



**City of Keene**

**Bicycle / Pedestrian Path Advisory Committee (BPPAC)**

**AGENDA**

**Wednesday, May 13, 2026**

**8:15-9:30 AM**

**City Hall 2<sup>nd</sup> 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**

- a) April 8, 2026 – Regular meeting
- b) April 22, 2026 – Special Meeting

**3) Safety & Outreach**

- a) Annual Report to City Council
- b) Bike Month Proclamation
- c) Earth Day
- d) Review Upcoming Schedule of Events
- e) Cheshire Rail Trail – Trail Walk in Commemoration of the 30<sup>th</sup> Anniversary

**4) Regular Project Updates**

- a) BPPAC Master Plan Update
- b) Updates to Project Tracking Table
- c) Mobility Management

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

**6) Next meeting date – June 10, 2026**

**B. MORE TIME ITEMS**

- 1) 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, April 8, 2026

8:15 AM

2<sup>nd</sup> Floor Conference Room,  
City Hall

**Members Present:**

Dwight Fischer, Chair  
Councilor Edward Haas, Vice Chair  
Brian Phillips  
Rowland Russell  
Charles Redfern  
Jacob Robertson  
Michael Davern, Alternate  
Diana Duffy, Alternate  
Andy Holte, Alternate  
David Mast, Alternate

**Staff Present:**

William Schoefmann, GIS Coordinator  
Jason Nadeau, Parks & Recreation Program  
Manager  
Mari Brunner, Senior Planner  
Bryan Ruoff, City Engineer (arrived at 8:45 AM)

**Members Not Present:**

Samantha Jackson

1) **Call to Order**

Chair Fischer called the meeting to order at 8:15 AM.

Chair Fischer commented on what great shape the trails had been in over the prior few months for multiple uses, especially out by the west side. The snowmobiles packed it down, so it was good for them but also the skiers, walkers, and fat-tire bikes. He called it incredible multi-use, which is a key issue for those types of trails and getting funding moving forward. Chair Fischer also appreciated the City doing a great job with the new pavement on the first part of Appel Way; Dr. Russell noted the second part is scheduled. Chair Fischer said all these things matter and as the Bicycle/Pedestrian Path Advisory Committee (BPPAC) continues, he wanted to emphasize that the trail system is a pretty incredible asset to the community.

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

Revision: line 269, change “hard left” to “hard lift.”

A motion by Vice Chair Haas to adopt the March 11, 2026 meeting minutes, as amended, was duly seconded by Mr. Phillips. The motion carried unanimously.

3) **Safety & Outreach**

A) **Review Upcoming Schedule of Events**

31  
32 Mr. Schoefmann created an annual schedule of events for the Committee (in the meeting’s agenda  
33 packet). He called it pretty rudimentary, with some project updates that he reviewed briefly,  
34 including notes and members who had preliminarily agreed to participate (as listed during past  
35 meeting minutes). The Committee proceeded discussing plans for each listed event:

36  
37 Earth Day: April 25, 2026, from 11:00 AM–3:00 PM. Vice Chair Haas to provide table, set up  
38 next to Pathways for Keene (PFK) at Railroad Square. Member contacts: Vice Chair Haas and Ms.  
39 Duffy. Members participating: Chair Fischer, Vice Chair Haas, Dr. Russell (set up), Mr.  
40 Robertson, Mr. Phillips.

- 41 • Vice Chair Haas and Ms. Duffy confirmed that they jointly signed up through the  
42 Monadnock Food Co-Op.
- 43 • Ms. Duffy said she would not be a good contact for that day. Mr. Schoefmann noted that  
44 “Member Contacts” was only for the Co-Op.
- 45 • Vice Chair Haas said he would coordinate that day and members could contact him. It  
46 would be a matter of showing up and representing the BPPAC’s interests verbally and  
47 otherwise it is very informal. He would create a QR code to post on a sign on the table, so  
48 the BPPAC would have no handouts because PFK will have plenty. He will hang the  
49 BPPAC banner if there is a place (it talks about May as Bike Month and Keene as a Silver-  
50 level City by the League of American Bicyclists). Mr. Schoefmann would provide a large  
51 layout of the trail map for Vice Chair Haas to pick up the Thursday or Friday before the  
52 event.
- 53 • Dr. Russell will meet Vice Chair Haas for set up at 10:00 AM.
- 54 • Mr. Holte suggested bringing this whole list of events and dates for spectators to see. Vice  
55 Chair Haas agreed.

56  
57 Green Up Keene: April 26, 2026. Member contact: Dr. Russell.

- 58 ○ Dr. Russell confirmed that the ECC cleans up its section of trail the day after the official  
59 Green Up Keene event (April 25) because the Committee participates in Earth Fest.
- 60 ○ Dr. Russell reported that the Committee would meet at 12:00 PM at the Emerald Street  
61 Pocket Park, where the Ashuelot and Cheshire Rail Trails cross.
- 62 ○ This would be co-sponsored with PFK. Dr. Russell, Mr. Redfern, and others would be  
63 coordinating.
- 64 ○ Anyone would be welcome to participate, not just Committee/PFK members.

65  
66 Discussion ensued briefly about where to find meeting agenda packets: on the Committee’s City  
67 of Keene webpage and in the monthly meeting reminder emails from Planner, Megan Fortson. Mr.  
68 Schoefmann said he might post the event schedule to the Committee’s webpage.

69  
70 East Keene Bike Swap: April 26, 2026, from 1:00 PM to 4:00 PM, at the corner of Church and  
71 Norway Streets at The People’s Park. Mr. Holte alerted the Committee to this event sponsored by  
72 Keene City Green Bikes and The Cycle Sanctuary.

- 73 • The concept is to swap used bikes for kids or families who do not have them. Mr. Holte  
74 thought it would be free. The idea is to donate used bikes. Get in touch with Keene City  
75 Green Bikes early if you have a bike to donate.
- 76 • Mr. Holte would email the details to Mr. Schoefmann.

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Kiwanis Cool Wheels: May 2, 2026. Mr. Schoefmann said this event is typically the kickoff for Bike Month events. Kiwanis sponsors a Bike Safety and Helmet giveaway at Parks and Recreation at 312 Washington Street. Typically, the Police Department does a helmet giveaway. The BPPAC has had a presence in the past.

- Vice Chair Haas said the BPPAC’s part would be unofficial, gathering volunteers to provide basic maintenance on kids’ (and occasionally parents’) bikes. The BPPAC would not officially be representing the City or Kiwanis, it is just a BPPAC pop-up.
- Vice Chair Haas would bring some basic tools. Sam Jackson and Autumn DelaCroix would bring some full tool sets for basic maintenance (e.g., straighten handlebars, cracked frames, etc.). Vice Chair Haas said the kids love it.
- The maintenance is usually at the Parks and Recreation Center bus shelter. BPPAC volunteers are welcome anytime between 10:00 AM and 12:00 PM. Vice Chair Haas would send the Committee a reminder before the event.

Bike to Work Week/Day: May 11–May 16, 2026. Bike to Work Day is Friday, May 15th. Mr. Schoefmann was working on the Mayoral Proclamation for this event (modifying ones from the past). Member Contact: Chair Fischer. Members Participating: Committee members to attend Council meeting to receive Proclamation.

- Mr. Schoefmann would inform Chair Fischer of the date and time so he could be present to represent the BPPAC and receive the Proclamation. Mr. Schoefmann said it could be good to have a group present to accept it.
- Vice Chair Haas hoped this would not be on the Council agendas in April. Mr. Schoefmann thought it would be because the May agendas would be pretty full. Vice Chair Haas wanted to ensure the Mayor would be in town to present the Proclamation. Vice Chair Haas and Mr. Schoefmann said they would follow up and let the Committee know.

Mayoral Bike Ride: Mr. Redfern believed the dates were the weekend of May 16 and 17, 2026, not both dates, but with one to be a rain date. Member Contacts: Mr. Holte and Dr. Russell.

