

City of Keene
New Hampshire

BICYCLE/PEDESTRIAN PATH ADVISORY COMMITTEE
MEETING MINUTES

Wednesday, March 11, 2026

8:15 AM

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

Members Present:

Dwight Fischer, Chair
Councilor Edward Haas, Vice Chair
Brian Phillips
Rowland Russell
Charles Redfern (remote; left at 8:59 AM)
Jacob Robertson
Michael Davern, Alternate
Diana Duffy, Alternate
Andy Holte, Alternate

Staff Present:

William Schoefmann, GIS Coordinator
Jason Nadeau, Parks & Recreation Program
Manager

Members Not Present:

Samantha Jackson

1) Call to Order

Chair Fischer called the meeting to order at 8:21 AM. Mr. Redfern participated remotely from Florida due to travel. He was alone in the room he called from.

[Certain Agenda items were heard out-of-order.]

2) Adoption of Minutes – February 11, 2026

Revision: Line 327, change “Jacobson” to “Robertson.”

A motion by Vice Chair Haas to adopt the February 11, 2026 minutes as amended was duly seconded by Mr. Phillips and the motion carried unanimously. Mr. Redfern was absent from the vote.

3) Safety & Outreach

**A) 2026 Monadnock Region Earth Festival – Saturday, April 25th from
11:00 AM–3:00 PM in Railroad Square**

Vice Chair Haas and Mr. Redfern had participated in this event the previous few years. It involves a table with information and talking to the citizenry about what the trail system offers and what the Bicycle/Pedestrian Path Advisory Committee (BPPAC) does. Vice Chair Haas said

in the past, the BPPAC's table was next to Pathways for Keene's table for mutual support. He noted that the materials provided at the table for this event had never been particularly "exotic," but he said that if anyone wanted to bring anything, it would be welcome. Vice Chair Haas could provide the table, as well as a tent if necessary. He said the BPPAC should be able to participate, noting the trick is arriving early enough to get the key spaces. Pathways for Keene always gets the front, and Vice Chair Haas said BPPAC wants to be second in Railroad Square. Mr. Redfern agreed. Vice Chair Haas volunteered to table at the 2026 Monadnock Region Earth Festival on Saturday, April 25 from 11:00 AM–3:00 PM. Dr. Russell volunteered to help set up and stay for a part of the time earlier in the day.

Ms. Duffy asked whether the Committee was sure it wanted to table at this event. She attended for many years and in 2025, the weather was very cold; she called it a "washout." She thought it would be good for the Committee to ask itself the value and objective of participating, noting past challenges of rallying volunteers and absence of materials. Ms. Duffy said the BPPAC has links for information; in 2025, Vice Chair Haas displayed QR codes in an effort toward a trash free event. Ms. Duffy wondered about other ways to spread the BPPAC's message without staffing a table; she did not think the Committee needed a table and did not think that it was scandalous to say. Ms. Duffy reminded the Committee that there could be other ways to be involved. Chair Fischer thought that it was a good point to consider.

Dr. Russell argued the counterpoint, noting that in the past BPPAC displayed physical maps, sometimes on the shared tables with Pathways for Keene. He suggested one reason to consider tabling was because the Committee had not begun its master planning process. Dr. Russell thought this event/table could be an opportunity to gently solicit input from the community that could help inform the BPPAC's master planning process. He added that the week before the Monadnock Region Earth Festival is Keene State College's (KSC) Solar Fest, where Keene's Energy and Climate Committee (ECC) would have a table. Maureen Nebenzahl, the ECC Vice Chair, contacted Dr. Russell because of his role in community gardens and requested some information to share.

Ms. Nebenzahl also asked whether there are any materials (e.g., maps) the BPPAC might want displayed at the Solar Fest ECC table. Vice Chair Haas noted the BPPAC's banner (i.e., 30-inch x 80-inch, which is displayed in May for Bike Week) could hang near the ECC's tent at Solar Fest. If there were no objections, he thought that the banner could be displayed at KSC the week before the event too; it would advertise Kiwanis Kool Wheels and Keene as a bicycle friendly community. Dr. Russell pointed out that the ECC has its own banner, so there may not be space for two banners at the ECC Solar Fest table. He added that it would only make sense to have the ECC banner displayed if one Committee was tabling.

