



City of Keene

Bicycle / Pedestrian Path Advisory Committee (BPPAC)

AGENDA

Wednesday, October 14th, 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** – September 9th, 2026
- 3) **Safety & Outreach**
 - a) THT Updates – Bryan Ruoff, City Engineer
 - b) VHB updated info in maps & evaluation criteria
 - c) E-Bike meeting recap with City Manager & The Mayor
 - d) Review Memo to City Council regarding Emerging Practices for Bikes, E-Bikes & E-Motorized Bikes
 - e) Review Road & Safety Action Plan Report
- 4) **Regular Project Updates**
 - a) Bike & Pedestrian Master Plan Update (covered in 3b today)
 - b) Mobility Management
 - c) Updates to Project Tracking Table (mostly covered in 3a)
- 5) **New Business** (*Suggested items for next meeting*)
- 6) **Next meeting date** – November 4th, 2026

B. MORE TIME ITEMS

C. ADJOURNMENT

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

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

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34 **b. Annual Report to City Council**

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

42
43 **c. E-Bike Trail Safety Request from the Mayor**

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

61
62 Mr. Holte said he put some thoughts together recently from some quotes in a Keene Sentinel
63 article about e-bikes. He agreed that awareness of the existing laws is important but stated some
64 main points he wanted to make. First, he thought the focus should not be on policies that limit
65 use but on improving infrastructure. Second, he said that treating all e-bikes the same and as
66 dangerous is inaccurate, misleading, and a mistake. Third, that what we should really be focusing
67 on is the supply of the dangerous e-motos, which is what the California model/approach is, rather
68 than trying to enforce speed or rules on the actual trails/streets. Mr. Holte continued, citing
69 quotes from the Keene Sentinel about e-bikes. The first was from Councilor Bobby Williams,
70 talking about how e-bikes are better for the environment (e.g., reducing carbon, etc.) and the
71 idea that we should be focusing on the infrastructure. The second quote talked about the types of
72 e-bikes and e-motos and Mr. Holte said he thinks that is when everything gets lumped together,
73 calling it a mistake. He compared a pedal assisted e-bike to something with a throttle. He cited
74 the New Jersey laws that were recently passed, which he said made the mistake of treating
75 everything the same and were very punishing of people having e-bikes and very restrictive; he
76 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

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

174
175 Vice Chair Haas noted that the Committee is very limited in the regulations it can write. Instead,
176 he mentioned writing some kind of training/advisory/educational program, which would align
177 with the Mayor's request, could build off the Bike/Walk Alliance's upcoming meetings, and
178 build off of Community Transportation Week at the same time—he said it would be great to
179 have something for that. He suggested getting input from the Mayor's Youth Council at Keene
180 High School and their insight as to what it might take with the kids.

181
182 Vice Chair Haas asked if Mr. Davern had input. Mr. Davern said he rides in the woods on trails,
183 where there are behaviors that people are worried about. He said education is great but that it is
184 important to tie something like registration to education, and to think about the resources to do
185 those things. He said the Police Officers are spread thin for enforcement and asked who would
186 hold these training sessions and what the practicality is of that. He wanted to ensure the
187 Committee was not just providing ideas and walking away but was being practical. Mr. Nadeau
188 knew that in Maine for ATVs and some watercrafts they have to take an online course and obtain
189 a certificate, so there could be a similar procedure for e-bikes, where you download a certificate
190 to show when you register. Mr. Redfern reinforced that registration should occur at the point of
191 sale and the dealer, for putting the effort into it, should get \$5 to compensate their employees for
192 the time for doing that short form. Mr. Davern said they would then need to think about private
193 sales, third-party sales, and more that would be harder to regulate.

194
195 Mr. Robertson talked about how to create a spirit of the trails: this is how we ride. He said maybe
196 it is education and/or maybe it is signage. He thought that was what the BPPAC was looking for
197 without being heavy handed (e.g., announce passing and slow down). He said there are some
198 ethics there, like the hiking "Leave No Trace" principle, it is just hard to enforce these. However,
199 he thought that publicizing these trail ethics would at least help to curb some things and make
200 parents aware of the spirit of the trails. Mr. Mast referred to laws like littering, which are illegal
201 but not enforced. So, he suggested having all the laws with City government as something to fall
202 back on when it comes to it, even if they are not enforced; it seems easier to him to have the rules
203 and have the option to enforce than wait until you need the rules to create them. Mr. Mast also
204 referred to the Class I–III e-bikes and said the trouble makers on the trails seemed to him to be
205 the Class III bikes without pedal assist, so it seemed to him like they were almost missing a class.
206 He felt like there should be a Class IV or anything that goes above 20 mph that does not have
207 pedal assist that should be in its own class and was not represented here. Mr. Holte referred to
208 the second Sentinel quote he provided, where Paul Susca talked about the idea that there should
209 be a new classification beyond Class III, perhaps called illegal e-motos. He agreed that the
210 problem really is that all the e-bikes are lumped together into one category when only some are
211 problematic and others can help someone get up a hill with their groceries. Mr. Davern
212 encouraged calling the fourth-class e-motorcycles because they cease to be bicycles.

