could participate. He thought about highlighting areas in
72 Keene where it is easy to ride, such as the rail trails, as well as areas where it is a little bit more
73 difficult, such as navigating traffic, so that people could experience both. Especially with the
74 Mayor and City Council participating, Mr. Holte thought this could help them consider ways to
75 improve navigation. Ms. Sykes also told him that during the second year of Holyoke’s Mayoral
76 Bike Ride, they realized it would be good to have participants sign safety waivers and to require
77 helmets, which they have on hand to lend out. Some years they had Police presence to block areas

78 for them and other times participants blocked intersections as riders approached so they could pass
79 through, which Mr. Holte said the Keene community has done successfully in the past as well.

80
81 Mr. Holte mentioned that one advantage in Massachusetts is a program called “Mass in Motion,”
82 which provided some funding for the Holyoke Mayoral Bike Ride to have food trucks and raffles.
83 Mr. Holte recalled Dr. Russell discussing fundraising as a part of this and Mr. Holte said Holyoke
84 had not done any because of this available funding. Ms. Sykes explained that because it is about
85 encouraging ridership and getting people to try bike riding, the Holyoke BPPAC did not think
86 fundraising was the best idea, and that it might turn people off. Dr. Russell noted that the
87 Committee talked about fundraising for other events as well and Mr. Holte agreed. Mr. Holte
88 reported that Holyoke targets a 30- to 45-minute ride, so it is not too long, and anyone can
89 participate. Holyoke is trying to find a route through their City that is efficient for commuting and
90 featuring points of interest, so there are dual purposes served. Mr. Holte thought those were
91 considerations for the Committee to think about when designing a route.

92
93 Dr. Russell really liked the point of highlighting work in progress that needs to be done. He could
94 imagine a route encompassing not just local and nearby rail trails, but also the Marlboro Street
95 connection by the Public Works building, the extension past Eastern Avenue, and the Downtown
96 Infrastructure Project itself with the protected bike lanes. Dr. Russell said there would be a lot
97 going on in the next year or two within the City that could be highlighted for a ride/route, with
98 some reasonable flat surfaces for a novice rider.

99
100 Mr. Schoefmann asked if the intent would be for this to occur during Bike Month in May and Mr.
101 Holte said that was the idea.

102
103 Mr. Mast asked about the purpose of the Mayoral Bike Ride: to bring general awareness to this
104 Committee, and more? Dr. Russell replied that there is a Bike Month and a Bike Week, so this
105 event highlights the use of bicycles and Keene’s bike infrastructure. Mr. Holte added that Holyoke
106 also had the idea of getting the Mayor and City Council to participate and experience what it is
107 like to move around their city on a bike. To Dr. Russell’s point, Mr. Holte said local Holyoke news
108 interviewed their Mayor, who talked about how he realized more about what the city needed to do
109 as a part of the event. Mr. Holte said Ms. Sykes agreed about involving local journalism and how
110 that can draw politicians in to participate as well.

111
112 Chair Fischer asked whether safety education is a part of the Mayoral Bike Ride as well, or more
113 so a part of Bike Week. Mr. Schoefmann noted that the Keene Kiwanis Club has a safety event at
114 the Recreation Center focused on young riders during Bike Week: Kiwanis Kool Wheels Family
115 Fun and Safety Day. Mr. Schoefmann said it includes Police Department bike helmet fittings and
116 someone else explaining bike maintenance; Parks & Recreation Director, Carrah Fisk-Hennessey,
117 noted that BPPAC member, Sam Jackson, and former member, Autumn DelaCroix, led
118 maintenance efforts in 2025.

119
120 Ms. Duffy responded to Mr. Mast about the purpose of the Mayoral Bike Ride. As a someone who
121 has been a bike commuter in Keene the whole time she has lived here, Ms. Duffy thought this
122 event would be just another reminder about sharing the road. She did not think this was only her

123 perspective, citing the Community Bike Rides, when other recreational riders mentioned using the
124 roads to get where they need to go because they do not use cars.

