

City of Keene
New Hampshire

BICYCLE/PEDESTRIAN PATH ADVISORY COMMITTEE
MEETING MINUTES

Wednesday, August 12, 2026

8:15 AM

**2nd Floor Conference Room,
City Hall**

Members Present:

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

Staff Present:

Jason Nadeau, Parks & Recreation Programmer
Bryan Ruoff, City Engineer (Arrived Late)
Mari Brunner (Arrived Late)

Members Not Present:

Dwight Fischer, Chair
Samantha Jackson
Diana Duffy, Alternate

1. Call to Order

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

2. Adoption of Minutes – July 8, 2026

A motion by Mr. Redfern to adopt the July 8, 2026 meeting minutes was duly seconded by Dr. Russell and the motion carried unanimously.

3. Safety & Outreach

a. Review Upcoming Schedule of Events

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

- Lisa Steadman, the Monadnock Region Mobility Manager, is taking lead on this.

Dr. Russell recalled speaking at length at the last meeting about not wanting to focus on a “not driving to work week.” He thought that piggybacking on what Southwest Regional Planning Commission (SWRPC) is doing for A Week Without Driving and collaborating instead of branding something separate would be good based on the Committee’s bandwidth. He noted the BPPAC’s two annual clean-ups and said one could be during that week. Mr. Holte agreed on the bandwidth point and said people could make personal efforts, and he would encourage that, but it

felt like the BPPAC did not have the bandwidth to take this on. Vice Chair Haas suggested supporting Ms. Steadman and jumping on board with anything that she is doing from there.

b. Annual Report to City Council

Vice Chair Haas said Chair Fischer had been working hard and had put together a pretty fantastic Annual Report to the City Council. Vice Chair Haas was in favor of it as written. The Committee did not have a copy of the report to review, and it had not been circulated. They determined to vote on its adoption at the September meeting. It is due in the August/September timeframe. Vice Chair Haas noted that some groups use the report as a platform to get referred to a City Committee and get some publicity.

c. E-Bike Trail Safety Request from the Mayor

Vice Chair Haas noted a request from the Mayor to engage and come up with some e-bike trail safety. He noted that the New Hampshire Rail Trail Coalition was submitting some related legislation. Mr. Redfern said it is actually the Bike/Walk Alliance of New Hampshire and a part of the responsibility they received was to go to approximately eight places in the state and make presentations on the new law, trying to address conflicting issues and confusion people have, and raise awareness about safety and responsibility of e-bikers. They also make the public aware of their rights and particularly make city governments aware of their rights. The Bike/Walk Alliance of New Hampshire put together an outreach program where they are going to about eight towns in New Hampshire, with Keene being the first. Mr. Redfern said the importance of Keene being in the conversation is that there should be great attendance; he noted that everyone was talking about e-bikes and complaining. He said we need to get the facts out to the public and draw them in. Most importantly, he said the event should draw in the Keene Police, so they know, in addition to City Councilors and anyone else who could have nexus to this issue. Once the date has been set, Mr. Redfern thought it would be this Committee's responsibility to push it out and to have the Mayor announce the dates/locations to the City Council. Mr. Redfern was not aware of the schedule yet, but said it should be coming out soon from the Bike/Walk Alliance.

Mr. Holte said he put some thoughts together recently from some quotes in a Keene Sentinel article about e-bikes. He agreed that awareness of the existing laws is important but stated some main points he wanted to make. First, he thought the focus should not be on policies that limit use but on improving infrastructure. Second, he said that treating all e-bikes the same and as dangerous is inaccurate, misleading, and a mistake. Third, that what we should really be focusing on is the supply of the dangerous e-motos, which is what the California model/approach is, rather than trying to enforce speed or rules on the actual trails/streets. Mr. Holte continued, citing quotes from the Keene Sentinel about e-bikes. The first was from Councilor Bobby Williams, talking about how e-bikes are better for the environment (e.g., reducing carbon, etc.) and the idea that we should be focusing on the infrastructure. The second quote talked about the types of e-bikes and e-motos and Mr. Holte said he thinks that is when everything gets lumped together, calling it a mistake. He compared a pedal assisted e-bike to something with a throttle. He cited the New Jersey laws that were recently passed, which he said made the mistake of treating everything the same and were very punishing of people having e-bikes and very restrictive; he called that a problem for mobility and access. Conversely, he said the California model is really

good about trying to classify the different types, it puts a cap on what can be sold (e.g., they use anti-false advertising legislation to go after people supplying e-motos labeled as e-bikes), and they have been successful in getting Amazon to restrict a lot of these products. Mr. Holte thought that would be the way to address this rather than punishing people who have them. Mr. Phillips said New York City just did it similarly, going after the suppliers.