213
214 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 at 10:00 AM for West Street, Pearl Street, and Island Street;

September 4 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,
Katrinya Kibler, Minute Taker

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

BPPAC Project Updates

10/14/2026

BPPAC Project Updates				10/14/2026		ITEMS WITH UPDATES			COMPLETED ITEMS		Updates (status changes and project notes)
Project	PRIORITY	Master Plan Project #	Status	Budget *		Status	Start	Schedule			
				Cost				Finish	Status		
City Master Plan	HIGH	P17	Completed	\$	160,000.00	Over	November 2024	August 2025	N/A	CIP Project to complete the plan in 2024/2025. Completed and adopted by City Council in August 2025.	
Bicycle and Pedestrian Master Plan	HIGH	P17	Working	\$	50,000.00	Even	March 2026	November 2026	Behind	VHB under contract and working on the project.	
Complete Streets	MEDIUM	N/A	Working		TBD	Even	2018	Ongoing	N/A	GIS Project tracked and integrated 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 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		N/A	Even	Spring 2023	January 2025	N/A	The 2025 Roadway Safety Plan was adopted by City Council as of February 5, 2025 and 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, Inc. started work on the project on April 13, 2026. The project is roughly 70% complete and anticipated to be paved at the end of September and 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 liaising with Keene Glass Works sign group. May - Bike Month Planning - proclamation made via the Mayor.	
League of American Bicyclists Bicycle Friendly Program & other community ranking programs	N/A	N/A	Completed		N/A	Even	Summer 2023	Summer 2023	N/A	Keene awarded Silver Status with its renewal effort. Report 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 & Reconstruction Projects	N/A	N/A	Completed	\$	550,000.00	Under	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 Blossom Street. City crews installed asphalt pavement overlays on West St, Kelleher St, North St, Main St and Brooks St.	
2027 Sidewalk Rehab & Reconstruction Projects	N/A	N/A	Working	\$	303,300.00	Even	May 2027	Summer 2027	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 Blossom Street.	

Project	PRIORITY	Master Plan Project #	Status	Budget *		Schedule		Updates (status changes and project notes)
				Cost	Status	Start	Finish	
Downtown Infrastructure Project (CENTRAL SQUARE AND MAIN STREET)	HIGH	P14	Working	CIP	Over	July 27, 2026	Summer 2029	Casella started construction on August 10, 2026 in Central Square for 2026 construction. Bike lanes, sidewalk and finish work in central square are scheduled for Spring 2027.
Lower Winchester Street (Rte 101 - City Line)	HIGH	P22	Planning	CIP	Even	2024	Winter 2034	Planned improvements including sidewalks connecting market place in Swansey and Route 101/Winchester Street. Preliminary design submission April 8, 2026, 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	September 2027	Ashuelot River Suspension Bridge (completed in 2025), Appel Way (completed in 2025), North Bridge decking (Minor Repairs by City Staff in 2026, additional replacement in 2027), Cheshire Rail Trail over the Ashuelot River (out to bid for fall 2026 construction), the Ashuelot Rail Trail Bridge (KSC Bridge) is in the process of being awarded federal funding which is anticipated in late 2026 for winter 2026 / spring 2027 construction.
Goose Pond Dam Pedestrian Bridge	MEDIUM	n/a	Working	Operating	Under	September 2025	July 2026	Bridge installed, ramp to be installed at a later date TBD.
Jonathan Daniels Trail Maintenance	HIGH	P3	Completed	\$ 25,000.00	Under	May 2026	September 2026	Trail erosion and stream banking repair (completed in 2025).
Wayfinding Signage Facilities and Plan	HIGH	P11	Completed	\$ 42,000.00	N/A	August 2025	N/A	Signs 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	\$ 6,800,000.00	N/A	2029	2032	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 and was installed by Highway Division in April 2025.
AMENITIES	HIGH	P21	Working	City Staff, Facility and Maintenance Costs	Under	Planning	N/A	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 TH1 Phase 1 - CRT Eastern Ave to 101 (Transportation Heritage Trail) NHDOT Project#43737	HIGH	P1	Working	\$ 1,386,400.00	Under	April 2026	October 2026	Construction is substantially complete and the project is wrapping up ahead of the project completion schedule.

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 NHDOT Project#45251	HIGH	P4	Planning	\$ 381,685.00	Even	2027	2032	On Schedule	The City is drafting an RFQ for engineering services to be advertised in October 2026. 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) NHDOT Project#45251	HIGH	P4	Planning	\$ 321,195.00	Even	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 - Swanzev Factory Road to Town Line (Transportation Heritage Trail) NHDOT Project#45251	MEDIUM	P4	Planning	\$ 1,862,310.00	Even	2027	N/A	On Schedule	Installation of the Historic Island Street Bailey Bridge at Swanzev Factory Road to create a safe overpass for trail users and creating continuity of the Cheshire Rail Trail towards the Swanzev 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 includes widening and other improvements to NH Route 101 in the vicinity of the THT and improvements to the intersection of RT 101/Swanzev Factory Rd. in preliminary design anticipated construction in 2031.



Bicycle/Pedestrian Path Advisory Committee

To: Mayor Kahn & Keene City Council
From: Bike & Pedestrian Pathways Advisory Committee (BPAC)
Date: October 15, 2026
Re: Approach to Managing Risks Associated with e-Bikes and e-Motorized Bikes

NOTES TO BPPAC: for the Oct 13 mtg....

This is a draft memo in response Mayor Kahn's request for BPPAC feedback on ebike safety.

Thanks Andy for taking the initiative, and Diana for her input.

Please review for the meeting. Are there any issues we want to include?

Thanks

The Bicycle & Pedestrian Pathways Advisory Committee (BPPAC) has been discussing concerns and strategies for the growing concerns about e-bikes and e-motorized bikes, scooters, and motorbikes. This is a concern for towns and cities globally. There is a dire need for action.

BPPAC partners with Pathways for Keene, the Monadnock Region Rail Collaborative as we explore ways to keep our pathways and trails safer. We work closely with them on the trail network and safety rules.

Members of the Keene Master Plan work with the committee as plans come together for the downtown renovation project and the new bike lanes on Main Street. with planning consultant for 2026 update to Bicycle Master Plan for the city.

