



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, September 9, 2026

8:15 AM

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

Members Present:

Dwight Fischer, Chair
Councilor Edward Haas, Vice Chair
Brian Phillips (Arrived at 8:28 AM)
Rowland Russell
Charles Redfern
Jacob Robertson
Michael Davern, Alternate (Arrived at 8:20 AM)
Diana Duffy, Alternate
Andy Holte, Alternate
David Mast, Alternate (Arrived at 8:22 AM)

Staff Present:

Jason Nadeau, Parks & Recreation
Programmer

Members Not Present:

Samantha Jackson

1. Call to Order

Chair Fischer called the meeting to order at 8:16 AM.

2. Adoption of Minutes – August 12, 2026

Ms. Duffy appreciated the clarity of the minutes. A motion by Vice Chair Haas to adopt the August 12, 2026 meeting minutes was duly seconded by Dr. Russell and the motion carried unanimously.

Chair Fischer thanked Vice Chair Haas for leading the previous meeting.

3. Safety & Outreach

a. Review Upcoming Schedule of Events

Staff Liaison, Jason Nadeau, reported that A Week Without Driving was coming up at the end of September. Chair Fischer said he did not see anything in the previous minutes about truly formulating A Week Without Driving. Others agreed that the Committee would just support it. Vice Chair Haas noted that Southwest Region Planning Commission Monadnock Region Mobility Manager, Lisa Steadman, would still be arranging associated activities, one of which was buttons/stickers that Vice Chair Haas shared with the Committee as a means of promotion.

He said Ms. Steadman was shifting the message a bit from A Week Without Driving to acknowledging what one would have to do if they had no automobile.

Mr. Davern arrived at 8:20 AM.

b. Annual Report to City Council

Chair Fischer noted that the Annual Report was in the meeting packet and ready to adopt.

A motion by Vice Chair Haas was duly seconded by Mr. Redfern to adopt the Annual Report as written, with Mr. Holte's name corrected throughout, and to submit it to the City Council immediately and with a request for Chair Fischer to speak about it personally at an appropriate committee meeting. The motion carried unanimously.

Mr. Mast arrived at 8:22 AM.

c. E-Bike meeting recap with Dave from BWANH from 9/2/26

Chair Fischer reported that some Committee members and the Mayor had an online meeting with Dave Topham from Bike/Walk Alliance New Hampshire. The Chair said it was a good discussion, and Mr. Topham gave a presentation. Mr. Topham would be coordinating training and outreach in various areas. They have a training program for the City that incorporates education on what is happening with e-motos, e-bikes, and scooters (trends, legislature, etc.). They are looking to go into the high schools and middle schools with the program. Chair Fischer said what they honed in on for this meeting was training and preparation that may be appropriate for the City of Keene municipal offices. Chair Fischer turned it over to Mr. Redfern to discuss what would need to come out of this meeting, next steps, and how the Committee would be steering what aligns with what Bike/Walk Alliance is trying to do.

Mr. Redfern said Mr. Topham mentioned education, legislation, and enforcement. He sent Mr. Redfern an outline, which he passed around to the rest of the Committee. Chair Fischer asked if this would be the first time that Bike/Walk Alliance would be presenting this training. Mr. Redfern replied that Keene would not be the first community. They would be using one other community first in October 2026; he supposed they would not mind doing Keene right after if the City was so indicated. So, he said kinks in the training would be worked out prior to it coming to Keene. The presentation that Mr. Topham sent was vetted and approved by the Department of Safety and the New Hampshire State Law Enforcement Group. Now, Bike/Walk Alliance was preparing to roll the program out to communities in late October or November 2026.

Mr. Phillips arrived at 8:28 AM.

Chair Fischer asked about the target audience for the event. Mr. Redfern said the target audience is all enforcement agencies: City and state police, and Fish and Game. He added City government, including organizations like the Mayor's Youth Council. He suggested involving

the assistant principals of each school or a designee who could implement the program for the students. Mr. Redfern thought it was important for the students to be trained.

Chair Fischer tried to focus on the event itself if it were to be accomplished in the next month, which would involve inviting these organizations. Mr. Redfern agreed: a “save the date,” so to speak, perhaps with a copy of the outline Mr. Topham provided. Mr. Nadeau asked whether Mr. Topham needed the Committee to organize this event. Mr. Redfern said no, Mr. Topham would have to be involved and would coordinate the meeting schedule with Chair Fischer, Mr. Nadeau, and whoever else.

Dr. Russell said this felt like a heavy lift for the Committee, given how infrequently the Committee meets and how many entities need to be involved. He felt like the capacity to get everyone involved would be better directed from the Mayor’s office or that level. Dr. Russell felt like it would be hard for the Committee to organize all the entities, calling it a heavy lift. Mr. Redfern agreed that the Mayor’s office would have to be heavily involved.

Vice Chair Haas said first, that the Committee was waiting for Mr. Topham to give them this program. Second, he said the Committee was waiting for Mr. Topham to say when the Committee could do this program. Third, Vice Chair Haas said that if this were involving police and City staff, it would have to come from the City; the Committee would not be putting the training to them. Fourth, he said that if this were to go into the schools, that it would be different from the law enforcement training program. Mr. Redfern said the Committee did not know those pieces yet. So, Vice Chair Haas felt there was nothing for the Committee to do. Mr. Redfern noted that the Committee was supposed to see that training program at the last meeting and due to technical glitches, it did not come to fruition, so those questions were not answered. He could ask for hard copies if the Chair would like.