Ms. Brunner arrived.

Vice Chair Haas clarified the New Jersey law, which has a category called “low speed bicycles” that are treated the same way as others, but they must be registered and riders must be 15 years old and have an e-bike license or valid driver’s license. However, he said they are differentiating between anything that goes above 21 mph or has a throttle; insurance is not required on the low-speed bikes but is on the rest. Vice Chair Haas noted that in New Hampshire, local municipalities can write rules around rail trails (e.g., speed limit laws). That includes bike lanes, which the City had addressed already.

Dr. Russell asked whether California requires any sort of e-bike registration. Mr. Holte said he was not aware. Dr. Russell said registration can become a gatekeeper. He said this was really good information and whether the BPPAC comes up with something on its own, he encouraged Mr. Holte to frame it as a guest editorial in The Sentinel or Letter to the Editor. Dr. Russell said getting some of these ideas into the public discourse sooner than later would be helpful. Mr. Redfern suggested getting the Bike/Walk Alliance to pass the quotes/information out at their upcoming presentation; he has their contact information to forward it.

Mr. Robertson said people are obviously concerned; they are on the rail trails getting passed quickly. Most of the people he saw on e-bikes were kids, so they were going too fast for their skillset. He thinks at some level something needs to happen, like maybe publicizing it more (e.g., in the Sentinel with a doctor’s perspective on injuries). However, a lot of this is kids, and he asked how to curb their behavior with young, developing brains: speed limits? He had heard things like the concerned email in the packet before (e.g., not wanting to be passed by fast e-bikes) and he understood but asked what the Committee could do: divert the Police to the rail trail? He thought they were already overworked. He asked if the answer would be speed limits or more awareness, perhaps.

Vice Chair Haas thought there were two things on the table. First, what the BPPAC would recommend for writing e-bike legislation. Second, education on general bike safety that the Mayor asked for and the Committee talked about in a small way. Mr. Redfern agreed that the BPPAC needs to help write City regulations but said they cannot conflict with state law. Vice Chair Haas agreed. He said whatever the Committee writes as far as regulations would then lead into education. Mr. Mast asked how they would incorporate education into the registration process, if someone needed to take a safety class register, for example. Mr. Phillips asked if the Committee had access to current rules and regulations for e-bikes to know where it is starting from and what is being enforced right now. It was noted that a spreadsheet went out from Insurance 360, who did all the state’s regulations across the country; it is very repetitive but gives an idea of some of the defining types and limitations. Mr. Phillips suggested opening that and discussing what the Committee wants to do. He mentioned something from the Manchester,

New Hampshire, Police Department, in which the officer explained the rules to someone riding in the wrong direction of traffic, or someone with a fat-tire e-moto riding on the sidewalk instead of the road because the road was busy. In both instances, the officer explained why it was illegal and helped them follow the rules, and they made a social media post from the body cam videos.

Dr. Russell suggested strategically having the Bike/Walk Alliance as the foundational piece, once it is on the calendar, and using it as the momentum to accelerate the BPPAC's efforts around education and policy. The Bike/Walk Alliance component would include all the stakeholders and lay out the state regulations, so it would be a great signature event for momentum and focus on this. Mr. Redfern said the date should be announced soon. He would follow-up after this meeting and email the Staff Liaison an update.

Regarding enforcement and education, Vice Chair Haas thinks it is incumbent upon everyone to challenge people, especially kids on sidewalks, particularly downtown and on e-bikes. Vice Chair Haas also shared the City Ordinance that was passed in 2025 regarding the use of bikes in bike lanes that will be downtown.

