

City of Keene
New Hampshire

BICYCLE/PEDESTRIAN PATH ADVISORY COMMITTEE
MEETING MINUTES

Wednesday, July 8, 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
Andy Holte, Alternate
Dave Mast, Alternate (Arrived Late)
Michael Davern, Alternate (Arrived Late)
Diana Duffy, Alternate (Arrived Late)

Staff Present:

William Schoefmann, GIS Coordinator
(Remote; Left Early)
Jason Nadeau, Parks & Recreation
Programmer
Bryan Ruoff, City Engineer (Remote)

Members Not Present:

Samantha Jackson

1. Call to Order

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

2. Adoption of Minutes: June 10, 2026

A motion by Councilor Haas to adopt the June 10, 2026 minutes as presented was duly seconded by Dr. Russell and the motion carried unanimously.

3. Safety & Outreach

[The Chair heard agenda items out-of-order.]

a. Review Upcoming Schedule of Events

A Week Without Driving / Community Transportation Week, 09/28/26–10/04/26:

<https://www.weekwithoutdriving.org>

<https://www.nhtransit.org/communitytransportation-month>

- Vice Chair Haas noted that he is not the member contact for this event.
- Mr. Holte recalled bringing this up initially. It is an annual national campaign to promote alternatives to driving and the sort of infrastructure that supports that. It challenges

people to try going a week without driving and to experience what that is like. He said it was a question of whether this group is interested in promoting this event and its resources.

Dr. Russell said in previous years the Board at least called attention to the week. Especially since the downtown construction had started, with a key component being the dedicated protected bike lanes, in addition to Transportation Heritage Trail (THT) Phase I, he thought it would be a chance to amplify things the BPPAC supports (i.e., commuter transportation). He did not want to lead it but would be happy to be a part of it.

Vice Chair Haas thought the group should decide whether it wanted to lean into this and if so, talk it up and advertise it: not necessarily anything formal around it. He suggested coordinating with the national effort. Things such as being on the radio to promote it would be simple enough.

Lisa Steadman, Monadnock Regional Mobility Manager, arrived at approximately 8:25 AM. Mr. Holte thought she might want to provide some context to how A Week Without Driving overlaps with Community Transportation Week. Ms. Steadman noted that City Express committed to providing free rides for the entire Week Without Driving. Her organization would be promoting the national effort, but she is one person and hoped this group would lean into it. She liked the idea of talking on the radio. She wondered if there could be a formal City Proclamation by the Mayor. Dr. Russell liked the idea of the Proclamation, noting the Mayor did one for Bike Month, but minimally he suggested a letter of support from The Mayor and BPPAC. Dr. Russell added that there are different online tracking tools that could be used: people could track their commuter bike miles. Not necessarily for incentives but to get some statistics from the week too.

Ms. Duffy asked if this is a national effort led by the League of American Bicyclist (LAB), in which case she thought there would be a more interesting link. Dr. Russell thought it was LAB but was not positive. The Committee reviewed the event website. Mr. Holte referred to the Week Without Driving “About” page. It showed LAB as a member of its national steering committee. Mr. Phillips said it is sponsored by Non-Drivers Alliance. Discussion continued on the sponsor.

Mr. Holte suggested reviewing the website and materials, and considering if the Committee wanted to be involved or what it should be doing, and then voting on that action at the August 2026 meeting. Vice Chair Haas said they were running out of time if the event is in September, with only two meetings until then. He wanted to push forward now. He listed three things: (1) proclamation, (2) personal advertisement by Committee members, and (3) more communications either through Ms. Steadman or into the public (e.g., the radio and The Sentinel). Dr. Russell added a letter of support to that list. Mr. Phillips was on the website looking at the “swag” and it allowed donations of certain amounts for certain items but did not say where the money would go. He thought that was something for the Committee to be aware of.

Chair Fischer asked who the Committee would be targeting with this event: a small number of people or is it something that could really take off? He thought about Bike to Work Week, which he said is big for Keene. However, he thought that a lot of people would laugh off ditching their cars for one week and say it does not apply to them at all. He raised it when considering asking the Mayor to do a Proclamation, and asked if it was something the Committee was truly behind

as a feel-good event. Ms. Duffy agreed. She never liked the name of this event. She does not like when “green” events are “without” something. She thought there were other ways the Committee could bring light to this and not necessarily through this effort.