Chair Fisher said it sounded to him like there was enough Committee energy for the Monadnock Region Earth Festival but remaining questions about: (1) why is the Committee doing it? (2) what is the impact? Chair Fischer thought the conversation pointed out that if there were some people and energy behind it, then it would bubble up to the top; otherwise, it would fall off. Chair Fischer and Mr. Robertson added themselves as potential volunteers for the Earth Festival in addition to Vice Chair Haas and Dr. Russell.

Discussion continued about the Committee's plan for Monadnock Region Earth Festival. Vice Chair Haas noted that he was unsure the BPPAC does much other than have a presence at the Festival. Since so many BPPAC members go to the event, he was unsure there would be much more for the BPPAC to do than stand by the table and support Pathways for Keene. He agreed with Ms. Duffy that for an Earth Festival, the Committee does not want to promote a lot of paper and trash. Mr. Schoefmann thought this could be a good opportunity for BPPAC members to spread the word about impending community engagement for the Bicycle/Pedestrian Path Master Plan, although he knew the discussion had been about going paperless. Dr. Russell agreed that it would be good to talk with the City Engineer, Bryan Ruoff, because once the vendor signs the contract for the Bicycle/Pedestrian Path Master Plan, there could possibly be an online feedback form to collect helpful community information. Mr. Schoefmann did not think the contract would be signed by April.

Mr. Redfern replied to Ms. Duffy's question. Mr. Redfern said participating in this event would also help to let the public know the background and history of how the trails were developed, which he and Mr. Schoefmann agreed is a good thing. On this note, Dr. Russell said he spoke with Mr. Redfern about the need to look back through all the documentation, specifically about when actual construction occurred on the Cheshire Rail Trail; it could be a 30-year anniversary. They discussed Dr. Jim Gruber from Antioch University New England, who spearheaded the research and grant writing, and Mr. Redfern with Pathways for Keene, leading a history walk along the trail for the 30-year anniversary (if it were confirmed). So, Dr. Russell said if that walk proceeded, there could be a poster about it at the Earth Festival table, or at least information about the history of the Rail Trail. Mr. Robertson agreed. He said the Cheshire Rail Trail is great, and the Committee should celebrate it and promote it.

Chair Fischer said it sounded like this event had potential. There would be one more BPPAC meeting (April 22nd) before the Monadnock Region Earth Festival on April 25, 2026. The list of volunteers at this time were: Chair Fischer, Vice Chair Haas, Dr. Russell, Mr. Robertson, and Mr. Phillips. Ms. Duffy offered to contact the Monadnock Food Co-Op about reserving the table before the April 22, 2026, BPPAC meeting. Dr. Russell noted that once that step is accomplished, the BPPAC would appear in all of the 2026 Monadnock Region Earth Festival publicity. Mr. Schoefmann said that if they were to need the City of Keene logo, etc., he could send it (he thought the Co-Op probably had it already). Dr. Russell asked if there is a large-scale copy of the Cheshire Rail Trail map to bring. Chair Fischer confirmed that he meant the map published in 2025. Mr. Schoefmann said he thought it would be available to print again. Chair Fischer asked Mr. Redfern whether he still had any of the printed maps. Mr. Redfern would bring the few he still thought he had.

B) Annual Mayoral Bike Ride – Letter to Mayor

Mr. Holte reported on what Ms. Duffy said could be Keene's first "Annual Mayoral Bike Ride." After the February 2026 BPPAC meeting, Mr. Holte and Dr. Russell met with Mayor Kahn to discuss the idea (Vice Chair Haas spoke with the Mayor too). Mr. Holte recalled that the concept for this event from other cities is to have the Mayor and City Council go on a bike ride with the community on a particular day. Specifically, the goal is for the Mayor and Council to experience the City on a bike, sense what may need to change, and be involved with the community.

Mr. Holte reported on his conversation with Dr. Russell and Mayor Kahn. Mr. Holte said the mayor is on board with the idea and noted that they also discussed May 15, 2026: this is “Bike to Work Day” during “Bike Week.” The mayor took Mr. Holte and Dr. Russell to the City Clerk’s Office to retrieve the application for the Use of Public Ways: Parades, Bikes, and Footraces. Mr. Holte passed the application around to the Committee. They were informed that event would not need to appear before the City Council if no roads will be closed and there is no need for Police. With the minimal impact of this event, this application would allow for administrative approval by the City Clerk’s Office; however, Mr. Holte said there is a \$50.00 application fee and the potential need for insurance.

