



**City of Keene**

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

**AGENDA**

**Wednesday, June 10, 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) Bicycle Pedestrian Master Plan – Draft Gap Analysis**

**3) Adoption of Minutes – May 13, 2026**

**4) Safety & Outreach**

- a) Mayoral Bike Ride – Debrief
- b) Review Upcoming Schedule of Events
- c) Cheshire Rail Trail – Trail Walk in Commemoration of the 30<sup>th</sup> Anniversary
- d) Maple Ave – Creation of New Trail
- e) New Hampshire Rail Trail Coalition Legislation for E-Bikes
- f) Annual Report to City Council

**5) Regular Project Updates**

- a) Updates to Project Tracking Table
- b) Mobility Management

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

**7) Next meeting date – July 8, 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/>.

Draft

## 3

## Needs Identification and Gap Analysis

The pedestrian and bicycle facility needs and network gaps described in this section were identified through a review of existing pedestrian and bicycle facilities, posted travel speeds, documented crash locations, key destinations, and relevant planning documents. The team also considered input from members of Bicycle and Pedestrian Master Plan Advisory Committee and from attendees at the various stakeholder meetings held in the first months of the planning process. The facility needs and network gaps described below are separated between pedestrian and bicycle modes, though Gap Analysis maps combine both modes into single maps.

### 3.1. Pedestrian Network Needs

#### Sidewalks

Within the tight network of streets in Downtown Keene, sidewalks lie on nearly all streets and, in most cases, on both sides. A few key gaps exist however, including short segments without sidewalks on Emerald Street (in front of, and east of, Brubakers), on Dunbar St, the south side of Baker Street near Beaver Brook, and the connection to Carpenter Field on Carpenter Street and the south side of Water Street. While these represent discrete gaps in the sidewalk network, the most significant absence of sidewalk lies on Gilbo Avenue from West Street to School Street.



**Figure 19. Most downtown area streets (such as the Wilson/Davis intersection above) include sidewalks and crosswalks**

Outside of downtown and the adjacent neighborhoods, sidewalks generally lie along primary collector streets and some local streets in various neighborhoods. Important gaps exist along major collectors including West Surrey Road, upper Washington Street, Court Street at East Surrey Road, and lower Winchester Street/Route 10. On minor collector roadways, important gaps in the sidewalk network include Arch Street beyond Hurricane Road, Bradford Road, and Roxbury Street at Robin Hood Park. Prospect Street from Court St to Armory St is a key gap that impacts opportunities for walking to Fuller Elementary School.

## Crosswalks

Currently, marked pedestrian crossings are concentrated within downtown, along primary corridors through dense neighborhoods, and near schools and commercial destinations. The quality of crosswalk treatments varies, and several locations feature long crossing distances across more than two lanes of traffic. In some of these cases, additional treatments such as Rectangular Rapid Flashing Beacons (RRFBs), bump outs, and median islands may be desirable in the future to further enhance pedestrian safety.



**Figure 20. Marked crosswalk on West St., adjacent to the former U.S. Post Office building, crosses three lanes of traffic**

The 2025 Keene RSAP identified a number of intersections where both improved crosswalks and new crosswalks are recommended. Many of the recommendations lie along the primary corridors in the city: Main, Court, Washington, Marlborough, Arch, and West streets. West Street, in particular, features many retail businesses and significant pedestrian traffic on its sidewalks, yet contains few opportunities to safely cross the four-lane street. Currently, a nearly 2,000-foot-long segment of West Street—between the Island Street and the traffic signal at the Hannaford and Aldi shopping plazas—includes only one crosswalk (at Pearl Street), forcing pedestrians to go far out of their way or to make a risky dash across the street to access the other side.