- Mr. Schoefmann will draft a memo from the BPPAC requesting that City Council approve this bike tour. Mr. Redfern noted it is called a “Bike Ride,” but that some people were confused and thought it was a race. So, he recommended including the word “Tour” in the memo to somehow clarify for the public.
  - Mr. Schoefmann said this would simply be a Council endorsement. All his communications with the City Clerk said the event would be covered by the City’s insurance, Primex. Mr. Redfern thought the City asked PFK to provide the insurance and PFK said no. Dr. Russell clarified that when first planning and wondering if insurance was needed, it was known that PFK has insurance. However, the Deputy City Clerk confirmed that this would not have to go through Council and verified that City insurance would suffice for the event. Mr. Redfern recalled that the Mayor hoped for a memo so the Council would endorse the event, although Mr. Schoefmann said the endorsement would not technically be necessary because it is the Mayor’s prerogative. Chair Fischer suggested mentioning the Council endorsement in the email with the Bike to Work Week/Day Proclamation.
- Mr. Phillips and Dr. Russell prepared three draft routes and provided copies to the Committee. Mr. Holte said the City Clerk needs to know the date and route.

- 123           ○ The Mayor would prefer a route that is not too long, strenuous, or hilly. Mr. Holte  
124           said the organizers wanted to keep it approachable and he thought all the drafts  
125           were. Chair Fischer suggested allowing the Mayor to pick one of the three. Mr.  
126           Schoefmann believed the Mayor wanted the BPPAC to choose.
- 127           ○ Mr. Mast offered an e-bike that the Mayor could borrow if that makes the route  
128           more appealing to him.
- 129           ○ Chair Fischer discussed the three draft route lengths: 2.5 miles, 1.8 miles, and  
130           approximately 4 miles with little hills but going through a nice area. He wondered  
131           whether the Mayor would be comfortable with 4 miles and some hills, if perhaps  
132           he did not have to ride the whole time; Mr. Mast recalled the e-bike offer. Mr. Holte  
133           said it would not only be about the Mayor but anyone in the community being able  
134           to participate.
- 135           ○ Dr. Russell discussed his draft map, which considered going past features that are  
136           on the BPPAC's radar for improvements (e.g., Eastern Avenue Transportation  
137           Heritage Trail work started, the Marlboro cutoff, Patricia Russell Park). It could  
138           start at Railroad Square, talk about the protected bike lanes because the downtown  
139           infrastructure project would be starting around then. Dr. Russell and Mr. Holte also  
140           discussed that anybody could do a shorter route, but those interested in a longer  
141           route could continue on an extended route using the bridges, mixing and matching  
142           options. Dr. Russell, Mr. Holte, and Mr. Phillips agreed to manage choosing the  
143           route as soon as possible after the meeting.
- 144           ○ Mr. Phillips found the program "Ride with GPS" to create an event with a date and  
145           time, which can be private or public. The Committee could use it to promote the  
146           event. Mr. Phillips would share what he configured so Mr. Schoefmann could see  
147           if he can integrate it with his mapping.
- 148           ● Dr. Russell said they discussed the date of Friday, May 15, 2026. The third Friday would  
149           generally be the monthly community bike ride, so he thought it would coordinate. If the  
150           Mayor is available, Dr. Russell supported any day that weekend. Mr. Holte suggested  
151           Saturday, May 16, 2026, with Sunday May 17 as the back-up date. There was Committee  
152           consensus for Mr. Holte's suggestion.
- 153           ● Mr. Schoefmann explained a few stipulations of the City's insurance coverage. Primex  
154           provided feedback, requesting a waiver for anybody participating in the ride, so he would  
155           work on that. Additionally, BPPAC members are needed on the ride to be acting as  
156           sweepers or safety monitors at crossings and traffic stops. They also recommended inviting  
157           the Police Department's bike patrol officer, Josh English, on the ride. The Committee was  
158           enthusiastic about this idea and Mr. Schoefmann agreed to contact Officer English. Mr.  
159           Schoefmann would coordinate getting safety vests from the Public Works Department for  
160           those riding as sweepers; he thought BPPAC members should be prepared to ride as such.  
161           Dr. Russell is unable to ride but offered to wear a vest and help at critical intersections  
162           where needed and thought a few other non-riders might be needed to do the same; they  
163           would report the number of volunteers to Mr. Schoefmann once the route is determined.

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165   Tour de NH: May 30, 2026. Rail Trail Rides across NH, one held in the Monadnock Region – to  
166   be determined. Member Contact: Mr. Phillips. Members Participating: Monadnock Cycling Club  
167   assisting Bike-Walk Alliance of NH with routes and guide services.

- 168 • Mr. Phillips updated the Committee on the official date and noted that the organizers were  
169 proposing a few different routes. The one they thought was the best would be meeting at  
170 Elm City Brewery, where the rail trail goes all the way up toward Walpole, and coming  
171 back, where people could then have a post-ride celebration meal at Elm City Brewery.  
172 Along this route, people could stop at Stuart & John’s, Summit Winery, or Jingles  
173 Christmas Shop. It was mentioned that the ride back is a downhill, comfortable pace.
- 174 • The Bike–Walk Alliance of NH asked if the Monadnock Cycling Club would help with a  
175 couple of sweeps and facilitating the ride.

176  
177 Mr. Redfern mentioned that the Great American Bike Tours is also coming to Keene on May 30,  
178 2026 to use it as a test ride tour for people paying approximately \$300. They stay at hotels and eat  
179 at the restaurants while in town for the organized ride (i.e., vans transport the bikes and people). It  
180 is national and international. Mr. Redfern suggested Googling it to learn more about the New  
181 Hampshire-based company. He said it would be a great event for Keene to show off. It is great  
182 they are considering adding Keene to their future itineraries. Chair Fischer said the Committee  
183 would review these two May 30, 2026 events during the May BPPAC meeting.

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185 4 on the 4th: July 4, 2026. Annual Road Race fundraiser held by PFK in Downtown Keene.  
186 Member Contact: Mr. Redfern.

- 187 • Mr. Redfern reported a modified route to squeeze the race in before the 4th of July parade  
188 and celebration. The Road Race begins at 7:30 AM (walkers) / 8:00 AM (runners) and it  
189 must depart Railroad Square by 10:00 AM because of the Monadnock 250th celebration  
190 festivities this year.
- 191 • PFK would be asking for volunteers to help with the condensed clean-up time.

192  
193 Mr. Schoefmann noted there would be two big 4<sup>th</sup> of July events.

194  
195 Monadnock 250th Celebration: July 4, 2026. Celebration of the USA including Kids Bike Parade  
196 at Keene State College. Member Contact: Vice Chair Haas.

- 197 • Vice Chair Haas was unsure what exactly it would be yet, but kids would be invited to  
198 come to the Keene Ice parking lot, and volunteers would help them set up for the parade,  
199 such as decorating their bikes, etc. Then the kids will queue on Baker Street and march or  
200 ride up Main Street to some end point, which was yet to be determined.
- 201 • Vice Chair Haas will share firmer details about where, when, and how as the date  
202 approaches.
- 203 • The tentative time was 11:00 AM, but it was yet to be determined.

204  
205 Everyone agreed that July 4, 2026 would be a big day. City Engineer Bryan Ruoff arrived at 8:45  
206 AM.

207  
208 Lastly, Mr. Schoefmann noted that A Week Without Driving (Member Contact: Vice Chair Haas)  
209 coincides with Community Transportation Week (Members: Lisa Steadman, SWRPC): September  
210 28–October 4, 2026.

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212 Chair Fischer welcomed Lisa Steadman, Monadnock Region Mobility Manager for Southwest  
213 Region Planning Commission (SWRPC), who arrived at 8:49 AM.



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**B) Cheshire Rail Trail – Trail Walk in Commemoration of the 30th Anniversary**

Dr. Russell said that he had not verified exactly when construction had started.

**C) Monadnock Alliance for Sustainable Transportation (MAST) Updates**

Mr. Schoefmann said he is a member of the Monadnock Alliance for Sustainable Transportation (MAST) Board and so are Ms. Steadman and Mr. Redfern. However, there was not much going on until their next quarterly meeting. Anyone who is interested can attend. Mr. Redfern said he talked to Henry Underwood from Southwest Region Planning Commission (SWRPC), who would review the current paper Regional Trails Maps and Localized Trails Maps (produced in 2025) floating around the City; he will update them and have them reprinted. Mr. Schoefmann noted that City staff would be printing a large copy of the Localized Trails Map for the Earth Day event. He confirmed that this map is also the basis of the maps for the trail markings at trailheads.