Ms. Steadman added that it is also the New Hampshire Transit Association Community Transportation Week. She suggested that having the proclamation lean more toward community transportation and less toward A Week Without Driving, it might be a good fit.

Mr. Phillips said donations are processed by ActBlue Charities Inc. a 501(c)(3) tax exempt corporation. Many Committee members agreed that meant proceeding with caution. Chair Fischer said this Committee’s purpose is to encourage alternative roads but thought this one might need more research. He added that this event would be occurring when the downtown is a bit disrupted, which they would not want to invite anyone to commute through on a bike.

Vice Chair Haas had two reactions to this discussion: (1) A Week Without Driving probably pointed to how necessary automobiles are and we cannot go without them for one week, and (2) the ActBlue section made it a no-go for him. He called it disappointing and unfortunate.

Mr. Davern said the Board does not have to financially support it; they could get behind the idea without giving them money. He thinks it does two things: (1) draws attention to options people might have like the free City Express, or (2) it could show how hard it is to go a week without driving and the need for more things so that people can get around, including for people who do not have cars. He suggested social media instead of a proclamation, which might be too much.

Dr. Russell liked the idea of working with Ms. Steadman on Community Transportation Week and during that week, the BPPAC could schedule its second annual clean up with Pathways for Keene. He said the letter could be in support of Community Transportation Week and certainly mention A Week Without Driving, without it being a center point.

Ms. Steadman said the last time she visited Monadnock Alliance for Sustainable Transportation (MAST), they had voted to create a ride sharing / car sharing mobility committee. She thought about approaching them to see if this would be a good time to roll out their scope of responsibility and invite people to participate in that committee because ride sharing is really unexplored in this area. So, she thought that week could be a good time for it too.

Mr. Phillips said he liked the concept of the Week, but in looking at the website, there was not good information or suggestions. He said the Board did not necessarily need to link to their nonprofit to be involved. It could be marketed as the challenge of the Week Without Driving and how the community can accomplish that, whether that is ride sharing in the family, or distance traveled in the week by bike. Mr. Mast said that if it is promoted, people should really keep track of how much they are saving on gas during the week. That could be one way to advertise it as savings for every vehicle.

Chair Fischer said it sounded like the Committee was not quite aligned with the national effort but there were some efforts that it wanted to coordinate through the Monadnock Mobility

Manager. So, Chair Fischer asked Ms. Steadman and Dr. Russell to stay in touch. More discussion could ensue in August, and the Committee could take more action then.

b. Monadnock 250 – Event Debrief

Vice Chair Haas said it was an amazing event. Approximately 20 to 30 kids participated and a lot of parents. About 40 to 50 people walked the Parade in this group. He said Mr. Robertson came and did yeoman-like work helping, and Mr. Phillips was there with the Scouts Troops. Vice Chair Haas thanked everyone who helped and advertised. He did not expect a large turnout. Discussion ensued about how it should be an annual event and when. There was mention of incorporating the kids with the annual Memorial Day parade. Chair Fischer said it was great to get the kids on the bikes, and he noticed the kids made-up with the streamers in the newspaper.

Mr. Holte mentioned that the same day on July 4, 2026 was the 4 on the 4th Road Race, which was a great success. Mr. Redfern agreed that there was a great turnout. He assumed there were great funds raised for the trail system. Chair Fischer asked when that would be announced. Mr. Redfern said when Pathways for Keene Treasurer, Kürt Blomquist, completes the calculations, which should be soon. Mr. Redfern would report the total at the August 2026 meeting.

Mr. Mast and Mr. Davern arrived at approximately 8:19 AM. Ms. Duffy arrived remotely at approximately 8:20 AM. She participated from Columbus, Ohio, and was alone at her location.