## 3.2. Bicycle Network Needs

Bicycle network needs, as shown in Figures 22 and 23, arise from input received from stakeholders, previous network planning efforts, and the location of destinations in Keene that currently induce demand and/or have the potential to, if bicycle facilities existed. The need for bike facilities (or multi-use trails) lies along many of the city's primary road corridors, including Main Street, West Street, Court Street, Maple Avenue, and segments of Winchester Street. A portion of Arch Street, between existing bike lanes on Park Avenue and Keene High School, has been identified as an important gap, as well as the area between the Apple Way Trail and Keene Middle School. For the latter, the gap is presented graphically along Route 12 but ostensibly could run within the wetlands between Route 12 and the Ashuelot River. An important gap was also identified between the Washington Street bike lanes and the trail system at Drummer Hill and Goose Pond. Shown as a gap running along a combination of Timberlane Drive, Elm Street, North Street, and Gilsum Street, future improvements could also lie on other nearby streets to help fill this gap.



**Figure 21. A bicycle network gap lies between the Wheelock Park/hospital area and the Middle School along the state-owned Rt. 12 right of way**

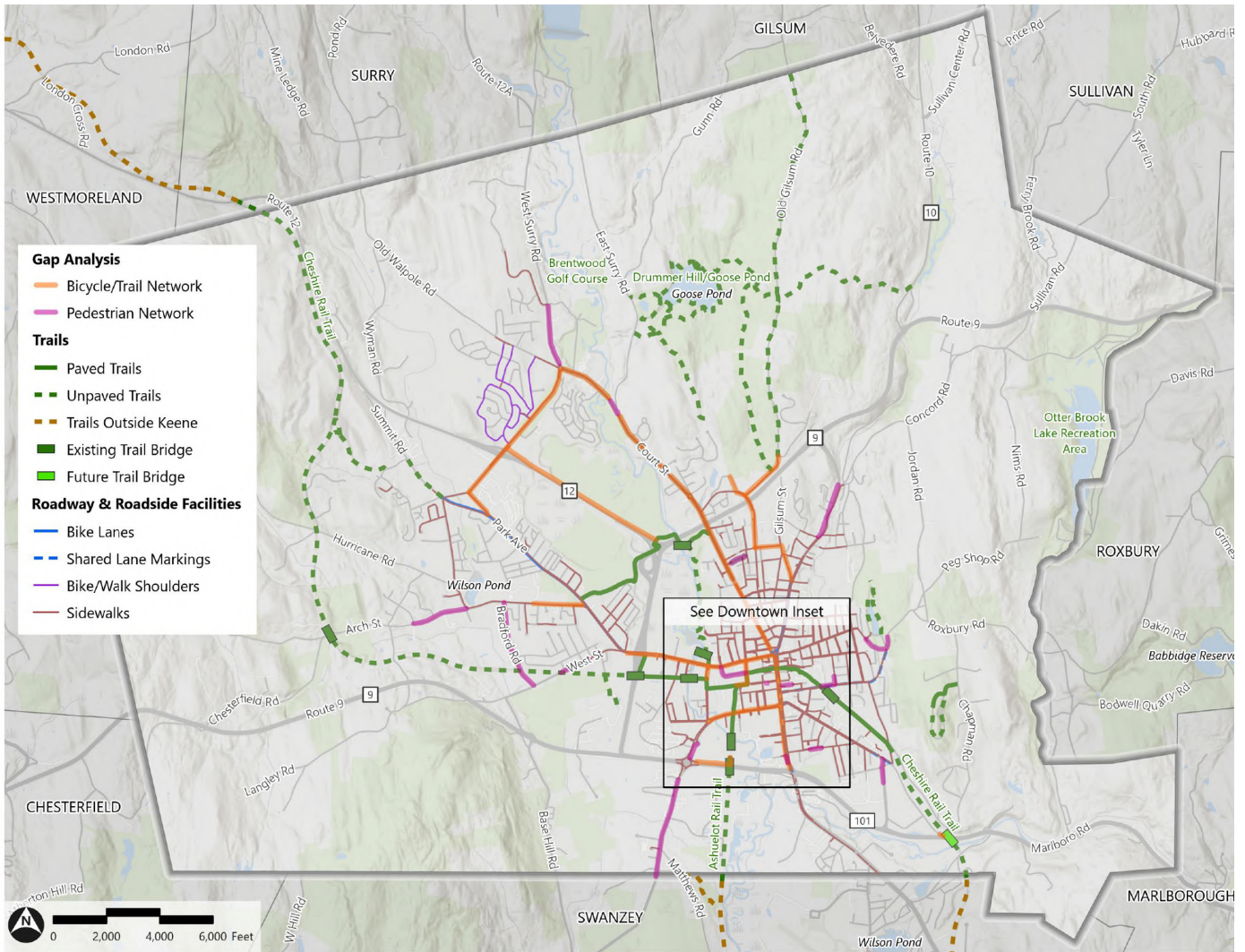


Figure 22. Citywide Active Transportation Gap Analysis Map



Path: \\vhb.com\gb\client\gis\201939\_000\Project\KeeneBP\Mapprx (kinfanti, 5/29/2026)



Figure 23. Existing Downtown Active Transportation Gap Analysis Map

City of Keene  
New Hampshire

BICYCLE/PEDESTRIAN PATH ADVISORY COMMITTEE  
MEETING MINUTES

Wednesday, May 13, 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  
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 8:26 AM.

**2. Adoption of Minutes**

**a. April 8, 2026 – Regular meeting**

A motion by Councilor Haas to adopt the April 8, 2026 regular meeting minutes was duly seconded by Dr. Russell and the motion carried unanimously.

**b. April 22, 2026 – Special Meeting**

A motion by Councilor Haas to approve the April 22, 2026 special meeting minutes was duly seconded by Mr. Phillips and the motion carried unanimously.

**3. Safety & Outreach**

**a. Annual Report to City Council**

Discussion ensued about the Annual Report to City Council. Ms. Duffy asked who wrote it. Chair Fischer said he wrote it with the help of AI going through all the past minutes of the last year. He said it might need editing. Ms. Duffy inquired about the process for approving the Annual Report: where it came from and where it would be going from here. As a City Councilor who sees the