125
126 Mr. Schoefmann asked if the Committee had identified who would approach Mayor Kahn about
127 this idea. Mr. Holte recalled a discussion. Vice Chair Haas noted that the Mayor owns and rides a
128 bike occasionally, so he would not need one, and the Vice Chair did not think that Mayor Kahn
129 would have any problem with this concept. Vice Chair Haas said the BPPAC just needed to
130 formally approach the Mayor with a letter. Mr. Redfern asked the date proposed for the Mayoral
131 Bike Ride. Mr. Schoefmann suggested working with the Mayor to determine the date. The letter
132 to the Mayor could show that the Committee is interested in helping to plan this event and looks
133 forward to discussing it either in a one-on-one format or at a BPPAC meeting.

134
135 Mr. Holte and Dr. Russell agreed to draft the letter to the Mayor. Dr. Russell offered to help Mr.
136 Holte with other logistics. Dr. Russell noted he liked the idea of incorporating the City Council.
137 Discussion ensued briefly about how it would help to have Vice Chair Haas, as a City Councilor,
138 review the letter before it goes to the Mayor. Vice Chair Haas agreed to do the “soft touches.” The
139 Committee agreed that the draft letter to the Mayor proposing the Mayoral Bike Ride should be
140 agendized for approval at the March 2026 BPPAC meeting. Mr. Schoefmann said that would
141 provide a couple of months for the Mayor to get on board and the planning to occur.

142
143 **C) Bike Week**

144
145 The Committee discussed how in the past, Bike Week had aligned with “Bike to Work Week,”
146 which is May 11th-17th this year. Mr. Schoefmann said Bike Week does not have to be strictly
147 about biking to work. Dr. Russell confirmed that Bike Week is separate from “A Week Without
148 Driving: September 28 to October 4, 2026” (later on the Agenda). Ms. Duffy agreed that The
149 League of American Bicyclists showed the same dates for their “Bike to Work Week” and May
150 15, 2026 as their designated “Bike to Work” Day.

151
152 Dr. Russell explained his idea for “Bike to Work Week,” not necessarily as a fundraiser, but as a
153 potential incentive: to have people track the miles they ride that week and the BPPAC could find
154 some simple incentives, such as getting donations from businesses, for completing a certain
155 number of miles. He recalled that there are tracking tools that have been used as fundraisers or
156 incentives for people to reach distances. Mr. Schoefmann agreed, citing a New Hampshire tracking
157 tool. He recommended contacting Henry Underwood at Southwest Region Planning Commission
158 about it. Dr. Russell recollected mentioning at the January 2026 meeting that the Clarence DeMar
159 Marathon (both Super Senior and Kids) uses a tracking tool for people who complete distances up
160 to the day of the Marathon and then do the last mile or two on the day of the Marathon. Dr. Russell
161 said he would look for the tool the DeMar Marathon uses. Mr. Schoefmann agreed to look into the
162 New Hampshire tracking tool, so the Committee could determine what might work best. Mr.
163 Schoefmann said to consider that trying to put on a Mayoral Bike Ride would probably take a lot
164 of the Committee’s bandwidth too.

165
166 Chair Fischer said it seems to him that if the Committee is going to be promoting Bike Week, it
167 should be extolling the virtues of why you would want to do this. He said it is not just for health;
168 you can save money on parking and gas, and he said those types of things help encourage people

169 to change their behaviors. Chair Fischer said that is what the Committee is talking about with Bike
170 Week: encouraging people to ride more. So, he said that means encouraging them to change
171 behaviors and you have to give them an incentive to do it. Chair Fischer said that it may be more
172 lasting as well.

173
174 Mr. Schoefmann noted that in the past, “Bike to Work Week” was typically promoted by the
175 Monadnock Alliance for Sustainable Transportation (MAST), which had recently scaled back
176 from supporting bigger events. During previous events, the group had offered a commuter
177 breakfast for a couple of days that week, usually around Railroad Square, and things like a movie
178 about cargo bikes at the Colonial Theatre as a part of the event. He said it was all to raise awareness
179 and show people what it is like to cycle more than drive.