Dr. Russell communicated with members of Pathways for Keene and a former BPPAC member, Jan Manwaring, who often completes the forms for Pathways. Because of the connection to Pathways for Keene, Dr. Russell said Ms. Manwaring and Mr. Redfern sent BPPAC’s application to the full Pathways for Keene Board, with the idea of collaborating/cosponsoring. Pathways for Keene indicated that they would discuss it at their April Board Meeting. However, Dr. Russell said the timing may not align to submit the application in time for approval. Discussion ensued briefly as Dr. Russell noted the matter would have to appear before a City Council Standing Committee and then City Council for approval if there were a significant impact from the event (i.e., road closure). However, he and Vice Chair Haas agreed that it would likely not be the case, and it should be an administrative approval by the Clerk’s Office.

Dr. Russell said that left the question of the \$50.00 application fee, but he thought the Committee could contribute. He said he would write to Pathways for Keene to inquire about their insurer and the cost. Dr. Russell noted that it could definitely be a limiting factor if the Committee cannot afford the insurance as well. Committee Staff Liaison, Mr. Schoefmann, thought that if the Mayor sponsors the Bike Ride, then the City’s insurance, Primex, may more than likely have a role; he said Mayor Kahn would probably have to start that conversation. Chair Fischer and Mr. Schoefmann agreed that it would be something big to understand and probably best approached internally by the City, so Mr. Schoefmann said he would take it on. Chair Fischer did not think the \$50.00 application fee was significant.

Lisa Steadman, Southwest Region Planning Commission’s (SWRPC) Monadnock Region Mobility Manager (formerly Terry Johnson), arrived at 8:40 AM and introduced herself.

The Committee discussed whether the May 15, 2026 date was confirmed for the first “Annual Mayoral Bike Ride.” Mr. Holte said no, there was still flexibility if logistics proved to be too challenging. The event could be anytime with warm enough weather. He mentioned that it could align with the unofficial monthly Keene community rides during warm weather. Mr. Holte spoke with Pam, who helps with those rides, and said there would be potential to coordinate and merge them. Community rides are usually on the third Fridays of the month, which also aligns with “Bike to Work Day.”

Mr. Holte noted that when submitting the application, the Committee would need to provide the route for the Mayoral Bike Ride. Dr. Russell said he discussed the route with the Mayor, who rides, but would prefer a less strenuous route. Dr. Russell recalled the Committee talking about this being an opportunity to highlight some of the infrastructure work related to the dedicated

protected bike lanes, likely to start at Railroad Square. He did not suggest riding on Main Street but said the locations of the forthcoming dedicated protected bike lanes could be pointed out. Dr. Russell suggested pointing out the Marlboro Bypass while going past. Then, stop at the end of Eastern Avenue to point out where the Transportation Heritage Trail will start. He said perhaps the ride could be structured in such a way to pass by Patricia Russell Park, which is relatively new, and the Skate Park. Dr. Russell thought there would be a chance to use the route to highlight things being done in the City.

Mr. Holte and Dr. Russell agreed to prepare a draft route for the April 2026 BPPAC meeting. They would also start working on the Application for Use of Public Ways: Parades, Bikes, and Footraces, pending information from Mr. Schoefmann about insurance. Dr. Russell would confirm whether there would be need for Council Committee approval. The Committee would work out the Application fee at the next meeting.

C) Bike Week Agenda

The Committee brainstormed ideas for a possible “Bike Week.”

Vice Chair Haas noted that Saturday, May 2, 2026, from 9:00 AM to 1:00 PM is the Kiwanis Kool Wheels event at the Keene Recreation Center. He said BPPAC members joined in the past to contribute simple maintenance on people’s bikes. The BPPAC’s participation in that event is not sponsored by the city or by the Committee; individuals purely offer to help with the repairs. Vice Chair Haas said the Kiwanis Club would be seeking volunteers to join him for repairs. The Kiwanis Club offered the BPPAC a table during the event to talk about bike maintenance and other things. Vice Chair Haas said he had not responded yet because it was something the BPPAC had not done before. He was unsure whether he wanted to volunteer to organize but wondered whether anybody else might.

