



**BICYCLE PEDESTRIAN PATH ADVISORY COMMITTEE**  
**AGENDA**

**Wednesday, February 14,      2023 8:15-9:30 AM      2<sup>nd</sup> Floor Conference Room  
3 Washington St, City Hall**

**Members:**

Ed Haas, Councilor  
Autumn DelaCroix  
Dillon Benik  
Jan Manwaring  
Michael Davern  
Dr. Rowland Russell  
Sam Jackson

Charles Redfern, Alternate  
Diana Duffy, Alternate  
Janelle Sartorio, Alternate

- 1) Call to Order, Roll Call, Welcome to new members
- 2) Elections and Schedule Adoption
- 3) July 12, December 13, 2023 and January 10, 2024 Minutes
- 4) Safe Streets for All Stakeholder Meeting/Presentation
- 5) City Attorney's Office Update
- 6) Safety and Outreach Working Group
  - a. Memo and Letter to Mayor/City Council
  - b. Bicycle Friendly Community Status
- 7) Regular Project Updates
  - a. Letter of Support – Downtown Infrastructure Project – RAISE Grant
- 8) Old Business
  - a. Membership Updates
  - b. Bicycle Pedestrian Master Plan
- 9) New Business
  - Items to be included for next meeting
- 10) More Time
  - Volunteer Opportunities
  - Public Art and the Trails Updates
  - Downtown Bike Racks
  - Letter re: Route 101 Improvement Project/Transportation Heritage Trail
  - Old Stone Arch Bridge Safety Improvements
  - Kiosk Map Updates
  - BPPAC Website
- 11) Adjournment
  - Next meeting date – March 13, 2023

1 City of Keene  
2 New Hampshire

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5 BICYCLE AND PEDESTRIAN PATH ADVISORY COMMITTEE  
6 MEETING MINUTES  
7

Wednesday, July 12, 2023

8:15 AM

2<sup>nd</sup> Floor Conference Room,  
City Hall

**Members Present:**

Drew Bryenton, Chair  
Todd Horner, Vice Chair  
Dillon Benik  
Jan Manwaring  
Rowland Russell  
Dr. Chris Brehme, Alternate  
Sam Jackson, Alternate  
Autmn DelaCroix, Alternate

**Members Not Present:**

Councilor Andrew Madison  
Michael Davern  
Charles Redfern, Alternate

**Staff Present:**

Kürt Blomquist, ACM/Public Works  
Director/Emergency Management  
Director  
Andy Bohannon, Parks, Recreation,  
Cemeteries and Facilities Director  
William Schoefmann, GIS Technician

**Guests:**

Mike Kowalczyk, Town of Swanzey  
Bike Path Committee/MRRTC  
Walter Lacey, Citizen  
Dianna Duffy, Citizen

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10 **1) Call to Order and Roll Call**

11 Chair Bryenton called the meeting to order at 8:32 AM.

12  
13 **2) Approval of June 23, 2023, Minutes**

14 With no edits or corrections, Chair Bryenton requested a motion to approve the June 23, 2023,  
15 minutes. Mrs. Manwaring motioned to approve the minutes with a second from Dr. Russell. The  
16 motion was unanimously approved and the minutes from June 23, 2023, were accepted.

17  
18 **3) Regular Project Updates**

19 Mr. Schoefmann advised the committee he was having some issues with the meeting audio on  
20 Zoom and suggested they move the order of the agenda around slightly and go over project  
21 updates while he worked on fixing the issue.

22  
23 **4) Downtown Infrastructure Updates**

24 Dr. Russell stated he wanted the extra turn lane at central square.  
25 Mr. Todd Horner shared that he attended but was there with his young daughter. She started to  
26 get disruptive so unfortunately, he had to leave.

27 Chair Bryenton said he watched after it was recorded. He heard several councilors say, “we don’t  
28 see cyclists, so why do we need bike lanes?” He included several studies and intended to  
29 vocalize that at the next meeting. Dr. Russell shared that he is going through the studies of  
30 economic benefits of bike lanes and wants to distill that down to eventually challenge the idea  
31 mentioned by some councilors that bike lanes will hurt our economy.

32  
33 Ms. Sam Jackson noted that in the time the committee had been sitting, there she witnessed a  
34 number of bicyclists that had ridden by. Mr. Horner was unclear if the Council was voting on the  
35 recommendation out of MSFI after and if there is ability to substantially change that at MSFI  
36 again? Mr. Blomquist shared that he recently spent forty-five minutes with the mayor and chairs  
37 going over the meetings and “the ancient books of protocol”. The way that the motion has been  
38 done is that it is sent to the MSFI committee for public comment. The committee cannot do a  
39 motion with a substantial change. It is unclear if they can modify what has been sent to them, but  
40 what is clear is that once it goes back to city council, they have the freedom to make changes.  
41 He is not totally clear, but it seems as though they will not be able to substantially change what  
42 was sent to them. Chair Bryenton asked if they could do a motion to not accept or make a  
43 recommendation, which he agreed that they could.

44  
45 Mr. Horner asked if once full council votes if that is the end. Mr. Blomquist said ideally the  
46 council will decide on the major components they want to see next Thursday night. They could  
47 potentially turn around and do something else, but his sense is that in general, the council is  
48 ready to close this phase out. Councilors can do whatever they want but he suggested the  
49 committee keep the focus on multimodal transportation. Mr. Horner said the agenda that was  
50 sent out said it was not a public session.

51  
52 Mr. Bohannon said his thought process was that this committee was charged with a particular  
53 purpose and there have been master plans related to street infrastructure. Currently, there are city  
54 councilors and past city councilors on the committee as well as Professors from Keene State, and  
55 professional planners. All these amazing people are at the table provided expertise and help with  
56 looking at the bike infrastructure in the city. He noted this is now about current state but more  
57 the next 20-50 years. If the vision is to keep it the same, we may want to change the charge and  
58 the code. He added that members of council do not always see the why. This committee should  
59 serve to remind them of that. These items they have adopted and are their guiding principles  
60 should be their guiding principles for this project as well.

61  
62 Mr. Blomquist suggested connecting the why back to their documents. He suggested reminding  
63 those members of the public that are against it of the master plan. Being sure to point out that the  
64 public has participated in these processes and that is what makes them valuable. The anti-group,  
65 while loud, is a small select group. The master plan had over 2800 people. Mr. Bohannon  
66 reiterated that this is not about the now. The building blocks have been laid for years prior to  
67 this. There has been a huge effort over the past ten years to get to where we are with plenty of  
68 history with Healthy Monadnock, Clean Streets, etc. and it is being dismissed by a couple of  
69 minority voices. He believes that showing that history is going to be crucial.

70 Dr. Russell asked Mr. Blomquist if by not being able to change things, does that include the bike  
71 lanes? Mr. Blomquist responded yes and that this is what the city attorney has indicated to the  
72 chairs. The MSFI committee may not be able to do that but once it gets back to fill committee,  
73 everything is on the table. Mr. Russell asked who was planning to be there that night and noted  
74 that three minutes is a really short time. He asked if anyone was willing to take on the history.  
75 He will share the economics and asked about any other things like safety, work commuting, and  
76 whether there were other things to share.

77 Mr. Horner said the hybrid design seems like a compromise solution. Putting his fingers in the  
78 wind, he does not see a lot of those things happening and the fact that bike lanes are even part of  
79 the discussion attests to the work this group has been doing. Compared to some of the other  
80 scenarios, the hybrid design is modest and recognizes that multimodal transportation is important  
81 and part of the future of downtown Keene. If you take the bike lanes out, there is not recognition  
82 of needs for future.

83 Dr. Russell suggested members encourage people to come even if the members themselves are  
84 not able to come. Chair Bryenton said the committee needs to keep pushing and wanted to ensure  
85 a presence of people. Mr. Blomquist said representing the pedestrian community is crucial and  
86 making sure it includes those with mobility issues and has non-vehicle options.

87 Mr. Horner said he has heard people say bicycle lanes will be taking away from pedestrians. Mr.  
88 Blomquist said that simply is not true as they are actually adding. The compromise of  
89 eliminating the parking in the middle allows for the multimodal facilities such as widening the  
90 sidewalks and safer bike facilities. The hybrid option includes both the widening and the bike  
91 lanes.

92

93 **5) Old Business**

94 **A) Volunteer Opportunities**

95 **i) *Trail Cleanups***

96 **ii) *Bike Friendly Community***

97 Chair Bryenton stated he was setting up a meeting with some volunteers to go over the  
98 application and answer what they could before handing it off to Mr. Schoefmann. They were  
99 waiting on access to the application which needed to be sent from Mr. Schoefmann via email.  
100 Mr. Schoefmann confirmed.

101 **B) NHDOT North/South Bridge Signage**

102 **C) Project Priorities**

103 Chair Bryenton explained this was started back in May and was tabled in June. The goal is to  
104 keep some visibility of the top bundle of priorities. One interesting point noted in the meeting  
105 was that Mitch Greenwald does now own an electric bike and the committee would welcome  
106 him with open arms.

107

108 Mr. Will Schoefmann explained that the committee reviews all the projects in the mix annually  
109 and goes through a ranking exercise. They look at the level of organizational support, if there is  
110 funding, is it in the plans, etc. They start by ranking by high, medium and low and then further  
111 ranked by level of importance to the committee.