180
181 Dr. Russell mentioned that the monthly Community Bike Rides had been the third Friday of the
182 month, and he thought they would probably start in April, so there was a chance that it could
183 coincide with the Mayoral Bike Ride, since a lot of other people would be going on the ride. Dr.
184 Russell added that the Committee should look at all the things that have been done in the past,
185 noting that BPPAC does not have to be the only organization sponsoring this. He suggested that
186 the Committee talk to MAST, who may be interested in taking on some aspect of it. He recalled
187 that Kiwanis Kool Wheels at the Parks & Recreation Center would already be happening during
188 Bike Week, and Mr. Schoefmann suggested that it could maybe kick off the week. Dr. Russell said
189 he would coordinate with the Director of Parks & Recreation to see if the department could sponsor
190 something. Dr. Russell said to keep in mind that it is a great opportunity, and the Committee would
191 not have to be the only ones doing the heavy lifting. He and Mr. Redfern agreed that Pathways for
192 Keene could also be involved. Dr. Russell suggested that perhaps BPPAC could help coordinate
193 to ensure everything is not scheduled for the same day.

194
195 Chair Fischer asked about next steps for Bike Week before the March 2026 meeting. If the
196 Committee was passionate about trying to launch something as a part of Bike Week, Mr.
197 Schoefmann suggested developing the event ideas and what those might require (i.e., who to ask,
198 what they would require, how much/what to ask for). For example, a commuter breakfast would
199 take coordination, like working with the Monadnock Food Co-Op. Chair Fischer said Committee
200 members should bring specific event recommendations for Bike Week to the March 2026 meeting.
201 Mr. Schoefmann agreed and said the group could set up a Bike Week agenda.

202
203 Discussion ensued briefly to confirm whether Dr. Russell and Mr. Holte needed to wait until the
204 March meeting to communicate with the Mayor about the Mayoral Bike Ride. Mr. Holte preferred
205 not to delay. Vice Chair Haas and Mr. Schoefmann thought that if Vice Chair Haas received
206 positive feedback from Mayor Kahn about the idea in the meantime, then Dr. Russell and Mr.
207 Holte could go ahead communicating with the Mayor before the March meeting.

208
209 **D) A Week Without Driving: September 28, 2026–October 4, 2026**
210
211 The Committee agreed to wait to address “A Week Without Driving” until it has finished
212 addressing Bike Week and Bike Month.

213
214 **E) Downtown Bike Lanes**

215
216 Chair Fischer welcomed City Engineer, Bryan Ruoff, who provided an overall update on the
217 Downtown Infrastructure Project. City staff went to the City Council’s Municipal Services,
218 Facilities, and Infrastructure (MSFI) Committee meeting in January 2026 to discuss recommended
219 scope updates to the plans to rebid the project within the budget that the City received bids for the
220 first time. Mr. Ruoff said one positive take away of the [January 21, 2026 MSFI Committee](#)
221 [presentation](#) was that Public Works Director, Don Lussier, did a very good job breaking down
222 everything the City could save money on, and Mr. Ruoff said there were good cost savings.

223
224 First, Mr. Ruoff reported that the proposed textured, exposed aggregate bike lanes were ultimately
225 a very good value to the City. He said the cost difference between a standard sidewalk was in the
226 magnitude of about \$40,000; a lot better than what the City was expecting based on the bids and
227 it was pretty consistent throughout the bids received. So, the City Engineer said it was a great value
228 to the City, and the Downtown Infrastructure Project would go back out to bid with the bike lanes
229 included. City staff were meeting with Stantec (project consultants) on February 11, 2026 to check
230 in on their status of updating the contract documents for bidding. The City expects to be able to
231 rebid the project in early March for a bid opening in approximately April following approval from
232 the New Hampshire Department of Environmental Services. This would push construction back
233 from the originally planned start date of April 1, 2026 to sometime in May, depending on the
234 contractor’s mobilization abilities.

235
236 Vice Chair Haas hoped the City could settle on a name for these bike lanes. He asked if they were
237 calling them “bike lanes,” “protected bike lanes,” or “curbed bike lanes”? He was not sure and had
238 his own ideas. He wanted to hear from the Public Works Department, Engineering Division, and
239 the Parks & Recreation Department about what they should be called. Discussion ensued as Mr.
240 Schoefmann and Mr. Ruoff agreed that City Engineering Staff and the City’s Media personnel had
241 adopted standard nomenclature. Mr. Ruoff agreed that everyone should get into the habit of
242 referring to them as that term because there was still a misconception about the bike lanes just
243 being the shared travel lanes on the side of the road vs. the more protected, raised lanes that are a
244 part of this project. The City Engineer said he would confirm the term and email the group. He
245 said it would be a disservice to the project to not remember and use the official name.