Dr. Russell was reminded that May 2026 is also “Bike Month,” not just “Bike to Work Week.” So, he thought the Committee could be looking for opportunities during the whole month. He thought these were things to add to the table for the Earth Festival and Solar Fest. Dr. Russell offered to draft a poster about the “Annual Mayoral Bike Ride” to promote it at BPPAC tabling. He recalled a pop-up bike repair one year at the Earth Festival. He thought someone came to a BPPAC meeting who does that. Dr. Russell wondered whether the Committee should reach out to have repair/maintenance as an option the day after the “Mayoral Bike Ride.”

Mr. Schoefmann noted the Committee should keep in mind there would be a Mayoral Proclamation one or two weeks before the event; the Committee requests that the mayor make the proclamation in advance. There is standard language, but information could also come from this Committee. Someone from the Committee would need to be present at the Council meeting to receive the proclamation in front of Council, often the Chair or a selection of members.

Chair Fischer clarified the actual dates of “Bike Week” 2026. Dr. Russell reported that the League of American Bicyclists’ “Bike to Work Week” would be Monday, May 11 through Sunday, May 17. This includes “Bike to Work Day” on Friday, May 15, 2026.

Dr. Russell said the Mayor was already aware that the BPPAC would be requesting a proclamation. Dr. Russell said the Committee should decide what the proclamation would be for specifically. In the past it was for “Bike Month,” but Dr. Russell thought it may also be a joint proclamation with “Bike to Work Week.” He said the Committee provides the information. Mr. Schoefmann agreed that the Committee would receive a copy of the proclamation to revise it.

Mr. Holte mentioned that in the past, Monadnock Alliance for Sustainable Transportation (MAST) had promoted “Bike to Work Week,” but it sounded like that was not happening this year. Mr. Schoefmann thought Commute Smart New Hampshire had used an application for people to track miles for the past six/seven years. Ms. Steadman agreed. She noted that MAST had become very Complete Streets-centric, which was their only focus at this time. Ms. Steadman said she had been trying to get MAST to open up some of the other ride-sharing committees and things outside of Complete Streets. Chair Fischer said this would be something good to follow up on during the April 2026 meeting.

Dr. Russell said he would look into using one of the online tools people can use as gentle challenges for “Bike to Work Week” to self-track miles they ride. He said there would be no prizes and no fundraising; it is for people to challenge themselves for the week and track it.

4) Regular Project Updates
A) BPPAC Master Plan Update

Mr. Schoefmann reported that the internal staff review committee began reviewing the requests for proposals and selected VHB as the consultant after receiving bids on February 6, 2026. He said VHB has a strong background and helped complete the Safe Streets for All Report that was conducted for the City, so they are well-informed. At this time, the City was waiting for the contract to be signed as a few things still being worked out with the City Attorney. As soon as that was completed, Mr. Schoefmann said there should be some kickoff dates for a Steering Committee meeting after the consultant meets staff. Chair Fischer said the consultant would be interpreting and then there would be a Subcommittee. Mr. Schoefmann explained that the idea is for the BPPAC to serve as the *Steering Committee* (SC). The consultant will visit the SC, which requires a quorum of the BPPAC to hold its separate meetings. The consultant will guide the City through the project. So, once the contract is signed, Mr. Schoefmann said everyone will have a better idea of those next steps.

Vice Chair Haas noted this is a \$50,000 contract with the City to write a Bicycle/Pedestrian Path Master Plan (he thought the title should be “Pedestrian/Bicycle Path Master Plan,” so there would be emphasis for pedestrians). Vice Chair Haas explained that he was somewhat uncomfortable with this spending. He noted the city had just ended a master planning exercise, with a lot of things in that 2025 Comprehensive Master Plan (CMP) about improving the pedestrian/bicycle environment. He said the CMP was written not only with aspirations, but with Action Items, which the SC may end up reviewing. Vice Chair Haas said he was unsure that a new Bicycle/Pedestrian Path Master Plan would do except reiterate those same ideas and actions. He passed around Action Items from pages 50 through 52 of the 2025 CMP, which discusses action plans to be undertaken. He stated that he did not imagine the BPPAC would be able to

accomplish anything better than what was listed on those pages. He thought that if the Committee leaned into these CMP Action Items, it could have greater impact.