112 Cheshire Rail Trail Phase V, Ammi Brown up to Westmoreland town line - Mr. Blomquist  
113 suggested the question of the effectiveness to improving this section would be what Surry and  
114 Westmoreland would be doing to improve the sections connecting to it. Mr. Mike Kowalczyk  
115 provided an update that an RTP grant was written last year. With regards to Surry and  
116 Westmoreland, this year, there will be trail clearing and work on the cut. He said not to expect a  
117 hard packed surface this year, but the idea is to continue to work up to the  
118 Westmoreland/Walpole town line. Walpole also received an RTP grant with similar work  
119 keeping the trail passable year-round. Should be seeing by the end of this reason an improvement  
120 to the cut in Surry as well as the trail in Walpole. The committee ranked it as Medium  
121

122 Mr. Bohannon noted that the Jonathan Daniels (JD) Trail expansion is at the bottom of his list.  
123 Mr. Schoefmann said the main concept was that there would be improvements made to made it  
124 more accessible and create a loop. The committee ranked it as Low.  
125

126 Wayfinding facilities and signage – Mr. Schoefmann stated has had some movement with the  
127 UNH Downtown Trails Initiative. Mr. Bohannon owes a huge apology to the Rotary Club. He  
128 received \$35,000 from them for the wayfinding. It is on his desk and just needs to move it along  
129 for approval. He needs to get names back to the design company. The committee ranked it as  
130 High. Mr. Schoefmann noted Wayfinding plan was combined with signage.  
131

132 South Bridge/Ashuelot Rail Trail Gap, Old Railroad Trestle Bridge by Keene State College –  
133 Mr. Blomquist said the question at the end of the day is that Keene State deals with it from  
134 Winchester Street to the campus. Mr. Schoefmann stated he remembered the gap not being paved  
135 and that the abutments are hardpack and not paved. Mr. Blomquist confirmed the abutments are  
136 hardpacked and not paved. This should be a bigger discussion with the committee and involve  
137 reaching out to Keene State College. Mr. Russell suggested adding the trestle bridge and  
138 revising. Mr. was suggested to invite Keene State College to a meeting. Mr. Bohannon said the  
139 current administration is likely to be open to some sort of joint project and thought it worthwhile  
140 to reach out to them. Chair Bryenton suggested keeping it a low priority, the committee agreed.  
141

142 Ashuelot Green Space Trailhead – Mr. Schoefmann stated it is the parking lot that is being  
143 developed off Ashuelot Street. The committee agreed to keep it Low.

144 Main Street - decision was to keep it high.  
145

146 Marlboro Street – Mr. Blomquist stated it will be started next summer. Chair Bryenton asked if  
147 support was needed. Mr. Bohannon suggested the group should keep it as high as it is going to be  
148 constructed. Mr. Horner asked what the design was for that connection. Mr. Bohannon stated  
149 down Bartholomew Court past the Fleet building then up to the Cheshire Rail Trail.  
150

151 Beaver Brook Green Way - is a conceptual idea and something that will require a little more  
152 effort. Worth keeping on the list even if it is Low. The committee agreed that Low was a good  
153 ranking.

154 Gilbo Ave and Colony Mill – Mr. Schoefmann explained this was an effort to continue the  
155 Cheshire Rail Trail along Gilbo Ave with setting aside counter bike lanes, but there has never  
156 been any success negotiating with the landowner. Mr. Blomquist suggested keeping this Low but  
157 that there will be funding for redesign and construction of West Street in 2027, there would be an  
158 opportunity there as it is an 18 million project that’s just three years away. Mr. Brehme noted  
159 that there are currently no sidewalks along Gilbo Avenue. The committee agreed Low.

160  
161 West Street – Mr. Blomquist reiterated that in 2027, they will be getting funding for construction  
162 of West St. Currently there is a multiuse trail that parallels the back and there is a lot of traffic.  
163 Connecting the trail and any improvements from Gilbo back up to an improved West Street is  
164 important. Mr. Schoefmann stated there’s probably about five year’s worth of bicycle and  
165 pedestrian counts the committee has conducted and are on file in his office.. Chair Bryenton  
166 suggested keeping West Street and West Street Bypass a medium priority. The committee  
167 agreed in making it a Medium priority.

168  
169 West Street By Pass – Mr. Schoefmann mentioned it was a concept of dealing with the issues  
170 along West Street and Mr. Brehme stated it was out in left field in terms of reality. The  
171 committee agreed keeping it Low.

172  
173 Amenities - Mr. Schoefmann explained that amenities is all encompassing at this point. Mr.  
174 Bohannon suggested reviewing the 19 recommendations in the UNH study. There already is a  
175 document and a plan it just needs to be revisited. No need to recreate anything new and keep it a  
176 high priority. Chair Bryenton suggested there was an element with regards to Trail Lighting, the  
177 Mr. Bohannon stated lighting has been working. Mr. Blomquist suggested bringing in the Police  
178 Department as there are often questions around why the police are not patrolling especially when  
179 you light it and make it more accessible. Mr. Horner was surprised to hear that the brightness of  
180 the lights was a safety issue? Mr. Blomquist replied in the affirmative and people want lighting  
181 that make it look like day not just lights up a spot. The problem is that it doesn’t light up areas  
182 that are adjacent to the trail and that is where people get uncomfortable and bringing in the police  
183 might be useful. Mr. Blomquist stated it would be time to think about where to have the lighting  
184 to encourage usage and have that conversation with the police department. Mr. Schoefmann  
185 suggested it could be an issue of “perception of safety” and the areas people perceive as unsafe  
186 are actually not when you review the data for where crime is occurring.

187  
188 Mr. Bohannon said Dr. Chris Cusack did a lighting study from Keene State. The technology has  
189 changed quite a bit since the lights were put in. Generally, if one is walking the lights gradually  
190 light up as you walk, but when on a bike, the speed is greater, and the rider is often well past by  
191 the time the area lights up. It was suggested to keep it in the High priority by adding it back into  
192 Amenities overall and creating one category/project again. The committee agreed. Lighting  
193 added to Amenities and it would be ranked High.

194  
195 Chair Bryenton asked members to send any new business to him or Mr. Schoefmann via e-mail.

196 Mr. Lacey said he thinks of the downtown rail trail as dangers. Suggested the committee look  
197 forward enough to have the bicycles in the traffic flow.

198

199 **6) New Business**

200 **A) Items to be included for next meeting.**

201 **7) More Time**

202 **A) Kiosk Map Updates**

203 **B) Public Art and the trails**

204 **C) BPPAC Website**

205 **D) Wayfinding/Amenities: North and South Bridge signage**

206 **E) Bike/pedestrian counts**

207 **8) Adjournment**

208 **A) Next meeting: August 9, 2023**

209

210 There being no further business, Chair Bryenton adjourned the meeting at 9:36 AM.

211

212 Respectfully submitted by,

213 Amanda Trask, Minute Taker

214

215 Reviewed and edited by,

216 Will Schoefmann, Community Development Staff

1 **City of Keene**  
2 **New Hampshire**

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5 **BICYCLE AND PEDESTRIAN PATH ADVISORY COMMITTEE**  
6 **MEETING MINUTES**  
7

Wednesday, December 13, 2023

8:15 AM

2<sup>nd</sup> Floor Conference Room,  
City Hall

**Members Present:**

Drew Bryenton, Chair  
Todd Horner, Vice Chair  
Jan Manwaring  
Michael Davern  
Dr. Rowland Russell  
Charles Redfern, Alternate  
Samantha Jackson, Alternate  
Autumn DelaCroix, Alternate

**Staff Present:**

William Schoefmann, GIS Technician  
Andrew Bohannon, Parks/Recreation  
Facilities Director.

**Members Not Present:**

Dillon Benik  
Councilor Andrew Madison  
Dr. Chris Brehme, Alternate  
Janelle Sartorio, Alternate

**Other:**

Ed Haas, Councilor  
Ethan O’Leary, UNH Student  
Shannon Rogers, UNH Cooperative  
Extension Professor  
Maddie Smith, UNH Student  
Dovev Levine, UNH Professor

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10 **1) Call to Order and Roll Call**

11 Chair Bryenton called the meeting to order at 8:17 AM.  
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13

14 **2) June 12, October 11 and November 8, 2023, Minutes**

15 Chair Bryenton asked if there were any suggested revisions for the June 12, 2023, minutes. With  
16 no revisions, Dr. Rowland Russell motioned to approve with a second from Mr. Mike Davern.

17 With unanimous approval, the June 12, 2023, minutes were adopted.

18 Chair Bryenton welcomed revisions for the October 11 minutes. With no revisions or edits, Ms.

19 Jan Manwaring motioned to approve, which was seconded by Dr. Russell. The October 11<sup>th</sup>  
20 minutes were adopted with unanimous approval.

21 Lastly, Chair Bryenton welcomes edits or revisions for the November 8<sup>th</sup> minutes. Ms. Sam  
22 Jackson noted that in line 113, it should say one, not once. In line 168, it should read but, not btu  
23 and in line 215, 101 was written with an extra 0. The minutes were put forth for approval with  
24 Ms. Jackson’s edits by Dr. Rowland Russell and seconded by Mr. Davern. With unanimous  
25 approval, the minutes from November 8, 2023, were accepted.



