



City of Keene

Bicycle / Pedestrian Path Advisory Committee (BPPAC)

AGENDA

Wednesday, July 8, 2026

8:15-9:30 AM

City Hall 2nd Floor Conference Room

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

A. AGENDA ITEMS

1) **Call to Order**

2) **Adoption of Minutes** – June 10, 2026

3) **Safety & Outreach**

- a) Review Upcoming Schedule of Events
- b) Monadnock 250 – Event debrief
- c) Cheshire Rail Trail – Trail Walk in Commemoration of the 30th Anniversary
- d) Multi-Use Trail Connection – Maple Ave/Middle School
- e) New Hampshire Rail Trail Coalition Legislation for E-Bikes
- f) Annual Report to City Council

4) **Regular Project Updates**

- a) Bicycle & Pedestrian Master Plan Updates
- b) Updates to Project Tracking Table
- c) Mobility Management

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

6) **Next meeting date** – August 12, 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, June 10, 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
Andy Holte, Alternate

Staff Present:

William Schoefmann, Mapping Coordinator
Jason Nadueau, Parks & Rec Program Manager

Members Not Present:

Samantha Jackson
Diana Duffy, Alternate

1. Call to Order

Chair Fischer called the meeting to order at 8:17 AM.

The Bicycle/Pedestrian Master Plan Update consultants, Phil Goff and Ashley Domogala, joined remotely.

2. Bicycle/Pedestrian Master Plan – Draft Gap Analysis

[The Chair heard this agenda item third.]

The Bicycle/Pedestrian Master Plan Update consultants explained that they submitted their first technical memorandum to City staff, and it included an assessment of existing conditions and a look at pedestrian and bicycle gaps throughout the City. They thought it would be a good opportunity to get input specifically from this Committee about the initial gap analysis that they developed to help inform their additional work moving forward. Mr. Goff said that in addition to the policy and program related things, getting past this key step of understanding the connections and linkages needed, through the knowledge and experience of the community, was important to help tie together the sidewalk and bicycle network. He noted that a memorandum was sent to the Committee in advance and included in the meeting packet.

31 Mr. Goff reviewed some things that might not have been explicitly in the memorandum. He
32 explained that one thing to keep in mind in laying out this gap analysis map is that not all gaps
33 are the same; there are different kinds of gaps to lay out on the map simultaneously. He
34 mentioned corridor gaps (e.g., Court Street, from downtown to the Medical Center, and the
35 Route 12 gap), segment gaps (i.e., shorter ones that connect facilities; e.g., Arch Street
36 connecting the High School to the bike lanes on Park Avenue) and treatment gaps (e.g., the quasi
37 gap on the Cheshire Rail Trail at Gilbo/School/Emerald Streets) where something like signage or
38 other improvements could help. In laying out this gap analysis map, the consultants were taking
39 input from the City, this Committee, and the other stakeholder meetings (e.g., Keene State
40 College, Keene High School).

41
42 Mr. Goff began by showing a Citywide map and stating the intent to understand not just where
43 existing facilities are but to identify these gaps. He reminded the Committee that the consultants'
44 scope of work is not to identify every single small treatment gap in the City, for example, but to
45 identify those most critical to the community at this City-wide scale. He listed some of the gaps
46 already identified on the map. Corridor gaps: Court Street, Maple Avenue, the connection on
47 Summit Road to Park Avenue, a connection from the Washington Street bike lanes to the Goose
48 Pond / Drummer Hill recreation area (e.g., Elm Street), Lower Winchester Street (more of a
49 sidewalk gap, potentially).

50
51 The Committee provided additional gaps outside the Downtown Core, focusing on the most
52 critical gaps.