The Bike-Walk Alliance of New Hampshire (BWANH) has developed an initial training program on e-bike and e-moto trends, and how to develop effective strategies for greater safety and education.

All that said, Keene, like cities and towns everywhere, is struggling with the fast-paced development of these new means of transport. We want to continue to encourage and promote cycling and walking as alternative means of transportation, yet not over-regulate to the degree that it discourages trail use.

In this larger and evolving effort, the Committee is taking the following approach:

- Active engagement with the master planners working with Keene
- Continued engagement with local and state leaders in drafting new laws and regulations for e-bikes and e-motorized bikes.
- Encouragement of safe use through community, engagement, and education, and parental and manufacturer accountability enforcement.
- Development of signage on our new bike lanes that articulates, in simple terms, which bikes are allowed, what is not allowed, speed limits and pedestrian crossing warnings.

Effective legislation requires consideration of many perspectives. More of our residents, including minors, are riding e-motored cycles, with and without helmets. Manufacturers are selling heavier and faster bikes and scooters. Defining the types and weights of these vehicles is a start, but the industry is changing rapidly and requires ongoing attention. Enforcement will be a perennial challenge for law enforcement.

Given these varied aspects, it's useful to consider what needs to change, the practicality of a proposed legislative solution, and the risks or downsides. We'll consider approaches taken by other cities and states that have been effective and avoid common pitfalls.

Definitions

"E-bike" has become the common term used in the media and public. However, this catch-all term poses a risk of conflating safe, effective means of transportation with the more dangerous vehicles that are more appropriately called "E-motos", or electric motorbikes.

There is a significant difference between a “Class 1” e-bike, which gives assistance to someone pedaling if they’re travelling under 20 mph, and with throttles that can approach speeds of 50 mph without any effort by the rider. This latter group poses the greatest risk given their size, weight and speed.

The following quote from a recent Sentinel article ([link below](#)) addresses this well:

“One Granite State e-bike advocate said that what many call e-bikes are actually “e-motos.” Paul Susca, board president of the Bike-Walk Alliance of New Hampshire, said the state’s current e-bike rules are adequate.

Instead, he said the state needs to better regulate e-motos, which have batteries bigger than 750-watts and can range from high-powered electric bikes, mopeds or dirt bikes that can go faster than 28 mph.”

Current NH Laws

New Hampshire has existing law that defines categories of e-bikes, see graphic below. Some of the concerns and proposals, such as requiring helmets for children and limiting the type of riding on our rail trails, are addressed by these laws.

Additionally, vehicles with more power and speed than Class 3 (the e-motos described above) are defined as Out of Class Electric Vehicles, and are subject to Off-Highway Recreational Vehicle laws. They are restricted to private land and specifically designated areas and not allowed on public roads and trails.

Additional restrictions on usage are not necessary. If they are to be effective, however, enforcement is needed.

NEW HAMPSHIRE E-BIKE COMPARISON

Class 1 "Pedal-Assist"	Class 2 "Throttle-Assist"	Class 3 "Pedal-Assist 28mph"
Motor works only while pedaling	Motor works at all times	Motor works only while pedaling
Assists up to 20 mph	Assists up to 20 mph	Assists up to 28 mph
No age limit	No age limit	16 years and older
No license necessary	No license necessary	No license necessary
Helmets 16 and under	Helmets 16 and under	Helmets 18 and under
Road and trail riding	Road and trail riding	Road only

Source: Ward Law Group, PLLC

What We Want to Avoid

In the rush to regulate the trail usage, there are a number of practices that have proved unsuccessful or have caused unintended consequences.

1. A failure to distinguish between e-bikes and e-motos, placing similar restrictions on both
2. Encouraging other riders to enforce the rules
3. Reliance on law enforcement

The unintended consequences:

- Enforcement is a challenge. Police don't have the resources or time.
- It puts an undue burden on other cyclists It adds an increased burden on community members in meeting their transportation needs.
- Increasing dangers from larger and faster e-mobiles will discourage others from using our trail network.

The limited availability for enforcement also means these types of laws are unlikely to see compliance or behavior change.

California is taking a more targeted approach. It centers around the supply of the highest-speed, most dangerous e-motos and hold manufacturers and retailers accountable for their dangerous products, particularly those available to youth. See SB1167, linked below.

The California Attorney General has vigorously pursued large retailers like Amazon, to prevent the sale of these e-motos. Please press release, linked below.

BPPAC Recommendation

California is also taking steps to hold parents more accountable. Parents are purchasing, knowingly or not, e-moto bikes for their kids that have more power than they understand.

We believe a similar steps in New Hampshire would be effective. We have to send a message to manufacturers and parents about the dangers of consumer their products and hold them accountable for the risks.

Signage is also important, and something we can take action on now as the new bike lanes are built. Simple messaging, everywhere on the trails and bike lanes, will help those who are unaware. Keene has many visitors and we can never assume they are familiar with the rules. Anyone entering the trails and Keene bike lanes should see the basic rules in simple terms.

We also encourage engagement with local youth. Dwight Fischer, BPPAC Chair, will join Mayor Kahn in the Mayor's Youth Council, convening early next year. We hole to see their advice, feedback and involvement in reducing the rising numbers of accidents and injuries.

Members of BPPAC and I are available to discuss strategies with the Council.