Chair Fischer followed up on Vice Chair Haas’ questions: for example, if inviting the police, how many would be invited from the team? Would this be mandatory training? Would this be a well-developed program and what could the Committee do to support that? Chair Fischer thought it would be the City’s job to support the program if it is going through the City; the City needs to coordinate training programs, or they are being imposed on them. The Committee can facilitate the program. Mr. Redfern stated that the Mayor was tracking this: phone call by phone call and as meetings were made. Mr. Redfern suggested a meeting with himself and the Chair because the Mayor requested a report on this. This meeting would be as soon as the Mayor would be available before leaving the country, so Mr. Redfern suggested urgency. Chair Fischer said the general sense was that the direction and curriculum would need to come from the Bike/Walk Alliance: they would need to put the program together. Mr. Redfern agreed that they already had the program. Chair Fischer said they needed to identify where they were going and who they were inviting. He called that a lot of logistics between now and the October 14, 2026 date, so he wanted to make sure that would be covered without doing a disservice. Mr. Redfern thought they did not know the structure of our City government and that the Mayor would want to make sure who attends. He said it is the Mayor’s burden to determine who he believes should be there. Mr. Redfern thought he, Chair Fischer, and Mr. Nadeau should meet after this meeting and work on a communication to Mr. Topham shortly after. Discussion ensued about concern for whether Mr. Topham would be able to successfully attend the October 14, 2026 Committee

meeting via Teams. Vice Chair Haas said Mr. Topham should send the Committee the training program as soon as possible, noting there was nothing else the Committee could discuss without that program. Mr. Robertson wondered what the Committee's role was supposed to be in this whole thing because it felt confusing and he wondered if the Committee's role was clearly defined and where to go from there. Chair Fischer said the Committee was rolling with it, there was some initiative, and the Mayor was clearly behind it, so the Committee wanted to help out. He called it a good thing to get going, it was just moving fast.

Dr. Russell agreed with the Chair's point about this feeling like two different audiences: (1) law enforcement / police, and (2) City government / schools. He suggested that the next time Mr. Redfern spoke with the Bike/Walk Alliance or Mr. Topham to seek clarification about what their delivery model would be for those two very different feeling audiences. Dr. Russell cited enforcement vs. training and implementation. Mr. Redfern called it one program. Dr. Russell called them two very different audience members to engage.

Mr. Phillips stated that he was at the meeting with Dave Topham from BWANH and took some notes. He said the training was intended to be in Keene first but he was unsure that was still the plan. Mr. Redfern recalled that they decided to let Keene be second based on the way things were working here. Mr. Phillips said the ideas included holding a one-to-two-hour training session, for which they would have flyers and brochures. They mentioned three modules: (1) training instructors, (2) focused on fourth through 12th grade students, and (3) officer education on what can be enforced. Chair Fischer said Mr. Topham would be invited to the next Bicycle/Pedestrian Path Advisory Committee (BPPAC) meeting.

Mr. Robertson said he would like to see those materials that were discussed. He thought that if it would be the Committee's role to push those in some way, the Committee should be involved on the sidelines; they should see those materials, especially if they are going into schools. Mr. Redfern thought the whole package had been submitted and approved. So, Mr. Robertson hoped to see that package, in agreement with Vice Chair Haas. Mr. Redfern agreed if they would want to show the Committee that package then they would need to send a representative to present it on screen. Chair Fischer said another element came up the other day when thinking about the separate audience of trying to reach kids and teens: he said you have to stop thinking in terms of going into schools and presenting and instead get the message into a video that is three minutes or less. He said social media is the only way to reach the younger audience; it is replicable and shareable. He was unsure whether the Bike/Walk Alliance was creating that type of content but said they did ask them for it.

The Chair, Mr. Redfern, Mr. Phillips, and Mr. Nadeau made a plan to meet after this meeting to coordinate next steps. Mr. Topham would come to the next BPPAC meeting.

4. Regular Project Updates

a. Bicycle & Pedestrian Master Plan Updates

Chair Fischer welcomed Bicycle & Pedestrian Master Plan project consultants with Vanasse Hangen Brustlin (VHB): Phil Goff (Active Transportation Planner) and Ashley Domogala (Transportation Engineer). Mr. Goff noted the package that went out to the Committee before the

meeting and acknowledged certain mistakes within, both on the map and table of corresponding recommendations. He would be sending out a revised version right after this meeting. Some were roadways that had shown recommended bike lanes that more realistically should be shared lane markings. He appreciated that there had already been comments on the map but wanted to be clear that there would be revisions. Mr. Goff stated that within this package there were 77 recommendations on pedestrian, bicycle, and trail-related improvements. Those did not include ones which had already gone through some kind of planning process, are already funded, or are under construction. Mr. Goff showed a map of some of the high-level things they had looked at and some of the key recommendations. He pointed out some alterations made in the past few days. He would open it up for comments during the meeting and the coming week or two. He said there was about one and a half months left in the planning process and the consultants had developed in essence the draft recommendations for pedestrian, bicycle, and trail related improvements. They also had the final draft goals and evaluation criteria for each of these project recommendations in order to develop a list of prioritized projects.

Next, Mr. Goff showed, in coordination with City staff, based on higher level general comments received from the Committee and others, seven project goals that had essence morphed into evaluation criteria. The consultants suggested weighting, so there is a point total for each: each project in essence goes through a model the consultants developed that provides a score at both the quantitative (e.g., volume and speeds on particular roadways) and qualitative levels (e.g., level of community support). Each of the 77 recommendations would go through these criteria and the suggested weighting to get a point total for each particular project. Mr. Goff said that was a high-level introduction to the goals and evaluation criteria, and the process. Over the next several weeks the consultants would go through that process of taking the recommendation and in a sense phasing and prioritizing the projects. He said any process that they are in during the planning work to get to a point where the City has that prioritized list of recommendations is the ultimate deliverable in many ways of a Bike/Pedestrian Master Plan like this.