32 other annual reports from City committees, Councilor Haas explained the intent. He said the report  
33 is meant to advertise what the Committee does and help it to get more visibility. It also helps the  
34 Committee to account for itself if it actually does something, as opposed to some of the other  
35 committees and commissions. Councilor Haas suggested taking another month for everyone to  
36 read it and coming prepared with edits for approval at the next meeting. At that point, the  
37 Committee can decide whether to send it to the City Clerk for distribution to City Council or to  
38 book time at a suitable Standing Committee of the City Council, likely the Municipal Services,  
39 Facilities and Infrastructure Committee or the Finance, Organization and Personnel Committee, to  
40 present the report orally. He said that would give the Committee even more notoriety.

41  
42 Chair Fischer appreciated the clarification and said it gave context to what the document is about,  
43 stating that it is not just a perfunctory annual report. Councilor Haas said it is absolutely not; it is  
44 meant for advertising and accountability. Dr. Russell added that doing a good job on this report  
45 means potentially having a budget for this Committee. He knows the Energy & Climate Committee  
46 has a budget whereas the BPPAC never had a budget. He thought a budget to count on for more  
47 events would be helpful. Mr. Schoefmann thought there had never necessarily been a request from  
48 the Committee that was denied and there always had been a department (e.g., Parks and  
49 Recreation) that finds a way to pay for requests. He thought a decent tactic would be a Committee  
50 that gets things done without a budget, knowing departments can be relied on.

51  
52 Chair Fischer said this was designed as a starting point and he was happy to collect feedback on  
53 key points other Committee members would want to highlight. If turning this into a presentation,  
54 it should be nice and tight to the point about what the Committee has done. Committee members  
55 agreed to send edits to the Chair within one week after this meeting.

56  
57 **b. Bike Month Proclamation**

58  
59 Chair Fischer reported that the Bike Month Proclamation before the City Council went well and  
60 he thanked the Mayor. Chair Fisher looked forward to the Mayoral Bike Ride and wished a happy  
61 Bike Month to the Committee.