Mr. Holte said that with what the State of New Hampshire has currently and what the member of the public wrote, and it seemed to him that the kid on the bike was already breaking the regulations, so he did not think additional regulations would make any difference in this case. He questioned if the kid would have behaved differently if the speed limit were lower on Middle Trail. On the other hand, he said if there were a Police Officer, the existing regulations are enough that he could intervene in that situation. So, he wanted to emphasize that with the rules and situation the City has, this person would already have been a problem and could already be addressed by a Police Officer; more regulations would not help here. He does not think more speed limits are the way to go here. He suggested education and addressing the supply. Mr. Robertson did not even think there was a regulation against what this person in question was doing. Mr. Holte cited no helmet, being under age 16, and riding a Class III bike. Mr. Robertson thought there was something as far as the helmet but as far as speed, he said there was no penalty. He compared it to being hit by a car on a bike, in which case if there is no damage to the person or the car, there is no rule against bad driving if an officer does not see it. So, in this case, Mr. Robertson said there could be a helmet issue, but there was no law against the speeding. Vice Chair Haas said the value of regulations is after enforcement, when you can show, for example, that someone was exceeding the speed limit in court over injuries, so a case is much stronger; so, he said it is a liability that can be created when we have regulations.

Mr. Robertson agreed with Mr. Holte about going after the supply of these e-bikes. Mr. Robertson said that even with bikes that go up to 20 mph, more and more kids are going to be on e-bikes. He said that 20 mph without a helmet and an inexperienced rider is kind of dangerous. He noted that even addressing supply on Class III e-bikes would leave issues for publishing recommendations because the City will just see more e-bikes on the trails and the issue is going to become more with people hiking. He said the BPPAC needs to do something, but he questioned what would work.

Dr. Russell said it is not really viable to assess speed with the tools the BPPAC/City has on hand. He did not think they wanted to see slot cameras and speed measurement tools. He could

imagine putting out the speed measurement signs like they do on the roads for cars; kids might challenge them without any enforcement capabilities. He liked the idea of pairing registration with training/education (i.e., age related) combined with the supply factors. Mr. Redfern thought most e-bikes have speedometers and noted that the first thing a Police Officer asks when they pull you over is if you know how fast you were going.

Vice Chair Haas noted that the Committee is very limited in the regulations it can write. Instead, he mentioned writing some kind of training/advisory/educational program, which would align with the Mayor's request, could build off the Bike/Walk Alliance's upcoming meetings, and build off of Community Transportation Week at the same time—he said it would be great to have something for that. He suggested getting input from the Mayor's Youth Council at Keene High School and their insight as to what it might take with the kids.

Vice Chair Haas asked if Mr. Davern had input. Mr. Davern said he rides in the woods on trails, where there are behaviors that people are worried about. He said education is great but that it is important to tie something like registration to education, and to think about the resources to do those things. He said the Police Officers are spread thin for enforcement and asked who would hold these training sessions and what the practicality is of that. He wanted to ensure the Committee was not just providing ideas and walking away but was being practical. Mr. Nadeau knew that in Maine for ATVs and some watercrafts they have to take an online course and obtain a certificate, so there could be a similar procedure for e-bikes, where you download a certificate to show when you register. Mr. Redfern reinforced that registration should occur at the point of sale and the dealer, for putting the effort into it, should get \$5 to compensate their employees for the time for doing that short form. Mr. Davern said they would then need to think about private sales, third-party sales, and more that would be harder to regulate.

Mr. Robertson talked about how to create a spirit of the trails: this is how we ride. He said maybe it is education and/or maybe it is signage. He thought that was what the BPPAC was looking for without being heavy handed (e.g., announce passing and slow down). He said there are some ethics there, like the hiking "Leave No Trace" principle, it is just hard to enforce these. However, he thought that publicizing these trail ethics would at least help to curb some things and make parents aware of the spirit of the trails. Mr. Mast referred to laws like littering, which are illegal but not enforced. So, he suggested having all the laws with City government as something to fall back on when it comes to it, even if they are not enforced; it seems easier to him to have the rules and have the option to enforce than wait until you need the rules to create them. Mr. Mast also referred to the Class I–III e-bikes and said the trouble makers on the trails seemed to him to be the Class III bikes without pedal assist, so it seemed to him like they were almost missing a class. He felt like there should be a Class IV or anything that goes above 20 mph that does not have pedal assist that should be in its own class and was not represented here. Mr. Holte referred to the second Sentinel quote he provided, where Paul Susca talked about the idea that there should be a new classification beyond Class III, perhaps called illegal e-motos. He agreed that the problem really is that all the e-bikes are lumped together into one category when only some are problematic and others can help someone get up a hill with their groceries. Mr. Davern encouraged calling the fourth-class e-motorcycles because they cease to be bicycles.

Mr. Ruoff arrived.