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

Dr. Russell said he needed to connect with Mr. Redfern and Jim Gruber of Antioch University New England's Institute to pick a day. Dr. Russell described the idea. He had been talking with some Antioch alumni and administration about doing an Antioch day, and having a morning event around the completion of Phase One of the Cheshire Rail Trail, in addition to other things, such as with the Monadnock Conservancy (i.e., a tour). There were many considerations and no date set yet (tentatively late summer / early fall 2026). Dr. Russell said he needed to check all The Keene Sentinels but thought they were only online through 1975. The last thing he could find was in the 1994 Bicycle/Pedestrian Path Master Plan, which set the completion date as 25 years ago. He could not get confirmation from Public Works or the Parks and Recreation Departments. Mr. Redfern had something that said 30 years. Dr. Russell said 30 years from the initial planning; the goal would be to celebrate the completion. Vice Chair Haas heard "Antioch Day" and asked if it may be coordinated with the school. Dr. Russell said it was just a suggestion at this time. Mr. Redfern noted that he has pictures and articles from The Sentinel of that Phase of the Rail Trail, so he and Dr. Russell agreed that they should get together to review them.

d. Multi-Use Trail Connection – Maple Ave / Middle School

Dr. Russell said he would be meeting with Councilor Michele Chalice on July 9, 2026. Councilor Chalice would be signing up for the Natural Resources Stewardship Program that would be working on Maple Avenue later during the fall of 2026. She was also taking a grant writing class with Suzanne Bansley and is considering writing a grant around the collaborative that is emerging in the area. One part would be restoration, with native landscaping along there. The

BPPAC's part might be supporting a usable trail through the area, potentially with Mr. Davern's ideas of side things that people could do. The third aspect would be a historic marker kiosk with the Historical Society of Cheshire County. Dr. Russell would keep the Committee informed.

Dr. Russell also had an update on something several members had explored: the Cottage Court development and wondering whether there is access through the top of this land. Senior Planner Mari Brunner reached out to the landowner who said, "yes, access at your own risk. Dr. Russell said the developer reached out to him to say he cleaned up brush and trees and now the trail is usable. Dr. Russell emphasized with the landowner the historic use of that route that key militia took on the way to the Battle of Bennington. He would continue following up with them on that to ensure access for trail use remains. Dr. Russell added that developing a relationship with the landowner is a good thing because it is private property now.

Mr. Robertson asked if this meeting with Councilor Chalice covers Appel Way to the Stone Arch Bridge and Middle School. Dr. Russell said no. Mr. Robertson said this is just the Maple Avenue restoration. Dr. Russell thought they needed to do a bit more research before bringing the idea to this group.

Mr. Holte noted the agenda heading of "Maple Ave. / Middle School." Dr. Russell said he had no updates on that. One thing he explained was a way along the Ashuelot River across the beaver dam that most people take into Tanglewood. He said they wanted to see if there was City land along the river all the way to Court Street to create a non-street trail to the Stone Arch Bridge.

Mr. Davern shared the details of a post-harvest, restoration walk through Dinsmoor Woods on July 9, 2026 at 10:00 AM with both Alex Barrett, Contracted Forester with Long View Forest, and Ilissa Sargent, Southwest Regional Stewardship Manager with the Society for the Protection of New Hampshire Forests. Meeting at Jonathan Daniels School. Organized by the Parks and Recreation Department.

Mr. Robertson asked if there was an opportunity for this route to be extended to Goose Pond as a way to get there from the City; he mentioned the private land but said if there was any direct way, like the consultants said at the last meeting, it would be worth exploring. Dr. Russell said there had not been discussion about extending the route to Goose Pond. He wanted to walk through and see the conditions along the whole route. He thought there could be a way near East Surry Road to get into the lower trail of Goose Pond. Discussion continued on the benefits of this connection to the City. There are a few hills in there, but less than going through Drummer Hill, and Court Street is one of the most dangerous stretches to bike to East Surrey Road.

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

Mr. Redfern said the President of the New Hampshire Rail Trail Coalition wrote the Legislation for E-Bikes. Then, it went through the Legislative Service Request process, and they are working on fine tuning the wording for further action. Next, they will have a program to rollout (they have a grant) to six specific communities in New Hampshire, who will receive training on all things e-bikes/e-mobility, state regulations, city regulations, and miscellaneous items. It is being performed by the Bike/Walk Alliance, which chose Keene as one of the recipients of this

program. So, Mr. Redfern said it is important to get good attendance for this presentation because there are going to be bike lanes coming down Main Street. He said if the majority of citizens do not know their rights and responsibilities, there will be problems.