62  
63 **c. Earth Day**

64  
65 Chair Fischer said the Earth Day booth went well. The Monadnock Trails Coalition and Pathways  
66 for Keene were also there, so there were a lot of people coming through. There was nice weather.  
67 A lot of people came up and said they had just moved back here because of the trail system; people  
68 live right on the edge of it and they love it. He said it was very encouraging to hear a lot of that.

69  
70 Mr. Holte added that Councilor Haas did a great job of pointing everyone to the Bicycle/Pedestrian  
71 Plan Survey both at the Earth Day and Kiwanis Kool Wheels events. He said they should do the  
72 same at the Mayoral Bike Ride. They heard some from people at the Kiwanis event who live near  
73 Wheelock Park and really want more access to get around by bike, especially trying to get to the  
74 nearby Middle School for their kids. This is the exact feedback the Committee wants on the survey.  
75 Dr. Russell said that feedback warranted breathing new life into the Jonathan Daniels Trail 2  
76 concept.

77

78 Mr. Redfern said someone came to the Pathways for Keene booth on Earth Day and signed up to  
79 volunteer. They had just moved here from Virginia and worked for NASA. They were in Keene  
80 to care for family but decided to retire and stay because they liked Keene and the trails so much.  
81 He could not speak about the trails enough. Mr. Redfern got his name for volunteering.

82  
83 Chair Fischer reported submitting a Letter to the Editor of The Keene Sentinel that would be too  
84 late for the Mayoral Bike Ride, but it did encourage the survey. He also spoke about the survey  
85 during the Proclamation. Then and in the letter, he talked about the fact that he thinks there will  
86 be a surge in biking this summer due to the high gas prices. He thinks people will convert for cost  
87 savings, especially for the e-bike sector that has taken off, which he knows has growing concerns  
88 in urban and suburban areas. He called it something to be collectively aware of.

89  
90 Councilor Haas asked if anybody was in contact with the state groups about their positions or about  
91 what legislation may be proposed for the next year for e-bikes. Mr. Redfern said the New  
92 Hampshire Rail Trail Coalition President Dave Topham was writing legislation for the state to  
93 update it. The concern is that these pedal-less bikes show that they can go up to 80 mph and they  
94 are going on trails, tearing them up. Deputy City Manager Andy Bohannon looked to Mr. Redfern,  
95 who referred him to Mr. Topham; they are now collaborating and organizing something here in  
96 Keene. Mr. Redfern suggested inviting Mr. Bohannon to a BPPAC meeting on the topic to find  
97 out about the City's position.

98  
99 **d. Review Upcoming Schedule of Events**

100  
101 Bike to Work Week: May 11–May 16, 2026 – including Bike to Work Day on Friday, May 15,  
102 and a Mayoral Proclamation. Member Contact: Chair Fischer.

103  
104 Mayoral Bike Ride: May 16, 2026 – Mayor-led bike ride mostly on the Rail Trails, BPPAC  
105 members to help with safety; Dr. Russell and Mr. Holte planning route with Mayor. Member  
106 Contacts: Dr. Russell and Mr. Holte.

- 107 • Weather was predicted to be good for the Mayoral Bike Ride.
- 108 • Members discussed who would attend. Mr. Schoefmann would probably be there with a  
109 tablet for participants to sign waivers.
- 110 • As bikers gather, Dr. Russell would provide an overview of different BPPAC projects and  
111 during the ride, sweepers would point out where those projects have been happening.
- 112 • Mr. Holte rode the first part at a leisurely pace of 17.5 minutes, which leaves plenty of time  
113 to point things out.
- 114 • Mr. Holte would be leading the ride and Mr. Redfern said he would be at the back. It is  
115 important for the leaders to call out and keep the ride single file. Mr. Holte would provide  
116 the safety speech at the beginning. There would likely be some experienced community  
117 riders participating, like Sam Jackson, who made the flyer for the event.
- 118 • The Mayor could likely make some opening statements as well.
- 119 • BPPAC members would gather early at Railroad Square for the Ride at 11:00 AM.