- 53 • Dr. Russell pointed out that there were key things on the map that were not highlighted in
54 the narrative, such as Lower Winchester Street and the Rt-101 crossing at the Cheshire
55 Rail Trail. Mr. Goff agreed.
- 56 • Mr. Holte suggested a third high-level color for where the map needs both the bike and
57 trail network, not just them each individually, such as Lower Winchester Street.
- 58 • Mr. Holte suggested adding a connection from Court Street to Goose Pond up East
59 Surrey Road.
- 60 • Mr. Holte noted that where Park Avenue becomes Summit Road going towards the
61 YMCA, there are existing bike lanes that need improvement. It is not necessarily a gap in
62 infrastructure, but it should be improved. Chair Fischer agreed that is a very busy area
63 and anywhere in that area could use some attention (i.e., Hastings Avenue out of Summit
64 Road).
- 65 • Vice Chair Haas emphasized the Emerald Street and Gilbo Avenue treatment gap, calling
66 it the biggest of all for non-residents.
- 67 • Vice Chair Haas added that on the north side of the High School between Arch Street and
68 Park Avenue there is a real issue with traffic and pedestrians, where cars park to pick up
69 kids after school. He called it a pedestrian issue to take heed of. He noted there is an
70 emergency access road many kids use to exit northward. Discussion ensued about how to
71 keep cars from overloading the area and how that is a question for this group, but it is not
72 a gap issue, it is a thoroughfare issue. It is a challenge if signage is ignored.
- 73 • Chair Fischer wondered about encouraging bicycle use on West Street from downtown to
74 the overpass by putting bike lanes there. Mr. Schoefmann noted it is a suggested potential
75 treatment in the New Hampshire Department of Transportation (DOT) 10-Year Plan that
76 could impact the City; there had not been any sort of chatter about it. Chair Fischer said

- 77 he would never ride on West Street because there is a parallel alternative, but he posed
78 the rhetorical question as to whether it should be encouraged or diverted. Mr.
79 Schoefmann said it is a major right-of-way so people will continue to bike and ride West
80 Street, and he said many view conveniences over safety.
- 81 • Dr. Russell highlighted a long stretch with no sidewalk on North Lincoln Street, where it
82 borders Robin Hood Park and the cemetery. The salamander crossings often also take
83 place there, so it would be an extra measure of safety. Mr. Goff identified a curving
84 section of Roxbury Street that was identified and asked if it should extend further past
85 Robin Hood Park. Dr. Russell said all the way to George Street there is no sidewalk.
86 Discussion continued as the consultants reviewed the map.
 - 87 • Mr. Holte discouraged the connection to the vicinity of Maple Avenue from being along
88 Rt-12. Mr. Schoefmann thought that would require a lot of treatment in terms of
89 separating them. He thought the concept would be similar to the one coming out of Robin
90 Hood Park along Appel Way. He did not think DOT would agree with suggesting people
91 ride along the highway there. Mr. Goff said there would be separation for any facility
92 along Rt-12, probably at least 10 to 15 feet from the roadway as required by DOT. He
93 commented on the great connection to the middle school, downtown, and views of Mount
94 Monadnock. Discussion ensued briefly on where linkages would be. Mr. Goff thought
95 about the opportunities for the entire neighborhood east of Court Street (e.g., Appel Way
96 to the Middle School).
 - 97 • Dr. Russell cautioned about the Rt-12 intersection with Maple Avenue and the turn into
98 the Middle School. He mentioned a bluff that connects parallel to Rt-12 and is on school
99 land (connects to the back end of the track) and suggested considering it as an option for
100 the interchange off as a safer way into the Middle School vs. dealing with the intersection
101 traffic.
 - 102 • Mr. Holte suggested another alternative to reach the Middle School from the Appel Way
103 area but he is concerned about that being along the highway. He said if it were along the
104 river instead, it would be a better alternative if workable. So, he suggested exploring it.
 - 105 • Mr. Phillips mentioned looking for a trail system from Appel Way to the Middle School /
106 Tanglewood area while avoiding the Rt-12 highway and Court Street. People are seeking
107 more of a multi-use path. Mr. Schoefmann noted exploring that area and there are major
108 gaps in the single-track informal trail that currently exists. It was in the list of projects the
109 BPPAC developed in the past 10 years known as Jonathan Daniels II, which never
110 advanced due to costs, etc. He said if the BPPAC is interested, they might want to
111 earmark it as a feasibility study in the future to develop associated costs.
 - 112 • Mr. Robertson suggested connecting Goose Pond on East Surrey Road back to Court
113 Street / Maple Avenue near the Stone Arch Bridge. Mr. Goff asked about a connection
114 further south that uses Elm Street, Gilsum Road, and the south end of the Goose Pond
115 Trail network. Mr. Robertson said both are good. He said connecting from the
116 Timberlane Drive side there is a lot of elevation gain to go up over Gilsum Road and
117 come down into Goose Pond. A lot of people come to park along East Surrey Road and
118 hike into Goose Pond. There would be less elevation gain with a connection to East Surrey
119 Road. Dr. Russell said there are no sidewalks there. Mr. Holte agreed and reiterated all
120 the parking for people accessing Goose Pond there with two parking lots.