Links

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB1167

<https://oag.ca.gov/news/press-releases/too-fast-too-furious-attorney-general-bonta-california-district-attorneys-issue>

https://www.keenesentinel.com/news/local/e-bike-injuries-on-the-rise-while-law-remains-stagnant/article_a9732a9b-36cd-418e-9925-1ed9b0a173fd.html

<https://www.theguardian.com/us-news/2026/aug/13/ebikes-e-motorcycles-teenagers>

<https://wardlawnh.com/blog/what-are-new-hampshires-e-bike-laws/>



Roadway Safety Action Plan Update

2025 Annual Progress Update

September 23, 2026 | MSFI Committee

Page 34 of 50

Agenda

- **Outcomes:** Annual fatalities and serious injuries
- **Actions:** What have we done?
- **Looking Ahead:** Planned actions, funding opportunities, MSFI & Public feedback



Safety Action Plan Goal

The goal of the Keene Roadway Safety Action Plan is to make transportation safety a top priority for City officials and staff. The Mayor and City Council have set a goal for this Plan to reduce the number of fatalities and serious injuries by 50% by 2035, working toward zero by 2045.





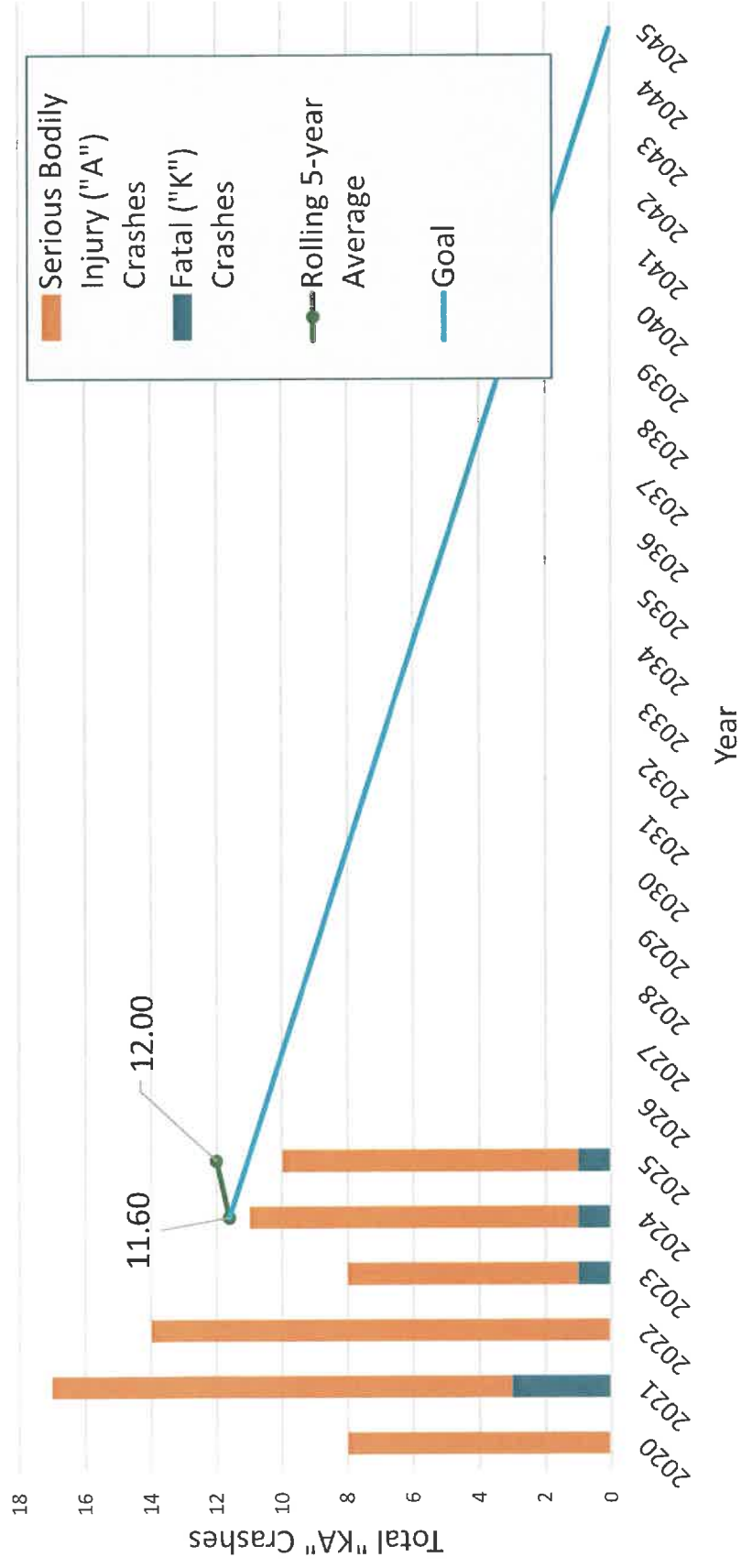
1. Outcomes

What did we see in 2025

Crash Data

<u>Year</u>	<u>Fatal ("K") Crashes</u>	<u>Serious Bodily Injury ("A") Crashes</u>	<u>Total "KA" Crashes</u>	<u>Rolling 5-year Average</u>	<u>Goal</u>
2020	0	8	8		
2021	3	14	17		
2022	0	14	14		
2023	1	7	8		
2024	1	10	11	11.60	
2025	1	9	10	12.00	11.05

Crash Data



Emphasis Area Observations

VRU-Motorized

- Electric micromobility devices
 - E-bikes
 - E-scooters
 - Electric personal assistive mobility devices

VRU-Non-motorized

- Keene's only fatality in 2026 was a pedestrian struck on Rt. 101





2. Actions

What the City accomplished

“Highest Priority” Work Completed

Priority No.	Location	Action Taken
3	Island St.	Narrowed travel lanes
8	Roxbury St.	Asphalt Sidewalk Overlay
15	Washington St. @ Spring	Resolved pick-up traffic
17	Water St. @ Eastern Ave.	Advanced Warning for Westbound traffic
19	Water St. @ Grove	Added lighting
24	Winchester St. @ Island	Correct Confusing Crosswalk Signs
25	Winchester St. @ Foundry	Installed RRFB's