Vice Chair Haas asked how many reported bicycle and pedestrian crashes there actually are in the City. Mr. Goff said he did not have a number at this time. He said they should have an existing conditions map that shows the location of crashes involving pedestrians and bicyclists over a five-to-10-year period. So, it would not be the cumulative history of the City; they picked the most recent data. Vice Chair Haas recalled seeing that map and did not think it displayed bicycle and pedestrian crashes but auto/bicycle and auto/pedestrian crashes, which he called a little different. The Committee agreed that it would be good to have the bicycle and pedestrian crashes sent to the Committee too. Mr. Goff said as far as he knew the data they used were crashes that did involve bicycles and pedestrians, which he displayed on a map over an eight-year period. He said this is just one of the data sources that goes into evaluation; some of them are more data intensive and others are more qualitative.

Mr. Goff returned to the overall recommendations map. He said that as they developed the recommendations, they focused on what is behind the recommendations. They took input from City staff (with whom they met monthly), various stakeholder meetings that the City hosted (they marked up maps, with good feedback), and the approximately 200 surveys that were responded to. They also looked at previous planning and tried to be consistent with things like the Complete Streets Plan. All of that went into forming the network of recommendations that

the consultants displayed on the map. Some recommendations were related to pedestrians, crosswalks, bicycles, sidewalks, other improvements (e.g., beacons or bump outs). He also showed crossings of the Cheshire Rail Trail. He showed examples of bike lanes on Maple Avenue and Court Street from end-to-end, for instance. He noted that New Hampshire Department of Transportation (DOT) was already planning to improve Marlboro Street to put in wider shoulders without necessarily designating them as striped bike lanes. He showed some instances of side passes immediately adjacent to roadways on East Surrey Road, for instance, where there was a desire to connect Court Street with the trails in Goose Pond (it is a very tight roadway). Theoretically, it would be nice to have some sort of fully ADA accessible path, but some sort of path to help connect the sidewalk system on Court Street with the trails of Goose Pond, for instance. Mr. Goff said the big recommendation from the previous meeting was a shared use path either along the Ashuelot River to connect the Appel Way Trail to the Middle School and Maple Avenue or potentially a route within the DOT Rt-12 right-of-way. So, Mr. Goff displayed two of those and said the consultants were not going to make a recommendation of one over the other. He said they would both be in the report and need a lot more study to understand their full feasibility.

Mr. Goff zoomed in to recommendations in the downtown area, where there are a high concentration of projects. He showed those already in development, funded, or perhaps even under construction; many of those are related to the Main Street and West Street (DOT-funded for 2028 or 2029) improvements. He showed a number of suggested improvements including crosswalks on various roadways, bike facilities (e.g., Winchester Street), bike lanes on Winchester Street as one of the gateway streets, which should ideally have bike lanes. He cited the same opportunity for Roxbury Street for a few of the projects showing shared lanes. There could be some traffic calming elements, especially on more of the lower volume local streets, like Elm Street or Gilsum Street, which are shown as a bike route. Those are roadways that should have shared lanes simply because they are narrow roadways and the opportunity to widen them is really limited. So, there are opportunities for some of these shared routes to have traffic calming facilities as well.

Vice Chair Haas noted that in the legend under either the map/recommendations there was a # showing recommended projects and an X showing currently planned or under construction projects. Vice Chair Haas said he did not see those notes appearing anywhere: were they not used or were they for the future? Mr. Goff said no, it was a little confusing what that was implying, stating that maybe there should have been a circle or square around them. However, what Mr. Goff said those were implying was that whenever you see a number, it is a recommended project, and whenever you see a letter (which they represent as X if it is a letter) it is currently planned and under construction. He understood there was no perfect way to describe that and the consultants debated how to display them. Mr. Goff noted again that he would send the revised table, maps, and evaluation criteria to Mr. Nadeau by the end of the day to share with the Committee, so they could provide comments.

Vice Chair Haas said the cost of sidewalk in the City is known (\$500 per foot came to his mind), so he requested that Mr. Nadeau verify that the recommendations at least get filled in with the cost opinion. He said others might be more difficult. Vice Chair Haas asked to receive this in a CSV or spreadsheet format in addition to the PDF to help to understand it better. Mr. Goff said

yes, they were looking at the CSV format, so they had a version in Excel that they could send out. Mr. Goff said they would be looking at the cost opinion when they finalize the projects; they did not want to jump ahead with cost estimates until they knew a finalized list. They would take a look at the unit costs of typical sidewalks, shared use paths, and striping bike lanes, etc., to come up with a sense of a project cost. He referred to the legend on the PDF: anything under \$50,000 had a single \$, those \$50,000–\$150,000 had \$\$, those \$150,000–\$500,000 had \$\$\$, and anything higher was represented by \$\$\$\$.

The Committee and consultants discussed next steps. Mr. Goff would send out the updated map and recommendations today. He briefly reviewed again those few errors that would be corrected on the new version he would send out.