**D) Process for Repainting Road Markings**

As Mr. Schoefmann reported previously, the long lines (i.e., fog lines, center lines, etc.) are typically done through a contractor and he was unsure when that would go out to bid, usually springtime to schedule work over the course of the season. More detailed work is usually performed in-house. He did not see anything more detailed sent from the City Engineer at this time.

**E) Article for The Local Crowd Monadnock**

Mr. Schoefmann reported that this was a request for info about Bike Week from Jen Risley. It said they were looking for events by Monday, April 13. He supposed they could send her what was drafted so far for the Mayoral Bike Ride and tell her more information would become available. Chair Fischer said he looked at the article Ms. Risley wrote in 2025 and it was more on the economic benefits of having people ride and now Mr. Schoefmann said she was looking for something more substantive on whether things are going on for more exciting articles. Mr. Holte thought the Mayoral Bike Ride would be perfect to mention. Mr. Schoefmann said he would share some information with Ms. Risley.

**4) Regular Project Updates**  
**A) BPPAC Master Plan Update**

Mr. Schoefmann recalled that at the Committee’s last meeting, the contract was being finalized for the Bicycle/Pedestrian Master Plan Update. Since then, there was a kickoff meeting with the contractor and staff members coordinating the project: City Engineer, Bryan Ruoff; Parks & Recreation Programmer, Jason Nadeau; Senior Planner, Mari Brunner; and Mr. Schoefmann. Ms. Brunner is also working with a few other Planners, who are assisting with the public outreach portion of the project. Mr. Schoefmann referenced a poll he sent out, noting the BPPAC would be acting as the Steering Committee because they already serve as a cross section of bicycle and pedestrian enthusiasts, users, and community members. It did not seem necessary for the Mayor

260 to appoint an entirely new group. The Steering Committee’s kickoff meeting is scheduled for April  
261 22<sup>nd</sup> at 3:00 PM, most likely at Heberton Hall. The goal is to have a larger space depending on the  
262 exercises, but it is technically still a public meeting.

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264 Ms. Brunner added that the Community Development Department (CDD) team would be focusing  
265 mostly on helping with outreach and engagement because the project budget is pretty tight. They  
266 had already been working with Keene State College (KSC) to organize outreach to KSC students  
267 before their finals week, which is set for the first week in May. CDD staff will be tabling at the  
268 KSC Earth Day celebration on Friday, April 7, 2026. On April 22<sup>nd</sup>, there will be a focus group  
269 with students and on the 23<sup>rd</sup>, CDD staff will table in the KSC Student Center throughout the day  
270 to get input from students and promote the survey by distributing a flyer with a QR code.

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272 Ms. Brunner also reported on the Community Development Department applying for an AARP  
273 micro grant for walk and bike audits within the community. She said the City would be performing  
274 the audits regardless, but it would be great to have the support from AARP for supplies (e.g., safety  
275 vests for participants).

276  
277 Ms. Brunner was also contacted by a member of the public who is a wheelchair user, participated  
278 in the Comprehensive Master Plan (CMP) process, and is interested in being involved with this  
279 project too; the CDD hopes to find a way to do that. Ms. Brunner said the Department was reaching  
280 out to various different organizations about hosting focus groups, walk audits, and other outreach  
281 events.

282  
283 Mr. Schoefmann said staff were revising the detailed survey that would be released during the  
284 week of this meeting. The goal is to synthesize some of the information from the Safe Streets for  
285 All project, so the same information is not repeated. It is an opportunity to reach more useful data  
286 and build upon what was already done. He said that is the target of this Bicycle/Pedestrian Master  
287 Plan to pull together all these pieces that have already been collected/created by the City, such as  
288 the Safe Streets for All Report, the Complete Streets Design Guidelines, the City’s CMP, and plans  
289 for the rail trails created by Southwest Region Planning Commission. Mr. Schoefmann said this  
290 project is to bring all this together, try to synthesize something useful, and to prioritize a plan for  
291 rolling out improvements to the bicycle and pedestrian multi-use system in the long term. He knew  
292 there were some questions about how the \$50,000 would be used, and he said this is the idea.

293  
294 Chair Fischer asked whether there would be an opportunity to submit feedback or questions to the  
295 consultant without attending the Steering Committee meetings. Mr. Schoefmann was unsure but  
296 noted that the agendas would be shared.

297  
298 **B) Updates to Project Tracking Table**

299  
300 THT Phase 2a - Prowse Bridge - CRT NH 101 Overpass to Stone Arch Bridge (Transportation  
301 Heritage Trail):

302  
303 Mr. Redfern said he got some concerning news that this phase of the project was moved back  
304 another year in the City’s Capital Improvement Program (CIP). It concerned Mr. Redfern that the  
305 BPPAC was not advised about this delay. He felt like the City operated in a bubble, communicating



306 to Councilors and not seeking input from the various individual committees that are related to  
307 events occurring in the City, specifically the CIP. He mentioned how difficult it was to track the  
308 CIP and where this item would be discussed. He was concerned about communication between  
309 this Committee and the City, particularly not being advised about this project phase being delayed  
310 or nobody seeking this Committee's input about it. Vice Chair Haas asked the difference between  
311 the phases.

312  
313 Mr. Redfern explained that Phase 1 is the trail between Eastern Avenue and NH 101, which the  
314 City Engineer confirmed was currently under construction at this time. Mr. Redfern said Phase 2  
315 will be putting up the Prowse Bridge, which will connect directly to the Stone Arch Bridge over  
316 NH 101; he called it the biggest project of the three phases. He said Phase 3 will be safety  
317 improvements to the Stone Arch Bridge, so that it will be aesthetically pleasing. Mr. Redfern noted  
318 that the final phase, which was not in the CIP at this time, would be relocating the Island Street  
319 Bridge over Swanzey Factory Road. It was his understanding that the Monadnock Rail Trails  
320 Collaborative offered to take that project on for the City; Mr. Redfern was unsure whether the City  
321 would be contributing any money. He noted that the individuals involved with the Monadnock  
322 Rail Trails Collaborative are creative fundraisers. Mr. Redfern hoped for some updates from the  
323 City Engineer, Bryan Ruoff.

324  
325 Appel Way Trail Paving:

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327 Mr. Schoefmann provided an update on the Appel Way repaving project, noting that it was  
328 underway, so there were signs that it would be closed through Friday, April 10, 2026.

329  
330 City Engineer, Bryan Ruoff, provided an update on the THT phases and Appel Way paving. He  
331 wanted to clarify some confusion on the Transportation Trail. Phase 1 of the THT trail project is  
332 under construction at this time and progressing on schedule. The funding years for Phase 2 of the  
333 THT improvements were revised in the recently adopted CIP update, solely based on the updated  
334 planned federal funding as reflected in New Hampshire Department of Transportation's (NHDOT)  
335 updated 10-year plan. Mr. Ruoff explained that the current schedule for the design and  
336 construction of the project is based on and is dependent on the planned federal funding for the  
337 project to proceed. Based on the current version of the NHDOT 10-year plan, Phase 2 of the project  
338 includes the remaining phases of the THT improvements that were previously identified as Phase  
339 2 through 4. Mr. Ruoff also confirmed that Appel Way Trail was scheduled for paving on April  
340 9 and 10, 2026.

341  
342 City staff were confirming with the contractor that they would be installing pavement when the  
343 ambient temperature is above 40 degrees, in accordance with engineering practice and accepted  
344 standards. Additionally, Mr. Ruoff reported that the contractor for Marlboro Street would be  
345 mobilizing starting on April 13, 2026 and starting on the trail scope of work from April to  
346 May. Mr. Ruoff clarified that the ambient temperature for April 9<sup>th</sup> was predicted to be lower than  
347 preferred for paving, so they may delay by one week. The ideal is 40-degree surface temperature  
348 and rising to prevent immediate cracking. He said they were still coordinating and would provide  
349 an update through the Parks and Recreation Department on whether the trail would be closed.