26

27 **3) Mountain Biking Economic Impact Presentation**

28 Chair Bryenton explained that last month, the UNH group provided an overview. They have  
29 since wrapped up some of their work and have a formal presentation for the group. Mr. Andrew  
30 Bohannon spoke and thanked Chair Bryenton for the floor. Mr. Bohannon clarified that it was  
31 not an economic impact study because that would have been much more in depth. This was more  
32 a gaps analysis of how the city might be able to improve the economic conditions around biking  
33 and what that might look like for the city of Keene. He has had the great pleasure of working  
34 with Ethan O’Leary and Maddie Smith, Dovev Levine and Shannon Rogers and believes they  
35 have done some great things. He explained that this morning is a report out. At the last meeting,  
36 they shared a presentation related to the various trailheads. They now have the survey’s back,  
37 have done some additional analysis and that is what today’s presentation will reflect with some  
38 time for questions at the end.

39 He passed the floor to Maddie Smith. She thanked the committee for having them back and  
40 explained that she is a PhD student in the Natural Resources and Environmental Studies Program  
41 and that is a partnership with the Rec Management and Policy. She continued that Mr. O’Leary  
42 is an undergrad in Record Management and Policy and they also used to work together at  
43 Outdoor Adventures on mountain biking programming. As such, this is a project that they both  
44 care a lot about and are very excited to be a part of.

45 Their report out for the meeting would contain all the work they have completed over the last  
46 three months.

47 She explained that they have been working with Mr. Bohannon since September and during the  
48 entire Fall 2023 semester and during that time have developed ten trailhead characteristics. For  
49 background research, they assessed nine sites, created a survey that got ninety-seven respondents  
50 and analyzed three weeks of trail camera data. The survey consisted of ten questions that they  
51 pulled from background research on different areas of mountain biking locations throughout the  
52 country. In the survey, they were hoping to figure out and learn a little bit more about who the  
53 mountain bike community here in, how long they stay in the area, where they are from, what are  
54 their spending patterns, what trailhead amenities they care about and what else do they do while  
55 they are in Keene.

56 In the results, they found that most of the respondents were Keene residents, approximately 90%,  
57 and since they are local, they do not spend money on lodging. That was one of a couple of areas  
58 that they identified as a possible area of opportunity.

59 Mr. O’Leary spoke and explained that in trying to build off the local riders and the Keene  
60 residence, they took the zip code question and turned it into a heat map. He displayed it on the  
61 screen and explained that sixty people came from New Hampshire, thirty-six from Keene, and  
62 then 23 from other New England states. The Keene residents and local residents would likely just  
63 be doing day trips. Most people coming to the area to mountain bike are not spending money on  
64 lodging as the vast majority are very local and the majority would only require a day trip.

65 They also asked about expenditures such as groceries, restaurants and breweries and found that  
66 55% spent over \$50.00 in that category, which they thought was considerable. They also found  
67 that 55% spent money on mountain biking equipment when in Keene.

68 They also asked some demographic questions, of which the results were not very surprising as  
69 they had looked at several reports from various studies with similar results. They found 81% of  
70 the respondents were over the age of 35, most (57%) held a four-year degree, and 68% had an  
71 income over \$75,000. These statistics are typical for not only mountain bike recreationalists, but  
72 also for Keene and New Hampshire in general.

73 Ms. Smith added that one of the other questions that they asked of the respondents was what  
74 three trailhead amenities were most important to them. Respondents answered trail maps, public  
75 restrooms and water filling stations were the three most important trailhead amenities to  
76 mountain bikers. They then took the results from the site visit earlier in the fall and created a  
77 checklist for what sites already have those amenities.

78 She stated what she thinks is most exciting about this is a lot of work has already been done on  
79 trail maps by Mr. Bohannon and his department. She continued that trail maps are an achievable  
80 next step for increasing ridership. Krif road was a site that they had visited that would support  
81 more people as well as Summit Road and she said it is exciting to see what that looks like, what  
82 currently exists and what could be done next.

83 Mr. O'Leary added that Wheelock had phenomenal NEMBA maps. He suggested taking those  
84 maps and spreading them to some of these other trailheads and believed that would be a  
85 reasonable next step and do a phenomenal job of adding a desired amenity and increasing  
86 ridership.

87 He added that they were really impressed with Goose Pond and the map they had there. The  
88 reasonable approach would be to take those already existing maps and place them in other places  
89 that do not have any.

90 Ms. Smith said another question that was asked was what else they do when they are visiting  
91 Keene. The top three questions were shopping, concerns, and breweries. They suggested  
92 thoughtfully encouraging visits from non-local riders would be a way to continue to improve the  
93 mountain biking economic value and contributions to Keene and the key part of that being  
94 thoughtfully thinking about where to send people so that sites are not being overwhelmed or  
95 overwhelming the local residents of the site. A big piece of their calculation and math from the  
96 project was taking the trail count data from Goose Pond. They used about three or four weeks of  
97 trail count data and she thanked Mr. Bohannon and Southwest Regional Planning Commission  
98 for helping her obtain that data. The data collection ranged from September 22 to October 10<sup>th</sup>.  
99 They were able to take the number of mountain bikers on that trail, count data and use the trail  
100 traffic calculator from Rails to Trails. This takes short term data and can project annual visits  
101 accounting for regional temperatures and adjusting for the cold weather in New England. The  
102 annual traffic estimate was 9,935 trips with an annual average daily traffic of 27.22 trips. With  
103 that information, they can do additional math.

104 Mr. O'Leary explained that the numbers presented were from Goose Pond alone and are  
105 considerable. Using the projected annual visits, they combined it with their data obtained from  
106 the survey questions. They took lodging, travel, mountain bike equipment and food and take the  
107 mean and then multiply that by the Goose Pond total. It came out between 1,000,000 and 1.4  
108 million per year just from Goose Pond. That comes out to about 106 or 145 per person depending  
109 on whether mount bike equipment was included. This was purposeful because a rider will not be

110 buying a new tire every time they come to Keene, but they may be going to a restaurant for lunch  
111 each visit.

112 He explained that one other thing they looked at was the Bureau of Economic Analysis and New  
113 Hampshire is ahead of the typical rate of outdoor recreation contributing to the GDP. The  
114 national rate is around 1.5% and New Hampshire comes in at 3.4%.

115 New Hampshire as a whole is doing well with the outdoor recreation industry and Keene is no  
116 exception. They asked an open-ended question at the end of the survey trying to see what people  
117 wanted to share and see if there was specific feedback they would receive. It was clear that  
118 bikers were very passionate about Keene. One in three respondents left their e-mail for follow-up  
119 questions and follow-up surveys on top of provided their feedback. There was a lot of support for  
120 NEMBA, volunteering and numerous comments about how great the trail works has been. There  
121 was particular feedback about certain trailhead locations that they are happy to share. Some  
122 people mentioned Krif Road and areas for expansion. He thought it was pretty cool that over  
123 33% of people were willing to follow up with more information and provide more feedback  
124 about their trip to Keene.

125 Ms. Smith summarized and reiterated that it is impressive seeing what Keene has already done in  
126 terms of building up the mountain biking infrastructure and trying to build a community of  
127 bikers in the area. In terms of growing participation in mountain biking, promoting key locations  
128 via Ride Keene could be a great way to do that and focusing on the addition of maps and  
129 bathrooms at a few key locations (Goose Pond, Krif Road) would be some good action steps  
130 moving forward.

131 Mr. O'Leary suggested keeping in mind how significant mountain biking is for the economy.  
132 Looking at the data gathered from Goose Pond and extrapolating that out with the survey  
133 answers, it is significant that the Keene economy is between 1 and 1.4 million per year just from  
134 that one trailhead. There are plenty of people (one in three) out there who are willing to help with  
135 future surveys and who are passionate about Keene, which is a great asset to use for future  
136 development.

137 Ms. Smith thanked everyone who helped them over the last couple of months, including  
138 NEMBA, Alpine Bike Works, Prime Roast, Mr. Bohannon, and the BPPAC committee  
139 themselves. She also thanked Ms. Shannon Rogers and Mr. Dovev Levine. She explained that  
140 this was a pilot project and the first time that something like this has happened between UNH  
141 and Keene. She was appreciative of having the opportunity to see how the work they have been  
142 doing in school can be applied outside of the classroom and hopefully have an impact and be  
143 helpful to a community like Keene.

144 Mr. O'Leary shared Ms. Smith's appreciation and extended his own thanks.

145 Mr. Bohannon thanked both Mr. O'Leary and Ms. Smith for the great work they have done and  
146 shared that he learned a lot working with them over the course of the semester. He went on to  
147 share that Mr. O'Leary graduates this semester with his bachelor's degree and extended kudos to  
148 him for that and his next steps. He explained that Mr. O'Leary will next be pursuing his master's  
149 degree. Mr. Bohannon what a pleasure it was working with all of them and how he looked

150 forward to taking and implementing the recommended next steps. He opened it up to any  
151 questions.

152 Dr. Russell stated he was really struck by the numbers for Goose Pond and the economic  
153 benefits. He wondered if they had recommendations for the committee on how to extrapolate it  
154 to other areas in Keene to get an understanding of how much activity there in within Keene and  
155 then calculate that as a percentage of the GDP to determine where Keene falls within the state  
156 and within the region. He thought that would be fascinating and beneficial information for them  
157 to have for grants, budgeting, and advocacy.

158 Chair Bryenton asked Mr. O’Leary if he knew was Keene’s annual GDP. Mr. O’Leary did not.  
159 Chair Bryenton asked if they could do that calculation with the bike park as he felt that would  
160 have a lot of visits as well. Mr. Davern said that would be difficult because there are so many  
161 entry points so there is not one trailhead to measure the number of people coming in. He did  
162 believe they could sit somewhere and count some, like how traffic counts were done by picking a  
163 couple of days and weekends.