Vice Chair Haas asked for a few Committee members to work on these regulations and parallel to that, for a few Committee members to work on the education aspect that could be presented to the community (i.e., spirit of the trail). Mr. Redfern thought a good part of the education would be the Bike/Walk Alliance presentation materials; he thought the Committee could create and customize its own packet from that and put a spirit to it. Mr. Redfern volunteered to lead the education group with Mr. Phillips. Mr. Holte would lead the regulations group. He clarified that the regulations would be presented to the BPPAC, to the Mayor, and then to the City Council. Dr. Russell said they were talking about them as two pieces (i.e., regulations and education) but thought it made sense to ultimately combine them as one piece that would go to the Mayor and City Council. He emphasized something about the spirit of the trails. It reminded him about the downtown bike lanes and the value of having these options for people. So, he suggested framing this as positively as possible: here are the rules as they stand and here is what we are doing to make people safer and let them have more fun. He thought it was important to be aware of that presentation package. It was unclear whether the Mayor was planning for a separate Committee or whether that was a charge to the whole BPPAC; clarification would be helpful. Dr. Russell agreed that the Bike/Walk Alliance event would really inform a lot of this. Mr. Robertson gathered that the Mayor was looking for ideas out there, even proposals by legislature, that the BPPAC would support and move forward. Mr. Redfern and Mr. Phillips would work on the education piece, no matter how big or small. Others could provide input. Mr. Holte would draft regulations. Mr. Robertson wondered whether they should draft their “Spirit of the Trail” idea for Keene. Mr. Phillips suggested to frame it as behavior of considerate cyclists. Vice Chair Haas asked if this was something to be published and Mr. Robertson said yes, citing the idea for signage on the trails, sending it out to parents with school materials, and more. He said with more awareness, the more people may slow down. By next meeting, Vice Chair Haas hoped to at least have a strong outline for the education piece.

d. Keene Bottle Company Signage Request

Vice Chair Haas referred to this signage request from Stephen Seraichick and the Yankee Bottle Company. Vice Chair Haas recalled that the Bottle Club was resistant to raising money but might be softening. They needed to raise about \$1,000 and Vice Chair Haas said that was not a heavy lift in this community.

e. Bike Ped Master Plan Walk Audits

Vice Chair Haas welcomed Senior Planner Mari Brunner to discuss the Bike/Pedestrian Master Plan Walk Audits. Ms. Brunner explained that City staff applied for a micro mobility grant through AARP and received it to conduct a series between three and five walk audits and three and five bike audits. They thought it would be a nice complement to the ongoing Bike/Pedestrian Master Plan Update as well as to augment some of the budgeted public outreach for that project. Staff had been conducting a series of information sessions and tabling with different groups to get ideas for where these audits should happen. They met with the residents at Central Square Terrace, who are interested in an audit of the crosswalk on Roxbury Street, so she sent them a worksheet to do that. In addition to audits with specific groups, there have been ones open to the general public: August 29, 2026 at 10:00 AM for West Street, Pearl Street, and Island Street;

September 4, 2026 at 2:00 PM for Robin Hood Park. Those are open to anyone; there is a registration form. People arrive, sign a waiver form, and walk the route together, filling out a form at the end and writing notes.

Vice Chair Haas asked what a bike/walk audit is and what is the expected outcome. Ms. Brunner replied that a walk audit is an observation; it is a way to engage the public and provide education, while at the same time gathering useful feedback and data. There are multiple types or ways to do it: observe an intersection but follow a format, with potential questions about driver behavior, pedestrian behavior, cyclist behavior, and environmental conditions during the audit. There are tools to use like a speed radar gun and a thermometer. She is going to try to find a light meter somewhere because she has heard concerns about light at night from the East Keene neighborhood. She said that type of data is used to open people's eyes to what might be possible and helps to identify what might be priority infrastructure improvements. Ms. Brunner used to do this quite a bit with school groups for Safe Routes to School plans. She said once you do these you cannot unsee different things. Discussion ensued. For example, one tool they have is a folding wheelchair and they observe what is difficult in specific areas when using that tool. Ms. Brunner offered to provide copies of the AARP Walk Audit Toolkits to the Committee. The Bike Audit Toolkit is available for free online, and Ms. Brunner would send the link to the Committee.

Dr. Russell noted that this Committee had been doing audits of intersections and crosswalks for many years. In 2025, they especially focused on West Street, and particularly the Ashuelot River Park crossing. In addition to pedestrians crossing (i.e., directions) and bicycles crossing, they also paid strong attention to cars running red and yellow lights. He was unsure of staff's intention for this data, but offered this additional data (via Will Schoefmann). Ms. Brunner said that would be great, noting that they were sharing all feedback with the Master Plan project consultants, hoping this would reinforce the data they are collecting with respect to recommended improvements. This grant runs through December, so the deliverable is a summary report, which could also be presented to this group or City Council if they are interested.

