



City of Keene

Bicycle / Pedestrian Path Advisory Committee (BPPAC)

AGENDA

Wednesday, August 12, 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 – July 8th, 2026

3) Safety & Outreach

- a) Review Upcoming Schedule of Events
- b) Annual Report to City Council
- c) E-Bike Trail Safety Request from the Mayor
- d) Keene Bottle Company signage request
- e) Bike Ped Master Plan walk audits

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 – September 9th, 2026

B. MORE TIME ITEMS

- a) A Week Without Driving: September 28, 2026 - October 4, 2026
- b) Cheshire Rail Trail – Trail Walk in Commemoration of the 30th Anniversary
- c) Multi-Use Trail Connection – Maple Ave/Middle School

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, 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

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

80
81 Ms. Steadman added that it is also the New Hampshire Transit Association Community
82 Transportation Week. She suggested that having the proclamation lean more toward community
83 transportation and less toward A Week Without Driving, it might be a good fit.

84
85 Mr. Phillips said donations are processed by ActBlue Charities Inc. a 501(c)(3) tax exempt
86 corporation. Many Committee members agreed that meant proceeding with caution. Chair
87 Fischer said this Committee’s purpose is to encourage alternative roads but thought this one
88 might need more research. He added that this event would be occurring when the downtown is a
89 bit disrupted, which they would not want to invite anyone to commute through on a bike.

90
91 Vice Chair Haas had two reactions to this discussion: (1) A Week Without Driving probably
92 pointed to how necessary automobiles are and we cannot go without them for one week, and (2)
93 the ActBlue section made it a no-go for him. He called it disappointing and unfortunate.

94
95 Mr. Davern said the Board does not have to financially support it; they could get behind the idea
96 without giving them money. He thinks it does two things: (1) draws attention to options people
97 might have like the free City Express, or (2) it could show how hard it is to go a week without
98 driving and the need for more things so that people can get around, including for people who do
99 not have cars. He suggested social media instead of a proclamation, which might be too much.

100
101 Dr. Russell liked the idea of working with Ms. Steadman on Community Transportation Week
102 and during that week, the BPPAC could schedule its second annual clean up with Pathways for
103 Keene. He said the letter could be in support of Community Transportation Week and certainly
104 mention A Week Without Driving, without it being a center point.

105
106 Ms. Steadman said the last time she visited Monadnock Alliance for Sustainable Transportation
107 (MAST), they had voted to create a ride sharing / car sharing mobility committee. She thought
108 about approaching them to see if this would be a good time to roll out their scope of
109 responsibility and invite people to participate in that committee because ride sharing is really
110 unexplored in this area. So, she thought that week could be a good time for it too.

111
112 Mr. Phillips said he liked the concept of the Week, but in looking at the website, there was not
113 good information or suggestions. He said the Board did not necessarily need to link to their
114 nonprofit to be involved. It could be marketed as the challenge of the Week Without Driving and
115 how the community can accomplish that, whether that is ride sharing in the family, or distance
116 traveled in the week by bike. Mr. Mast said that if it is promoted, people should really keep track
117 of how much they are saving on gas during the week. That could be one way to advertise it as
118 savings for every vehicle.

119
120 Chair Fischer said it sounded like the Committee was not quite aligned with the national effort
121 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,
Katryna Kibler, Minute Taker

Reviewed and edited by,
Jason Nadeau, Recreation Programmer

BPPAC Project Updates				Aug-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 adpoted by City Council in August 2025 .
Bicycle and Pedestrian Master Plan	HIGH	P17	Working	\$ 50,000.00	Even	March 2026	October 2026	Behind	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 integate 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 10, 2026	April 12, 2026	N/A	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 7, 2026	November 2026	Behind	Bazin Brothers Trucking started work on the project on April 13th the project is roughly 50% complete and anticipated to be completed in November 2026. The trail portion of the project coming through Public Works has been completed.
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 liasing 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	Completed	\$ 550,000.00	Even	May 18, 2026	August 11, 2026	N/A	The City's contractor BC Construction has completed granite curb and sidewalk installation on Water St, Gardiner St, Jennison St, Harrison St, Willow St and Blosson Street.
Downtown Infrastructure Project (CENTRAL SQUARE AND MAIN STREET)	HIGH	P14	Working	CIP	Over	July 27, 2026	Fall 2029	Behind	Casella is under contract and scheduled to start August 10th in Central Square for 2027 construction. Bike lanes, sidewalk and finish work in central square are scheduled for Spring 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	2024	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 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	Working	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	Completed	\$25K	Under	May 2026	September 2026	On Schedule	Trail erosion and stream banking repair (completed in 2025).
Wayfinding Signage Facilities and Plan	HIGH	P11	Completed	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 Corridor Improvements, NHDOT#43543	MEDIUM	P19	Planning	\$ 785,275.00	N/A	2029	2032	On Schedule	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 2028 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) NHDOT Project#43737	HIGH	P1	Working	\$ 1,386,400.00	Under	April 2026	Fall 2026	On Schedule	The project is in construction, roughly 60% complete with the City's contractor Gordon's Maintenance and Landscaping Services, scheduled for completion in November 2026. The trail head is scheduled to be completed and paved this week.
THT Phase 2a - Prowse Bridge - CRT NH 101 Overpass to Stone Arch Bridge NHDOT Project#45251	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.