350

351 Dr. Russell asked if THT Phase 2 includes the Prowse Bridge and Stone Arch Bridge. Mr. Ruoff  
352 said no. Mr. Redfern asked if that includes Swanzev Factory Road and Mr. Ruoff said yes, as it is  
353 presented now in NHDOT's 10-Year Plan. That said, Mr. Ruoff explained that the City has no  
354 control over what DOT changes during its next update. As of this date, it included the remainder  
355 of the THT. The Committee found that to be helpful clarification.

356  
357 Lastly, Mr. Schoefmann said the City Engineer would share a list of sidewalks with the group. He  
358 also reminded the Committee that the Downtown Infrastructure Project was rebid, and bids would  
359 be opened April 15, 2026.

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361 **C) Mobility Management**

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363 Lisa Steadman, Monadnock Region Mobility Manager for Southwest Region Planning  
364 Commission (SWRPC) was pleased to speak with the Committee after sitting in on several  
365 meetings. She wanted to talk with the Committee about what she does, who she works for, and  
366 what her self-interest is. Ms. Steadman showed a flow chart of how the mobility management  
367 network is set up in the state of New Hampshire, and she showed her specific place in the network.  
368 She works for SWRPC and sits at the Monadnock Region Coordinating Council (MRCC) for  
369 Community Transportation as their staff representative (much like Mr. Schoefmann is for  
370 BPPAC). MRCC writes Ms. Steadman's work plan, advises her, makes the decisions, and she  
371 carries them out. Much like Mr. Schoefmann has a cohort of other GIS professionals in the State  
372 of New Hampshire, it is important for Ms. Steadman to be in communication with the Statewide  
373 Mobility Manager and other Regional Mobility Managers across New Hampshire. This ensures  
374 that all plans going on align and flow down, and that what is happening is known to the rest of the  
375 state.

376  
377 Ms. Steadman is one of eight Regional Mobility Managers. There are only eight regions because  
378 number six combined with five and seven combined with nine. The eight Mobility Managers meet  
379 once per month and talk about coordination of transportation matters in the State of New  
380 Hampshire. Ms. Steadman's focus is Region 5, the Monadnock Region. Her primary job is to  
381 ensure that all transportation projects taking place are aligned as much as possible. So, she said  
382 she was at BPPAC meetings to listen, and all over the place hearing what people are doing and  
383 synthesizing it to ensure they align in the same direction, while they all remain their own separate  
384 entities.

385  
386 Next, Ms. Steadman described what is under her umbrella of focus as the Monadnock Regional  
387 Mobility Manager. She is focused on transportation for people who do not want to use their own  
388 vehicles. So that is everything from bicycles to transit, car sharing, and social service agency  
389 transportation. Ms. Steadman connects people with transportation options that are going to work  
390 with them. So, she needs to know about all of the options that are available within the Region, and  
391 she helps people decide what will get them to their destination. She also works across sectors with  
392 social service agencies and providers that belong to MRCC to understand what the needs, so she  
393 can then to convey to the MRCC what she is hearing to develop ideas to fix specific problems.

394  
395 For example, she had been hearing about people who get to the hospital on an ambulance and then  
396 they cannot get home. She is talking about ways to fix problems like that one. Ms. Steadman said

397 her job is to look from the big picture down to the small details because no other nonprofit has the  
398 time to look at everybody else’s businesses and to connect all the transportation pieces.  
399 Additionally at this time, Ms. Steadman reported that she was managing the “*Keep New Hampshire*  
400 *Moving*” website as staff support for MRCC (she showed the website, specifically Region 5—the  
401 Cheshire/Monadnock Region—with project information, studies, and reports). Keene’s  
402 Comprehensive Master Plan was also included on the Keep New Hampshire Moving website  
403 regarding what Keene is trying accomplish with the regional Community Transportation Plan. At  
404 the state-level, she also runs the statewide Transportation Equity Task Force, which is partnered  
405 with Able NH to ensure that people with disabilities are considered in transportation matters.  
406

407 Ms. Steadman described a NextGen project coming up for the City of Keene, proposed to be the  
408 “*Greater Keene Network*”: a micro transit and fixed route hybrid. The current City Express is a  
409 fixed route. She said this project would be supplementing that with smaller vehicles that go out  
410 into the community and drive people directly to where they need to go, rather than riding the City  
411 Express loop. Also connected with the NextGen project is a regional service called Community  
412 Access to Care Rides, which would be intended for the highest need of medical appointments to  
413 get people from all over the region to their cancer appointments, to dialysis, possibly to drug  
414 treatment if needed regularly, and prenatal appointments. Ms. Steadman said people across the  
415 entire region would be served by this new project as well.  
416

417 Lastly, Ms. Steadman focuses on helping passengers. She is always ready to help someone having  
418 trouble to think through a way that she could probably help them by hearing their story. Even if  
419 she does not have the answers, she can collect stories of that person and similar stories. Sooner or  
420 later, she said they stack up to whether a project is needed. Ms. Steadman asks people to contact  
421 her if they need an advocate. For example, if they do not know how to ride City Express, if they  
422 think that something is going wrong, if they want to give feedback, and/or they have certain ideas.  
423 She shared flyers with the Committee describing what she does as a resource.  
424

425 Ms. Duffy referred to the slide about the mission and a footnote that said, “except public  
426 transportation.” Ms. Duffy wanted to be clear about that and what “transit” means in this context.  
427 Ms. Steadman went back to the Federal Transit Administration Definition of Mobility  
428 Management, “*short range planning and management activities & projects for improving*  
429 *coordination among public transportation and other transportation service providers,*” then the  
430 slide said: (“*excludes operation of public transportation services*”). Ms. Steadman said this means  
431 Mobility Managers should be focused on community transportation systems, whereas  
432 subway/major bus systems should be handled by other entities (Mobility Managers ensure that  
433 supplements for those are all in existence).  
434

435 Chair Fischer asked how the BPPAC could integrate greater awareness of the topics it discusses  
436 with her mission as a Mobility Manager: how can the BPPAC help to integrate bike/ped into the  
437 larger plan for transportation? Ms. Steadman said that allowing her to sit in on these Committee  
438 meetings and hear updates is very helpful. She mentioned a connection with e-bikes and Chair  
439 Fischer said it was a good point because they could be a viable means of transportation for some  
440 individuals with mobility issues. However, Ms. Steadman noted that the Committee might not  
441 want e-bikes on the paths (i.e., speed, wear-and-tear) and wondered about the parameters. Chair

442 Fischer knew 8 mph was mentioned by the City Council, but Vice Chair Haas was clear that was  
443 not for the trails.

444  
445 Mr. Mast asked whether Ms. Steadman needed volunteers to help people get around the area. Ms.  
446 Steadman referred to the Committee to Community Volunteer Transportation Company (CVTC),  
447 which is a volunteer program that recruits drivers to pick people up for specific purposes (e.g.,  
448 groceries, social service or medical appointments). Ms. Steadman said she was also thinking about  
449 how low-income people get out to birthday parties and social events because that is important too  
450 and there is no service for that. She imagined a Keene exchange page for rides, like a  
451 “buy/sell/trade” idea. She cited potential liability barriers, noting nobody can guarantee safety  
452 during a ride with a stranger, but noted that it could work and relieve some pressure.

453  
454 **5) New Business (Suggested Items for Next Meeting)**

455  
456 Mr. Robertson noted that since joining the Committee as a new member, he sometimes was not  
457 completely aware of the details of large projects under discussion without going back through the  
458 minutes. He wondered whether there was a summary of what the Committee has done in the past,  
459 like the THT project, for example. Vice Chair Haas said it was a good question and aligned with  
460 the new Council requirement for all City committees to submit annual reports about what they did  
461 during the past year. He said the BPPAC’s first annual report was published on the website the  
462 prior year, and Vice Chair Haas thought it was the best overview other than the Project Tracking  
463 Table, which is always available. He said the Committee is due to write its 2025 Annual Report  
464 (somewhat following the City’s fiscal year: July 1–June 30), so he would be looking for volunteers  
465 to write it, or he would bring a draft to the Committee to approve. Dr. Russell also thought that  
466 some of these projects were connected to the City’s greater work and would not be in the BPPAC  
467 Annual Report, so he suggested consulting the Comprehensive Master Plan.