However, Vice Chair Haas heard that the consulting contract was already signed, but he really hoped that was not the case. Mr. Schoefmann thought Vice Chair Haas should probably contact City Engineer, Bryan Ruoff. Mr. Schoefmann was not going to field this question at this time. Vice Chair Haas said it was his understanding that the contract was not yet signed and in these troubled times, he thought that it might be “a hard lift.” Chair Fischer asked for a summary to clarify the issue. Mr. Schoefmann that this Bicycle/Pedestrian Path Master Plan had been budgeted for the previous two years. Mr. Schoefmann stated that he was “not exactly sure where trimming \$50,000 worth of fat is going to really make a difference,” adding that was his perspective.

Dr. Russell said he understood Vice Chair Haas’ point and agreed that there were aspects he could see overlapping with the CMP. However, Dr. Russell said the CMP is not very detailed, calling it pretty big and very vague. For instance, he did not see development of the Transportation Heritage Trail represented; he called it implicit, but not explicit and said there would be a lot of connective work to do. Dr. Russell thought the “connective tissues” the BPPAC discussed were not present in the CMP as the starting point (e.g., wayfinding project, sites for proposed kiosks), as well as the level/scale of detail to address the planning needs that would allow the BPPAC to consider the outcomes it is trying to achieve, the strategies to get there, and the resources needed to make this happen. Dr. Russell said those aspects are not in the CMP.

Mr. Holte also respectfully disagreed with Vice Chair Haas. Mr. Holte thought that if the Committee was going to abandon the idea, it probably would have wanted to do it earlier, noting that the project was pretty close to ready. Mr. Holte thought the CMP would be a good starting point, and then the whole point is to focus on how that gets executed; he thought about it like a funnel in terms of the CMP for the City overall. Whereas the Bicycle/Pedestrian Path Master Plan is how the City approaches pedestrian and bicycle access, and he thought it would be a good opportunity to further refine the CMP and lead to actual action.

Mr. Phillips confirmed that the City’s CMP was completed in 2025 and now there would be a new master plan for bicycle/pedestrian path uses. Mr. Schoefmann said yes, the City’s previous Bicycle/Pedestrian Path Master Plan was from 1999. To be good stewards of funds, Mr. Phillips said that if the 2025 CMP covers some of the bicycle/pedestrian path uses, he thought the Committee may be spending more money to redo the same work. He said that if the CMP exists, the Steering Committee for the Bicycle/Pedestrian Path Master Plan should use it and not ignore it.

Chair Fischer thought it was okay to ask about the impact of these things. He returned to the core question of whether \$50,000 would ultimately be worth the updated Bicycle/Pedestrian Path Master Plan and whether it would take a consultant to accomplish that (i.e., could it be done another way). However, Chair Fischer said this process was already in motion. Mr. Schoefmann said it was fully in progress.

Mr. Redfern left the meeting remotely at 8:59 AM.

Dr. Russell recalled mentioning the Brattleboro Walk/Bike Master Plan at previous meetings. It was prepared with a consultant. He recommended that other BPPAC members look at it, noting it is only about 50 pages of reading. Dr. Russell said he was going to state a “both/and” scenario: the CMP’s existence helps the BPPAC leverage anything it does in its Master Plan because it can say the CMP is the City’s Master Plan and the reason for doing anything put forward in the Bicycle/Pedestrian Path Master Plan is because of the CMP; although the CMP does not have the same level of detail, Dr. Russell said it provides enough foundation for the BPPAC to cite it and leverage what it needs to have happen.

Mr. Robertson said he understood the Bicycle/Pedestrian Path Master Plan to be the BPPAC’s guidance document. The Committee would use the City’s CMP and supplement it with ideas. He said the Bicycle/Pedestrian Path Master Plan would be like the BPPAC’s constitution, in a way, so he asked if that is not important. Chair Fischer replied that it is the opportunity to ensure the SC (i.e., BPPAC) drives the process, stating that the consultant should take most everything from the Committee. Therefore, the Chair said the BPPAC would need to be very clear on what it needs to get out of the Bicycle/Pedestrian Path Master Plan. Mr. Robertson said the Bicycle/Pedestrian Path Master Plan SC could expand on the Keene 2025 Comprehensive Master Plan Action Items (i.e., less detailed) with ideas and real specific purpose that might not be detailed in the City’s view at this time.