- 121 • Mr. Goff mentioned an oversight that they left off: a gap of the footbridge that is closed
122 off under route 101 at the end of Martell Court that connects to the Keene State College
123 fields.
- 124 • Mr. Robertson mentioned that past the North Bridge and behind Kohl's and Aldi during
125 the wintertime become snowmobile trails, so the bike traffic is funneled out onto West
126 Street and Park Avenue. He said during snowmobile season it is impassable on a bike
127 (including Blossom and Pitcher Streets). It is fine for foot traffic.
- 128 • Mr. Holte said the map made part of Emerald Street look like paved trail, but it is really
129 just the road, so there really is no connection. He thought that would be a huge area to
130 focus on.
- 131 • Mr. Holte mentioned a gap at Roxbury and Beaver streets on the east side getting into the
132 neighborhood and into the park. He said it seems like an area for improved access. The
133 sidewalk seems filled but could use improvements. Vice Chair Haas added there are no
134 bike lanes running north-south in that neighborhood. Mr. Goff said there is a modest
135 three- to four-foot quasi bikeable shoulder, but it could use some improvements.
- 136 • Mr. Robertson suggested connecting the Roxbury/Beaver Streets park area to the Robin
137 Hood Park area properly with trail access. He said some of the sidewalks look better than
138 others. Mr. Goff demonstrated the connection the consultants had already identified that
139 did not show up on this map. Mr. Schoefmann said there is an at grade bituminous
140 sidewalk area until Reservoir Street. He showed where the sidewalk just sort of ends and
141 cars sometimes park at Robin Hood. Mr. Robertson was concerned about making it as
142 accessible as possible to get into the park. Mr. Schoefmann thinks a better entry may be
143 at the tennis courts.
- 144 • Dr. Russell said the trails in Ashuelot River Park toward the Hannaford plaza are not well
145 defined after crossing the footbridge. It looks like you are going somewhere but there is
146 no real wayfinding. Discussion ensued about how you may have to cross through private
147 property to access Hannaford from that location. Chair Fischer thought the message was
148 that better wayfinding is needed in general because the City has minimal signage/arrows.
149 Mr. Redfern noted that Deputy City Manager, Andy Bohannon, was in the process of
150 reviewing wayfinding signs to ensure they meet State of New Hampshire criteria and
151 Keene branding. He was meeting with Mr. Redfern and Mr. Davern about it.

152
153 Mr. Holte said the consultants mentioned things like beacons, bump outs, and median islands,
154 which all seem like great ideas to him for improving the safety of crosswalks. Mr. Holte had read
155 about raised table crosswalks as a safer option for pedestrians and asked about the evidence and
156 opinion of contractors regarding them. Mr. Goff replied that raised crosswalks can be extremely
157 effective in slowing traffic and making safer pedestrian crossings. He thinks that they need to be
158 considered judiciously on major emergency routes or four-lane roadways like West Street.
159 However, he thinks they are one of the most effective ways to improve safety on two-lane roads,
160 minor collectors, and local streets. Mr. Goff said it was an oversight not to have included them.

161
162 Mr. Goff appreciated these general comments. He welcomed any follow-up comments over the
163 next week via email through Mr. Schoefmann in as much detail as Committee members see
164 necessary. He called taking this input an important part of fleshing out the initial draft table of
165 recommendations throughout the City.

166

167 Vice Chair Haas asked the consultants to circulate a list stakeholder focus groups held to date
168 and upcoming. Mr. Schoefmann would coordinate with Senior Planner, Mari Brunner. Mr. Goff
169 said there had been four or five in total so far and a couple more upcoming.

170
171 Chair Fischer thanked the consultants, who said they would return in a few months, and they
172 departed the meeting.

173
174 **3. Adoption of Minutes – May 13, 2026**

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176 [*The Chair heard this agenda item second.*]

177
178 Revisions: Line 92, replace New Hampshire Rail Trail Coalition with New Hampshire
179 Bike/Walk Alliance. Line 152, Vice Chair Haas is not the member contact for A Week Without
180 Driving.