164 Mr. Bohannon added that for bike races, they have registrations related to them.

165 Mr. Redfern referred to their mentioning of parking being an issue at Krif Road and the need for  
166 maps there and questioned whether that meant that people were coming in from out of town and  
167 generally unaware of the trails, but also wondered if they had any remedies as to what people  
168 might find helpful.

169 Mr. O’Leary said for him personally, it was unclear when they arrived at Krif Road if there was  
170 even a trail there at all. He stated they were confused and looked around for a bit wondering if  
171 this was the right location Mr. Bohannon had mentioned. The parking was on the side of the  
172 road, and it was not clear at all to non-locals where it was or where to go. He believed a more  
173 distinct parking area would be a draw along with an identifying sign and maps explaining where  
174 the trail is going to bring you to.

175 Ms. Smith added that they were laughing when they first visited because Google got them turned  
176 around as it tried to send them over a pedestrian footbridge that they could not traverse in a car.  
177 She added that the area is also a bit industrial and there is also entrance to an athletic facility in  
178 the same area only serving to increase the confusion for an outsider. She even suggested  
179 something as simple as additional signage on the way in letting people know they are allowed to  
180 be there would be helpful.

181 Mr. Schoefmann added that even as a local, he is never clear on whether that is a legitimate place  
182 to park. Mr. Bohannon said sending them to that location was a bit strategic in that if they had  
183 difficulty getting there then it would show that all the other people coming in from out of town  
184 are also experiencing the same thing. It was a way for the city to be able to demonstrate that they  
185 need help in that location and was partly purposeful.

186 Mr. Ed Haus asked if Mr. O’Leary or Ms. Smith spoke with the local bike shops about their  
187 economic dependence on mountain biking or what kind of impact they have. He was sure they  
188 would say it was significant and wondered if they had any impact on what it might be.

189 Ms. Smith said they did not speak with them, but she agreed that would be a great next step to  
190 check in with them and share what they found in their study to see what they have to share back  
191 with them.

192 Mr. Haus asked Mr. Bohannon if at some point whether this presentation would be on the city  
193 website. Mr. Bohannon said they do have the presentation slide deck and they will have to figure  
194 out how to get the recording up.

195 Mr. Haus responded that when he travels to other cities, he often refers to the city website to find  
196 out that kind of information (parking, trailheads, etc.).

197 Mr. Horner said the presentation was great to see and said he was thinking about how the survey  
198 respondents were almost entirely from Keene and wondered if that was correct. He wondered  
199 how that compares to the actual usage of the mountain biking facilities here and if it jives with  
200 Mr. Davern's understanding.

201 Mr. Davern said he thinks people do travel. He thought they were a little later in the season so  
202 maybe they missed prime time. Summer might show a lot different with a higher number of  
203 people from out of town.

204 Mr. Horner asked strategically, should the committee lean into mountain biking facilities as a  
205 magnet for residents. He said it does not need to be mutually exclusive, as there is potential to  
206 also leverage them as a tourism attraction. He questioned trying to find the niche and where to  
207 focus the energy. He said he wondered if connecting with the Chamber's destination marketing  
208 efforts might be of benefit as they have money for digital ad buys and they are targeting mostly  
209 other areas of New England. Mr. Davern added there might be opportunities for cross promotion  
210 like how the Ride Keene project got started. He said if the committee got involved in that  
211 project, they have two bike shops engaged, several different trail groups, the Chamber, Granite  
212 Gorge, and Mr. Bohannon. They all meet and look at how they can promote mountain biking and  
213 do it in a responsible way that does not grow too fast and create problems or growing pains.  
214 They investigate what kind of stuff is needed to put in place first, like parking maps. They also  
215 look at what are the maintenance implications as they try to move it at a smart pace.

216 Dr. Russell added that the city already has a pretty good sense of when their peak tourism times  
217 are such as leaf peeping and commencement.

218 Mr. Davern explained that while they do not have specific numbers, they can rank the other trail  
219 head areas in terms of usage and popularity to provide an idea of where people are riding.

220 Dr. Russell asked if they had counts from those areas. Mr. Bohannon said they have Antioch's  
221 counts, but Southwest only focused on the Goose Pond area.

222 Chair Bryenton said in looking at time, he asked Mr. Bohannon how the committee could  
223 support the follow-up on some of these actionable items.

224 Mr. Bohannon suggested taking the report that Mr. O'Leary and Ms. Smith send and begin to  
225 chip away at some of the locations. He suggested comparing their recommendations with the

226 master list the committee has to identify any gaps as well as any they identified and include  
227 them.

228 Mr. Horner had one last question and said he did not know that there were bike races at the  
229 Keene Bike point. He asked whether there were other events like that up in Drummer Hill or  
230 other areas.

231 Mr. Bohanon responded that there is a foot race within Drummer Hill. Stonewall Farm used to  
232 do a mountain bike race but was not sure if they still do. He believed those were the things that  
233 the committee needed to start connecting the dots on. It is known that stonewall farm has a great  
234 system, but they do not promote it. He suggested envisioning how to bring them into the fold.

235 Chair Bryenton thanked Mr. O'Leary and Ms. Smith for their time and their presentation.

236 Chair Bryenton noted that Ms. Diana Duffy joined.

237 **4) Safety and Outreach Working Group**

238 Chair Bryenton shared that they met in November and had some good conversations. They have  
239 two sections: Dr. Russell and Ms. Manwaring are working on communication focused on the  
240 City Council and Ms. DelaCroix and Ms. Jackson are working on information around ebikes.

241 Dr. Russell shared that he is working on whether they can include with the letter a couple of  
242 infographics that explain some of the key statistics about rider safety, ridership increases and  
243 things related to bike paths.

244 Chair Bryenton said he knew they were targeting the new councilors and questioned how often  
245 they meet. He asked if they were targeting a release for that information.

246 Dr. Russell and Ms. Manwaring thought they should give it to everyone on the council and that it  
247 should go to council as informational.

248 Mr. Schoefmann said they would want to approve it at a regular meeting as part of the report-out.  
249 From there, it would go to the clerks as they have a system for sending this type of information  
250 out to the council.

251 Dr. Russell said he would shoot for a January draft to go to this group for edits and approval.

252 Ms. Jackson said she did not have many updates. She talked briefly with the folks at Alpine  
253 about how to tell the difference between ebikes. The long and short of it is that it is difficult and  
254 there is not a good way to tell the difference between the class one and class three. Class two has  
255 the throttle.

256 Dr Russell explained that to keep a particular class off the bike trails, you must be able to  
257 identify the different classes, which is presenting to be a challenge.

258 Mr. Horner questioned why you could not simply identify by whether the cyclist is using their  
259 feet or not.

260 Ms. Jackson explained that class two has a throttle, so they do not necessarily need pedal assist,  
261 though some come with it. She shared that the speed cap is lower than a class three at twenty  
262 miles per hour with a max watt of 750.

263 Class three ebikes have a max speed of 28 miles per hour. They are generally pedal assist  
264 without a throttle.

265 Mr. Redfern said he was unsure of whether he was on the outreach committee and so he just  
266 attended the meeting. It just so happened that the New Hampshire Rail Trails Coalition had done  
267 a big study on ebikes. They wrote up a state law that got enacted and it basically defined the  
268 classes. He explained that class one and two are allowed on the rail trails. Class three is not. The  
269 difference is that the throttles will cut out on one and two at about 20 miles per hour, whereas  
270 class three can go up to 28 miles per hour. They are now coming out with electric motorcycles  
271 and some people are believing that they can go on the trails because of how some businesses are  
272 advertising them. He shared that there is a whole list of fifteen different categories of emobility  
273 devices that can go up to 50 miles per hour, are unlicensed and unregistered. He shared that he  
274 has a sheet that he will bring to share to show the classifications to date. Having the  
275 classifications will benefit legal enforcement but could also serve as a revenue generator if  
276 enforcement is adopted. If registration was required, it would funnel additional money to cover  
277 more than just maintenance.

278 Ms. Diana Duffy wondered if towns in the area should just look at speed limits and if that would  
279 be a way to simplify rather than by class. She also suggested being cognizant of vocabulary and  
280 used the word biker as an example saying that when she thinks of a biker, she thinks of a  
281 motorcyclist. She wondered whether the way they as a committee communicate with each other  
282 and the way they communicate outside aligned or not.

283 Ms. Jackson said speed enforcement is hard on the trails especially since they tend to be straight  
284 paths. Speed as a factor is a bigger deal in an area like Main Street where you have pedestrians  
285 high at rest. Promoting and encouraging paths that chicane around trees help to calm and lower  
286 the speed.

287 Dr. Russell explained that one thing Ms. Jackson had shared in the meeting was that the  
288 differentiation between class three and the other classes is that there are some municipalities that  
289 require class three to have a speedometer mounted on the bike and that can be enacted at the  
290 municipal level. This serves as a differentiation as well as a reminder for people to check their  
291 speed. Mr. Schoefmann stated enforceability might be tough on that one.

292 Chair Bryenton said Ms. Jackson did an extensive report-out and asked that for the January  
293 meeting that she have typed up some of that research around the different types of bikes. He said  
294 it would be nice to deliver something to the council in terms of recommendations from the  
295 BPPAC on how to handle this because it is so conflicting. There is desire to encourage use of the  
296 trails and know there are some people who need increased mobility, but if speed becomes an  
297 issue or something else, what kind of stance can be taken and what does that look like. A well-  
298 thought-out recommendation to the city would be helpful.