468  
469 Ms. Duffy asked when the Committee would need to complete its League of American Bicyclists  
470 (LAB) application again. She said the City was at a Silver level. Vice Chair Haas thought it was  
471 active through 2027. Ms. Duffy said she would inquire. Chair Fischer asked for a summary. Mr.  
472 Schoefmann explained that LAB provides community designations through a pretty extensive  
473 application process, which documents all the things the community has done through a series of  
474 metrics. There is also a “bicycle-friendly university” and “bicycle-friendly business program” and  
475 those all count toward the score. The City of Keene received Silver-level on the last application  
476 that was submitted with the help of some volunteers who were from this Committee, including  
477 Ms. Duffy. The application must be renewed every so many years to continue the designation, but  
478 Mr. Schoefmann had never seen a community downgraded. Ms. Duffy said it is possible and Keene  
479 “squeaked on the Silver.” Chair Fischer said he learned about one of the stellar communities, which  
480 is Amherst, MA, and the University complex there, which he called impressive.

481  
482 Mr. Redfern addressed Mr. Robertson’s question. Mr. Redfern said the City’s Capital  
483 Improvement Program (CIP) book that comes out gives project descriptions in detail, talks about  
484 the fiscal year they are expected to be implemented, and costs. He called it an excellent source.  
485 Past CIPs show past projects. Vice Chair Haas and Mr. Ruoff said the FY2027–FY2023 CIP was  
486 adopted by the City Council and finalized. The final version is available on the City of Keene

487 website. Vice Chair Haas said the CIP is the Council's guideline and the next step would be the  
488 Budget process over the upcoming two months.

489

490 **6) More Time:**

491 **A) A Week Without Driving: September 28, 2026 - October 4, 2026**

492

493 No comments.

494

495 **7) Next Meeting Date – May 13, 2026**

496 **8) Adjournment**

497

498 There being no further business, Chair Fischer adjourned the meeting at 9:26 AM.

499

500 Respectfully submitted by,  
501 Katie Kibler, Minute Taker

502

503 Reviewed and edited by,  
504 Megan A. Fortson – AICP, Planner

City of Keene  
New Hampshire

BICYCLE/PEDESTRIAN MASTER PLAN ADVISORY COMMITTEE  
SPECIAL MEETING MINUTES

Wednesday, April 22, 2026

3:00 PM

Room 14,  
Recreation Center

**Members Present:**

Councilor Edward Haas, Vice Chair  
Brian Phillips  
Rowland Russell  
Jacob Robertson  
Michael Davern, Alternate  
Diana Duffy, Alternate  
Andy Holte, Alternate

**Staff Present:**

William Schoefmann, GIS Coordinator  
Jason Nadeau, Parks & Recreation Program  
Manager  
Bryan Ruoff, City Engineer (remote; left early)  
Megan Fortson, Planner (arrived at 3:29 PM)

**Members Not Present:**

Dwight Fischer, Chair  
Samantha Jackson  
Charles Redfern

1) **Introductions**

Vice Chair Haas called the meeting to order at 3:07 PM. Roll call ensued. The project consultants with Vanasse Hangen Brustlin (VHB) introduced themselves: Phil Goff (Active Transportation Planner) and Ahley Cunha (Transportation Engineer). A reporter from The Keene Sentinel was also present. Mr. Schoefmann reviewed the agenda. Vice Chair Haas requested more detailed introductions from the project consultants.

Mr. Goff said Active Transportation is what he does and it includes pedestrian, bike, and trail planning. VHB is a multidisciplinary planning, engineering, and design firm. They design roadways and civil infrastructure of all types and do a lot of planning related to roadways, but also a lot of trail planning and pedestrian network planning, which is Mr. Goff’s specialty. Mr. Goff grew up in the City of Keene, so he knows the City well, and he lives in the Boston area now. He has completed other City projects with VHB, such as on the Cheshire Rail Trail (CRT) expansion and the Aimee Brown Trail. In addition to his work in Keene over the past seven to eight years and developing pedestrian/bike networks for cities, he has also worked on regional and state plans for various states in the northeast. VHB has done a lot of planning and design at all scales throughout New Hampshire (e.g., Granite State Rail Trail). Ms. Cunha has been with VHB for seven years as a Transportation Engineer, working on everything from corridor studies to impact studies, and multimodal education planning. She has worked a lot with Mr. Goff over the past few years on city and townwide pedestrian plans and active transportation plans as well, such as ongoing plans in Westboro, Massachusetts, and Augusta, Maine.



32  
33 Ms. Duffy asked if the consultants won a bid for this project. Mr. Schoefmann replied that there  
34 was a request for proposals that was open for one month for this \$50,000 approved Capital  
35 Improvement Program (CIP) project. Mr. Goff also recalled the competitive process through which  
36 VHB was selected about two years prior for the City’s Roadway Safety Action Plan (RSAP) via  
37 the Public Works Department; a multimodal plan focused on all safety, including pedestrian and  
38 bike-related improvements. That was a key study that will influence this Bicycle/Pedestrian Path  
39 Master Plan, in addition to the City’s Comprehensive Master Plan. These planning efforts will  
40 provide a solid foundation for this new plan.

41  
42 Mr. Goff led a presentation on what this Steering Committee would be working on over the next  
43 seven months to develop the Bicycle/Pedestrian Master Plan, starting with this kick-off meeting,  
44 which was to explain the project foundation and scope of work. The consultants would also seek  
45 initial feedback from the Steering Committee, who are experts on this topic and know the local  
46 walking and biking needs. The consultants want to learn from the Committee; the plans and reports  
47 are only so helpful.

48  
49 **2) Overview of Bicycle & Pedestrian Master Plan Scope of Work & Schedule**

50 **A) Task 1: Public Engagement**

51 ***i) Schedule for BPMPAC Meetings***

52  
53 Mr. Goff began with the scope of work, noting that usually in a project like this, the client (the  
54 City) develops the scope (a series of tasks), to which the consultant agrees for a certain fee to  
55 develop a number of deliverables for each task. Mr. Goff reviewed the tasks for this project: (1)  
56 Public Engagement, which is important for planning efforts like this one. There will be a schedule  
57 for these Bicycle/Pedestrian Master Plan Advisory Committee (BPMPAC) meetings; he said the  
58 Committee could change that to a simpler title if it chose. These meetings are always open to the  
59 public. In essence, the scope of work defined by the City is a series of meetings scheduled on an  
60 as needed basis, likely every month and a half or two months in 2026, depending on the  
61 deliverables. The group could decide collectively on the meeting time and choose to have a mix  
62 of different times because they are de facto public meetings and hopefully other members of the  
63 community will attend, which Mr. Goff said tends to work a little better in the evening.

64  
65 ***ii) Stakeholder Meetings (KSC, KHS, etc.)***

66  
67 A part of Task 1 is holding up to five stakeholder meetings and Mr. Goff said they already held  
68 one at the Keene State College Student Center on this date. There was no student participation, but  
69 there was staff engagement, which was great because some of them lived on campus and did a lot  
70 of walking and biking, so there was some really great feedback. Mr. Schoefmann added that  
71 Community Development Department staff would be tabling at the Student Center again the next  
72 day on the first floor from 9:00 AM to 2:00 PM to try to capture more of the students’ perspectives.  
73 Mr. Schoefmann was also working on a meeting with Keene High School students. Mr. Goff added  
74 that he was trying to set up a meeting with the senior housing community to better understand their  
75 needs around particular neighborhoods.

76

77 Mr. Goff asked the Committee for ideas about other stakeholders to potentially meet with in small  
78 focus groups. The suggestions were:

- 79 • Antioch University graduate students who are all commuters (some very long) and have  
80 classes on the weekends on campus (Ms. Duffy and Dr. Russell would provide contacts).
- 81 • Keene's Energy and Climate Committee, which has been looking at climate resilience.
- 82 • Various local biking/trail/transportation groups: Pathways for Keene, the Monadnock  
83 Cycling Club, the Monadnock Rail Trails Collaborative, the New England Mountain Bike  
84 Association, and the Monadnock Alliance for Sustainable Transportation.
  - 85 ○ A lot of people overlap on these groups. Mr. Schoefmann suggested a strategy to  
86 have a focus group with representatives from many of these groups at the same time  
87 rather than going to them all individually. Mr. Goff agreed. Mr. Schoefmann agreed  
88 to coordinate.