Mr. Holte asked, when Mr. Goff was talking about the space available to have a bike lane or not, is that just looking at the absolute width of the road or were they considering the width of the lanes and the possibility to narrow those at all. Mr. Goff said definitely, there are a handful of projects where if you look at them at first glance, you might think there is no possibility for bike lanes (Maple Avenue, for instance). However, he said in cases where it looks like there is an opportunity to narrow the travel lanes by one or two feet, they would definitely take that into account. He provided the example of Winchester Street, where there might only be the opportunity to narrow the roadway by six inches because the travel lanes are already relatively minimal (e.g., 11 feet), so there is not enough space within the current roadway to put in bike lanes that are at least 4 feet wide without the incredibly expensive task of widening the roadway (with impacts on adjacent properties). He talked about all the factors they have to take into account when deciding whether it would be meaningful to widen roadways (e.g., are there curbs, how close are some of the buildings?). He said the Committee could feel free to push back on that if any member felt that there were areas that could accommodate things that were not listed on these recommendations; it would not guarantee the consultants would change their recommendations. Conversely, if members felt there were recommendations listed that should be completely removed because they were outlandish, Mr. Goff said those were fine for the consultants to consider in the next round as they finalized the draft recommendations.

Chair Fischer said the Committee would meet again with the consultant on October 14, 2026. At that time, Mr. Goff said the consultants would certainly have the final list of recommendations scored and prioritized, and they would have the draft report ready for the Committee's review. If any Committee members had feedback after this meeting, they were asked to provide it by late the next week. Chair Fischer thanked Mr. Goff and Ms. Domogala for coming to the meeting. Chair Fischer was glad to see that the consultant had absorbed a lot of the feedback from the Committee.

Vice Chair Haas noted that the bike/walk audits had been happening and one more was happening the next day from Keene High School at 4:00 PM. Mr. Nadeau agreed and noted that Ms. Brunner was unable to be present to provide a full update on what she had gathered from the audits so far. All data had been going directly to the consultants, so Mr. Nadeau thought that would be a part of the final draft that the Committee would see at the next meeting. Dr. Russell noted that he was at the last walk audit with Ms. Duffy at Robin Hood Park and there were not many people in attendance. So, whenever the next walk audit is, Dr. Russell said it would be

helpful to have more detailed feedback, and he encouraged more people from the Committee to join the remaining audits to garner more input.

Dr. Russell made an observation of this process, having been on this Committee for a while and gone through the Committee's annual process of reviewing the spreadsheet and prioritizing five or 10 things. He felt like that would underlie this process going forward. He said it is not just this Plan that will come out, but what this Committee does to push on that and to best support things. He said there is their priority list but there is the Committee's priority list that sort of sits on top of that. Dr. Russell said he is excited about it all. Ms. Duffy noted that at the previous walk audit Dr. Russell was able to answer so many of the public's questions about the whole effort and to speak about the history of the Master Plan in a way that brought folks down to a more focused effort. Ms. Duffy appreciated how clear and collaborative Dr. Russell was.

Mr. Phillips noted that this is a detailed Plan, and he really appreciates all the consultants put into it. He thought it was great that they captured a lot of the Committee's ideas. However, he noted they said something that honestly concerned him and made him think they are only using the existing width of the roads for where bike lanes can be placed. Mr. Davern said they mentioned rights-of-ways as well where they had opportunities. Mr. Phillips said that could really limit the creation of bike lanes if they are only going to use the existing road sizes/surfaces, because they are probably going to have to expand the shoulders of the roads in some areas to create these bike lanes. Mr. Robertson said what he heard from Mr. Goff was that it starts getting into the expensive process of widening the road. So, they were looking at a cost prohibitive thing full of unknowns when you start extending the road, with the properties you encroach on. Mr. Holte noted that Mr. Goff said the Committee could push back if there were ones they thought should be bike lanes and not shared lanes. Mr. Phillips said he thought the Committee needed to decide which of those projects to prioritize and provide that feedback to the consultants. Chair Fischer noted that Court Street is a good example, where some areas are so narrow and there is hardly a shoulder at all. Mr. Nadeau said that when he gets the email from Mr. Goff he would send it to the whole Committee and CC the consultants so the Committee members could send them direct feedback about pushbacks or preferences.

Mr. Robertson asked that the Committee be informed of whatever comes up with the e-bike stuff and where that is going. Mr. Nadeau said he would take notes and send out a wrap-up email to the whole Committee.

Mr. Mast asked if there is a correlation between funding: he assumed that a budget for a path up to the Middle School would be completely different than one for widening Ford Street. He was curious how that worked and if there is consideration of leaning on it as a bike path that goes to the Middle School as an alternative to widening Court Street or vice versa. Vice Chair Haas thought it related to the Committee needing to cross-reference this with the City's existing Capital Expenditure Plan to see what is in there, because most of these would have to go into that plan. He said anything already in that plan now would be something better for the Committee to lean into and get done, if any. Mr. Robertson said that when talking about the trail to the Middle School, the intent was to bypass Court Street.

Mr. Redfern passed out more outlines for the Bike/Walk Alliance program.

b. Mobility Management

Ms. Steadman was not present.

c. Updates to Project Tracking Table

No updates.

5. New Business (Suggested items for next meeting)

Mr. Holte talked about the updates to the e-bike regulations in New Hampshire and putting together a response to the Mayor both about the law aspect and the community behavior aspect. He said he drafted one for the law side. He asked if the Committee was still aiming to give this letter to the Mayor or whether the Bike/Walk Alliance was taking the place of the Committee's response. Vice Chair Haas thought everyone could be educated by anything Mr. Holte had developed, stating that searching the laws in New Hampshire is always a trial. Chair Fischer added that this is always evolving, so the more there is someone staying on top of it and keeping the Committee informed, the better. Mr. Holte wondered if it made sense to have a few people review the letter before passing it along to the Mayor. Vice Chair Haas asked if Mr. Holte found the current laws and statutes that govern e-bikes. Mr. Holte replied that he did not get too deep into what New Hampshire has currently; there are current laws around the three classes. Vice Chair Haas said that is what would be needed. Mr. Holte said he could have a section of the letter defining the current state of things in New Hampshire versus recommendations. Others agreed that it would be helpful. Mr. Holte offered to share a Google Doc link to the letter so others could add comments and Chair Fischer offered to help be on the review team.