246
247 Later in the meeting, Mr. Holte confirmed and reported that the official phrasing is “*Dedicated*
248 *Protected Bike Lanes.*”

249
250 **5) Regular Project Updates**
251 **A) BPPAC Master Plan Update & Steering Committee**
252

253 Mr. Ruoff reported that as a part of the City’s Capital Improvement Plan (CIP), \$50,000 was
254 allocated for a new Bicycle/Pedestrian Path Master Plan “reset” more than an “update.” In
255 conjunction with that, City staff put out a request for proposals and qualifications from engineers
256 and opened the four that were received on February 6, 2026. The selection committee was
257 reviewing the finer details of the proposals and qualifications, and the City Engineer called all four
258 good firms that the City would be happy to have working on this project. He thought one potential
259 consultant had been eliminated at this point, then the selection committee was looking to eliminate
260 potentially one more and decide between the final two by bringing them in for interviews. Mr.

261 Ruoff recalled initially planning to recommend moving forward with the consultant at this
262 meeting, but he thought staff would need a little time to review these candidates thoroughly,
263 especially with Mr. Nadeau coming on board. Mr. Ruoff thought all three front runners were very
264 good candidates and it was just a question about some of the specifics.
265

266 Mr. Robertson asked if the scope of this project is to update the actual 1999 Bicycle/Pedestrian
267 Path Master Plan document or actually planning what the Committee wants for things like bike
268 lanes or pedestrian access. Mr. Schoefmann said it would be a little bit about both, but mostly to
269 create a new guiding document for bicycle and pedestrian facilities and programming, typically
270 with a five-to-10-year outlook. Dr. Russell agreed, referring to the period covered in the 1999
271 Bicycle/Pedestrian Path Master Plan and noting that it took several years to get it approved.
272

273 Chair Fischer noted that the 1999 Bicycle/Pedestrian Path Master Plan was written by the BPPAC
274 and now a consultant would be hired for writing the update. The City Engineer agreed that a
275 consultant would help with the leg work, such as producing the mapping and supporting
276 information. He said the content of the Master Plan would ultimately be steered by this Committee.
277 Mr. Schoefmann said it would be similar to the City's Master Planning process with a consultant
278 who conducts the fact-finding process, organizes all the information, and liaises with the
279 community; although, City staff would be conducting most of the community outreach with the
280 consultant's assistance for this Bicycle/Pedestrian Path Master Plan to save on that significant
281 dollar figure.
282

283 Mr. Schoefmann added that the City already has many materials that would be shared with the
284 consultant, including GIS layers for existing information (e.g., asset tracking). He explained that
285 the City's 2025 Comprehensive Master Plan includes goals related to walking and cycling. Mr.
286 Schoefmann said all those materials would also play a role in this project and the consultant would
287 synthesize them. Chair Fischer added that the consultant would know best practices from project
288 completed in other cities.
289

290 Dr. Russell had forwarded the [Brattleboro, Vermont, Walk/Bike Master Plan](#) to Mr. Phillips. Dr.
291 Russell thought it would be good for others on the Committee to read it as an example of the
292 direction Keene's BPPAC was heading toward for its Master Plan instead of the text heavy 1999
293 document. He called Brattleboro's Master Plan very robust, visually impactful, and impressive,
294 with a lot of data.
295

296 Mr. Redfern mentioned that Antioch University New England was involved with the 1999
297 Bicycle/Pedestrian Path Master Plan. Dr. Russell agreed that Dr. Jim Gruber helped, and Mr.
298 Redfern said they did a good job.
299

300 **B) Updates to Project Tracking Table**

301

302 Mr. Schoefmann explained that the Project Tracking Table is where City staff track updates to
303 initiatives that are relevant to the Committee. The table is included in the BPPAC Agenda packets,
304 and the City Engineer highlights any projects with updates. City Engineer, Bryan Ruoff,
305 apologized for not presenting a more thorough update and said he would distribute one before the
306 next meeting, stating that he was doing a disservice by missing some of these items.