Mr. Redfern cited who would all be in attendance at the presentation: the Keene Police, a New Hampshire State Trooper, the Public Works Department, a BPPAC member, and other various relevant members. Chair Fischer asked when this would happen. Mr. Redfern did not know yet. Mr. Phillips said the Monadnock Cycling Club would be interested; Mr. Redfern provided his contact. Chair Fischer said the Committee is already dealing with this on the trails with e-scooters and motorized, bigger machines. He added that there is a whole range of small e-dirt bikes. Of those two categories, he said they are mostly youth riders, which would be one of the issues this Committee would have to figure out how to challenge. Chair Fischer said there is a fresh group of youth every year and you always have to make it known to them what the consequences are; he asked if that was being discussed anywhere. Mr. Redfern said now, the initiative was to teach the teachers. So, the ones who implement the laws, rules, and policies must learn first. Then, the rollout for public learning would come next. Mr. Phillips thought they would find there is a lack of policies and legislation that covers this category of e-bikes. The Monadnock Cycling Club looked into it recently and found it to be a current grey area because the vehicles came out so fast that the legislation did not keep up. Mr. Redfern suggested that is why they should use broader words like “e-mobility devices.”

Chair Fischer just returned from Halifax, Nova Scotia, Canada, which is a very cycling and mobility friendly City. He said it was like the “Wild West,” with everyone everywhere on different devices, including the kids, and no one to enforce it. He thought Keene might see the same. Mr. Robertson said as a Committee, they maybe ought to get behind regulations/legislation on that because there are benefits for transportation for people but there are also risks for kids. He talked to multiple people recently who were worried about kids on devices. He thought a part of it was educating parents, the community, and also realizing there is a benefit transportation-wise for these. He said as a Committee, they should get behind it and stay involved in it. Dr. Russell wondered if any other communities were involved with the schools on this topic or even if Keene was yet; that could be a part of the frontline of the education efforts. He wondered if schools have some liability if kids use these devices on their properties. Mr. Davern believed that Keene High and Middle Schools had banned them on their campuses due to misbehavior. Discussion ensued about this mode of transportation for this age group. Vice Chair Haas was unsure the Committee could do anything about the problem because there will always be bad actors until the industry changes. He called it more of a consumer product safety issue than anything this Committee could do. Vice Chair Haas said this Committee could call out bad behavior; social enforcement is most effective because the police certainly cannot do it. Vice Chair Haas said social enforcement would be effective with the downtown bike lanes. He added that e-bikes are prohibited from the downtown dedicated protected bike lanes.

Vice Chair Haas said there is an Ordinance that governs the use of the downtown bike lanes, which he would circulate to everyone for reference. There was a backup suggested set of rules and guidelines that the BPPAC developed two years prior; Vice Chair Haas said it was time to resurrect those and work with the City to publish guidelines not ordinances. He was suggesting something that could go into a brochure, which a tourist could reference, for example. Vice Chair

Haas would circulate what the Committee did the last time because he thought it was important for the Committee to get something going to say how the bike lanes should be used as guidelines. He said they could refresh the guidelines together in advance of them coming into play in 2027.

Mr. Robertson said that if the Committee could not do any rule making or legislating to at least publish some education for parents on the different classes of e-bikes (i.e., speed capabilities) so parents are informed when making purchases. A lot of parents do not know. Chair Fischer thought it was a good idea, but rather than the Committee generating it, he thought about talking to The Keene Sentinel about one of the challenges of the growing proliferation of these machines on the trails that are going to be a problem for all of us. Mr. Redfern thought it was a great idea, and suggested linking it to the Bike/Walk of New Hampshire public outreach, or Chair Fischer said both. Chair Fischer noted that Mayor Kahn asked him to participate in a few sessions of the Mayor's Youth Council at the Keene High School during fall 2026. Chair Fischer said this topic would be front and center. They could engage the students in what they think we can and might do.

Mr. Holte said he came down on the point about consumer safety as well, noting that it should be more about the access to purchase in the first place. He pointed out that California apparently had some success with three classes of e-bikes: classes one and two are pedal assist (more mobility) and class three are the much faster, dangerous bikes. California actually banned the higher class from being purchased: you cannot order one to a California address on Amazon, for example. Mr. Holte thought that was the approach to having a more likely impact here in Keene rather than enforcement on a specific trail. Although it is probably outside the Committee's purview, he thought that advocating at the state-level for that sort of legislation would really be the way to go.