Chair Fischer asked about emerging practices for enforcement, noting that seems to be where the conversation stops. Mr. Holte said that in the draft letter he got into the fact that you can get heavily into individual behavior. [audio interference] Mr. Holte noted that California has an impact on supply chains because there is such a massive market. New Hampshire is unlikely to tell a manufacturer that they cannot sell e-motos or e-bikes. Discussion ensued briefly about telling Amazon not to ship e-motos to New Hampshire.

6. Next meeting date – October 14, 2026

7. Adjournment

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

Respectfully submitted by,
Katrinya Kibler, Minute Taker

Reviewed and edited by,
Jason Nadeau, Recreation Programmer, Staff Liaison

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 *		Schedule				
				Cost	Status	Start	Finish	Status		
City Master Plan	HIGH	P17	Completed	\$ 160,000.00	Over	November 2024	August 2025	N/A	CIP Project to complete the plan in 2024/2025. Completed and adpoted by City Council in August 2025 .	
Bicycle and Pedestrian Master Plan	HIGH	P17	Working	\$ 50,000.00	Even	March 2026	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 integated 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	NA	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 liasing with Keene Glass Works sign group. May - Bike Month Planning - proclamation made via the Mayor.	
League of American Bicyclists Bicycle Friendly Program & other community ranking programs	N/A	N/A	Completed	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	Status	
Downtown Infrastructure Project (CENTRAL SQUARE AND MAIN STREET)	HIGH	P14	Working	CIP	Over	July 27, 2026	Summer 2029	Behind	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 (NH Rte 101 - City Line)	HIGH	P22	Planning	CIP	Even	2024	Winter 2034	Behind	Planned improvements including sidewalks connecting market place in Swanzy and Route 10/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	On Schedule	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	Behind	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	On Schedule	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	On Schedule	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	On Schedule	Designated as a Gateway Street in the Complete Street Design Guide. BPPAC discussing interim and long range solutions for bike/ped facilities along the corridor. Funding available in FY 2028 for design and 2033 for construction in the current DOT 10 Year Plan redesign/construction. Council request for crosswalk at Pearl/West approved, design completed by Engineering and was installed by Highway Division in April 2025.
AMENITIES	HIGH	P21	Working	City Staff, Facility and Maintenance Costs	Under	Planning	N/A	On Schedule	Staff should establish a base line of existing amenities. Types and locations of future amenities should be planned. To include Kiosk/Trailhead facilities, Trailside Facilities such as bathrooms, potable water and tune up stations. Outreach to public art community. TRAIL LIGHTS NOW INCLUDED HERE
↓Transportation Heritage Trail ↓									
THT Phase 1 - CRT Eastern Ave to 101 (Transportation Heritage Trail) NHDOT Project#43737	NH HIGH	P1	Working	\$ 1,385,400.00	Under	April 2026	October 2026	On Schedule	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 - Swanzey 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 Swanzey Factory Road to create a safe overpass for trail users and creating continuity of the Cheshire Rail Trail towards the Swanzey town line. Included in NHDOT's 10-year plan as a TAP project. 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/Swanzey 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 hope 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/>