120  
121 Tour de New Hampshire: May 30, 2026 – Rail Trail rides across NH, one held in the  
122 Monadnock Region, TBD. Monadnock Cycling Club assisting NH Bike Walk Alliance with routes  
123 and guide services. Member Contact: Mr. Phillips.

- 124 • Mr. Phillips said the route is the Cheshire Rail Trail plus Summit Winery, beginning at  
125 10:00 AM, with a 9:40 AM arrival. The tour is managed by Mike Kowalczyk and he was  
126 seeking help, so Mr. Phillips suggested reaching out to him if interested.  
127

128 Great American Bike Tours - Test Ride Tour: May 30, 2026. <https://www.cycletheusa.com>.  
129 Member Contact: Mr. Redfern.

- 130 • Mr. Redfern explained the concept that people are paid approximately \$800 internationally  
131 (e.g., Canada, West Coast USA, Europe) to ride and they had chosen Keene as a sample to  
132 see if they want to add it in the region to their menu of places. There was nothing for the  
133 Committee to do.  
134

135 4 on the 4th Road Race: July 4, 2026 – Annual Road Race fundraiser held by Pathways for Keene  
136 in the Downtown. Member Contact: Mr. Redfern.

- 137 • Dr. Russell said that even if not a runner, it is an event worth attending; it is a big party.  
138 Ms. Duffy said there are a lot of freebies.  
139 • Mr. Redfern said it would be kicking off the City’s 250th celebration of the Constitution,  
140 so it should be a fun and festive event. He highly recommended going even just for the  
141 food and gifts. They always need volunteers too.  
142

143 Monadnock 250th Celebration: July 4, 2026 – Celebration of the USA, including Kids Bike Parade  
144 at Keene State College. Member Contact: Councilor Haas.

- 145 • Councilor Haas was seeking any volunteers for the Kids Bike Parade as well as materials  
146 like baseball cards, clothes pins, and crepe paper to decorate the bikes; no horns, please.  
147 He said there was no real organization around this, but the parade would start around Keene  
148 Ice / Public Works. It was about to kick off with more advertising to try to get the word out  
149 to schools and the kids.  
150

151 A Week Without Driving: September 28–October 4, 2026 – <https://www.weekwithoutdriving.org>.  
152 Member Contact: Councilor Haas.

- 153 • On the back burner for now.  
154

155 Community Transportation Week: September 28–October 4, 2026 –  
156 <https://www.nhtransit.org/community-transportation-month>. Member Contact: Lisa Steadman,  
157 Southwest Regional Planning Commission (SWRPC).  
158

159 If Committee members know of any other events, they can mention them during this part of the  
160 agenda.  
161

162 **e. Cheshire Rail Trail – Trail Walk in Commemoration of the 30th Anniversary**  
163

164 Dr. Russell said he did some digging in the 1999 Bicycle/Pedestrian Master Plan, mentioned this  
165 to the Staff Liaison Mr. Nadeau, and it might be worth mentioning to the Public Works  
166 Department. Dr. Russell explained that the Cheshire Rail Trail (CRT) was completed in three  
167 sections. The first section was from Island Street to the bridge and completed in 1998. The second  
168 section, the Industrial Heritage Trail, was completed in 1999. The third section between School  
169 Street and Island Street was scheduled to be completed between 2000–2001, but Dr. Russell could

170 not find when it was officially completed. The City Engineer would likely have it on file. If  
171 2000/2001 was the case, Dr. Russell said this would be the 25th anniversary of the CRT's  
172 completion, which would be a great chance to celebrate. Mr. Schoefmann clarified whether he was  
173 talking about the widened sidewalks around the Colony Mill and Dr. Russell said no that plan did  
174 not exist at the time, and there was some actual Rail Trail that still had to be completed.  
175