Mr. Mast wondered if there could just be speed limits on the Rail Trail that apply to everyone, although he knew it could not be enforced very much, so it might be futile, but also signs indicating certain speeds when pedestrians pass. If they were just speed limit signs and did not point at the type of bike you have, it would just say these are the potential rules. Dr. Russell said there is precedence for the speed limit signs on certain parts of the Rail Trail for snowmobile use. So, he said it could be added to that infrastructure that is already there.

Chair Fischer said this remained to be determined at this time.

f. Annual Report to City Council

Chair Fischer said he and Vice Chair Haas would put together the final draft and bring it forward to this group when it is due. There was consensus. Vice Chair Haas said it would be due in August 2026. So, the Committee agreed to vote to adopt the Annual Report at the August 2026 Committee meeting. Chair Fischer said it was nearly complete. Mr. Robertson suggested listing the charge of the Committee at the top of the Report. Chair Fischer agreed.

4. Regular Project Updates

a. Bicycle & Pedestrian Master Plan Updates

Mr. Nadeau said that City staff had not met with the project consultants since the last Committee meeting. They planned to meet during the next week sometime and would have an update then. Chair Fischer asked whether Mr. Goff was seeking to come back to this Committee. Mr. Nadeau thought so, after the next round of the planning process. Mr. Schoefmann agreed.

Dr. Russell reported that the project consultants would be meeting remotely with Monadnock Outdoors (Ms. Steadman would participate) on Wednesday, July 22, 2026 from 10:00 AM to 11:00. Interested participants were encouraged to email Dr. Russell for the invitation. A lot of regional organizations would be participating, such as the Monadnock Rail Trail Collaborative, Cheshire Medical Center, and more. The group takes up a lot of mobility access issues, so Ms. Steadman is active with the group.

b. Updates to Project Tracking Table

Mr. Nadeau reported updates to the Project Tracking Table:

Bicycle/Pedestrian Master Plan: On schedule.

Marlboro Street & Cheshire Rail Trail NHDOT #42515 - NHDOT TAP Grant: Behind schedule.

2026 Sidewalk Rehab Project: Started construction in May 2026. To date: Water St., Gardiner St., and Willow St. sidewalks have been installed. Jennison St., Harrison St., and Blossom St. sidewalks would be completed next. Anticipated completion by mid-August 2026.

Downtown Infrastructure Project (Central Square and Main Street): Work started the week of this meeting. Casella was due to start work July 27, 2026 through November 2026, and then continue in spring 2027.

Parks and Recreation Bridge Rehabilitation: Behind schedule. Ashuelot River suspension bridge over Beaver Brook (not by the dam), set to be finished now spring 2027.

THT Phase 1 - CRT Eastern Ave to NH 101 (Transportation Heritage Trail): On schedule. Should be completed by September 2026.

Mr. Redfern asked whether this phase would be paved. Mr. Nadeau had not heard officially. Vice Chair Haas confirmed that it would be crushed stone. Mr. Schoefmann thought the only paved section was the one that runs northward toward Chapman Road.

Vice Chair Haas asked Mr. Nadeau to update the table for inclusion in the minutes.

As an update, Chair Fischer noted that the SeeClickFix system had cut back the weeds he reported. He had tried it a couple of times and you can see where others report things as well. Mr. Schoefmann was glad to hear it. Ms. Steadman asked if people report things through

SeeClickFix for Ward Optimization Weeks (WOW) as well. Mr. Schoefmann imagined if you were going to submit a request that would be the best way to get it agendaized. He explained the WOW concept in the City over the past few summers, with high visibility, prioritized projects staff try to get finished throughout the wards. Mr. Schoefmann thought WOW items would be submitted through SeeClickFix but he was not the most in the loop person on that. Chair Fischer said there is somebody at the other end of SeeClickFix tracking it. Mr. Schoefmann agreed.

c. Mobility Management

Ms. Steadman provided an update on the Next Generation Project, which now has two arms: (1) greater food service and (2) critical access to care service (CARS: Crucial Appointment Ride Service), which is the part that revolves around replacing City Express. Five companies had applied for that position, and they had interviewed four, two national and two local. The recommendation on which of those is preferred by the steering committee will go to the coordinating council on August 24, 2026. CARS will bring people to Keene for things like dialysis and cancer care; that Committee was forming at this time.