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- Mr. Ruoff provided an update on the following projects from the Tracking Table:
- Master Plan: Mr. Ruoff said this item referred to the Keene 2025 Comprehensive Master Plan that was adopted and it would be ideal to create a second line item for the Bicycle/Pedestrian Path Master Plan Update.
 - Complete Streets: Not a specific project, more so tracking a City initiative. So, it will never be reflected as closed and the intent is to garner discussion as needed.
 - Bike Racks: Not a specific project, more so tracking a City initiative. So, it will never be reflected as closed and the intent is to garner discussion as needed.
 - Appel Way Trail Paving: Under contract for paving all of Appel Way Trail in April 2026, which is ahead of schedule and will be under budget with a contractor of record with the City based on exemplary work they did in 2025.
 - Safe Streets for All Grant: The City was notified that it was unfortunately not awarded this Grant. The City Engineer recalled that the City completed the “Safe Streets for All Report” and there was a subsequent Grant opportunity that the City submitted for Citywide pedestrian and bicycle infrastructure improvements. He said the City would look to resubmit during the next cycle with a new project. He welcomed recommendations from the Committee for projects to target, so City staff could do that leg work.
 - NHDOT TAP Grant 2018 - Marlboro Street #42515: This grant for Cheshire Rail Trail improvements has a contractor and submittals are moving along for construction scheduled to start in April 2026.
 - FY26 Sidewalk Rehab Project: Mr. Ruoff corrected the Tracking Table, so the Project would read “FY26,” and noted that it includes Fiscal Year 2025 and 2026 sidewalks. This Project was out to bid at the time of this meeting, and the City Engineer anticipated construction starting in April 2026.

Mr. Redfern asked if tree cutting for the Cheshire Rail Trail would begin before the April construction on the trail. Mr. Ruoff replied that there are two different projects: the Marlboro Street TAP Grant does not involve tree cutting and the Transportation Heritage Trail (THT) Project does. For the Marlboro Street TAP Grant / Cheshire Rail Trail improvements, Mr. Ruoff said the contractor would need to get the drainage in while the ground is still frozen, so the trail does not get sloppy during construction. He said the contractor anticipated groundbreaking on February 23, 2026 to do clearing and drainage installation, pending additional snow. Mr. Ruoff thought that would remain on target, but it could be pushed by a few weeks because of the extreme winter so far.

Mr. Holte asked if the City was pursuing the AARP Community Challenge. This project is being pursued by the Community Development Department to help perform a series of bike and walk audits as part of the Bike-Path Master Plan Update Project. The grant application will need to be submitted by the deadline on March 4th.

Ms. Fisk-Hennessey left the meeting.

Dr. Russell added that in the past, early during each calendar year, the Committee ranked and prioritized projects. He wondered if there were still plans to do that and it struck him that it could still be a good exercise as a part of the Bicycle/Pedestrian Path Master Plan Update. Mr.

353 Schoefmann thought that the past ranking process was typically in an effort to guide what the
354 Committee wanted to direct most of its resources toward, so he was unsure that would inform the
355 Bike-Path Master Plan project. Mr. Schoefmann showed how staff use a matrix to track some of
356 these projects and evaluate what are high, medium, or low priority in terms of things like the
357 allocated resources and the existing City plans that include the projects. Then, the Committee
358 typically participates by ranking the projects as high, medium, or low so staff can plot them onto
359 a diagram, which helps to visualize and helps the Committee to decide the projects it feels are
360 important to focus resources on for the year (typically 4 to 5 projects total). Dr. Russell noted that
361 as an experienced member, the ranking can be a very useful exercise for new Committee members.
362

363 Mr. Redfern left the meeting at 9:03 AM and Mr. Davern was appointed as a Voting Member.
364

365 Chair Fischer recalled that the City Engineer mentioned identifying any other issues. Chair Fischer
366 said the one most dangerous route on a bike in the City—in terms of connecting—is the section of
367 Court Street from the intersection turning off to East Surry Road pretty much all the way to the
368 hospital, where there is very little shoulder. He said that a cyclist would look at it and think they
369 are better off riding up on the sidewalk, which does not look like a regular sidewalk. Chair Fischer
370 called it a scary, dangerous connecting route, in a City that wants to have a network so that people
371 who live in the City can ride safely in and out. Mr. Holte added that this corridor leads to the school
372 and the Keene Family YMCA.
373