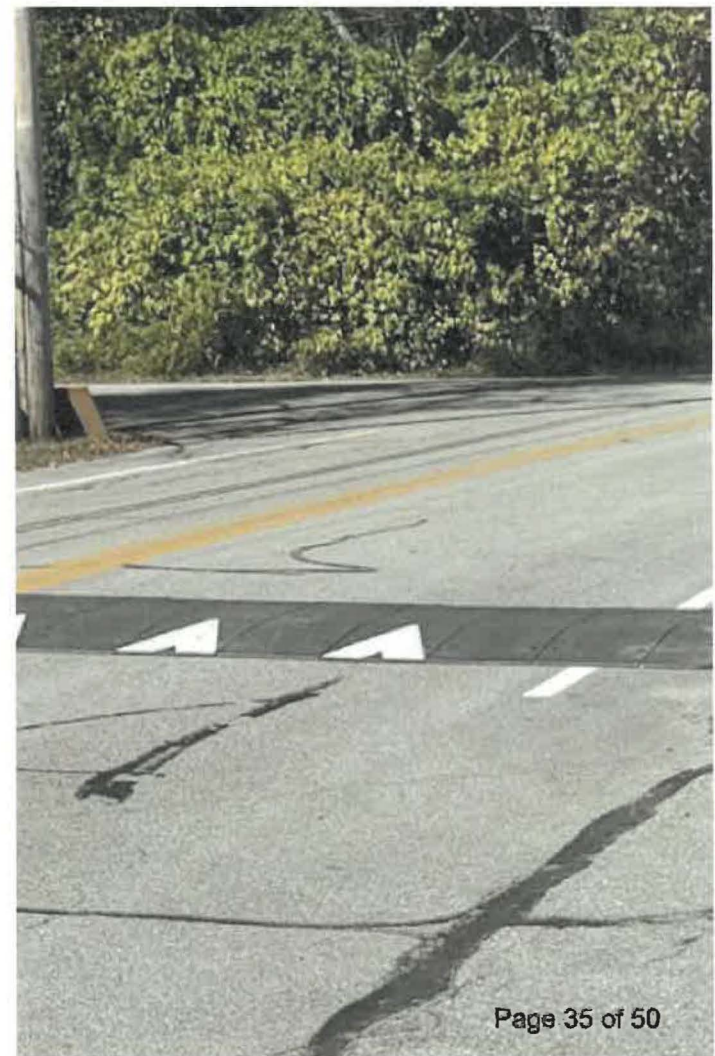
Roadway Safety Action Plan Update

2025 Annual Progress Update

September 23, 2026 | MSFI Committee

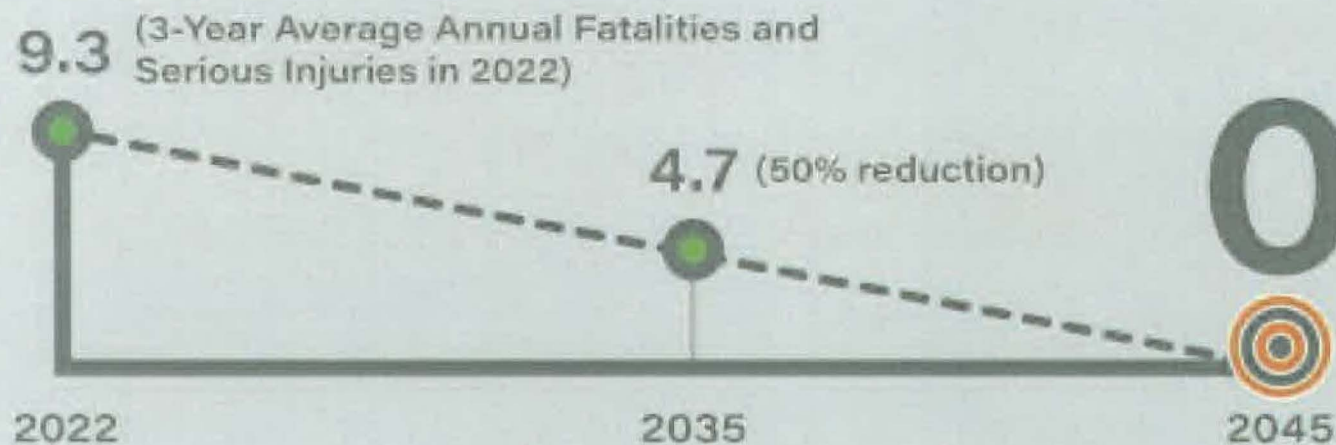
Agenda

- **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.