Vice Chair Haas said the routes chosen and content came from the input sessions at Keene State College, Keene High School, the Energy and Climate Committee, Monadnock Outdoors, Central Square Terrace, and Harper Acres. Vice Chair Haas did not think any of the Committee members had been involved in these input sessions besides the Energy and Climate Committee. He asked Dr. Russell to talk about the Monadnock Outdoors input session. Dr. Russell thought there was a lot of focus in that group on the trails and roads at the boundaries of Keene really from a regional perspective. Mr. Nadeau was present for that session as well. There was discussion of where some safety issues are in terms of getting into or coming out of town (e.g., Upper Court Street, Route 10, Route 12) and where those interfaces are with other towns. Mr. Nadeau said the Rt-101 stretch heading to Marlborough also stood out, which is also in the BPPAC Master Plan. Ms. Brunner said she is hesitant to do a walk audit of that area due to safety.

Ms. Brunner said she and the other staff member leading this are not experienced bicyclists, which is why they wanted to reach out to experienced riders. In the past when she did a bike audit, it was with the PE teacher who ran an after-school bike program and led the group while

Ms. Brunner was at the back of the group as the sweep. She said Mr. Phillips, Ms. Duffy, and Pamela Bys signed up to lead the bike audits, which Ms. Brunner appreciated. She sought input for where those routes should be. Ms. Bys suggested a 6-mile route and Ms. Brunner was thinking about shorter routes, but her experience was with kids on bikes. Mr. Phillips wondered if the routes from the planning session with the Master Plan consultant were included. Vice Chair Haas asked if those routes of concern to bicyclists that the Committee listed for the consultants were considered when the routes were selected. Ms. Brunner said yes, she was trying to accomplish one route that did not go down any major roads, one down West Street, and one down Court Street. The route Ms. Bys suggested would start at Fire Dog Breads and go to Central Square and go all the way up West Street to Ashuelot River Park and take the Jonathan Daniels Trail to Wheelock Park, and come back to Pitcher Street to get on the rail trail again, and take that around back to Fire Dog Breads. Mr. Holte said that route had been a community ride before and it is definitely approachable even for kids and probably doable in under one hour, which is probably why she recommended it; he had done it with her and Ms. Duffy. Mr. Holte volunteered as well. He also recommended reaching out to Josh at the Cycle Sanctuary, who is starting community rides every Wednesday at 6:00 PM and might be willing to help or publicize it. Mr. Holte thinks the bike and walk audits really fit the BPPAC mission and he agreed with the idea of presenting the idea to City Council because it is the valuable on-the-ground experience of the community when walking and biking around. He thought this was a great idea and said directing the lessons to City Council would be really helpful.

Ms. Brunner said the dates on the website so far were for the walk audits. There were two dates for bike audits so far: September 1, 2026 at 5:30 PM and August 28, 2026 at 1:00 PM. She welcomed ideas for other routes. Mr. Phillips would be leading the August 28 date, with the route yet to be determined.

Vice Chair Haas said all this information would guide the consultants writing the Bicycle/Pedestrian Master Plan. Ms. Brunner said they would receive the information. She said it is a little late in the process as they are seeking to have a final plan ready by October, so this information might lead to some tweaks; she said they were not waiting on this information to continue with their project. Vice Chair Haas asked if the Committee would get to review the Master Plan in draft form. Ms. Brunner said yes. Before they come to present the draft plan in person (budgeted) they could attend Committee meetings virtually to present the plan and get feedback on it. They will come to present the plan to the Committee before it goes for a Council Committee recommendation. The plan was to finalize the Master Plan by October/November, so Mr. Nadeau imagined the consultants would be attending the September BPPAC meeting. The consultants would be having a virtual check-in meeting with staff on August 20, 2026. Discussion ensued about how the consultants were “finalizing” aspects of the plan, which Vice Chair Haas did not prefer because the Committee had not seen a draft yet. Ms. Brunner said they were just getting confident that it was at a point to share. Dr. Russell shared the concern that when the consultants were first announced, it seemed like the Committee would be working hand-in-hand with them: there was a notion that they would be setting up parallel meetings with them every month. It seemed to him like there had not been nearly as much engagement to this point in the process. So, Dr. Russell shared concerns about making sure the BPPAC would have plenty of opportunities to inform those final plans because it felt like a lot was happening without them being active participants in the process they were led to believe when it was initiated. Ms.