374 Mr. Jacobson asked whether there was a list of planned road improvements and connections under
375 discussion (e.g., Court Street). He mentioned challenges with West Street too. Mr. Schoefmann
376 explained the concept for the Bicycle/Pedestrian Path Master Plan Update: the BPPAC will serve
377 as the Master Plan Steering Committee and consultant will reach out to the Steering Committee
378 for expertise as users, and that would be a good time to have a list ready of important connections
379 to focus on. He explained that the consultant would be tasked with producing a Gap Analysis,
380 which includes facility connections. Additionally, the Engineering Division led the Safe Streets
381 for All Report, which identified dangerous areas in town, so the consultant would have that
382 resource as well. Vice Chair Haas added that the [City's Roadway Safety Action Plan](#) was also
383 completed in 2024 and includes details about street rankings and unsafe passageways. The City
384 Engineer said that it was one of the existing documents identified as a part of the request for
385 qualifications and proposals. He noted that the information included in this plan will not need to
386 be collected by the consultant, so they will be able to focus on other aspects of the Bike-Path
387 Master Plan Update Project.
388

389 Dr. Russell reminded the Committee that when thinking near-term or as a part of the
390 Bicycle/Pedestrian Path Master Plan, the BPPAC also represents pedestrians. There are a lot of
391 great bike ideas, but he suggested that Committee members also put their thinking caps on for
392 pedestrian needs, especially safety aspects for those who are differently abled.
393

394 Mr. Ruoff concluded the Project Tracking Table updates:

- 395 • [Parks & Recreation Bridge Rehabilitation](#): The City received a grant to rehabilitate the
396 Ashuelot Rail Trail Bridge, or the Keene State College Bridge, as many people know it.
397 The City received an \$80,000 commitment (not yet finalized). Mr. Ruoff said the City
398 would be looking to bid for the project during the upcoming year; the project is “shovel

399 ready.” Additionally, the North Bridge Cheshire Rail Trail over Beaver Brook and
400 Cheshire Rail Trail over the Ashuelot River are both scheduled for redecking and replacing
401 the handrails during this upcoming year, so Mr. Ruoff said the City would bid those
402 projects in the coming weeks too.

- 403 • Transportation Heritage Trail (THT) Phase I - CRT Eastern Ave to NH 101: Scheduled for
404 construction, including the clearing aspect, with the heavier trail work scheduled for April
405 2026.

406
407 Mr. Schoefmann explained that there are three phases of the THT Project to extend the Trail and
408 complete the connection between improved sections of the trail in Keene and Swanzey. The
409 connection spans from Eastern Ave to near Swanzey Factory Road or Depot Rd. Mr. Schoefmann
410 continued explaining the proposal to improve up to the abutments where a bridge used to connect
411 to the Old Stone Arch Bridge that goes over the Branch River and New Hampshire Route 101, and
412 then to have another span of a bridge that connects to the rail trail over Swanzey Factory Road.
413 Mr. Schoefmann said he would distribute a website to the Committee that talks about what the
414 program entails. It is partially funded through state and federal funds, with the local match in part
415 from Pathways for Keene and part taxpayer funds. Dr. Russell and Mr. Schoefmann agreed that it
416 would be good to have the program website linked on the BPPAC’s webpage for context.

417 418 **C) Sidewalk Rehab Project – Replacement Overlay & Plans**

419
420 Mr. Schoefmann said he did not bring any plans, but could always distribute them if needed. Mr.
421 Ruoff said he owed the Committee a list of planned sidewalk replacements and rehabilitations. He
422 noted that there are two different aspects of the project: (1) replacing existing asphalt sidewalks
423 with concrete and granite curbing, which the Engineering Division bids out; and (2) the City’s
424 Highway Department overlaying or paving existing City asphalt sidewalks instead of replacing
425 them with concrete. Mr. Ruoff called the latter a “game changer,” as the City can now overlay/pay
426 about 2.5 miles of asphalt sidewalk for the same cost as replace 2,000-ft of existing asphalt
427 sidewalk with updated concrete and granite curbing.