181
182 A motion by Vice Chair Haas to adopt the May 13, 2026 meeting minutes, as amended, was duly
183 seconded by Mr. Redfern. The motion carried unanimously.

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185 **4. Safety & Outreach**

186 **a. Mayoral Bike Ride – Debrief**

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188 Chair Fischer said several Committee members were present for a nice ride through the route
189 that Mr. Holte and Mr. Phillips created. The Chair said Mayor Kahn had a good ride and
190 discussion. He saw the extension of the rail trails past Eastern Avenue. Vice Chair Haas said
191 there was support from Dr. Russell, Sam Jackson, and Autumn DelaCroix, who went on an
192 extended ride afterward. If doing it again, Mr. Redfern suggested more outreach to the public.
193 Chair Fischer agreed with more available lead time. Chair Fischer thanked everyone who
194 participated.

195
196 Mr. Robertson said a discussion came out of this event about rules, sending something out to the
197 community block-by-block about rules for riding, and thoughts on using the school to send that
198 notification. He mentioned a “welcome to summer, don’t ride your bike on the sidewalk,” type of
199 communications. Chair Fischer asked if the City had ever done anything like that. Mr.
200 Schoefmann said not to that extent. He thought the City had utilized the New Hampshire DOT
201 trifold with rules of the road. Vice Chair Haas did not think the Committee could produce
202 something formally at this point but could do something informally such as members going on
203 the radio for interviews about bike safety. Chair Fischer also mentioned the Keene Community
204 Facebook page.

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206 **b. Review Upcoming Schedule of Events**

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208 After the 4 on the 4th Road Race by Pathways for Keene on the 4th of July, Vice Chair Haas
209 mentioned the Monadnock 250th Parade with a kids bike ride and stroller participation. He said
210 it would start being publicized on Monday, June 15. They were seeking volunteers to help
211 decorate kids’ bikes at the Spalding Gym parking lot. Mr. Schoefmann would communicate the
212 details to the group to sign up.

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The Committee decided to discuss later dates next month.

c. Cheshire Rail Trail – Trail Walk in Commemoration of the 30th Anniversary

Dr. Russell had not heard back from the Public Works or Parks and Recreation Departments, who were asked to go back through their notes/archives to determine exactly when the Cheshire Rail Trail Phase One was finished. He said it is more likely to be 25 than 30 years. It was started 30 years ago, but it took a long time to get done. He would keep the Committee posted if he hears back. Dr. Russell said the BPPAC might just have to pick a date and go with it themselves.

d. Maple Ave – Creation of New Trail

Mr. Schoefmann recalled that the pine trees were removed from Maple Avenue and Mr. Phillips talked about the small, narrow trail on the east side. There is a paved path on the west side, and the east side could use some multi-use path. The Chair asked if there was a plan for the east side path and everyone agreed there was no plan. Mr. Davern said the path is accessible again and the plan is to let the forest grow naturally, so an idea is to possibly lay packed crushed stone along the trail to make it a safer and well-defined riding surface. Dr. Russell was aware of at least two groups working on plans for native landscaping. He added that he also raised to the Historical Society that it is land donated by Mary Dinsmoor as Dinsmoor Woods but was never signage for that, so he suggested a historic plaque. He said the idea is to collaborate on a larger plan to reclaim the area as a City park, collaborate on funding, beautify it, and make it safer for travel. Given there are nice, paved trails on the north and west sides of the road, Mr. Davern thinks this is an opportunity to have a fun trail on the east side; it could be a bike park type of trail. Dr. Russell agreed with making it more fun but added that it is an important travel corridor with the nearby roundabout where kids have to cross.

e. New Hampshire Rail Trail Coalition Legislation for E-Bikes

Mr. Redfern said this heading should actually read as the “New Hampshire Bike Walk Alliance Legislation for E-Bikes,” not the New Hampshire Rail Trail Coalition. The legislation was written by former member Dave Topham and the New Hampshire Bike Walk Alliance has chosen Keene to roll out the education program with the Keene Police, various City officials, and the public. Chair Fischer asked for a little more detail about what the legislation entails. Mr. Redfern said this would legislate where e-bikes would and would not be permitted, allowed speeds, and those types of things. Mr. Redfern recommended involving New Hampshire Fish and Game in the program because they regulate the trail rules with the State, he recommended inviting a New Hampshire Police representative, which he could arrange through Councilor Phil Jones, and he also recommended the Monadnock Rail Trail Collaborative. He asked if anyone could think of who else should be there for this program; he would pass the information to the program organizer. There was no date for the event as of yet that Mr. Redfern knew. Dr. Russell suggested the Southwest Region Planning Commission (SWRPC) because they had done forums on this too. Vice Chair Haas suggested that anyone available could attend the SWRPC Zoom Transportation Technical Advisory Meeting at noon on this meeting date.