89  
90 Vice Chair Haas suggested a presentation to the City Council's Municipal Services, Facilities and  
91 Infrastructure Committee about the scope of the project as soon as possible, not only at the end of  
92 the project. Mr. Schoefmann thought one of the staff liaisons, such as the City Engineer or Senior  
93 Planner, could work on a project summary for the Committee. Mr. Schoefmann agreed it was a  
94 good idea. Vice Chair Haas added that it could be one of the Committee members too.

95  
96 Suggestions of stakeholder groups continued:

- 97 • The downtown business community. Specifically: Mark Rebillard, who is very active with  
98 the Greater Monadnock Chamber of Commerce, and Sam from Fire Dog Breads (where  
99 monthly community bike rides begin).
  - 100 ○ Discussion ensued briefly as Mr. Goff questioned whether the downtown business  
101 community would be so focused on the downtown infrastructure project that this  
102 would be off their radar. Dr. Russell thought it was a valid concern. Ultimately, the  
103 Committee determined that it would depend on each business and that they could  
104 target a focus group of specific businesses with interests in bike/pedestrian issues  
105 who could separate themselves from the downtown project.
  - 106 ○ Vice Chair Haas volunteered to approach the Keene Downtown Group about this  
107 idea and report back to this Committee.

108  
109 City Planner Megan Fortson arrived at 3:29 PM.

110  
111 Mr. Holte suggested targeting younger kids, parents, and teachers. For example, talking to them  
112 en route to and from the Middle School during drop off and pick up time. Mr. Schoefmann noted  
113 challenges of that and said the right way to do it would be to get into the school and somehow  
114 reach that group. He was working on high school social studies but could contact someone at the  
115 middle school too. If considering the elementary schools, he thought it would be better to try access  
116 via the Parent Teacher Association; it was noted that this was nearing the end of the school year.  
117 Mr. Goff thought it might be tricky to try grouping the parents for this. Although, Mr. Schoefmann  
118 said they would be trying to distribute the survey to the schools somehow.

119  
120 Vice Chair Haas welcomed Ms. Fortson, who reported on attending the stakeholder focus group  
121 at the KSC Student Center and said it was interesting to hear from the people in charge of the  
122 residence halls, who live in them as well. They talked about how important it is and how

123 disappointed Keene State students are in the closure of the bridge that connects Martell Court to  
124 Krif Road. So, they hoped for a solution to reopen that despite the complicated history. Committee  
125 members agreed. Ms. Duffy noted the KSC athletes have to drive to practice now.

126  
127  
128

*iii) Landing Page on City Webpage*

129 Mr. Goff said the City put together the initial landing page for the project on the City's website. It  
130 started with some of the interim deliverables and a link to the RSAP and community survey. Mr.  
131 Schoefmann said he would work on having it linked to the Bicycle/Pedestrian Path Advisory  
132 Committee (BPPAC) webpage.

133  
134  
135

*iv) Online Survey and Input Map*

136 Mr. Goff said the survey takes five to seven minutes to complete. It is the same survey software  
137 the City used for the RSAP. He would distribute it directly to the Committee. He said there were  
138 plans for news or social media communications about it by the end of the week. The goal is for it  
139 to be a community-wide survey. The survey deadline is July 15, 2026. Brief discussion ensued  
140 about advertising the survey at upcoming events like the Monadnock Co-Op Earth Fest and  
141 Kiwanis Kool Wheels events.

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144

**B) Technical Tasks 2-4**

145 Mr. Goff proceeded, describing Task 2: Preliminary Design and Engineering.

- 146 • 2.1: Review City of Keene Plans, Policies, and Reports
  - 147 ○ 2025 Comprehensive Master Plan; 2025 RSAP; 2015 Complete Streets Design
  - 148 Guide; and any other applicable materials
- 149 • 2.2: Data Collection and Base Maps (e.g., crash data, pedestrian data for 10-years)
- 150 • 2.3: Existing Conditions Assessment
- 151 • 2.4: Gap Analysis (i.e., gaps in pedestrian, bike, and trail infrastructure throughout the City)

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157

Vice Chair Haas asked if there is accident information in the RSAP. Mr. Goff said yes. Vice Chair  
Haas did not imagine that it is very specific to bicycles. Mr. Goff recalled that data collection  
process and being surprised about what was reported. Mr. Schoefmann said this Master Plan is an  
opportunity to improve information collection.

158 Mr. Goff described Task 3: Assessment of Future Scenarios and Improvement Alternatives

- 159 • 3.1: Draft Project Goals
  - 160 ○ These eventually become evaluation criteria for the various recommendations.
- 161 • 3.2: Bicycle and Pedestrian Network Recommendations
  - 162 ○ A complete network that is longer term and aspirational.
- 163 • 3.3: Recommended Bicycle and Pedestrian Treatments
  - 164 ○ Treatments for each recommendation, which is not common in a plan like the RSAP
  - 165 that does not necessarily cohere into the network.
- 166 • 3.4: Project Prioritization
  - 167 ○ This is the most critical. They will use mapping tools to create a matrix of the goals
  - 168 from these dozens of organizations to develop evaluation criteria. Those criteria

- 169 (some quantitative some qualitative) will go into the matrix (i.e., the goals from 3.1  
170 become the evaluation criteria).
- 171 ○ Establish weighting: work with the Committee and any community members to  
172 determine whether it is relevant to weigh any of the criteria (e.g., criteria on  
173 connectivity to schools vs. environmentally sensitive areas) depending on  
174 priorities.
  - 175 ○ Set scoring thresholds (quantitative and qualitative criteria, typically)
  - 176 ○ Complete scoring and ranking: key deliverables are the network maps and  
177 prioritization tool.

178  
179 Task 4: Final Report

- 180 ● Draft and Final Report Document
- 181 ● Final Update for City Council Action

182  
183 Based on the consultants' experience, Vice Chair Haas asked what some goals may be for Keene's  
184 plan. Mr. Goff said that for a lot of plans like these, goals relate to improved school connection,  
185 trail projects and environmental resource area costs and engineering challenges and impacts to  
186 traffic due to recommendations from the plan. He noted how safety would be a comprehensive  
187 goal and a valuation criteria that helps to rank projects depending on the type of project. Vice Chair  
188 Haas suggested a goal to have more signalized crossings, for example, and said the valuation of  
189 that would be improved safety. Mr. Goff said that the goal of signalized crossings may not  
190 transition smoothly into an evaluation criterion, but the consultants would develop a criterion that  
191 ties into that safety enhancement for crossings. Ms. Cunha will be working on maps and product  
192 deliverables. Vice Chair Haas asked what maps they had on hand: Citywide and insets of  
193 downtown and some areas of Washington and Court Streets.

194  
195 **C) Project Schedule**

196  
197 Vice Chair Haas asked Mr. Schoefmann to email the whole group in advance when scheduling the  
198 stakeholder meetings so they will know about them. Dr. Russell asked the consultants, in their  
199 experience, if it is helpful to have the Committee members present at the stakeholder events. Mr.  
200 Goff said it is not a bad thing; it depends on whether there is an affiliation between someone and  
201 the group. Discussion ensued about how they would not want to overwhelm stakeholders (e.g.,  
202 KSC students) but could also just be there to listen. Mr. Goff did not think the Vice Chair's request  
203 was unreasonable and said it makes sense to have that awareness.

204  
205 **3) Round Robin Discussion Questions**

206 **A) Where are 2-3 critical streets and intersections in need of connectivity and**  
207 **safety improvements for pedestrians and bicyclists?**

208  
209 The Committee provided critical streets, intersections, and trails in need of connectivity and safety  
210 improvements for pedestrians and bicyclists:

- 211 ● Court Street:
  - 212 ○ Not enough sidewalks and some parts with no sidewalks.
  - 213 ○ Limited space for bicycles, making it challenging.
  - 214 ○ It connects to a lot of other areas.