428
429 He said the Highway Division has a list of existing asphalt sidewalks that will be overlaid in
430 2026 as a part of the City’s Ward Optimization Weeks (WOW) in addition to some concrete
431 sidewalks that will be replaced as well. During WOW, City departments like Public Works
432 complete projects (e.g., drain clearing) for one week in a specific Ward. Mr. Ruoff said he would
433 provide the list of sidewalks for the Committee and City staff are always looking for recommended
434 sidewalks that could use an asphalt overlay based on hazards (e.g., tripping), which can be fixed
435 easily by the Highway Division with the sidewalk paver. He noted that sidewalks replaced with
436 concrete are built into the City’s Capital Improvement Plan (CIP) and fixed based on a scoring
437 system.

438 439 **6) Old Business**

440 **A) Walk/Bike Master Plan – Brattleboro, VT**

441
442 Dr. Russell said this was already discussed: [Walk/Bike Master Plan of Brattleboro, VT](#).

443 444 **7) New Business**

445
446 Mr. Schoefmann explained that the “New Business” section of the agenda is for Committee
447 members to help set the agenda for the next meeting. He said that for the March 2026 BPPAC
448 meeting, City staff would have the Bicycle/Pedestrian Path Master Plan consultant selection to
449 share with the Committee. Dr. Russell said Committee members would have Bike Week and
450 Mayoral Bike Ride action steps to report on from this meeting. Additionally, Mr. Schoefmann
451 recalled that Committee members should bring to the March meeting any other ideas they want to
452 spearhead for “Bike to Work Week,” so the Committee could start setting a schedule of events;
453 members should also consider whether the event should be branded/ marketed like the League of
454 American Bicyclists’ “Bike to Work Week,” or just as “Bike Week.”

455
456 Vice Chair Haas reported that the first meetings about the City’s Capital Improvement Plan (CIP)
457 would have occurred by the date of the BPPAC’s March 2026 meeting. He suggested an Agenda
458 item to ensure the Committee is reviewing things that are of interest to it in the CIP. Mr.
459 Schoefmann agreed, noting that the CIP would not be a formal document by the March meeting
460 but the presentations to the City Council and its Finance, Organization and Personnel Committee
461 will have started.

462
463 **8) More Time Items**

464 **A) Website**

465
466 Mr. Schoefmann reported that the BPPAC’s webpage was updated to a certain degree with the
467 documents former Committee member Jan Manwaring wanted added. The Committee agreed that
468 the website remains an ongoing project. Mr. Schoefmann said he had assignments, trying to
469 integrate some more plans into the website, and he would address other things as they pop up.

470
471 **B) Community Bike Share**

472
473 Mr. Schoefmann thought the Community Bike Share project was on the back burner. He recalled
474 the Committee had heard a decent presentation on what a community bike share might entail. He
475 was unsure whether any Committee members really had the bandwidth to spearhead anything
476 along those lines at this time. Mr. Schoefmann said that if there were any interested community
477 members or someone who wondered why the City does not have a program, the BPPAC could
478 encourage them.

479
480 Vice Chair Haas suggested removing Community Bike Share from More Time to clean up the
481 Agenda. There were no objections.

482
483 **C) Public Art & Trails Updates**

484
485 Mr. Schoefmann explained that Dr. Russell provides public art and trails updates as needed, and
486 that there are several ongoing initiatives, especially in conjunction with the Transportation
487 Heritage Trail project. Dr. Russell noted that community member, Peter Poanessa, rescued an old,
488 almost fully intact signal fixture. Dr. Russell explained the hope of restoring the signal and making
489 it the portal to the THT in a sense, probably closer to downtown and with accompanying
490 information about the THT. He added that after the clearing is finished on the Trail from Eastern

491 Ave to Rt. 101, they were also looking at working with Mr. Poanessa and other local muralists to
492 create a stylized map of the train routes that connected in the area on the concrete face of the old
493 bridge abutment. Dr. Russell said that this is the crossing point of the Marlborough and Cheshire
494 Lines, so it is a good place to show the history of all the rail trails that entered and exited Keene.
495 This effort would also be in partnership with the Historical Society of Cheshire County and the
496 Friends of Public Art.