259 **f. Annual Report to City Council**

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261 Chair Fischer thanked everyone who submitted feedback for this second draft of the annual
262 report. He asked if there was a deadline. Vice Chair Haas said the first Council meeting in
263 September, ideally. Chair Fischer asked if the Committee had the last year's report. The group
264 looked for it on the website and could not find it as they expected to. Chair Fischer said he would
265 distribute this latest draft to the group for final feedback and add summer events. Mr. Robertson
266 asked if there is a common format for the Committees to follow. Vice Chair Haas said no, it is
267 intended for the Committee to advertise, promote, and justify itself. He said silence speaks for
268 itself. Mr. Robertson looked at the website, and it was eye catching and wondered if there would
269 be a way to collaborate on some template. Vice Chair Haas liked the idea of a template and said
270 he would add a request like that and see where it goes. Mr. Schoefmann said he could add
271 Committee letterhead and branding. Chair Fischer had not been focused on presentation to date
272 and would be happy to work with someone interested in that. Discussion ensued about including
273 photos, like of the Mayoral Bike Ride (photos of kids would require permission). Mr. Phillips
274 asked who the report goes to after the City Council. Mr. Schoefmann said it would be public and
275 it should be posted on the BPPAC webpage. The 2025 Annual Report was included in the June
276 meeting packet.

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278 **5. Regular Project Updates**

279 **a. Updates to Project Tracking Table**

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281 The Project Tracking Table did not go out to the Committee, so Mr. Schoefmann said he would
282 send a copy to everyone. In terms of main things, he said the Transportation Heritage Trail Phase
283 One is underway and the downtown project is slated to begin with Central Square in July 2026.
284 Vice Chair Haas added the Marlboro Street resurfacing and the addition of bump outs at
285 intersections for traffic calming. Mr. Holte added that repainting was ongoing on Court Street,
286 with a lot of crosswalks repainted. He thought Upper Court Street and Maple Avenue were still
287 missing. Mr. Schoefmann said they get to that in phases through a contractor not through Public
288 Works. Public Works does the smaller, detailed work. Mr. Holte called the completed ones huge
289 improvements.

290
291 Chair Fischer talked about a crossing at lower West Street and the Cheshire Rail Trail continuing
292 to grow more dangerous, stating that it must be cut back or someone will get hurt. Mr.
293 Schoefmann asked if he meant mid-block near Bradford Road. Chair Fischer said yes, someone
294 just needs to do a little trimming on the side of the fence. Mr. Schoefmann recommended using
295 the SeeClickFix app, which is the City's major digital intake for issues across the City (e.g.,
296 potholes). Mr. Schoefmann said he would also forward the note to the Highway Division and
297 Parks and Recreation Department. Discussion continued about how everyone could submit
298 reports or the Chair could mention in his SeeClickFix report that the BPPAC discussed this issue.

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300 **b. Mobility Management**

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302 No comments.

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

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No comments.

7. Next Meeting Date – July 8, 2026

8. More Time Items

a. A Week Without Driving: September 28, 2026 - October 4, 2026

9. Adjournment

There being no further business, Chair Fischer adjourned the meeting at 9:24 AM.