Implementation: Completed Work

Type	Location	Description	Score
Intersection	Grove / Water	Convert intersection to All-Way Stop	66
Signage	Winchester / Island	Correct confusing Crosswalk Signs	59
Pedestrian	Roxbury St	Asphalt Sidewalk Overlay	57
Pedestrian	West / Pearl	Install RRFB and Crosswalk	55
Signage	Water / Eastern	Advanced warnings for Westbound traffic	54
Intersection	Water / Grove	Improve intersection lighting	53
Pedestrian	Washington / Spring	Modified School pick-up / drop-off to eliminate conflicts	51
Traffic Calming	Island St	Narrowed lanes and widened shoulders to slow traffic	51

Implementation: Completed Work



Type	Location	Description	Score
Markings	Rt. 101 / Winchester	Requested NHDOT repaint roundabout	44
Crosswalk	Water St. / CRT	Install RRFB at trail crossing	38
Intersections	School / Winter Forest / Chestnut	Installed new stop control	34
Intersection	Rt. 9 / Whitcomb's Mill	Completed Road Safety Audit	34
Bike	Maple Ave	Restriped to widen bike shoulder	30
Signage	Arch St. Chesterfield Rd.	Advanced warning signs approaching the tunnel	28
Vegetation	Various	Clearing sight lines and signage	N/A

Implementation: Underway

- Downtown Infrastructure Project
 - Crosswalk enhancements
 - Lighting
 - Bike lanes
- Marlboro Street
 - New / Enhanced Crosswalks
 - Traffic Calming
 - Bike Lanes



Implementation: Underway

- THT Trailhead
 - New Crosswalk
 - Parking Improvements
- Royal Ave
 - RRFB Installed





3. Looking Ahead

2026 and beyond

Planned Projects



Roxbury / Lincoln Intersection

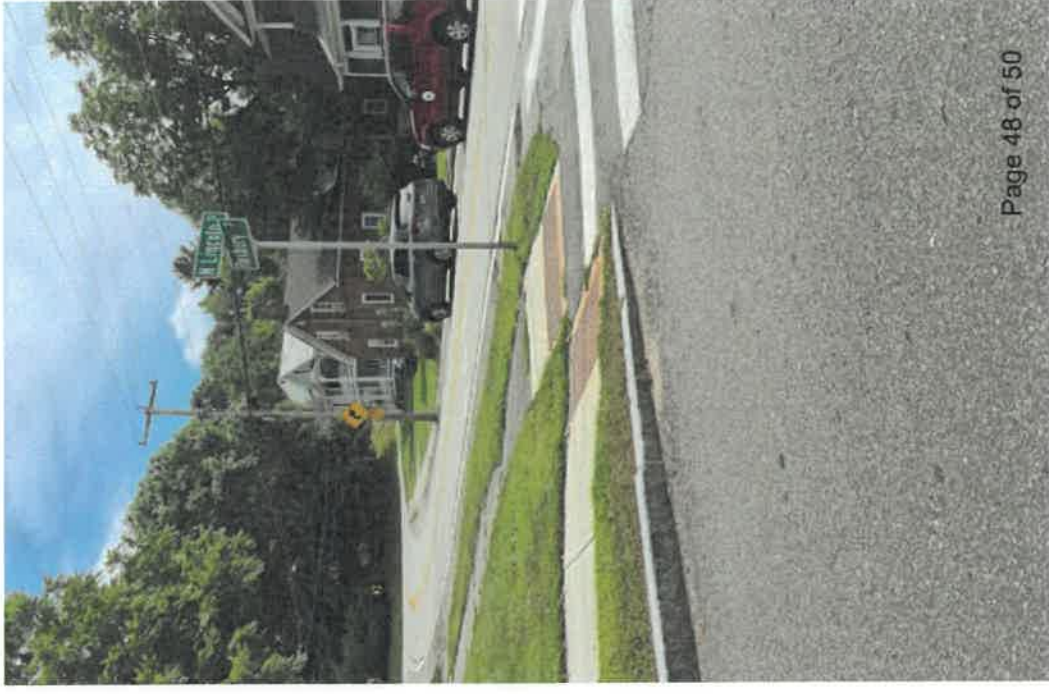
Reconstruction of Rte. 101

Reconstruction of Lower Winchester Street

Reconstruction of Rte. 9/10/12 "T" Intersection

Prowse Bridge over Rt. 101

Reconstruction of West Street



Funding Opportunities

Transportation Alternatives Program

- Project Solicitation in 2027

Highway Safety Improvement Program

- Applications in Fall of 2026
- Possible funding for Rt. 9 / Whitcombs Mill

Congestion Mitigation & Air Quality

- Project Solicitation in 2026
- Possible Funding for Rt. 12 / Rt. 32





Discussion and Feedback



Draft Memorandum

To: Jason Nadeau, Project Manager
Mari Brunner, City Planner
Will Schoefmann, GIS Technician
Bryan Ruoff, City Traffic Engineer

Prepared By: Phil Goff, Project Manager

Date: August 20, 2026

Project No.: R201939.000

Project Name: City of Keene Bicycle and Pedestrian
Master Plan

This draft memorandum summarizes the project goals for the Bicycle and Pedestrian Master Plan. Ultimately, they will become the criteria to be used to prioritize project recommendations.

INTRODUCTION TO PRIORITIZATION

Table 1 includes Draft project goals and the potential criteria for evaluation of recommended projects. In order to prioritize some of the criteria, weighting could be considered to bring additional project points to key criteria.