497

498 **9) Next Meeting Date – March 11, 2026**

499 **10) Adjournment**

500

501 There being no further business, Chair Fischer adjourned the meeting at 9:20 AM.

502

503 Respectfully submitted by,
504 Katie Kibler, Minute Taker

505

506 Reviewed and edited by,
507 Megan A. Fortson, AICP - Planner

EVENTS

2026 Monadnock Region Earth Festival

April 25 @ 11:00 am - 3:00 pm



Join us for the 2026 Monadnock Region Earth Festival to celebrate our community's commitment to preserving our planet and healthy living for all!

Festivities will be happening in and around the store, along the bike path, and Railroad Square!

[Sign up for a spot here!](#)

Farmer's market style festival with vendors and educational opportunities!

BPPAC Project Updates 2026

| Project | FEBRUARY | | | ITEMS WITH UPDATES | | COMPLETED ITEMS | | | Updates (status changes and project notes) |
|---|----------|-----------------------|-----------|----------------------|--------|-----------------|--------------|-------------|---|
| | PRIORITY | Master Plan Project # | Status | Budget * | | Schedule | | | |
| | | | | Cost | Status | Start | Finish | Status | |
| City Master Plan | HIGH | P17 | Completed | \$ 160,000.00 | Over | November 2024 | August 2025 | N/A | CIP Project to complete the plan in 2024/2025. Completed and adopted by City Council in August 2025 . |
| Bicycle and Pedestrian Master Plan | HIGH | P17 | Working | \$ 50,000.00 | Even | March 2026 | October 2026 | Behind | Proposals were received by the City on February 6th, 2026 VHB was identified by the selection committee as the preferred consultant, the contract execution is in process. |
| Complete Streets | MEDIUM | N/A | Working | TBD | Even | 2018 | Ongoing | N/A | GIS Project to track and integrate pavement markings. Street Markings included in Flyover collection |
| Bike Racks | HIGH | P21 | Working | TBD | Even | Ongoing | Ongoing | 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 | Working | \$ 48,500.00 | Under | April 2026 | July 2026 | On Schedule | Project is under contract with CM Minkler for the repaving of the trail, scheduled for April 2026 |
| Safe Streets for All Study | HIGH | N/A | Submitted | NA | Under | Spring 2023 | January 2025 | N/A | The 2025 Roadway Safety Plan has been adopted by City Council as of February 5th the scope of the project has been completed. |
| Marlboro Street & Cheshire Rail Trail NHDOT #42515 - NHDOT TAP Grant | HIGH | BE22 | Working | \$ 674,000.00 | Even | April 2026 | D | Behind | Winter 2018 start of design. 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 | Even | Ongoing | Ongoing | N/A | 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 | Even | Summer 2023 | Summer 2023 | N/A | 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. |
| FY26 Sidewalk Rehab Project | N/A | N/A | Working | \$ 550,000.00 | Even | Spring 2026 | Fall 2026 | N/A | Currently being bid, with a corresponding bid opening March 2026. |
| Downtown Infrastructure Project (MAIN STREET) | HIGH | P14 | Planning | CIP | Over | Spring 2026 | Winter 2028 | On Schedule | Being rebid in March 2026 for an April 2026 bid opening and June 2026 start of construction. 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 (NH) Rte 101 - 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 | November 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 | July 2026 | Behind | 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 | May 2026 | September 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 | August 2025 | N/A | On Schedule | 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) | HIGH | P1 | Working | \$ 386,400.00 | Under | late Winter 2026 | Summer 2026 | On Schedule | Project includes from Eastern Ave - 101 Bridge abutments. NTP for construction anticipated to start the end of February 2026 . |
| THT Phase 2a - Prowse Bridge - CRT NH 101 Overpass to Stone Arch Bridge (Transportation Heritage Trail) | HIGH | P4 | Planning | \$ 381,685.00 | Even | 2027 | 2032 | Behind | 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 | On Schedule | 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 2c - Island Street Bailey Bridge - Swanzy Factory Road to Town Line (Transportation Heritage Trail) | MEDIUM | P4 | Planning | \$ 1,862,310.00 | N/A | 2027 | N/A | On Schedule | Installation of the Historic Island Street Bailey Bridge at Swanzy Factory Road to create a safe overpass for trail users and creating continuity of the Cheshire Rail Trail towards the Swanzy 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 | Behind | 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/Swanzy Factory Rd. In preliminary design anticipated construction in 2031 |