Respectfully submitted by,
Katrnya Kibler, Minute Taker

Reviewed and edited by,
Will Schoefmann, GIS Coordinator
Jason Nadeau, Parks & Recreation Program Manager

BPPAC Schedule of Events 2026

Event	Dates	Notes	Member Contact(s)	Members
A Week Without Driving	9/28-10/4/2026	https://weekwithoutdriving.org/	Ed Haas	
Community Transportation Week	9/28-10/4/2026	https://www.nhtransit.org/community-transportation-month		SWRPC - Lisa Stedman

Bicycle/Pedestrian Path Advisory Committee (BPPAC)

Annual Report – 2025

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 Project Updates

Jul-26

ITEMS WITH UPDATES

COMPLETED ITEMS

Project	PRIORITY	Master Plan Project #	Status	Budget *		Schedule			Updates (status changes and project notes)
				Cost	Status	Start	Finish	Status	
City Master Plan	HIGH	P17	Completed	\$ 160,000.00	Over	November 2024	August 2025	N/A	CIP Project to complete the plan in 2024/2025. Completed and adopted by City Council in August 2025 .
Bicycle and Pedestrian Master Plan	HIGH	P17	Working	\$ 50,000.00	Even	March 2026	October 2026	On Schedule	VHB is under contract and working on the project.
Complete Streets	MEDIUM	N/A	Working	TBD	Even	2018	Ongoing	N/A	GIS Project to track and integrate pavement markings. Street Markings included in Flyover collection
Bike Racks	HIGH	P21	Working	TBD	Even	Ongoing	Ongoing	N/A	The Proposed bike rack locations for the Downtown project were distributed and feedback from was provided to the City Engineer regarding the proposed locations in June 2025 and incorporated into the final design for bidding. All new racks are being installed Downtown, the existing racks can be re-used at other locations.
Appel Way Trail Paving	HIGH	P7	Completed	\$ 66,000.00	Over	April 2026	July 2026	On Schedule	Project completed in April 2026
Safe Streets for All Study	HIGH	N/A	Completed	NA	Under	Spring 2023	January 2025	N/A	The 2025 Roadway Safety Plan has been adopted by City Council as of February 5th the scope of the project has been completed.
Marlboro Street & Cheshire Rail Trail NHDOT #42515 - NHDOT TAP Grant	HIGH	BE22	Working	\$ 674,000.00	Over	April 2026	D	Behind	The City's contractor Bazin Brothers started work on the project on April 13th the project is on going and anticipated to be completed in November 2026.
Safety and Outreach	N/A	N/A	Working	N/A	Even	Ongoing	Ongoing	N/A	Safety/Outreach Plan and Request for banner needs to be formalized. Local/Regional two sided map finalized and delivered. Consideration to be utilized for kiosk maps in wayfinding program. Dwight Fischer liaising with Keene Glass Works sign group. May - Bike Month Planning - proclamation made via the Mayor.
League of American Bicyclists Bicycle Friendly Program & other community ranking programs	N/A	N/A	Completed	Staff/Volunteer Time	Even	Summer 2023	Summer 2023	N/A	Keene awarded Silver Status with it's renewal effort. Eeport card to be reviewed at future meeting. Promotion to be included on Banner for Bike Month - time to reserve. Score card from previous application distributed in March.
2026 Sidewalk Rehab Project	N/A	N/A	Working	\$ 550,000.00	Even	Spring 2026	Fall 2026	N/A	The City's contractor BC Construction started the project in May 18th, to date Water St, Gardiner St and Willow St sidewalks have been installed. Jennison St, Harrison St and Blosson Street sidewalks will be completed next, the project is anticipated to be completed by mid-August.
Downtown Infrastructure Project (CENTRAL SQUARE AND MAIN STREET)	HIGH	P14	Planning	CIP	Over	Spring 2026	Winter 2028	On Schedule	Casella under contract and scheduled to start July 27th, Liberty utilities scheduled to start on July 13th. Central Square scheduled for 2027.