Draft Memorandum

TABLE 1: DRAFT PROJECT GOALS AND PROJECT EVALUATION CRITERIA

Project Goals	Evaluation Criteria (up to 5 points each) <i>Note: qualitative criteria are shown in Italics</i>	Weighting	Maximum Point Total
1: SAFETY	Proximity to reported bicycle/pedestrian crashes	2	10
	<i>Motor vehicle volume-speeds along roadway</i>	3	15
2: CONNECTIVITY	<i>Fills in a key gap along travel routes to provide direct links to schools, neighborhoods, and other destinations within Keene.</i>	3	15
	<i>Fills in a key gap along travel routes connecting Keene to adjacent communities.</i>	2	10
3: DESIGN	<i>Promotes "all ages and abilities" by providing separation from motor vehicles</i>	2	10
4: ECONOMY	<i>Improves access and connectivity near businesses and potential redevelopment sites.</i>	1	5
5: FEASIBILITY	<i>Level of engineering complexity and permitting</i>	1	5
	Order of Magnitude Cost (\$-\$-\$-\$-\$-\$-\$-\$-\$-\$)	1	5
6: ENVIRONMENT	Improves access to open space and parks but minimizes impact to wetlands and critical wildlife habitat	1	5
	Potential for green infrastructure to manage stormwater and improve climate resilience	1	5
7: COMMUNITY SUPPORT	<i>Level of expressed community support</i>	1	5
	<i>Level of consistency with other planning efforts</i>	2	10
TOTAL			100



Draft Memorandum

SCORING RUBRIC

The criteria scoring shall be ranked on a scale of 1 through 5 (1 being low priority and 5 being a high priority). After weighting is set to prioritize some elements over others, the scoring total for any given trail, bicycle, or pedestrian network recommendation could score up to 100 as the highest score.

1. Safety

a. Proximity to Reported Bicycle/Pedestrian Crashes

- Description: Referencing crash data, determine the proximity of recommendation to reported bicycle/pedestrian crashes. The greater the number of crashes within a 100-foot buffer radius of the recommendation, the higher the priority to implement the recommendation to reduce crash risk for bicyclists and pedestrians.
- Scoring
 - 0 = no crashes within 100 feet
 - 1 = 1 crash within 100 feet
 - 3 = 2 crashes within 100 feet
 - 5 = >3 crashes within 100 feet

b. Motor Vehicle Volume-Speeds Along Roadway (Qualitative)

- Description: Roadways that carry more traffic and at higher speeds typically have more opportunities for conflicts. Thus, separated bicycle and pedestrian infrastructure provides more benefit. Recommendations on roadways with higher levels of traffic and speeds will receive a higher score in this category.
- Scoring
 - 1 = Roadway is a local, residential street and/or one that carries <1,000 vehicle trips per day or goes through undeveloped areas not associated with a roadway
 - 3 = Roadway is a modestly busy local street (typically 1,000-5,000 vehicle trips per day) or recommendation is a path/trail project
 - 5 = Busy state or local roadway with high traffic volumes (typically >5,000 vehicle trips per day) and posted speeds of 35 mph or more.



Draft Memorandum

2. Connectivity

a. Fills in a key gap along travel routes to provide direct links to schools, neighborhoods, and other destinations within Keene. (Qualitative)

- Description: Does the recommendation remove a key gap in the trail/bicycle/pedestrian network to provide connectivity to schools, neighborhoods, and other destinations within Keene? Recommendations with greater connectivity to other active transportation facilities will receive the highest scores.
- Scoring
 - 1 = Recommendation provides minimal connectivity to any destination within the City of Keene
 - 3 = Recommendation provides connectivity to 1-2 destinations within the City of Keene
 - 5 = Recommendation provides connectivity to 3 or more destinations within the City of Keene

b. Fills in a key gap along travel routes connecting Keene to adjacent communities. (Qualitative)

- Description: Does the recommendation fill in a key gap in the trail/bicycle/pedestrian network to provide connectivity from Keene to adjacent communities? Recommendations with greater connectivity to trails will receive the highest scores.
- Scoring
 - 1 = Recommendation does not provide a connection to communities outside of the City of Keene
 - 3 = Recommendation connects to any roadway (NHDOT or local) that continues to any adjacent community
 - 5 = Recommendation provides an improved link along a trail facility that extends to adjacent communities



Draft Memorandum

3. Design

a. Promotes “All Ages and Abilities” by Providing Separation From Motor Vehicles (Qualitative)

- Description: What type of separation from motor vehicles would the recommendation provide? Recommendations with a greater level of separation from motor vehicles will receive the highest scores.
- Scoring
 - 1 = Shared lane for bicycles and motor vehicle traffic
 - 3 = New or improved sidewalk, new or improved crosswalk, intersection improvement, or standard striped bike lane
 - 5 = New or improved path project or separated bike lane

4. Economy

a. Improves access and connectivity near businesses and potential redevelopment sites (Qualitative)

- Description: Does the recommendation lie within a ½ mile of the downtown commercial district or a known redevelopment opportunity? Recommendations in close proximity will receive the highest scores.
- Scoring
 - 1 = not within ½ mile of downtown or a prime redevelopment site
 - 3 = between 500-2640 feet from downtown or a prime redevelopment site
 - 5 = within 500 feet from downtown or a prime redevelopment site



Draft Memorandum

5. Feasibility

a. Level of Engineering Complexity and Permitting (Qualitative)

- Description: Would the recommendation create significant engineering and/or right of way challenges, require environmental permitting, and/or lead to conflicts with utilities? Any of these would require additional funding, environmental permitting/mitigation, and/or potentially lengthy negotiations with property owners and utility companies. Recommendations with the least complexity will receive the highest scores.
- Scoring
 - 1 = Anticipated high level of engineering complexity, such as involving environmental permitting, right of way acquisitions, relocating curbs, drainage, utilities, and/or grade separated paths/bike lanes/crossings
 - 3 = Anticipated modest level of engineering complexity, such as building a new sidewalk, installation or modification of signal infrastructure, or substantial changes in traffic operations
 - 5 = Little to no engineering complexity anticipated, such as road markings, signage, or installation of a solar-powered RRFB

b. Order of Magnitude Cost

- Description: Would the recommendation carry a significant cost? Recommendations with lower estimated cost will receive the highest scores.
- Scoring
 - 1 = Estimated cost is greater than \$750,000
 - 2 = Estimated cost is \$250,000 to \$750,000
 - 3 = Estimated cost is \$40,000 to \$250,000
 - 5 = Estimated cost is less than \$40,000



Draft Memorandum

6. Environment

a. Improves access to open space and parks but minimizes impacts to wetlands and critical wildlife habitat.