Dr. Russell clarified that the City’s CMP is aspirational, it is not necessarily strategic. There are some step-by-step things, but very little of them. So, he said the Bicycle/Pedestrian Path Master Plan would be taking those aspirations and operationalizing them.

Ms. Steadman, SWPRC’s Mobility Manager for the Monadnock Region, referred to the Connected Mobility Pillar of Keene’s CMP. She wondered whether the Bicycle/Pedestrian Path Master Plan would include things like multimodal and microtransit, or would it be narrowly focus on bicycles and pedestrians. Chair Fischer said the latter. Chair Fischer and Dr. Russell agreed that things like multimodal and microtransit are not the BPPAC’s charge.

Vice Chair Haas confirmed that this Bicycle/Pedestrian Path Master Plan had been budgeted “forever,” and that selection of a consultant was well underway. However, he said the budget had not been expended. While he noted it was hard for him to disagree with any of the emotions here, he wondered whether the Committee would be respecting the CMP that was created well enough. That was his hesitation. Vice Chair Haas agreed that there is a lot more that could be added to the CMP. He said the Action Items in the CMP are strategic; next, tactical goals would be needed. It struck Vice Chair Haas that the city had not worked on the CMP enough yet before going to the next level of having a more practical master plan for pedestrian/bicycling.

Mr. Schoefmann noted how much the Planning Division of the Community Development Department had been looking forward to adding a Bicycle/Pedestrian Path Master Plan as an addendum to the 2025 CMP. He said the Public Works and Engineering staff, as well as public bicycle/pedestrian advocates had been “chomping at the bit” for this Bicycle/Pedestrian Path Master Plan for over a decade. Mr. Holte added that having an updated Bicycle/Pedestrian Path

Master Plan would probably help the Committee/City with executing things like grant applications and Ms. Steadman agreed.

A motion by Vice Chair Haas to postpone the Bicycle/Pedestrian Path Advisory Committee's recommendation to the Community Development Department on execution of the contract for the Bicycle/Pedestrian Path Master Plan at least until the April 2026 BPPAC meeting, so the Committee can examine the existing Keene 2025 Comprehensive Master Plan and develop the thoughts discussed during this meeting. With no second, the motion failed.

B) Updates to Project Tracking Table

Mr. Schoefmann explained that the Project Tracking Table is where City staff track updates to initiatives that are relevant to the Committee. The table is included in the BPPAC Agenda packets, and the City Engineer highlights any projects with updates. Mr. Schoefmann provided updates on the following projects from the Tracking Table:

- FY26 Sidewalk Rehab Project: Mr. Schoefmann reported that a list of these projects is available in the 2027 through 2033 published Capital Improvement Program (CIP). The projects were currently being bid at this time, and he said they should be opened during March 2026. So, there will be more information from the City Engineer soon.
- Downtown Infrastructure Project (Main Street): the City rebid for the Project during March 2026, and Mr. Schoefmann reported that bids would hopefully be opened in April. At this time, pending responsive bidders, the City planned to start some sort of construction in June 2026. Mr. Schoefmann directed the Committee to a list of the Downtown Infrastructure Project phases. In response to Dr. Russell, Mr. Schoefmann recalled that the Project had to be rebid because some items were way out of bounds and so the bids were way out of budget. The dedicated protected bike lanes were some items in the budget that were most in line with what was anticipated rather than some of the other items, so those did not need to be pared down.
- Transportation Heritage Trail (THT) Phase 1 – CRT Eastern Avenue to NH 101: work began at the end of February 2026 in an attempt to accomplish drainage work prior to the ground thawing, when it gets really messy. Mr. Schoefmann thought the City Engineer, Bryan Ruoff, would have more information at the next meeting.

C) Sidewalk Rehab Project – Replacement Overlay & Plans

Discussed under “Updates to Project Tracking Table” item above.

5) New Business (Suggested Items for Next Meeting)

The Committee discussed items to be covered at the next meeting. Mr. Schoefmann said the Bicycle/Pedestrian Path Master Plan would certainly be covered, in addition to items such as Bike Month, Bike to Work Week, and the 2026 Monadnock Region Earth Festival.

Mr. Holte wanted to ask the City Engineer about how the City approaches updating and refreshing painted markings, such as crosswalks and at stop signs, when needed. Mr.