176 Dr. Russell said his idea was that if this is indeed the 25th year, to celebrate the history of the CRT.  
177 He spoke with Mr. Redfern from Pathways for Keene and Jim Gruber from Antioch University  
178 New England who did all the research and helped write the original proposal. Dr. Russell would  
179 also reach out to the Historical Society of Cheshire County, so this would not necessarily just be a  
180 walk in celebration, but an event to speak about the different things in the downtown area. He  
181 suggested that at some future appropriate date once the downtown project is completed, it could  
182 be a good way to celebrate both the CRT and this Committee as well. He and Mr. Redfern agreed  
183 it would depend on confirming the date that the third phase of the CRT was actually completed in  
184 terms of planning any events. Dr. Russell will reach out to the City Engineer to try to confirm the  
185 date by the next meeting. In that case, if confirmed, it could become a formal event in the  
186 Committee's ongoing list of events.  
187

#### 188 **4. Regular Project Updates**

##### 189 **a. BPPAC Master Plan Update**

190  
191 No comments.  
192

##### 193 **b. Updates to Project Tracking Table**

#### 194 Bicycle/Pedestrian Master Plan:

- 195 • The next meeting is still tentative, based on the consultants' review of materials and  
196 ongoing stakeholder focus groups.
  - 197 ○ The consultants scheduled a focus group with the Mayor's Youth Council at Keene  
198 High School.
  - 199 ○ Councilor Haas asked to be informed of the dates and times of other focus groups.
  - 200 ○ Dr. Russell reached out to contacts at Antioch University New England about a  
201 focus group and would pass names to the consultants.
  - 202
- 203 • Discussion ensued about how the survey would be publicized. It was stressed that  
204 Committee members could spread it to their vast and unique networks as well (e.g.,  
205 Monadnock Cycling Club, families, relevant Facebook and community groups). The City  
206 Communications team is working with the Senior Planner Mari Brunner to advertise the  
207 survey.
- 208 • Discussion ensued about visibility for the survey beyond social media, such as a banner  
209 with the QR Code for upcoming events, like the 4 on the 4th Race. Councilor Haas wanted  
210 to remember this is for pedestrians and hikers too, not just cyclists. Discussion continued  
211 on what the Chair thought should be a communication strategy for the survey via the City's  
212 communication specialists and not the Committee. Mr. Schoefmann would ask Ms.  
213 Brunner for a report on what has been done to date (e.g., press releases).
- 214 • Discussion continued about having sheets with QR codes for the surveys to hand out at  
215 upcoming events. The goal is for as many people to know about and reach the survey as

216 possible and Chair Fischer said there could be multiple methods to do that. Dr. Russell said  
217 he would reach out to Jen Risley, who has a regular column in the Monadnock Shopper  
218 News, to have the survey and this planning process mentioned in a column, just like Bike  
219 Month was featured.

220

221 Marlboro Street & Cheshire Rail Trail NHDOT #42515 - NHDOT TAP Grant:

- 222 • This is a Transportation Alternatives Program Grant. The City’s contractor, Bazin  
223 Brothers, started work on April 13, 2026 and should finish by the end of May.
- 224 • This will formalize the connection through the Public Works parking lot up to the ramp.
- 225 • The road and sidewalk work will start thereafter, as well as the Main Street roundabout to  
226 that point.
- 227 • The scope of work is the from the Marlboro Street intersection with Main Street down to  
228 Bartholomew Court, which is the entry point to the Public Works Department; there is a  
229 larger extended sidewalk connection through the parking lot to the ramp up to the Rail  
230 Trail, and then street facilities on the roadway.

231

232 With regard to all projects, Councilor Haas said he asked Public Works for more on-site advertising  
233 of what is actually happening there for the people who do not attend public meetings and do not  
234 know about or remember upcoming construction projects. He called the Transportation Heritage  
235 Trail and Marlboro Street a perfect example when it started. He is asking Public Works to erect  
236 some kind of safety board on the site of every project indicating what was decided and what is  
237 happening. He asked other Committee members to press Public Works for when that is coming.  
238 He said it would help the public understand what is happening around the City. He suggested that  
239 Robin Hood Park would be the next big project and asked who knew what would actually be  
240 happening with that swimming pool.