- Description: Does the recommendation lie within a 1/4 mile of a trailhead or accessible entrance to a public park or conservation land and avoid the need for direct encroachment into wetlands or habitat areas. Recommendations in close proximity to parks and conservation lands with minimal direct impact will receive the highest scores.
- Scoring
 - 1 = Zero or one access point to public park or conservation land within 1/4 mile with likely significant environmental impact
 - 3 = Access point to 2 public parks or conservation lands within 1/4 mile with likely modest environmental impact
 - 5 = Access point to 2 or more public parks or conservation lands within 1/4 mile and no environmental impact

b. Potential for green infrastructure to manage stormwater and improve climate resilience

- Description: Does the recommendation have the potential to provide green infrastructure to manage stormwater and improve climate resilience? Recommendations with the ability to provide more green infrastructure will receive the highest scores.
- Scoring
 - 1 = No or negligible potential for green infrastructure
 - 3 = Some potential for green infrastructure
 - 5 = Significant potential for green infrastructure



Draft Memorandum

7. Community Support

a. Level of Expressed Community Support (Qualitative)

- Description: Location for recommendation received some level of community support¹ and/or was highlighted as a particularly hazardous location during the planning process. Recommendations with strong levels of support will receive the highest scores.
- Scoring
 - 2 = Some level of support expressed
 - 5 = Strong level of support expressed

b. Level of Consistency with Other Planning Efforts (Qualitative)

- Description: Recommendation is consistent with other planning efforts such as the Complete Streets Guidelines, Master Plan, and Safety Action Plan. Recommendations that are consistent with specific recommendations from other planning efforts will receive the highest scores.
- Scoring
 - 1 = Is not featured as a recommendation if other planning efforts
 - 3 = Addresses specific recommendation identified in one other planning effort
 - 5 = Addresses specific recommendation identified by more than one other planning effort

¹ Note that community support may be neutralized/negated if there is a roughly equal level of opposition

Figure 1: Citywide Recommendations
Bicycle and Pedestrian Master Plan | Keene, NH