5. New Business (Suggested Items for Next Meeting)

Mr. Redfern wanted to discuss in detail at the next meeting the use of social media for keeping the public informed as to what this Committee is doing. He said this Committee takes on a lot of initiatives and a lot of things are happening right now from this group that he had not necessarily seen for years prior. There is so much information flowing out from this group and the City. He said social media gets far more use and access than websites. He suggested a future agenda item on the topic. Chair Fischer thought there was a City social media team. Mr. Nadeau was unsure that individual committees are allowed to have social media. Dr. Russell said that was true and that the Energy and Climate Committee (ECC) was informed by the City Attorney. Committees can use existing social media channels, whether the City's or Parks and Recreation, for example. It sounded to Chair Fischer like the Committee should be creating short snippets about its work that go through the City's social media. Dr. Russell noted that the ECC was discussing the same issue and considering a Communications Plan for that committee, including a newsletter that would go out through the City channels like social media or for sign-up via email. He said this Committee could also consider a brief newsletter with key items going out through the City's existing channels. Chair Fischer said it would go on the next agenda but with staff coming informed about what the Committee is allowed to do. Vice Chair Haas noted there is nothing preventing individual members from posting information to further promulgate it.

Vice Chair Haas said pedestrian safety is always the Committee's purview. There would be a petition going into the Municipal, Services Facilities and Infrastructure Committee later this month about traffic on Roxbury and South/North Lincoln Streets but expanding to some other applicable intersections in East Keene. He said this is no doubt applicable anywhere there is pedestrian access in the City or traffic issues in general.

Vice Chair Haas said over the years, the Committee had performed bike/vehicle counts and asked the appetite to restart that. Dr. Russell said with West Street still on the horizon the Committee's counts from 2025 are really useful and interesting; in addition to tracking

pedestrians and bicyclists, they also tracked vehicles running red/yellow lights. So, Dr. Russell minimally suggested doing that at those West Street intersections. He also suggested the push-a-button efforts at Island Street. He said consistent numbers leading up to the West Street planning would be helpful. Vice Chair Haas said Mr. Schoefmann talked about collecting and using those counts, so he would need to advise the Committee whether to start again. Ms. Steadman reported from her staff meeting that “MS2 traffic counting data portal is adding bike and pedestrian data, so that can be entered into the counting portal,” which she thought would be of interest to the Committee. She thought Keene could enter its data directly into the portal. Dr. Russell suggested this for next meeting with Mr. Schoefmann present. Mr. Redfern also suggested finding out what Southwest Region Planning Commission is doing in this regard; there are tubes on the trails where they count bikes. What do they do with the data and how do they report it?

Mr. Redfern mentioned the New Hampshire 10-Year Plan and its status. The Prowse Bridge was not moved from the original plan as originally noted and it was awaiting Governor approval at this time. He expected it to pass in its current state.

Chair Fischer recalled that Stephen Seraichick visited the Committee a few times in the past on behalf of the Yankee Bottle Company. He was seeking to have a historic marker placed on the Rail Trail between Eastern Avenue and the Monadnock Food Co-Op that mentions the Keene Glass Company. It would be going before the Council’s Finance Committee on July 9, 2026. Chair Fischer recalled the BPPAC being supportive except for the funding. Mr. Nadeau provided an update, noting that the historic marker went to Council in August 2025, when the Council put up a sum but wanted the Yankee Bottle Club to fundraise themselves as well. He shared a memo with the details. Chair Fischer said he would go to the Finance Committee and speak in favor of the project and note that the BPPAC supports it in principle and takes no position on budget. Mr. Nadeau said Keene Parks and Recreation offered to install the sign if they have it made.

6. Next Meeting Date – August 12, 2026

Discussion briefly ensued about who would be at the next meeting.

7. More Time Items

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

8. Adjournment

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

Respectfully submitted by,
Katrinya Kibler, Minute Taker

Reviewed and edited by,
Jason Nadeau, Recreation Programmer