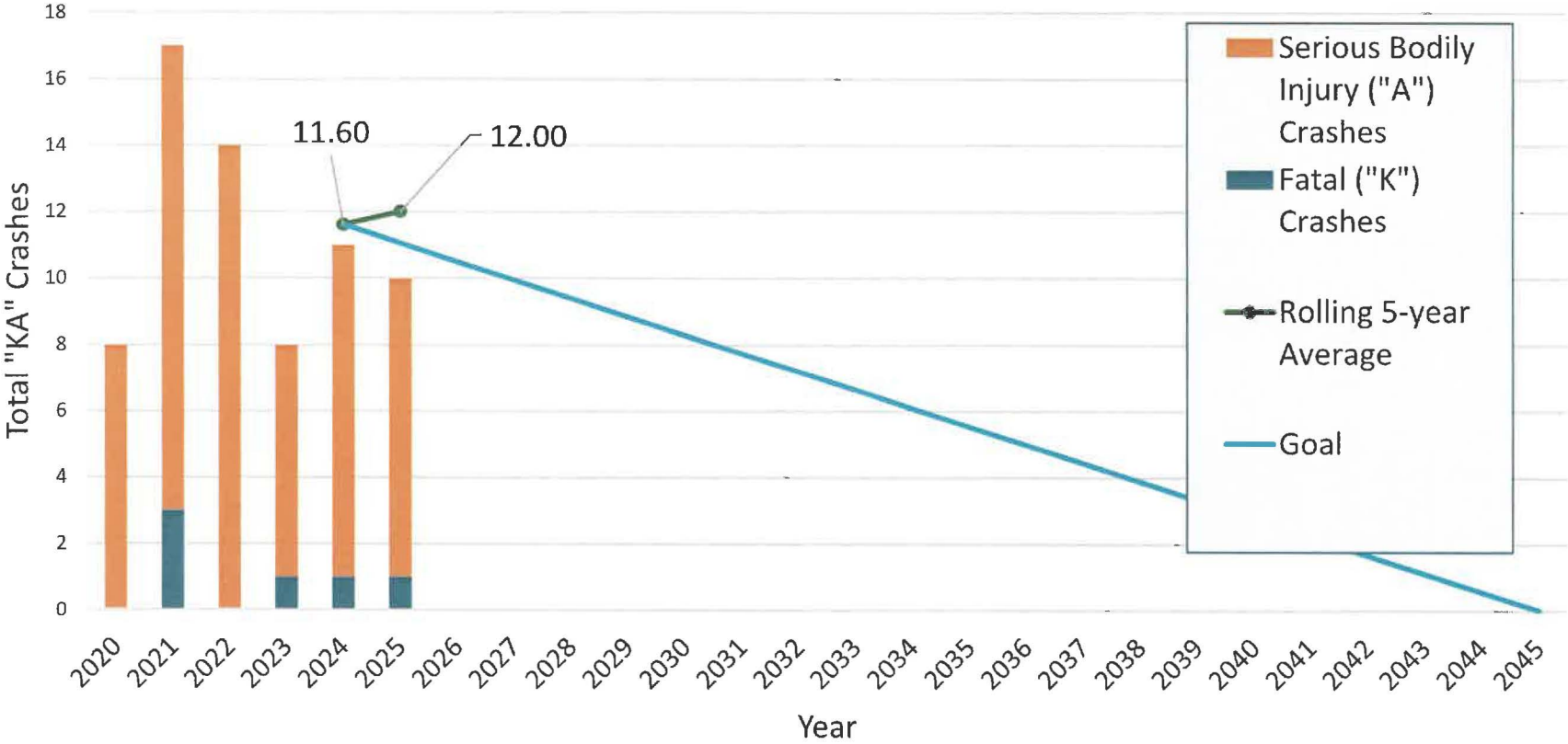
1. Outcomes

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

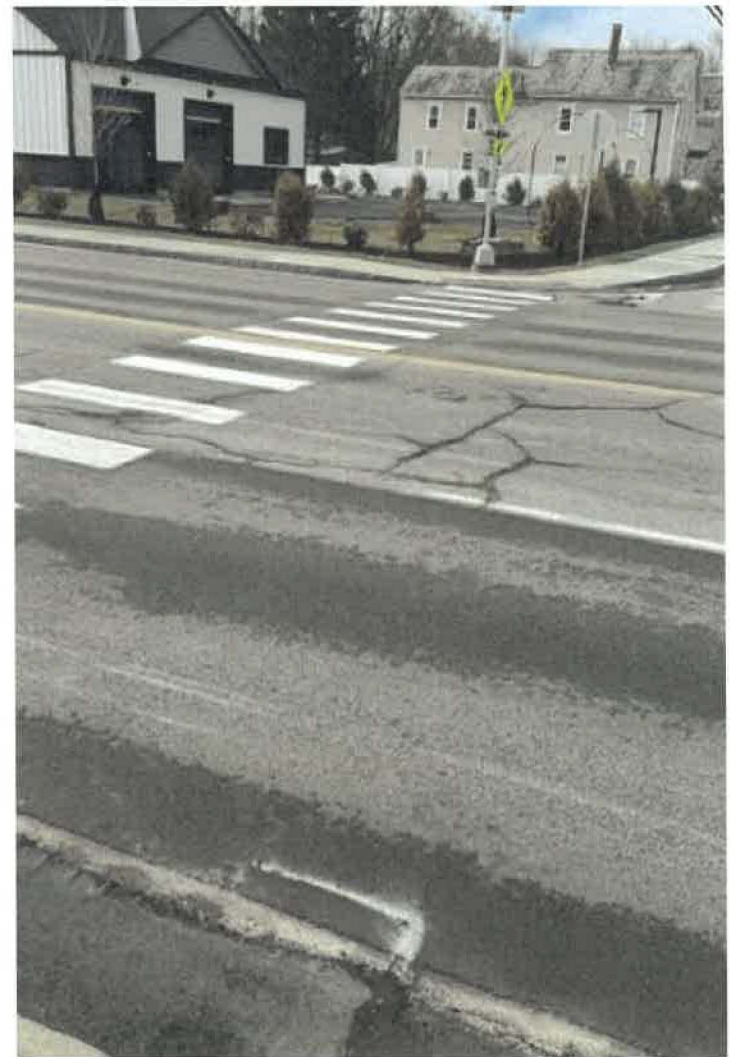
Implementation: Completed Work



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

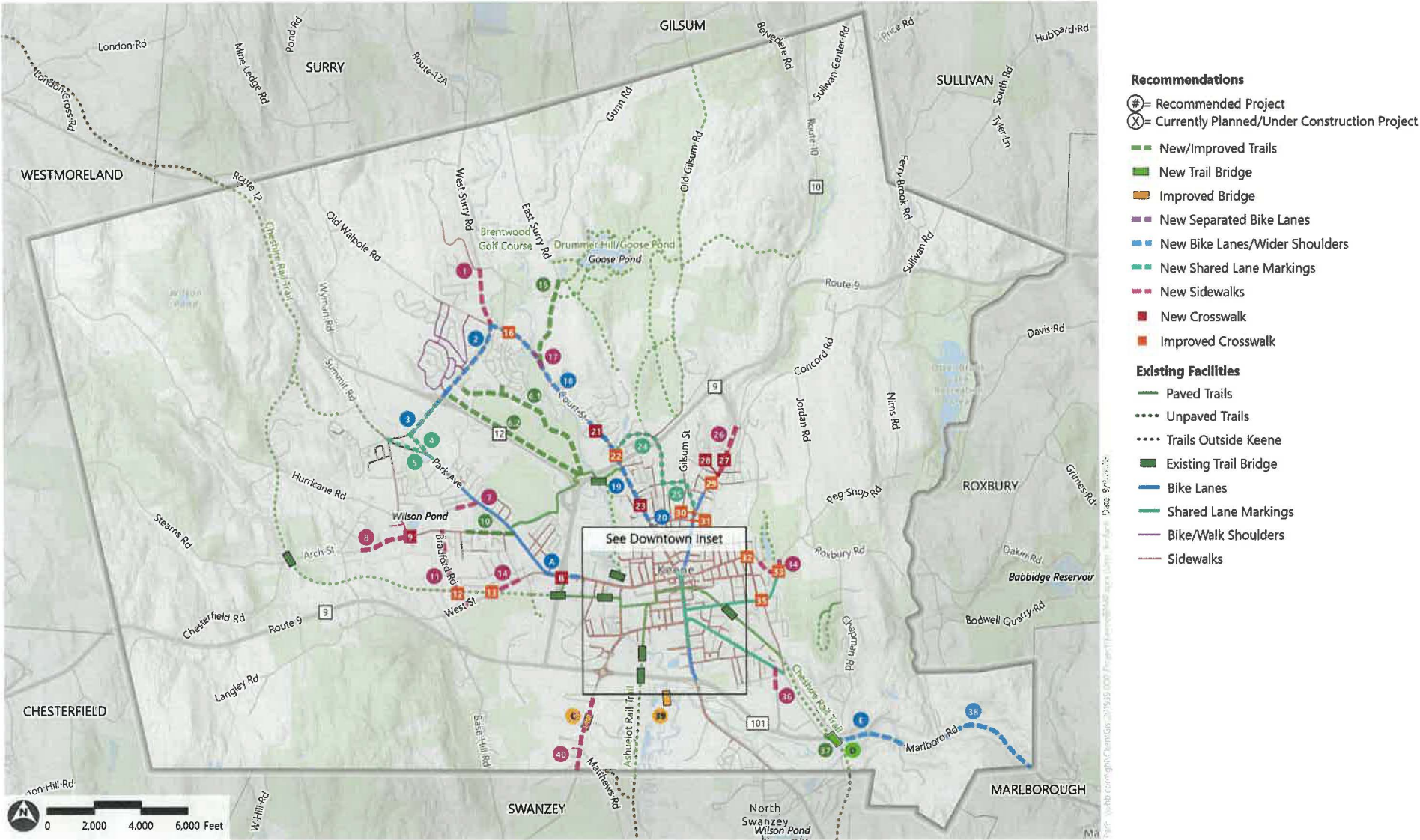