Schoefmann said he could give the layman's answer: most of the long line striping and symbol striping are awarded, sometimes through the same contract, oftentimes broken-out and subcontracted. Some recent parking spaces and symbolization were done in-house with a refabricated paint machine. Otherwise, Mr. Schoefmann said the City Engineer would provide more information about how they plan to bid for that in 2026. He told Mr. Holte he could email the City Engineer and ask him to update the Committee, noting that this was discussed at the meeting. Mr. Schoefmann would try to seek an update as well.

Dr. Russell noted that Monadnock Region Earth Festival is the same day as Green Up Keene. Mr. Redfern, Scott from Pathways for Keene, and Dr. Russell usually table the Festival. So, they coordinate a clean-up each year on the following day (Sunday), so those at Earth Festival can participate in Green Up Keene. Dr. Russell said he would coordinate with Mr. Redfern and share details about the timing at the next meeting for anyone interested.

Councilor Haas reported that he offered the services of the BPPAC to the Monadnock 250th Anniversary Committee for the July 4, 2026 event: to help organize the kids bike parade, meeting up with whoever comes down to Keene State College, helping with decorating bikes and getting them all lined up, making sure they have helmets, and similar providing similar help with the parade. He explained that the parade will proceed up Main Street. Vice Chair Haas thought it would be great for this to be an official BPPAC sponsorship but said it would also be great to just volunteer. He was unsure whether the Committee would need to vote on whether to participate. Mr. Schoefmann said the group could discuss it at the next meeting. Vice Chair Haas said he would start recruiting people or Committee members could let him know how they would like to contribute. He encouraged everyone to get their baseball cards ready to donate for the effort and Dr. Russell mentioned Pokémon cards as well.

Vice Chair Haas asked when the annual Bike-Walk New Hampshire Tour of New Hampshire would be coming to Keene in 2026. Chair Fischer asked about the Tour of New Hampshire. Vice Chair Haas said it is a ride through approximately 15 various New Hampshire communities. Mr. Phillips said this was on the agenda for the Monadnock Cycling Club on March 10, 2026 and he could check the minutes (he was not in attendance) because he thought there had been some negative dialogue back and forth. He did not know all the details, but he had access to the minutes. Vice Chair Haas said the Tour of New Hampshire events are approximately 20- to 80-mile rides that occur in different communities over different weekends during the summer. One leg comes through Keene at some point. Mr. Holte noted that in 2025, the ride was on the rail trail.

6) More Time Items

Chair Fischer suggested deleting all of the listed More Time Items, asking if anyone wanted to keep any of them on the agenda. Mr. Robertson asked why the items were on "More Time." The Committee discussed each item:

A) Website

Chair Fischer summarized that he felt this should be removed from “More Time” because it had been listed for over one year. It had come up that the BPPAC should have its own website, and he said it seemed to stall. In the Chair’s assessment, it would require someone to maintain it and keep it updated/working within the Keene portal system. Chair Fischer also felt that the Committee should be using social media. Mr. Schoefmann explained that the Committee has a landing page on the City’s website for membership and other boilerplate things. He added the Safe Streets for All Report and some other items that the Committee wanted added to the page. Mr. Schoefmann said the Committee has a webpage, but it is just not very “flashy.” Chair Fischer said it is also not bi-directional, so users cannot engage with it.

Dr. Russell clarified that this “Website” item was on “More Time” because the Committee had wanted to improve it, which he said happened a little bit. He thought the Committee could always keep an eye on it and discuss if someone has an idea. Mr. Schoefmann said he was recently familiarized with the website platform and how to make minor updates. So, when the Committee formalizes details for Bike Month or Bike to Work Week, he could post links to flyers (and eventually take them down). He thought that would probably be the extent of the website development the Committee was discussing. Dr. Russell agreed that social media is where things happen but said City committees cannot have their own social media. Chair Fischer noted that the City itself can publicize events on its existing social media feeds for the Committee. Mr. Schoefmann agreed about that process in collaboration with the City’s Communications Department. For the “Annual Mayoral Bike Ride,” he said they would probably do a press release.