299 Mr. Horner in any communication about safety of e-devices, he thinks those remarks or  
300 observations should be prefaced with the primary hazard to pedestrians is motor vehicles. Ebikes  
301 can pose a risk to folks on foot, but cars are the primary risk and not to lose sight on that.

302 **5) Route 101 Improvement Project/ Transportation Heritage Trail**

303 Mr. Redfern requested the committee consider a letter of support for a program that the city is  
304 going to propose in that they combine the 101-improvement project with the Prause Bridge and  
305 Stone Arch improvements and possibly the Swanzey Factory Road/Bailey Bridge. The reason for  
306 the combination is efficiency and better engineering, grant funding and speed. City of Keene is  
307 driving the idea of combing, but Pathways is suggesting supporting the initiative to ask for better  
308 coordination, efficiency and so on.

309 Mr. Davern added that even if the work is not done at the same time, having the conceptual plan  
310 that covers everything would be fantastic.

311 Mr. Schoefmann suggested getting some bullet points from the city engineer on what should be  
312 included in the letter and offered to reach out to Mr. Lussier.

313 To clarify, Mr. Redfern is suggesting BPPAC create their own letter with input from Mr. Lussier  
314 mirroring the letter created by Pathways.

315

316 **6) Regular Project Updates**

317 Mr. Schoefmann shared that the master plan recommended scope of work from Southwest still  
318 needs to be reviewed by city staff. He needs to try and coordinate that meeting. He said this  
319 group should be thinking about any feedback on bike racks especially around spots they might  
320 have missed last year, a plan, etc. There is a map that they can review at the next meeting so that  
321 they have a little guidance when they go to install them in the spring.

322 Mr. Horner wondered why there cannot be permanent bike racks. Mr. Schoefmann said they are  
323 currently removing them; it eases the work of public works for snow removal and it how it has  
324 been done for some time. Installing permanent would result in changes to the workflow and  
325 require changes in process.

326

327 Mr. Schoefmann shared that Ms. DelaCroix was appointed as this committee's representative for  
328 the Safe Streets for All Grant.

329

330 He also shared that they received the report out for the safety and outreach working group, which  
331 is doing great things, and they will have that for January.

332

333 The phase one meeting of the Transportation Heritage Trail took place at the Blastos room. Not  
334 surprisingly, the biggest feedback was citizens wondering how the city was going to screen the  
335 property. Mr. Horner wondered how that is the city's responsibility, but Mr. Bohannon  
336 responded that the city has screened several properties along Bradford Road.

337

338 Dr. Russell shared that there are studies that show that the value of the property increases being  
339 close to the trail. Most people are concerned with crime and homelessness. He has seen  
340 references about safety and crime reduction, so he suggested digging those out to try to address  
341 those concerns.



342 Mr. Schoefmann will distribute the rankings via Google drive.  
343

344 **7) Volunteer Opportunities**

345 **A) Crosswalk Yield Counts**

346  
347 Dr. Russell wanted to try at some point to identify counts of people running the crosswalks with  
348 the focus being West, anywhere the rail trails cross and focusing on the beacons.  
349 Chair Bryenton thought it seemed it would be hard to do manually but suggested keeping it on  
350 the agenda. He also thought it would be nice to do something pedestrian oriented as the group  
351 tends to focus on bikes. Dr. Russell suggested bringing in Councilor Laura Tobin as a champion.  
352

353 **B) Trail Clean ups (planned)**

354 Dr. Russell said they will be late in the year and rather than have a formal time, he and Scott  
355 Wilson will connect and decide a time and let people know when they will be out. They plan to  
356 do them twice a year (spring and late fall).  
357

358 **8) Old Business**

359 **A) Bike/ Pedestrian Counts (report out)**

360 Nothing reported. Mr. Schoefmann did share that he and Mr. Bohannon are trying to piece  
361 together a budget item for one of the counters like a fire box. It would have multiple modes that  
362 account for short-term counting that could be moved around the city.  
363

364 **B) Membership Updates**

365 Mr. Schoefmann updated that Mr. Horner and Mr. Bryenton's terms are up. There is a gap in the  
366 alternates because Chris Brehm moved to Maine. There is also a new mayor coming in. The  
367 mayor will be the one to make the new appointments and per discussions that have been had  
368 here, the recommendation for staff was to have Ms. Jackson and Ms. DelaCroix fill the spots that  
369 are being vacated by Mr. Horner and Mr. Bryenton. Ms. Duffy is also interested in serving, so  
370 there will also be a recommendation for her. Jack Aaron was also recommending as an alternate.  
371 As soon as he gets information about when those nominations are going to be put forward by the  
372 mayor, he will let people know and they may hear from the Clerks office. Mr. Benik is not  
373 terming out. Mr. Redfern asked if Mr. Horner and Mr. Bryenton could serve as alternates to  
374 which Mr. Schoefmann replied yes and encouraged both to continue to show up.  
375 Depending on when that happens, the committee may need to delay elections.  
376

377 **9) New Business**

378 **A) Items to be included for the next meeting.**

- 379 - Bike racks
- 380 - Subgroups report outs
- 381 - Memo for council
- 382 - Mr. Redfern's letter and input from the engineer

383  
384

385 **10) More Time**

386 **A) Old Stone Arch Bridge Safety Improvements**

387 **B) NHDOT North/South Bridge Signs**

388

389 Mr. Redfern asked for the status and Mr. Schoefmann said he will have to ask Kurt Blomquist  
390 before he leaves.

391

392 **11) Adjournment**

393 There being no further business, Chair Bryenton adjourned the meeting at 9:29 AM.

394

395 Respectfully submitted by,  
396 Amanda Trask, Minute Taker

397

398 Reviewed and edited by,  
399 Will Schoefmann, GIS Mapping Technician, Community Development

**City of Keene**  
**New Hampshire**

**BICYCLE AND PEDESTRIAN PATH ADVISORY COMMITTEE**  
**MEETING MINUTES**

**Wednesday, January 10, 2023**

**8:15 AM**

**2<sup>nd</sup> Floor Conference Room,  
City Hall**

**Members Present:**

Drew Bryenton, Acting Chair  
Todd Horner, Vice Chair  
Jan Manwaring  
Michael Davern  
Rowland Russell, Alternate (online)  
Charles Redfern, Alternate (online)  
Ed Haas, councilor at large

**Staff Present:**

William Schoefmann, GIS Technician  
Jesse Rounds, Community Development  
Director

**Members Not Present:**

Janelle Sartorio, Alternate  
Samantha Jackson, Alternate  
Autumn DelaCroix, Alternate  
Dillon Benik

**1) Call to Order and Roll Call**

Chair Bryenton called the meeting to order at 8:22 AM.

**2) December 13, 2023 Minutes Approval**

Chair Bryenton tabled the minutes. Provided membership updates (see below).

**3) Safety and Outreach Working Group**

**A) Bike Lanes in Downtown Project**

Chair Bryenton took the opportunity to address the committee with some of the items Mayor Kahn had relayed to him in their conversation and as to why the topic of downtown bike lanes as they pertain to the downtown infrastructure project would be coming up again soon. Chair Bryenton stated the Mayor told him he'd asked downtown business owners and constituents what was on their mind with regards to downtown and many said, "everything was fine", second most heard response was "they'd not thought about it and would need to get back to him" and third most heard response was "anxiety over separate grade bike lanes and human/bike interactions". A major concern was for pedestrians colliding with bicyclists using the separate grade facility between parking and the sidewalk. Chair Bryenton thought that might indicate that people are using the facilities but also the Mayor would be interested in developing some guidelines or rules around usage of those facilities.

Chair Bryenton asked if anyone else had any thoughts. Acting Vice Chair Horner stated he had a few thoughts. He continued that the Rail Trails or separated trails there really seems to be not a lot of issues with as the dynamics of interactions are different, people are not crossing from parking into sidewalk space (separated by bike facilities) on the trails is the primary difference. There is an example or track record of bicyclists and pedestrians without any sort of signage or guiding ordinance and coexisting peacefully and without incident. Acting Vice Chair Horner continued he thought it was really important to keep that in mind when discussing the bike lanes and how it “may” pose a threat to safety. His second thought was around the true threat to pedestrian safety being motor vehicles not yielding in the second lane of traffic. He continued he’s had many close calls as a pedestrian where the second car was unable to see him as he walked out in front of the first car in a two lane traffic scenario. He stated if there were a true concern for pedestrians, the priority would be to look at the interaction with motor vehicles. He also thought it was still important to consider how to make bike lanes as safe as possible but the issue with bikes and pedestrians appeared to be a “red herring”.

**B) Memo to Mayor/City Council**

Dr. Rowland Russell shared that he finished the letter the day prior due to being ill. He did not believe it had been sent. He asked the best way to share. Mr. Schoefmann suggested distributing the letter for individuals to review outside the meeting unless someone wants to make a motion to move forward after the acting chair has reviewed.

Chair Bryenton said the idea was to get it into the hands of city council sooner rather than later. He stated he would be fine with Dr. Russell sharing it online during the meeting for the committee to view. Dr. Russell said he created it using talking points and Acting Chair Bryenton actually drafted it some time ago. He emphasized the priority is safety for both pedestrians and cyclists as well as enhancing multimodal transportation infrastructure. He avoided protected bike lanes and focused on using multimodal transportation wherever possible. The letter highlighted the committee’s support of a design that widens sidewalks, created protected areas, maximized safety, and calmed motorized traffic. He discussed how he included trees in terms of replacing and expanding where possible and emphasized in the letter that it is the construction that is responsible for the loss of trees; not the bike lanes.