- 215           ○ There is parking on both sides on lower Court Street up to the Hospital, beyond that  
216           there is no shoulder (people still park there).  
217           ○ Crossing Court Street:  
218                 ▪ Only one signaled crossing at Vernon Street for the Fire Department. (no  
219                 button)  
220                 ▪ Ms. Duffy does not feel safe crossing near the church downtown.  
221  
222         • Cheshire Rail Trail:  
223           ○ West, in Downtown Keene, in the center of Colony Mill:  
224                 ▪ It suddenly disappears from Emerald Street to a connector, to Island Street,  
225                 and back to the Rail Trail west. People tend to use parking lots, which is  
226                 unsafe, but it is the direct route of the rail beds that were developed over.  
227                 ▪ It is not correctly marked. Discussion ensued about how only insiders know  
228                 where to go because they live here. There is only one sign that is unclear,  
229                 but Mr. Schoefmann said there are facilities you could navigate the area  
230                 with. He said the issue has always been private property that absorbs the old  
231                 railroad, so the ability to build through there depends on their willingness  
232                 to take on responsibility.  
233                 ▪ Dr. Russell pointed out another route with blue markers that is pretty  
234                 identifiable that the Wantastiquet–Monadnock Trail uses.  
235                 ▪ Mr. Holte said Emerald Street is a public right-of-way and awful to navigate  
236                 on a bike. There is a sidewalk that is great, but it is a very narrow road with  
237                 a lot of cars going through and limited signage of where to pick up the trail  
238                 on Island Street. It also connects to the trails in Ashuelot River Park (the  
239                 trailhead), so he said that whole intersection of three trails should be left  
240                 there.  
241                 ▪ It is a wider sidewalk on Island Street to get back to the Rail Trail.  
242                 Discussion ensued about how it is unclear where it is permissible to ride on  
243                 the sidewalks and where it is not. There was a feeling that most cyclers  
244                 would ride in the street.  
245           ○ Mr. Goff asked if the distance between the CRT turning west on Island Street and  
246           the Jonathan Daniels Trail in Ashuelot River Park is specifically an important gap  
247           to address.  
248                 ▪ Dr. Russell said yes because it ties into one of the third areas, which is West  
249                 Street, and one of the most problematic intersections, which is crossing  
250                 West Street onto Island Street and making the left turns. There is car and  
251                 bike accident data from that intersection. The BPPAC’s counts would show  
252                 40–50 cars running those red lights in a period in all directions. Discussion  
253                 ensued about the rebuilding of Island Street, how it was still a work in  
254                 progress, and varied perspectives on its success.  
255                 ▪ Mr. Goff said there is no plan to identify bike lanes on West Street. Mr.  
256                 Schoefmann said the BPPAC has three years of counts at three nodes on  
257                 West Street (Island, Pearl, and CRT spur).  
258           ○ Discussion ensued about CRT plowing (only pavement) and incontinesces on  
259           either side of the bridge. Some portions are maintained by snowmobile clubs in the  
260           winter and thus unmaintained for their use.



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- Wyman Way and Main Street:
  - A major exit for KSC and Ms. Duffy said the left turn heading north on South Main Street before the Post Office rotary is dicey.
  - People have had accidents trying to leave work at KSC. Ms. Duffy said there should be safety for cars since there are lights for pedestrians.
  - It is a challenging left turn on a bike as well.
  
- Lower Winchester Street:
  - It is very narrow and inaccessible.
  - On the Ashuelot Rail Trail over the bridge and turn left on Krif Road going south, the bridge is also narrow. The City Engineer had reported to the Committee that although the Lower Winchester Street project was delayed in the State’s 10-Year Plan, the bridge would be one of the first things completed.

Vice Chair Haas noted that things like Rt-10, the Prowse Bridge, and West Street were already in the State of New Hampshire’s 10-Year Plan. He wondered if the Committee was diluting its Plan by including them. Dr. Russell thought they should be named even if not priorities; today’s priorities may not be tomorrow’s. Mr. Holte said it bothers him that every intersection of the rail trail is not the priority, the road is the priority, and everyone on the rail trail has to yield or stop to make sure they are going to be able to see if they cross; whereas if it were a major route, which he said it is, he thinks there should be raised across crosswalks so the drivers make sure they do not run anyone over who is trying to cross. That would be his ideal. Mr. Robertson was unsure where he had seen that. He thought all rail trails usually stop and cars have the right-of-way. He thinks it is hard because most people get around with cars. Discussion ensued about examples of trails having the right-of-way, with Vice Chair Haas citing an example at Matthews Road in Swanzeey.

When talking about areas heading out of town that do not have many facilities, whether it is on rail trails or on streets, Dr. Russell advised the consultants that it is where the Monadnock Rail Trail Alliance would be really helpful. They work in Keene and have been very good about getting grants to repair things. The Alliance is more for Cheshire County. He also recommended the Southwest Region Planning Commission (SWRPC), which has done significant multi-town planning with Keene for the Ashuelot Rail Trail and the Cheshire Rail Trail. Mr. Schoefmann said those plans should be on the two organizations’ websites and Dr. Russell recommended that the consultants review them. Dr. Russell also mentioned Lisa Steadman, Monadnock Region Mobility Manager with SWRPC, who had been looking at sites and attending BPPAC meetings.

- North–South Passages (street and trail)
  - Vice Chair Haas feels there are no north–south passages, providing the example of Washington Street: it is wide with marked bike lanes and then it ends. He said Court Street is a disaster. Discussion ensued about Court Street. Vice Chair Haas would like to see bike lanes throughout this corridor.
  - On Washington Street, Mr. Holte suggested that speed is an issue and suggested switching the parking and the bike lanes for safety.



- 306 • Mr. Holte suggested focusing on destinations to reach, such as the Monadnock Food Co-  
307 Op; it is not as easy for Market Basket, for example.
- 308 ○ Mr. Goff said that was feedback during the KSC stakeholder meeting; that the  
309 easiest stores to get to are the Co-Op and Price Chopper.
- 310
- 311 • “JD2”
- 312 ○ On the other side of the Ashuelot River, behind the Hospital.
- 313 ○ Colloquially it is known as “Jonathan Daniels 2” because it was conceptualized as  
314 an extension of the Jonathan Daniels Trail but never came to fruition.
- 315 ○ Mr. Robertson used to ride trails in that area in middle school. He said it would  
316 solve the Court Street problem: getting on at the top of Appel Way and continuing  
317 to the Middle School, Wheelock Park, Symonds School, and more. Discussion  
318 ensued briefly about how it could be the best way to bypass Court Street. It is City  
319 land. Mr. Goff reviewed the map and possible routes.
- 320
- 321 • Identifying safer streets for visitors:
- 322 ○ Dr. Russell suggested identifying ways for visitors to get to key destinations using  
323 safer streets. They would not have to reinvent the wheel: Mr. Schoefmann thought  
324 that was why Complete Streets were conceptualized, stating the goal is for these to  
325 be Complete Streets at some point. He said some of the street types (e.g., a bicycle  
326 street or a pedestrian street) had not yet been realized.
- 327

328 **B) Are there particular policy or program-related needs in the City?**

329  
330 Mr. Goff said the scope of the project is not to fully flesh-out policy for the Council to approve,  
331 but he welcomed ideas for various education and encouragement programs, and enforcement. Vice  
332 Chair Haas reported that the City Council had a great challenge trying to develop regulations for  
333 the new downtown dedicated protected bike lanes and asked the consultants to review that  
334 Ordinance and provide ideas on how to lever that into more helpful ordinances around the City.  
335 Vice Chair Haas is always interested in ideas on banning Class III e-bikes. Dr. Russell agreed  
336 about having comprehensive rules for anywhere in the network.

337  
338 Mr. Phillips mentioned the concept of the “Idaho Stop,” which is law in some states. He said 70%  
339 of accidents happen at intersections, so it is dangerous for cyclists to be stopped at them. With the  
340 Idaho Stop, cyclists treat stop signs as a yield if there is no traffic coming and treat red lights as  
341 stop signs if there is no traffic coming. He said there had been studies done on the safety of keeping  
342 cyclists moving through intersections without fully stopping. Mr. Phillips wondered if it was  
343 something the Committee should advocate for; it involves a lot of education for motorists too, who  
344 may think bikes should follow the cars.

345  
346 Dr. Russell suggested another study the BPPAC did to advance tourism with the UNH cooperative.  
347 He said to amplify in this Bike/Pedestrian Master Plan what was attempted in that plan: focusing  
348 a lot on how bike/pedestrian infrastructure makes the City more livable, how it attracts new  
349 residents, how it attracts businesses, and how it makes things safer. He said the goal is to make the  
350 City younger and connect to schools, so safer transportation is needed for kids all the way, and this  
351 plan could make the City promote itself as a more appealing place to live and work.