241

242 2026 Sidewalk Rehab Project:

- 243 • If the City Engineer had not sent out a list of sidewalks yet Mr. Schoefmann said he would  
244 send one from the Capital Improvement Program (CIP).
- 245 • The project was awarded and construction would start on May 18, 2026. The project begins  
246 with Gardner Street, and includes Pitcher Street, which is a major trail connector, coming  
247 off the fire lane into Monadnock Marketplace on the CRT after crossing the North Bridge.

248

249 Downtown Infrastructure Project:

- 250 • Main Street construction anticipated to begin July 2026.
- 251 • Phase One: Central Square, Church Street, Lamson Street, stormwater utilities on  
252 northbound Main Street between Central Square and Railroad Square.
- 253 • Covered bike parking is now a bit old but not a part of the main project. City Engineering  
254 will improve bike rack locations.

255

256 Appel Way Trail Paving:

- 257 • Chair Fischer commented on the paving being completed and what a nice improvement it  
258 is. He gave kudos to the City.
- 259 • Dr. Russell noted that the lips of the pavement to the ground are ankle turners and wondered  
260 if the City could do anything about it.

261

262 THT Phase 1 - CRT Eastern Ave to NH 101 (Transportation Heritage Trail):

- 263 • Construction, tree clearing, drainage, and grading were completed. Mr. Redfern said it  
264 looked like it was coming along great.
- 265 • He said some neighbors wanted additional screening put in and one was vocally opposed  
266 to it. He said it had been pretty quiet. He thought the City had done a good job with Parks  
267 and Recreation and inviting the neighbors to a workshop during the early stages in January.  
268 Pathways for Keene brought in a speaker from MA who has a Bed and Breakfast on the  
269 trail and offered for anyone to try the trails and stay the weekend for free.
- 270 ○ Dr. Russell said someone stopped by the BPPAC's table very upset because they  
271 felt like the screening was not completed as he wanted.
- 272 • Dr. Russell met with Peter Poanessa who agreed to spearhead two projects related to the  
273 THT in 2027. He is getting a bid to rehab a railroad signal the he retrieved off the trail and  
274 completed the electronics within it. Dr. Russell and Mr. Redfern saw it as an opportunity  
275 to highlight it as a part of the informational kiosk for the THT. The second project is that  
276 Mr. Poanessa would like to lead a project to add a mural at the abutment where the  
277 Marlboro Line crossed over the Cheshire Line. The mural would highlight the map of all  
278 the historic routes with insets of key things along the trail. Completing Phase 1 of the THT  
279 this year would set the stage for these projects. Fundraising would be needed and some  
280 funding or larger grants may be available, especially federal ones with art components that  
281 could score higher.  
282

283 Mr. Redfern talked about the bridge behind Keene State College along the rail bed that was almost  
284 closed. He said the City received a Recreation Trails Program (RTP) Grant for \$80,000 and there  
285 would be matches for it to fix that bridge. The City Council just approved accepting the award to  
286 re-deck the bridge and shore up the supports.  
287

288 **c. Mobility Management**  
289

290 Ms. Steadman of SWRPC was not present to report.  
291

292 **5. New Business (Suggested items for next meeting)**  
293

294 Dr. Russell reported that where the Findings building was torn down needs to be capped. The City  
295 has proposed a parking lot. He said an alternate idea came up that some had written letters about,  
296 and others should feel free to do the same. He said the justification for the City's matching grant  
297 was to do something that provides more access to the park itself. So, he said the alternate idea was  
298 to have a covered parking garage for commuter bikes instead of a parking lot for cars. He said  
299 Councilor Haas had more details. The idea had not gone to the City Council's Municipal Services,  
300 Facilities and Infrastructure Committee yet. Dr. Russell said members could check with him,  
301 Councilor Haas, or Ms. Jackson who had also written a letter about it for more details about writing  
302 a letter as well. Dr. Russell called this an opportunity to get something they could not get into the  
303 downtown project by maybe emphasizing the commuter aspect and a safe place for people to leave  
304 and lock their bicycles as an alternative to the parking lot. If anybody wanted to write that letter,  
305 including how the Committee and City got to where they are, Dr. Russell said to contact him.  
306