He pointed out the five bullet points highlighting the benefits of multimodal design concepts such as improving local economy, increasing property values, reducing expenses, creating a welcoming downtown regardless of age or ability, helping to address climate change, improving the experience of motorists, and helping to connect as a community. He also shared an infographic with data supporting bike lanes that was included in the letter. He showed the committee two additional tabs that were included that listed resources and referenced The Complete Streets Resolution the city council accepted a couple of years ago as well as funding resources.

Chair Bryenton complimented Dr. Russell saying he thought he did a great job reiterating the points the BBPAC has been making the past few years. He stated he would be comfortable copying it into a letter, but wanted to make sure folks feel comfortable as it is from all members of BPPAC, not just the chair.

Mr. Ed Haas asked if there was any text or bullet point that addresses the interaction between bicycles and pedestrians. He said he believed people fear the bicycles more than they fear getting hit by a car and suggested a bullet point to highlight that. Dr. Russell said the data was included in the infographic and said he thought it might be sufficient to cite that in addition to having the infographic.

Mr. Horner said he believed that this would be an issue that the BPPAC will need to revisit as the project proceeds. He thought if the goal of the letter was get some talking points and thoughts that have been under discussion at BPPAC in front of city council than he believed the current letter did that. He did believe that BPPAC was going to need to come up with some more focused talking points specific to that issue.

Mr. Jesse Rounds jumped in and said in speaking with the Mayor early in his term, the mayor expressed concern about the bike lanes and pedestrian interactions. Mr. Rounds said one of the problems that he thinks people are seeing is that there are no specific rules as far as anyone can tell about how bikes would operate in the space between the parking lane and the sidewalk. One of the things he had talked to the Mayor and the city manager about was getting members of BPPAC and members of the Energy & Climate Change Committee (ECC) into a non-quorum group to talk about rules they could propose to then take to the Mayor. The goal being to create rules that would increase the comfort of the public so to feel safe using those spaces. Mr. Rounds would explore whether a non-quorum group is possible.

Mr. Redfern added that the ECC has formed sub-groups called working groups. He explained his understanding was that there can be members of the official committee, but not enough to form a quorum of that committee on that working group. He suggested talking with Ms. Mari Brunner. Dr. Russell wanted to point out that the safety workgroup under this committee has been looking at those rules. He is not sure it would require forming a new group, but more expanding the existing group. There are already three members participating in that group.

Mr. Haas asked if there were existing rules for the rail trails that they could build on. Ms. Jackson said there are rules about the class of e-bikes that can be on them. Mr. Schoefmann added that the major prohibition was for ATV and that was for any trails within Keene. Chair Bryenton decided to move the discussion for the working group to February. Chair Bryenton made a motion to adopt Dr. Russell's letter as is. The motion was seconded by Ms. Jan Manwaring. With no discussion and all in favor, the motion was approved.

Ms. Manwaring offered to invite people from the ECC to the BPPAC for the purpose of giving a report. Mr. Schoefmann will talk with Ms. Brunner and Mr. Rounds on what might work best.

**4) Downtown Bike Racks**

Mr. Schoefmann shared two maps, one from 2019 and one from 2008. The maps highlight the location of bike racks. He is unsure and would be hard-pressed to know if all of the highlighted bike racks are still there. If the committee has ideas of areas where bike rack need to be placed or areas where they have been removed, please let him know. He can utilize the map to guide the conversation with the Highway Department.

Mr. Haas asked about bike racks outside of downtown. Mr. Schoefmann said that is not something the committee has focused on historically. Mr. Haas said he is thinking of places bicyclists go regularly and have to fish to find someplace to lock up.

Ms. Jackson added that the key things are making the racks visible and making sure people are aware of where they are. Mr. Davern suggested using social media to publicize that information. Chair Bryenton noted that most of the bike racks are seasonal. He believed the rack maps to be optimistic and suggested an audit. Mr. Schoefmann said an option would be to take the image to highway and ask them to ensure the highlighted locations in the map have racks.

Mr. Redfern asked Mr. Schoefmann if he knew the year that it was required that new construction place bike racks. Mr. Schoefmann was not sure of the year, but said he knew it was in regulation that it should be considered.

Chair Bryenton said when he looks at the 2019 map, he sees a big gap between Railroad Street and Gilbo Ave where racks are missing or not visible. Mr. Schoefmann agreed to update the map and also add some suggestions for additional locations.

**5) Regular Project Updates**

Mr. Schoefmann shared that they got the report out from Safety and Outreach with the letter. The second public concerns meeting for the Transportation Heritage, Phase 1 Eastern Ave 101 was yesterday. Stantec, the consultant, did report-outs with the engineering department on the concerns (screening, drainage, and people on the property). Mr. Schoefmann explained the three options needed to address the needs statement would be to improve the rail trail section, put infrastructure on the Marlboro Street extension or not do anything. It was important to make sure those were evaluated as those are important steps required for the federal and state funding they have received. Chair Bryenton asked if it was at a point where it would be useful for BPPAC to weigh in. Mr. Schoefmann responded that it was not at that point yet.

It was asked by Mr. Horner if there was risk that the project would not move forward because of abutters. Mr. Schoefmann said while possible, he had fingers crossed that it would not be.

Mr. Haas suggested finding property owners nearby who see no issue with the rail trail running behind their property who might be willing to offer a support letter. Mr. Schoefmann suggested including that support letter.

6) **Volunteer Opportunities**

**A) Crosswalk Yield Counts**

It was noted by Ms. Jackson that in previous discussions they had considered performing the counts at the intersection by Ashuelot. Mr. Horner said 30-50% of the red lights have someone who runs it at that intersection. Acting Chair Bryenton suggested tabling this until membership is worked out.

**B) Trails Cleanups**

Dr. Russell said they did not get to it as they could not find the right weekend. If the snow melts, he and Scott Wilson will go out and do it themselves. The Green Up Keene will be the next large clean up. Chair Bryenton said his family has been doing cleanups near where they live. He asked if there was any awareness by Southwestern Community Services of the sleeping bags and supplies that they hand out or if there was any effort to collect them. Ms. Manwaring suggested reaching out to Craig Henderson, Southwestern's community outreach worker.

**C) Events**

There has been some collaboration between Pathways of Keene, MAST (Monadnock Alliance for Sustainable Transportation), and Mike's group MRRTC (Monadnock Regional Rail Trail Collaborative) for Earth Day set to occur on April 20, 2024. The groups are trying to get a booth together. Mr. Redfern suggested that it might be nice to have BPPAC members there to help out and if people are interested in having a table, could look into that.

Ms. Manwaring suggested interfacing with the public on Main Street. The goal would be to get Dr. Russell's infographic and something specific to bike/pedestrian interactions.

Mr. Redfern said if there was desire to be with Pathways or the other bike organizations, they would need to reserve it through the Monadnock Cooperative. Mr. Davern has a contact and will reach out. Topic will be put on the agenda for February.

7) **Old Business**

**A) Letter re: Route 101 Improvement Project/ Transportation Heritage Trail**

Mr. Redfern had a conversation with Kendal Lane, who was not in support of them being lumped together due to the likelihood that both projects will get denied due to overall cost. Another idea is separating the projects, but requesting that the work be done at the same time so long as each project has been put into the ten year plan separately with their own individual funding. Pathways for Keene is saving funds to help support those projects.

Mr. Redfern asked Ms. Manwaring to add as she saw fit. Ms. Manwaring had nothing to add. Mr. Redfern clarified that it is not off the table- the strategy just needs to be modified. The Transportation Heritage Trail would need to get added to the ten year plan at the next cycle. Kendall Lane has talked extensively with Cindy Warmington. Her feedback to him was that

they do not want cost bleed through. Mr. Redfern stated they would still need to follow the ten year plan process and there is a lot of planning that goes in between now and then for that. Acting Chair Bryenton recognized Dr. Russell who noted that there is fair amount of data about property value increases along bike paths that can be cited. He added, Friends of Public Art is interested in adopting the concrete face of the bridge infrastructure at the beginning of phase one and would be proposing a stylized map of the old rail that converged in Keene. They thought that it would help address some of the public concerns about graffiti. Chair Bryenton said they will stand by as Mr. Redfern reconfigures his strategy.

### **B) Membership Updates**

Acting Chair Bryenton wanted to provide an update. At this time, he and Mr. Todd Horner have timed out. They are allowed to stay on in an acting capacity. They will continue to do that as they are able. Mr. Schoefmann has submitted a recommendation to the Mayor that Ms. DelaCroix and Ms. Jackson be moved from alternate to full member and that Ms. Duffy and Jack Ahern be invited as alternates. He believed there was confusion and possibly some lack of communication with outgoing mayor to incoming mayor.

Acting Chair Bryenton had recently reached out to Mayor Kahn to see if he had reviewed the recommendation. He spoke with him last night and Mayor Kahn was not aware of this or that it needed his action. Chair Bryenton will get those names over to him for his review. A note- Andrew Jackson is no longer a councilor.

Mr. Horner asked if they planned to have elections next month. Acting Chair Bryenton said once he gets confirmation, they will send an e-mail out to the full committee for those interested in running.