Project	PRIORITY	Master Plan Project #	Status	Budget *		Schedule			Updates (status changes and project notes)
				Cost	Status	Start	Finish	Status	
THT Phase 2b - Old Stone Arch Bridge - (Transportation Heritage Trail) NHDOT Project#45251	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. Federal funding anticipated to be available in December 2026 for preliminary design services.
THT Phase 2c - Island Street Bailey Bridge - Swanzy Factory Road to Town Line (Transportation Heritage Trail) NHDOT Project#45251	MEDIUM	P4	Planning	\$ 1,862,310.00	N/A	2027	N/A	On Schedule	Installation of the Historic Island Street Bailey Bridge at Swanzy Factory Road to create a safe overpass for trail users and creating continuity of the Cheshire Rail Trail towards the Swanzy Town line. Included in NHDOT's 10-year plan as a TAP project. Federal funding anticipated to be available in December 2026 for preliminary design services.
NHDOT Route 101 Improvement Project, NHDOT Project#41590	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/Swanzy Factory Rd. In preliminary design anticipated construction in 2031

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 adpoted 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 integate 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 liasing 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

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

From: Mayor Jay Kahn <jkahn@keenenh.gov>

Sent: Thursday, July 30, 2026 11:23 AM

To: Dwight Fischer <bikegrrr@gmail.com>

Cc: William Schoefmann <wschoefmann@keenenh.gov>; Elizabeth A. Ferland <eferland@keenenh.gov>

Subject: Fw: How Can We Avoid Rail Trail Trajedy?

The email below adds to a variety of issues and complaints generated by increased e-bike and e-scooter usage around the City. Recent collisions reported across NH illustrate the problem is not localized to Keene and probably will require state legislative action. In the meantime, please consult with BPAC regarding what steps the City might consider. Keene's leadership on e-bike safety could provide evidence needed to formulate statewide action. BPAC also can assist the City by suggesting what local state legislators might propose that would have the support of BPAC. The City Manager and I will be meeting with local legislators latter this summer.

As a reminder, I hope to engage you with the Mayor's Youth Council on a bike safety project. This is a good project for the winter semester that could launch in Spring. We can brainstorm on how that might evolve. The Youth Council could be communicators to younger students regarding rules of the road or in providing guidance on policy recommendations. I believe I have another Youth Council project on composting for the fall timeframe.

Finally, it would help Steve Seraichick to have BPAC's help fund raising for the bottle company signage on the Cheshire Rail Trail. Perhpas Steve has some information to share on fund raising plans.

Thanks for your leadership, Dwight I look forward to your thoughts and recommendations.

Jay

Jay Kahn
Mayor, City of Keene
603-381-2930 (c)
603-357-9804 (o)

From: Karen Lancaric <karenraepierce@gmail.com>

Sent: Monday, July 20, 2026 9:44 AM

To: Mayor Jay Kahn <jkahn@keenenh.gov>

Subject: How Can We Avoid Rail Trail Trajedy?

Dear Mayor Kahn,

My partner and I walk at least a couple miles daily through Keene. We are very excited about the extension of the rail trail to 101! Yesterday, we were doing a loop up Chapman, down onto the new trail to check out progress, and followed the rail trail to Coop so we could cut through and get Bagel Works for breakfast.

I'm very concerned because there's a significant increase in e-bikes flying at dangerously high speeds on the rail trail. During our walk, a young boy (about 8th or 9th grade) flew by at a speed we thought was close to 25 mph. With no helmet on, he had both his hands in his sweatshirt pocket, so wasn't even holding the handlebars. If he hit a rock, a stick, or a chipmunk ran out in front of him, he'd more than likely wipe out and be seriously injured. Not only would he injure himself, but potentially seriously harm innocent bystanders trying to enjoy a peaceful walk on such a beautiful morning.

He then came flying back from behind at the same top speed, but this time he had one hand on his handlebar and was looking down at his phone, which he was holding with his other hand. He then FLEW by a family with 1 double stroller, 1 single stroller, and two small children walking next to the strollers. This was incredibly dangerous and should not be allowed.

Before someone is seriously injured and maybe even killed, how can we make this illegal on our rail trails? Is it possible to put police officers on bicycles to patrol the trails? We should not be fearful when taking advantage of our wonderful trails in Keene. My partner and I, along with many other residents, are more than willing to assist in any way to institute some rules/laws that would make careless behavior like this illegal.

Thank you so much for your time and consideration of this email! Have a great day.

Regards,
Karen Lancaric
603-852-2807