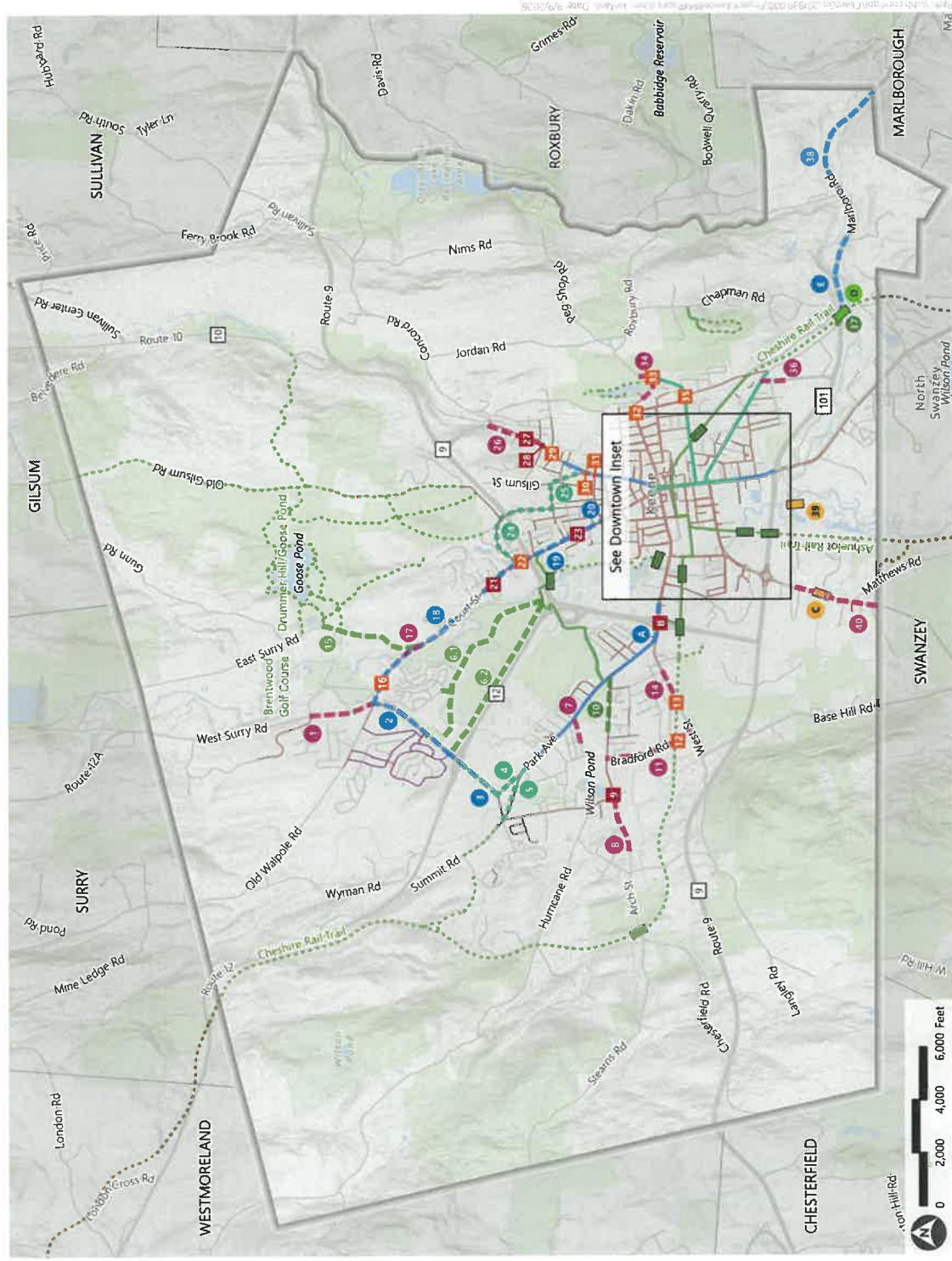
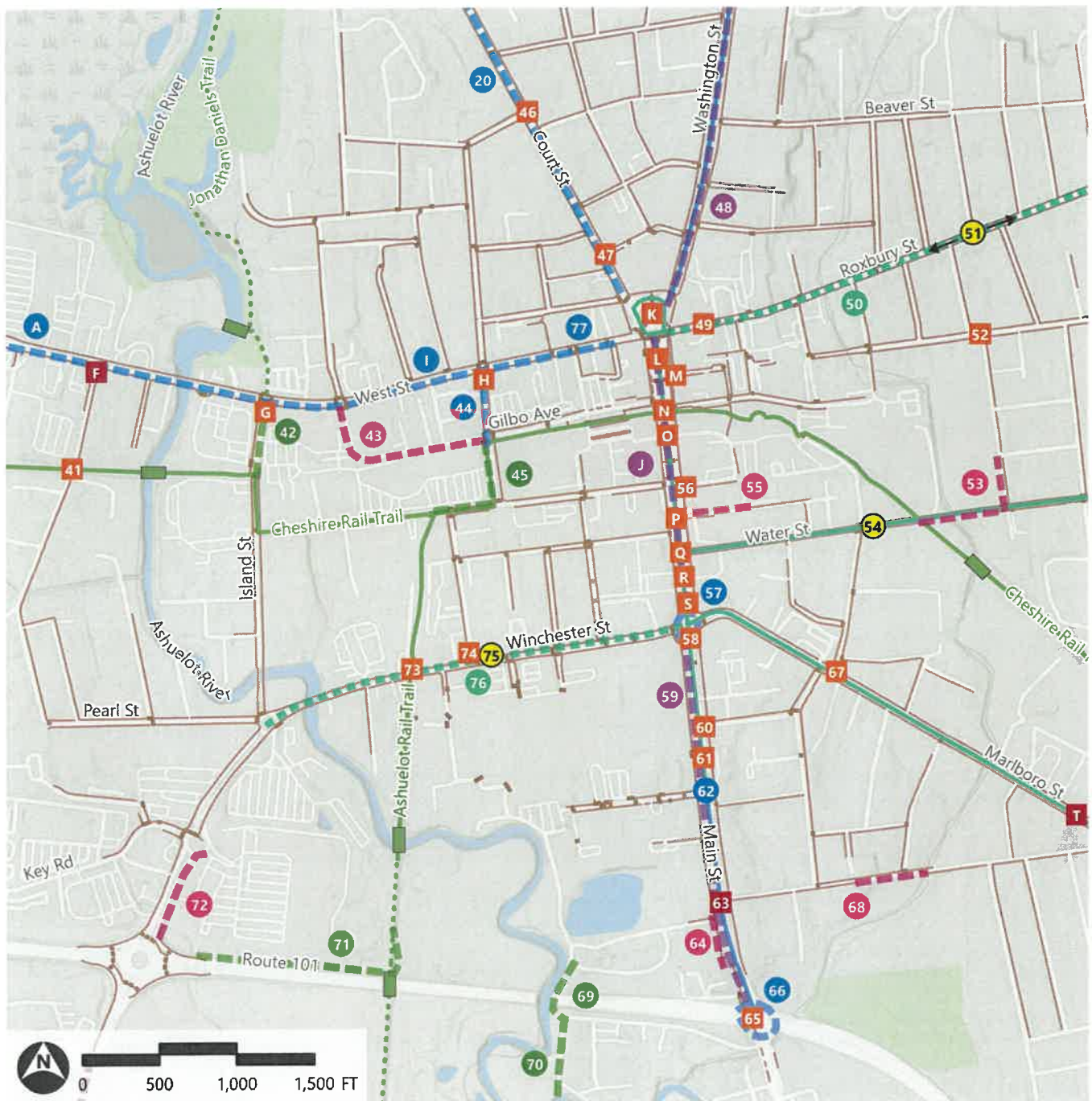


Figure 2: Downtown Recommendations
Bicycle and Pedestrian Master Plan | Keene, NH



Path: \\vhb.com\gbl\Client\Gis\2019\99.000\Project\KeeneBPM\Maprx (kintanti, 9/9/2026)

Recommendations

- # = Recommended Project
- X = Currently Planned/Under Construction Project
- New/Improved Trails
- New Separated Bike Lanes
- New Bike Lanes

- New Shared Lane Markings
- New Sidewalks
- New Crosswalk
- Improved Crosswalk
- New/Improved Lighting

Existing Facilities

- Paved Trails
- ... Unpaved Trails
- Trail Bridge
- Bike Lanes
- Shared Lane Markings

- Sidewalks
- Crosswalks