Project	PRIORITY	Master Plan Project #	Status	Budget *		Schedule			Updates (status changes and project notes)
				Cost	Status	Start	Finish	Status	
Lower Winchester Street (NH) Rte 101 - City Line)	HIGH	P22	Planning	CIP	Even	Spring 2032	Winter 2034	Behind	Planned improvements including sidewalks connecting market place in Swanzey and Route 10/Winchester Street. Preliminary design submission April 8th with construction anticipated for 2032 based on the updated NHDOT 10-year plan.
Parks and Recreation Bridge Rehabilitation	HIGH		Working	CIP, City Staff	Under	August 2025	November 2026	Behind	Ashuelot River Suspension Bridge (completed in 2025), Appel Way (completed in 2025), North Bridge decking, Cheshire Rail Trail over Beaver Brook, Cheshire Rail Trail over the Ashuelot River - the City is requesting quotes for the scope of the work. and the Ashuelot Rail Trail Bridge (KSC bridge) is in the process of receiving funding which is anticipated in the fall 2026 for winter 2026 / spring 2027 construction.
Goose Pond Dam Pedestrian Bridge	MEDIUM	n/a	Planning	Operating	Under	September 2025	July 2026	Behind	Bridge installed, ramp to be installed in fall 2026 as redundancy to stairs.
Jonathan Daniels Trail Maintenance	HIGH	P3	Planning	\$25K	Under	May 2026	September 2026	On Schedule	Trail erosion and stream banking repair (completed in 2025).
Wayfinding Signage Facilities and Plan	HIGH	P11	Working	City Staff, \$42,000	N/A	August 2025	N/A	On Schedule	Signs have been installed WOOD AND WOOD SIGNS. Additional maps for Greater Goose Pond/Drummer Hill being created. Meeting scheduled between cooperative responsible for producing trail map for pdf web posting(s).
West Street - Complete Street	MEDIUM	P19	Planning	\$ 785,275.00	N/A	2031	2032	Behind	Designated as a Gateway Street in the Complete Street Design Guide. BPPAC discussing interim and long range solutions for bike/ped facilities along the corridor. Funding available in FY 2029 for design and 2033 for construction in the current DOT 10 Year Plan redesign/construction. Council request for crosswalk at Pearl/West approved, design completed by Engineering has been installed.
AMENITIES	HIGH	P21	Working	City Staff, Facility and Maintenance Costs	Under	Planning	N/A	On Schedule	Staff should establish a base line of existing amenities. Types and locations of future amenities should be planned. To include Kiosk/Trailhead facilities, Trailside Facilities such as bathrooms, potable water and tune up stations. Outreach to public art community. TRAIL LIGHTS NOW INCLUDED HERE
↓Transportation Heritage Trail ↓									
THT Phase 1 - CRT Eastern Ave to 101 (Transportation Heritage Trail)	NH HIGH	P1	Working	\$ 386,400.00	Under	late Winter 2026	Summer 2026	On Schedule	Project is under with the City's contractor Gordon's Maintenance and Landscaping Services, scheduled for completion in September 2026.

Project	PRIORITY	Master Plan Project #	Status	Budget *		Schedule			Updates (status changes and project notes)
				Cost	Status	Start	Finish	Status	
THT Phase 2a - Prowse Bridge - CRT NH 101 Overpass to Stone Arch Bridge (Transportation Heritage Trail)	HIGH	P4	Planning	\$ 381,685.00	Even	2027	2032	On Schedule	Installation of the Historic Prowse Bridge at NH Route 101 and connecting the Cheshire Rail Trail to the Old Stone Arch Bridge and safety improvements (railings) to Old Stone Arch Bridge. Promotional website and video released with funding donation from PFK. 2025 TAP Grant Letter of Support and grant submitted. Included in NHDOT's 10-year plan as a TAP project. Federal funding anticipated to be available in December 2026 for preliminary design services.
THT Phase 2b - Old Stone Arch Bridge - (Transportation Heritage Trail)	HIGH	P4	Planning	\$ 321,195.00	N/A	2027	N/A	On Schedule	PFK funding conceptual visuals. LCHIP grant planned for 2022 to fund Planning Study phase. Promotional website and video released with funding donation from PFK. Updates on safety improvement initiatives from Chuck Redfern. Included in NHDOT's 10-year plan as a TAP project.
THT Phase 2c - Island Street Bailey Bridge - Swanzey Factory Road to Town Line (Transportation Heritage Trail)	MEDIUM	P4	Planning	\$ 1,862,310.00	N/A	2027	N/A	On Schedule	Installation of the Historic Island Street Bailey Bridge at Swanzey Factory Road to create a safe overpass for trail users and creating continuity of the Cheshire Rail Trail towards the Swanzey Town line. Included in NHDOT's 10-year plan as a TAP project.
NHDOT Route 101 Improvement Project	MEDIUM	P23	Planning	NA	Even	2024	2032	Behind	NHDOT Project including widening and other improvements to NH Route 101 in the vicinity of the THT and improvements to the intersection of RT 101/Swanzey Factory Rd. In preliminary design anticipated construction in 2031