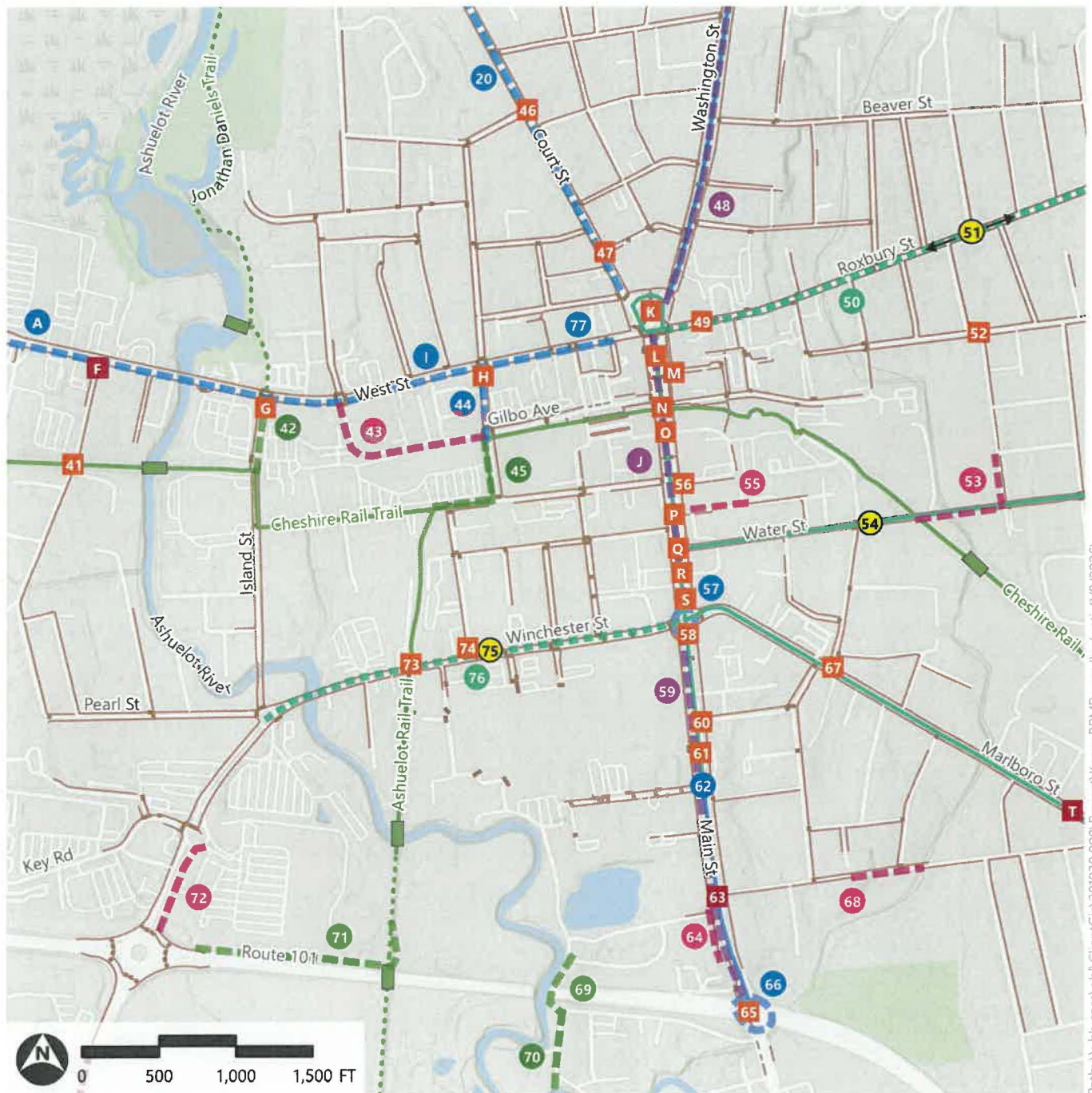


Figure 2: Downtown Recommendations
Bicycle and Pedestrian Master Plan | Keene, NH



Path: \\vhb.com\gis\client\gis\2019\39,000\Project\KeeneBPM\Mapprx (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