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Mr. Holte shared that, from an infrastructure standpoint, it seems like the City tends toward a project by project approach, citing a lot of examples with the downtown project becoming political and a veto type process of not wanting certain changes. He thinks certain pieces of infrastructure, like roads and drainage, are determined by engineering standards. However, he saw the active transportation specific projects become vetoable by people who do not want certain things. He wondered how this plan could standardize things so that if something is being worked on in this City, certain things should automatically be built into the process, so that it is just a normal experience. Mr. Schoefmann heard that as reconfirming the Complete Street Design Guidelines when projects are being planned in the CIP.

**C) How should this plan be used to advance walking and bicycling in Keene?**

Ms. Duffy knows this is the BPMPAC but wondered if some of the language should include mobility. She said the bike/pedestrian people were trying to realize that people are getting around in all kinds of ways and she wanted to represent the people who are getting around in ways that are not on bicycles. She wondered how to say that because it also impacts how they would talk about sidewalks. Mr. Goff suggested that if straying from the bike/pedestrian language, specifically to consider “active transportation,” which is where a lot of communities seem to be going (vs. bike/pedestrian of about 10 years ago). Whereas he thinks “mobility” is broader and incorporates transit issues. Discussion continued briefly.

It is not only mobility, but mobility for those with mobility issues; so, it is too broad and too narrow in some ways. Ms. Duffy wanted to do the right thing. Dr. Russell said the City had been using mobility in some of its grant applications. Mr. Schoefmann said the Parks and Recreation Department has the Active & Passive Recreation Master Plan. Mr. Goff thought most people would know what a “Bicycle/Pedestrian Path Master Plan” means, whereas many may not know what an “Active Transportation Master Plan” means. Mr. Goff said the Committee could also consider whether this should be called a “Master Plan” or something like a “Strategic Plan” or a “Network Plan,” so all the master plans do not overlap.

Mr. Davern talked about encouraging people to use these facilities, in particular the rail trail, Appel Way, Jonathan Daniels Trail, and the non-road-based pathways. He suggested things like what they have done in places such as Bentonville, Arkansas, by making these routes fun to really encourage kids to ride their bikes to school, and families to go out on bike rides because they have interesting things as opposed to a straight path. He spoke about rollers and jumps that are often done in conjunction with public art that look super nice, so people want to go on a bike ride to go to school. He mentioned associated costs.

Mr. Roberston wondered if there would be promotional opportunity through this effort as well, recounting an “underexposed” video that features the trail networks in Keene. He thought about tying all that together and promoting it. He thought it would be good for tourism, including a business connection for advertising this as a great place to live. Mr. Schoefmann mentioned the maintenance that comes with promoting trails that way and usage; how to capture some of that toward development and maintenance? Dr. Russell asked how to draw from this plan to better pursue funding opportunities.

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**D) Are there other stakeholder groups that the City should reach out to?**

Ms. Duffy recalled that a former Committee member was the boss of People’s Linen and a lot of their employees bike to work. So, she recommended them as a part of the business stakeholder community. She also mentioned an event with Keene City Bikes and the Cycle Sanctuary on April 26, 2026. Mr. Schoefmann thought bike shops would be another good stakeholder group.

**4) Next Steps**

Next Steps: Scheduling stakeholder meetings, the City promoting the survey, VHB reviewing City plans and studies to understand materials, and then looking at the bike/pedestrian related needs and gap analysis throughout the City. Mr. Goff wanted to meet again after VHB had time to digest all of this and suggested mid-June. Vice Chair Haas suggested waiting to schedule until the time is closer and Mr. Schoefmann would send a poll for the date.

**5) Adjourn**

There being no further business, Vice Chair Haas adjourned the meeting at 4:37 PM.

Respectfully submitted by,  
Katie Kibler, Minute Taker

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

# Bicycle/Pedestrian Path Advisory Committee (BPPAC) Annual Report – 2025

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## Overview

The Bicycle/Pedestrian Path Advisory Committee (BPPAC) continued its work in 2025 to support the development, safety, and promotion of bicycle and pedestrian infrastructure in Keene. The Committee focused on advancing the downtown bike network, strengthening community outreach, supporting grant applications, and fostering collaboration with regional partners and local organizations.

## Key Activities & Accomplishments

### **Downtown Bicycle Infrastructure & Policy:**

- Provided recommendations on the Downtown Bike Lane Project, including pavement treatments, lane markings, and safety considerations.
- Contributed to development of a draft bike lane ordinance addressing safety rules, speed limits, and shared-use expectations.
- Emphasized cost-effective design approaches while maintaining clarity and usability for all users.

### **Grant Support & Planning:**

- Supported multiple grant applications, including proposals for pedestrian beacons, raised crosswalks, and downtown bike lane improvements.
- Discussed additional funding opportunities for walk/bike audits tied to the Bicycle/Pedestrian Master Plan update.

### **Community Outreach & Events:**

- Participated in the Earth Festival, engaging residents through bike-related activities, outreach materials, and community rides.
- Continued development of outreach strategies, including improved engagement tools and evaluation metrics.
- Supported recognition of local businesses for bicycle-friendly practices.

### **Safety Initiatives:**

- Assess bicycle and pedestrian yield counts at key road crossings.
- Advanced discussions on trail mapping, safety feedback, and coordination with regional planning organizations.

## **Community Engagement & Partnerships**

The Committee strengthened relationships with local and regional partners, including Pathways for Keene and the Monadnock Rail Trail Collaborative. Public participation remained strong, with residents attending meetings and contributing ideas for improving Keene's bicycle and pedestrian network.

## **Major Discussion Topics**

- Downtown bicycle safety and infrastructure design
- Trail connectivity and mapping coordination
- Community outreach strategies and public engagement
- Potential programs such as a Mayoral Bike Ride and "Week Without Driving" initiative
- Integration of pedestrian considerations into all bicycle planning efforts

## **Organizational Updates**

- Reviewed and refined mission, outreach priorities, and coordination with City staff
- Experienced membership and leadership transitions
- Continued collaboration with Public Works, Parks & Recreation, and Planning departments

## **Looking Ahead**

The Committee anticipates continued support for downtown bicycle infrastructure, expanded outreach efforts, development of community events, and ongoing participation in updating the Bicycle/Pedestrian Master Plan.

### BPPAC Schedule of Events 2026

| <b>Event</b>                               | <b>Dates</b>   | <b>Notes</b>  | <b>Member Contact(s)</b>       | <b>Members</b>  |
|--|----------------|---|--------------------------------|---|
| Bike To Work Week/Day                      | 5/11-5/16/2026 | Bike to Work Day Friday May 15 including Mayoral Proclamation   | Dwight Fischer                 | Committee members to attend City Council meeting to receive proclamation              |
| Mayoral Bike Ride                          | 5/16/2026      | Mayor led bike ride mostly on the Rail Trails, BPPAC members to help with safety. Rowland/Andy planning route with Mayor        | Rowland Russell,<br>Andy Holte |   |
| Tour de NH                                 | 5/30/2026      | Rail Trail Rides across NH, One held in the Monadnock Region - TBD  | Brian Phillips                 | Monadnock Cycling Club assisting NH Bike Walk Alliance with routes and guide services |
| Great American Bike Tours - Test Ride Tour | 5/30/2026      | <a href="https://www.cycletheusa.com/">https://www.cycletheusa.com/</a>   | Chuck Redfern                  |   |
| 4 on the 4th                               | 7/4/2026       | Annual Road Race fundraiser held by PFK - Downtown  | Chuck Redfern                  |   |
| Monadnock 250th Celebration                | 7/4/2026       | Celebration of the USA including Kids Bike Parade - Keene State College   | Ed Haas                        |   |
| A Week Without Driving                     | 9/28-10/4/2026 | <a href="https://weekwithoutdriving.org/">https://weekwithoutdriving.org/</a>   | Ed Haas                        |   |
| Community Transportation Week              | 9/28-10/4/2026 | <a href="https://www.nhtransit.org/community-transportation-month">https://www.nhtransit.org/community-transportation-month</a> |                                | SWRPC - Lisa Stedman  |