Mr. Robertson asked whether the goal was to spruce up the website or make more use of it. Mr. Schoefmann said a former member, Jan Manwaring, would be thrilled to know those components were finally added; it was about getting more information added to the website. Mr. Robertson confirmed it was not an instance of the Committee feeling like it needed someone dedicating time to maintaining the website. Mr. Schoefmann said no and agreed that the website could probably be removed from “More Time.” When people have things they want to see on the BPPAC’s webpage, they can bring it up. Chair Fischer said the webpage is better than it ever was.

B) Downtown Bike Lanes

Chair Fischer called this an ongoing conversation. Mr. Schoefmann said it was sort of wrapped in with the Downtown Infrastructure Project. He was unsure this needed to be kept as a separate part of the Agenda unless something were to come up. Mr. Robertson asked if it was still unclear whether the dedicated protected bike lanes would be going in, because there had been a lot of discussion. Mr. Schoefmann said no, the dedicated protected bike lines were included in the Downtown Infrastructure Project bid and were actually the most responsive part (i.e., cost effective). So, unless the bids were to come back again without them, and Mr. Schoefmann said he did not think there was enough justification for the argument about removing those. Vice Chair Haas said the bike lanes are baked into the whole Downtown Infrastructure Project and could not be extracted, so he suggested keeping an eye out over the next month to see whether it

happens or not as the project goes back to bid in March 2026, and estimates are received by the end of April.

Mr. Robertson recalled hearing from people about whether they want bike lanes for safety. He asked whether that conversation was over from the City Council perspective, with its input taken. Vice Chair Haas said the City Council provided its input and will continue to have input as the City develops more guidelines. Councilor Haas recalled the Council passing an Ordinance in 2025 with rules for the dedicated protected bike lanes, which can always come back into question. He explained that the City Council will be developing more safety information that will not be an ordinance, but it will be available. So, Vice Chair Haas said there will be dedicated protected bike lanes if there is a Downtown Infrastructure Project.

C) Public Art & Trails Updates

Dr. Russell explained that he carried this item forward. He said the Committee does not always get to the “More Time” items. However, there are two projects he would be providing updates on related to the Transportation Heritage Trail as that develops. Chair Fischer suggested adding those items to the Agenda as needed and Dr. Russell agreed. So, Chair Fischer said this item would be removed from “More Time.”

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

Vice Chair Haas wanted to keep this on the Agenda under “More Time” as a discussion item that is important to some current and former Committee members. Dr. Russell said it would be like the Art Projects, presenting updates as needed. Vice Chair Haas still wanted to keep it on the Agenda as a visual reminder. Dr. Russell agreed and confirmed for Mr. Schoefmann that he wanted to keep “Art Projects” on the agenda under “More Time” for the same reason.

Ms. Steadman reported that “A Week Without Driving” overlaps with “Community Transportation Week.” Sam Jackson had asked Ms. Steadman to approach City Express about a “no fare week” and they agreed. The Committee congratulated Ms. Steadman. She suggested a fifth “More Time” item about “Mobility Management” and how her scope overlaps with the BPPAC’s. The Chair said he would invite Ms. Steadman to provide an agenda item anytime one arises, so that it can be listed under more time. Mr. Schoefmann suggested a 10-minute presentation on how her scope as Mobility Manager for the Monadnock Region relates to the BPPAC during the April 2026 meeting under “Regular Project Updates.” Ms. Steadman agreed.

Mr. Holte mentioned that if the Committee were unable to do the Mayoral Bike Ride when planned, that “A Week Without Driving” would be a possible fallback option. He thought it was another reason to keep it on “More Time,” but did not think it was urgent.

Mr. Phillips found the information from Bike-Walk New Hampshire on the 2026 Tour of New Hampshire, which was emailed to him via the Monadnock Cycling Club. The Tour of New Hampshire proposed various routes and rides in the Monadnock region starting May 30, 2026. The Monadnock Cycling Club was asked to help lead rides. Leaving from Keene, Mr. Phillips cited one ride leaving from the Monadnock Food Co-Op and two from Elm City Brewery: six

rides total in the Monadnock Region. The rides are various distances from 16 to 30 miles. He would seek more information about the routes for the next meeting.

- 7) **Next meeting date – April 8, 2026**
- 8) **Adjournment**

There being no further business, Chair Fischer adjourned the meeting at 9:25 AM.

Respectfully submitted by,
Katie Kibler, Minute Taker

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