Brunner thanked the Committee for sharing these concerns, which she would take to the consultants at the August 20 meeting. She thought a lot of that reflected that a big component of the budget could be eaten up very fast by the consultants spending time at meetings so she said one way they were trying to make this project work was to make staff the go-between the consultants between meetings, which might have been why the Committee was feeling that way. So, Dr. Russell said maybe staff needed to be working more with the Committee. Mr. Nadeau said he was available. He said there was one meeting with the consultants from which they had pages of data. Dr. Russell said one of the concerns is that the Committee had not seen what they had done with that data. Ms. Brunner said what they had completed was a background existing conditions and assessment piece that she thought was probably fine to share with the Committee.

Mr. Robertson thought the key was drafts; if any drafts were available early, the Committee wanted to review them, and he thought it might alleviate some of these concerns. Regarding the bike audits, he asked if the intention was to get Upper Court Street, which is less safe, or just lower Court Street. Mr. Phillips referred to Route 2 on West Street and said it would provide good data but might be areas to avoid. Ms. Brunner said those were some put forward based on what they had heard from people, but they do not have to do those routes. Vice Chair Haas suggested making Route 2 longer. Mr. Davern said the consultants might be hesitant to give too many drafts too early because they will get too bogged down in questions. He said they want to provide their best first draft and he would not expect a lot of stuff early on; he would not want feedback every week on something that is a work in progress, personally. Looking at the audit toolkits on AARP, he saw that they were about nine pages and asked if each participant fills them out or if the leader condenses at the end. Ms. Brunner said she gives each participant a shorter version to write down their own notes and at the end of the session, hopefully people can stick around for the longer version (she hopes to get food with the grant, etc.).

Lisa Steadman, SWRPC Monadnock Region Mobility Manager, arrived. She was glad to have an audience on this topic because she was talking with the Passenger Advisory Committee for City Express and a lot of the seniors were there talking about how unsafe the pathways are getting to the bus stops. They are wondering if there is an Ordinance about loitering and how people are congregating on the paths and using drugs. They are telling each other not to go on the pathways because they are not safe. She heard that the consultants had very little time left but wondered whether the seniors had been consulted because it seems like they have unique concerns. Ms. Brunner said yes, the consultants and staff met with residents of Central Square Terrace and Harper Acres, who were all either elderly people, those with disabilities, or both. She said they heard a lot about those same issues. Mr. Redfern added that American House should be included in that discussion; they are right off the trail and use the path every day. Ms. Steadman also suggested Keene Senior Center. Ms. Brunner said she would try reaching out to them again.

Ms. Brunner asked if there was Committee desire for a third bike audit route/date. There was consensus that more is better. Vice Chair Haas suggested another long one, noting that six miles can fill most of one hour. Dr. Russell suggested that someone on the Committee should volunteer to develop the third route. Committee members should email any ideas to Ms. Brunner.

4. Regular Project Updates

a. Bicycle & Pedestrian Master Plan Updates

Discussed above.

b. Updates to Project Tracking Table

Direct any questions about the Project Tracking Table to Mr. Nadeau.

c. Mobility Management

Discussed earlier.

5. New Business (Suggested Items for Next Meeting)

None presented.

6. Next meeting date – September 9th, 2026

7. 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

Dr. Russell reported that he received information from Ryan who reached out to Kürt Blomquist for historical knowledge. He said they missed the 25th anniversary but could probably do the 30th anniversary. He said they would probably be focusing more on the Cheshire Rail Trail from West Street to Downtown. There are slightly different dates on the Industrial Heritage Trail. The Cheshire Rail Trail North was completed in 1998 and opened for use in 1999, so there is plenty of time to do an anniversary event for that.

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

This ties in with the Master Plan. Vice Chair Haas recalled this item about the trail off Maple Avenue within the Dinsmoor Woods and an Appel Way connection somehow up to the Stone Arch Bridge. Dr. Russell said they were continuing work and research on all of the above.

8. Adjournment

There being no further business, Vice Chair Haas adjourned the meeting at approximately 9:30 AM.

Respectfully submitted by,
Katrnya Kibler, Minute Taker

Reviewed and edited by,
Jason Nadeau, KPRD – Recreation Programmer