307 Ms. Duffy felt like the downtown infrastructure project was the elephant in the room. She feared  
308 or was sensing that a lot of things the Committee advocated for, encouraged, or recommended  
309 might not be occurring. She asked if they needed to sit back and see what happens. Mr.  
310 Schoefmann explained that the City received two bids. Councilor Haas said the MSFI Committee  
311 would be deciding between the two bids at its meeting this evening at 5:30 PM and making a  
312 recommendation to the City Council. He doubted at this point that there would be any cutting of  
313 items within the project and that it would be accepted in its entirety to keep moving on. The City  
314 Engineer had mentioned that one of the most cost-effective components of the project are the  
315 dedicated protected bike lanes. Councilor Haas understood the conversation as having shifted from  
316 these bike lanes being all over the place to more so additional sidewalk, which he said is really  
317 what they are, although still intended for riding bicycles. Councilor Haas will send a note to the  
318 Committee via Mr. Schoefmann after the MSFI Committee's decision.  
319

320 Mr. Redfern suggested inviting Deputy City Manager Bohannon for a status report on his work  
321 regarding speeds of mobility devices. Mr. Redfern said some are registered with the state and they  
322 do not care about the speeds or whether they are on trails because it is money for them. He said  
323 the e-bikes get a lot of momentum. He wanted to hear what the City is actually doing.  
324

325 Chair Fischer said this came up with the consultants, but there are two dangerous cycling spots he  
326 wants the City to be aware of without waiting for the Bicycle Pedestrian Plan Update. One is  
327 Hastings Avenue, which is very narrow to begin with, but there is a sewer grate that drops about  
328 10 inches and when cars are coming, bikes cannot avoid it without going into the grass. Another  
329 is by the Fire Station, heading toward town from the golf course on the Rail Trail, crossing a  
330 diagonal crosswalk on West Street. He said trees (small conifers) screening a property block  
331 visibility until right at the intersection and it is dangerous for cyclists and walkers. Mr. Schoefmann  
332 said he would share those concerns. For Hastings Avenue, he said for everyone to report it to the  
333 City via the SeeClickFix app.  
334

335 Dr. Russell asked if there is any kind of signage at that crossing or other CRT crossings that warn  
336 cars to slow for pedestrians. Mr. Schoefmann said there is a stop sign on the trail and Mr. Robertson  
337 said the road is marked as a crossing but the trees at this location are a blind spot. Chair Fischer  
338 suggested it would require working with the landowner on trimming. Dr. Russell suggested  
339 bookmarking that for the next consultant meeting because he thought about the Matthews Road  
340 crossings, for example, where there is no warning that there is a CRT crossing. He thought  
341 standard, comprehensive signage would be helpful. Mr. Davern said there are little signs in on the  
342 road but the signage is buried by bushes.  
343

344 Mr. Phillips mentioned something he did not get to include on the survey. Now that all the pine  
345 trees were removed due to disease on Maple Avenue and there was open visibility, he thought it  
346 would be a great place to build a mixed-use path on the west side for students and pedestrians.  
347 There is no sidewalk on that side of the road; there is a dirt path trail that kids go through. Councilor  
348 Haas thought this was a great idea, stating that it could link into the other access path in Wheelock  
349 Park up to the Middle School. Mr. Robertson and Dr. Russell agreed to take on this idea and start  
350 looking into it for the next meeting's agenda.  
351

352 **6. Next Meeting Date – June 10, 2026**

353       7. **More Time**  
354             **a. A Week Without Driving**

355  
356       No Comments.

357  
358       8. **Adjournment**

359  
360       There being no further business, Chair Fischer adjourned the meeting at 9:25 AM.

361  
362       Respectfully submitted by,  
363       Katryna Kibler, Minute Taker

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

### 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, 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

# 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.