During Acting Chair's conversation with Mayor Kahn, Mayor Kahn shared that during his conversations with downtown business owners and his inquiries as to their needs, concerns or questions, some themes arose. The most popular response was everything is fine. Second to that was that they had not really thought about it and would get back to him. Third most popular response was anxiety about separate bike lanes and the human/bike interactions. Chair Bryenton thinks this is a great problem to have because it means people are using the bike path and that the numbers of users have increased to the point that they are now having interactions. Chair Bryenton shared that Mr. Kahn expressed interest in developing ordinances focusing on creating some guidelines or rules around how people use those bike lanes.

Mr. Horner said he thinks it is important to remember that there is already structure on the rail trails and there are really no issues there. He did note that the dynamics are somewhat different in that people are not crossing from parking space to a sidewalk. The rail trails not only serve as an example, but also as a track record of bike and pedestrian shared use with very little signage or ordinance and both coexist peacefully and without any issue. Secondly, he pointed out that the true threat to pedestrian safety is motor vehicles, especially vehicles in the second lane of traffic not yielding. Chair Bryenton agreed.



8) **New Business**

- A) **Items to be included for next meeting**

9) **More Time**

- A) **Old Stone Arch Bridge Safety Improvements**
- B) **NHDOT North/South Bridge Signs**
- C) **Kiosk Map Updates**

Mr. Schoefmann said he has a draft map update and requested Acting Chair Bryenton look on his way out.

- D) **Public Art and the Trails Update**
- E) **BPPAC Website**
- F) **Downtown Infrastructure Project Updates**

10) **Adjournment**

There being no further business, Acting Chair Bryenton adjourned the meeting at 9:38 AM.

Respectfully submitted by,  
Amanda Trask, Minute Taker

Reviewed and edited by,  
Will Schoefmann, Community Development Staff



**Bicycle Pedestrian Path Advisory Committee**  
**(BPPAC)**

**2024 Meeting Dates**

All meetings are on the 2<sup>nd</sup> Wednesday of the month, at 8:15AM  
2<sup>nd</sup> floor conference room, City Hall, 3 Washington Street, Keene, NH

Wednesday, January 10

Wednesday, February 14

Wednesday, March 13

Wednesday, April 10

Wednesday, May 8

Wednesday, June 12

Wednesday, July 10

Wednesday, August 14

Wednesday, September 11

Wednesday, October 9

Wednesday, November 13

Wednesday, December 11

Meetings dates & times are subject to change

| Project   | PRIORITY | Master Plan Project # | Status    | Budget *             |        | Schedule    |               |             | Updates<br>(status changes and project notes)   |
|---|----------|-----------------------|-----------|----------------------|--------|-------------|---------------|-------------|---|
|   |          |                       |           | Cost                 | Status | Start       | Finish        | Status      |   |
| Master Plan   | HIGH     | P17                   | Submitted | City Staff \$50K     | N/A    | July 1 2024 | August 1 2025 | Behind      | <b>CIP Project to complete the plan in 2024/5. Updated response from SWRPC being reviewed by staff. Annual project evaluation by BPPAC.</b>   |
| Complete Streets  | N/A      | N/A                   | Working   |                      | N/A    | 2018        | N/A           | Behind      | GIS Tech working with Highway to inventory in street bike markings for budget purposes. Bike Boxes, Downtown Sharrows remarked.   |
| Bike Racks  | HIGH     | P21                   | Working   | N/A                  | N/A    | ongoing     | N/A           | N/A         | DPW Highway In for Winter - Highway seeking input on placment. Gaps in where historically placed. <b>Committee discussing in March.</b>   |
| Appel Way Trail Paving  | HIGH     | P7                    | Planning  | \$ 104,900.00        | Even   | 2025        | N/A           | Behind      | Appel Way repaving project, CIP Budgeted in Parks and Rec Trail Maintenance Program. <b>Pushed out to 2025</b>  |
| Safe Streets for All Grant  | N/A      | N/A                   | Planning  | NA                   | N/A    | Spring 2023 | N/A           | N/A         | Engineering division of DPW is managing this grant opportunity. Autumn named BPPAC Rep on Steering Committee. <b>Project Presentation/Stakeholder Meeting in Feb.</b>   |
| NHDOT TAP Grant 2018 - Marlboro Street  | HIGH     | BE22                  | Working   | \$674K               | Over   | Winter 2018 | Summer 2022   | Behind      | City of Keene has been selected as a TAP grant recipient for Complete Street improvements to Marlboro Street that tie into other planned improvements, infrastructure, economic development goals and the Cheshire Rail Trail. Project is moving into construction phase. |
| Safety and Outreach Working Group   | N/A      | N/A                   | Working   | N/A                  | N/A    | Ongoing     | N/A           | N/A         | This working group is planning and investigating where to focus efforts around Safety and Promotion of other Bike/Ped Initiatives via outreach. Focus areas are being conceptualized and report outs will be at regular meetings.   |
| League of American Bicyclists Bicycle Friendly Program & other community ranking programs | N/A      | N/A                   | Completed | Staff/Volunteer Time | N/A    | Summer 2023 | Summer 2023   | On Schedule | Renewal process concluded and includes data gathering for a report/application. <b>Keene awarded Silver Status with it's renewal effort. Eeport card to be reviewed at future meeting.</b>  |
| Sidewalks   | N/A      | N/A                   | Submitted | CIP                  | Even   | Spring 2022 | N/A           | On Schedule | Summer 2022 expecting to replace approx. 2,000 LF of asphalt sidewalk, including Colby St. and Adams St. The CIP will request funding for about 2,000 LF / year beginning in 2023.  |
| Downtown Infrastructure Project (MAIN STREET)   | HIGH     | P14                   | Planning  | CIP                  | Even   | Summer 2023 | Fall 2027     | N/A         | Final recommendation from City Council via MSFI includes widened sidewalks and protected bike lanes. All other concepts scrapped. <b>Engineering seeking letter of support for the RAISE Grant to help fund the project.</b>  |
| Lower Winchester Street (Roundabout - City Line)  | HIGH     | P22                   | Planning  | CIP                  | Even   | Summer 2024 | Fall 2027     | N/A         | Planned improvements including sidewalks connecting market place in Swanzey and Route 10/Winchester Street  |

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|  |        |     |          |  |       |             |      |             |  |
|--|--------|-----|----------|--|-------|-------------|------|-------------|--|
| Project  |        |     |          |  |       |             |      |             |  |
| Jonathan Daniels Trail Maintenance   | HIGH   | P3  | Planning | \$25K                                      | Even  | Summer 2020 | 2022 | N/A         | CIP Budgeted in Parks and Rec Trail Maintenance Program.   |
| Wayfinding Signage Facilities and Plan   | HIGH   | P11 | Working  | City Staff, \$42,000                       | N/A   | Planning    | N/A  | On Schedule | BPPAC Considering overall wayfinding plan with Parks/Rec, DPW and Comm Dev Departments. <b>UNH Downtown Trails Initiative completed. Next steps signage design and placement in conjunction with City branding effort.</b>   |
| <b>↓Transportation Heritage Trail ↓</b>  |        |     |          |  |       |             |      |             |  |
| THT Phase 1 - CRT Eastern Ave to NH 101 (Transportation Heritage Trail)  | HIGH   | P1  | Planning | \$ 386,400.00                              | Even  | 2024        | 2025 | N/A         | Project includes from Eastern Ave - 101 Bridge abutments. <b>Stantec and Engineering held 2nd Public Concerns meeting happened Monday January 8th.</b>   |
| THY Phase 2 - Prowse Bridge - CRT NH 101 Overpass to Stone Arch Bridge (Transportation Heritage Trail)         | HIGH   | P4  | Planning | \$ 381,685.00                              | N/A   | 2027        | N/A  | N/A         | 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. <b>Promotional website and video released with funding donation from PFK.</b>  |
| THT Phase 3 - Old Stone Arch Bridge - (Transportation Heritage Trail)  | HIGH   | P4  | Planning | \$ 321,195.00                              | N/A   | 2025        | N/A  | N/A         | Collaboration with Heritage Commission to conduct research and assist with Historic Resources LCHIP application for railing/abutment design. PFK funding conceptual visuals. LCHIP grant planned for 2022 to fund Planning Study phase. <b>Promotional website and video released with funding donation from PFK.</b>  |
| THT Phase 4 - Island Street Bailey Bridge - Swanzezy Factory Road to Town Line (Transportation Heritage Trail) | MEDIUM | P4  | Planning | \$ 1,862,310.00                            | N/A   | 2027        | N/A  | N/A         | Installation of the Historic Island Street Bailey Bridge at Swanzezy Factory Road to create a safe overpass for trail users and creating continuity of the Cheshire Rail Trail towards the Swanzezy Town line. <b>Island Street bridge due to be removed from Island Street during current project in March.</b>   |
| NHDOT Route 101 Improvement Project  | HIGH   | P23 | Planning | NA   | Even  | 2023        | 2025 | On Schedule | NHDOT Project including widening and other improvements to NH Route 101 in the vicinity of the THT and improvements to the intersection of RT 101/Swanzezy Factory Rd.   |
| West Street - Complete Street  | MEDIUM | P19 | Planning | \$ 785,275.00                              | N/A   | 2027        | N/A  | N/A         | 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. <b>Funds available in 2027, DOT 10 Year Plan redesign/construction</b>   |
| 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 and propose types and locations of future amenities in a plan. These should include Kiosk/Trailhead facilities, Trailside Facilities such as bathrooms, potable water and tune up stations and efforts should be made to engage the artist community to create spots along the trails for public art which will enhance the unique qualities of our system. <b>Survey work incorporated into UNH Downtown Trails Initiative. TRAIL LIGHTS NOW INCLUDED HERE</b> |

| Project   | PRIORITY    | Master Plan Project # | Status    | Budget *             |        |             | Schedule    |           |             | Updates<br>(status changes and project notes)   |
|---|-------------|-----------------------|-----------|----------------------|--------|-------------|-------------|-----------|-------------|---|
|   |             |                       |           | Cost                 | Status | Start       | Finish      | Status    |             |   |
| Master Plan   | N/A         | N/A                   | Delayed   | City Staff           | \$5K   | N/A         | Spring 2014 | Fall 2021 | Behind      | Revised scope of work developed submitting CIP to complete the plan in 2024/5. Annual project evaluation by BPPAC. Updated response from SWRPC being reviewed by staff.   |
| Complete Streets  |             |                       | Working   |                      |        | N/A         | 2018        | N/A       | Behind      | GIS Tech working with Highway to inventory in street bike markings for budget purposes. Bike Boxes, Downtown Sharrows remarked.   |
| Bike Racks  | AMENITIES   | P21                   | Working   | N/A                  | N/A    | ongoing     | N/A         | N/A       | N/A         | DPW Highway In for Winter - Highway seeking input on placement. Gaps in where historically placed. <b>Committee discussing this month.</b>  |
| Appel Way Trail Paving  | MAINTANANCE | P22                   | Planning  | \$ 104,900.00        | Even   | 2025        | N/A         | N/A       | Behind      | Appel Way repaving project, CIP Budgeted in Parks and Rec Trail Maintenance Program. <b>Pushed out to 2025</b>  |
| Safe Streets for All Grant  | N/A         | N/A                   | Planning  | NA                   | N/A    | Spring 2023 | N/A         | N/A       | N/A         | Engineering division of DPW is managing this grant opportunity. Autumn named BPPAC Rep on Steering Committee  |
| NHDOT TAP Grant 2018 - Marlboro Street  | N/A         | BE22                  | Working   | \$674K               | Over   | Winter 2018 | Summer 2022 |           | Behind      | City of Keene has been selected as a TAP grant recipient for Complete Street improvements to Marlboro Street that tie into other planned improvements, infrastructure, economic development goals and the Cheshire Rail Trail. Project is moving into construction phase. |
| Safety and Outreach Working Group   | NA          | N/A                   | Working   | N/A                  | N/A    | Ongoing     | N/A         | N/A       | N/A         | This working group is planning and investigating where to focus efforts around Safety and Promotion of other Bike/Ped Initiatives via outreach. Focus areas are being conceptualized and report outs will be at regular meetings.   |
| League of American Bicyclists Bicycle Friendly Program & other community ranking programs | N/A         | N/A                   | Completed | Staff/Volunteer Time | N/A    | Summer 2023 | Summer 2023 |           | On Schedule | City of Keene's designation as a "Bicycle Friendly City" has lapsed and needs to be renewed. The process includes data gathering for a report/application. <b>Application submitted, announcement in December.</b>  |
| Sidewalks   | N/A         | N/A                   | Submitted | CIP                  | Even   | Spring 2022 | N/A         |           | On Schedule | Summer 2022 expecting to replace approx. 2,000 LF of asphalt sidewalk, including Colby St. and Adams St. The CIP will request funding for about 2,000 LF / year beginning in 2023.  |
| Downtown Infrastructure Project (MAIN STREET)   | AMENITIES   | P14                   | Planning  | CIP                  | Even   | Summer 2023 | Fall 2027   |           | N/A         | <b>Final recommendation from City Council via MSFI includes widened sidewalks and protected bike lanes. All other concepts scrapped.</b>  |
| Lower Winchester Street (Roundabout - City Line)  | N/A         | N/A                   | Planning  | CIP                  | Even   | Summer 2024 | Fall 2027   |           | N/A         | <b>Planned improvements including sidewalks connecting market place in Swanzey and Route 10/Winchester Street</b>   |

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|--|------------|-----|----------|--|-------|-------------|------|-------------|--|
| Project  |            |     |          |  |       |             |      |             |  |
| Jonathan Daniels Trail Maintenance   | TOP 7      | P3  | Planning | \$25K                                      | Even  | Summer 2020 | 2022 | N/A         | CIP Budgeted in Parks and Rec Trail Maintenance Program.   |
| Wayfinding Signage Facilities and Plan   | TOP 7      | P11 | Working  | City Staff, \$42,000                       | N/A   | Planning    | N/A  | On Schedule | BPPAC Considering overall wayfinding plan with Parks/Rec, DPW and Comm Dev Departments. <b>UNH Downtown Trails Initiative completed. Next steps signage design and placement in conjunction with City branding effort.</b>   |
| <b>↓Transportation Heritage Trail ↓</b>  |            |     |          |  |       |             |      |             |  |
| THT Phase 1 - CRT Eastern Ave to NH 101 (Transportation Heritage Trail)  | TOP 7      | P1  | Planning | \$ 386,400.00                              | Even  | 2024        | 2025 | N/A         | Project includes from Eastern Ave - 101 Bridge abutments. <b>Stantec and Engineering held 2nd Public Concerns meeting happened Monday January 8th.</b>   |
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| THT Phase 4 - Island Street Bailey Bridge - Swanzezy Factory Road to Town Line (Transportation Heritage Trail) | TOP 7      | P4  | Planning | \$ 1,862,310.00                            | N/A   | 2027        | N/A  | N/A         | Installation of the Historic Island Street Bailey Bridge at Swanzezy Factory Road to create a safe overpass for trail users and creating continuity of the Cheshire Rail Trail towards the Swanzezy Town line. <b>Island Street bridge due to be removed from Island Street during current project - currently delayed.</b>  |
| NHDOT Route 101 Improvement Project  | THT Impact | NA  | Planning | NA   | N/A   | 2023        | N/A  | On Schedule | NHDOT Project including widening and other improvements to NH Route 101 in the vicinity of the THT and improvements to the intersection of RT 101/Swanzezy Factory Rd. <b>Chuck drafting letter from BPPAC</b>   |
| West Street - Complete Street  | TOP 7      | P19 | Planning | \$ 785,275.00                              | N/A   | 2027        | N/A  | N/A         | 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. <b>Funds available in 2027, DOT 10 Year Plan redesign/construction</b>   |
| AMENITIES  | TOP 7      | P21 | Working  | City Staff, Facility and Maintenance Costs | Under | Planning    | N/A  | On Schedule | Staff should establish a base line of existing amenities and propose types and locations of future amenities in a plan. These should include Kiosk/Trailhead facilities, Trailside Facilities such as bathrooms, potable water and tune up stations and efforts should be made to engage the artist community to create spots along the trails for public art which will enhance the unique qualities of our system. <b>Survey work incorporated into UNH Downtown Trails Initiative. TRAIL LIGHTS NOW INCLUDED HERE</b> |

Letter of Support Draft Points (Place on Letterhead)

February 14, 2024

The Honorable Pete Buttigieg, Secretary  
United States Department of Transportation  
1200 New Jersey Avenue, S.E.  
Washington, DC 20590

Re: Support for the *Revitalizing Downtown Keene* RAISE Grant Application

Dear Secretary Buttigieg:

Please accept this letter of support for the *Revitalizing Downtown Keene* project to the U.S. Department of Transportation's RAISE Program. Acknowledging the significance of Downtown Keene as the region's economic engine with a commitment to maintaining its vibrancy, relevance, and functionality for all, this multi-modal project brings equitable access, resilient design, and improved quality of life to long underinvested communities.

Keene's downtown serves as an economic, social, and cultural hub for the city and surrounding Monadnock Region. This opportunity will transform the downtown streetscape into a dynamic corridor that accommodates expanding community uses, prioritizes multimodal and active transportation access, expands connections to downtown, and integrates climate adaptation and resiliency measures.

The project would replace core utility infrastructure, upgrade the walking and cycling environment, create new flexible community spaces, and incorporate elements that will reduce flooding, support better air quality, and reduce the impacts of heat island effect. Reduction in roadway widths, crosswalk and sidewalk improvements, and new sidewalk grade bike lanes will prioritize people over cars and support the wider use of multi-modal transit across a greater diversity of groups.

Furthermore, the project will cement Keene's downtown as a hub within the regional trail network that threads through different neighborhoods and connects to communities with persistent poverty within and surrounding Keene. The increased accessibility provides alternative choices for people to connect to downtown and the wider region.

For these reasons, I submit that the *Revitalizing Downtown Keene* project aligns with the grant program priorities and would be a useful investment in RAISE grant funding. Thank you for your consideration.

*[Please add a paragraph on how this project will benefit your and/or your organization.]*

From BPPAC:

- Increase in recreational tourism by connecting downtown to trail network
- Increase safety for pedestrians and cyclists. Downtown currently very dangerous for bicycle traffic
- Part of Keene's ongoing master plan to improve bike ped access
- Infrastructure is hardest and most costly thing to add. Grant funds will provide 'missing piece' to overall larger plan
- Project will improve our LAB Bicycle Friendly City designation by increasing infrastructure and inter regional connectivity

Please do not hesitate to reach out to us with any questions, please contact [\[XXXXXXXXXX\]](#) at [\(XXX\) XXX-XXXX](#).

Sincerely,

XXXXXXXXXX



TO: Mayor and City Council

FROM: Bicycle and Pedestrian Pathway Advisory Committee

DATE: January 12, 2024

RE: Support for Downtown Improvements Project Multimodal Design Concepts

Dear mayor and members of the council,

As we usher in a new year with a new mayor and new council members, the downtown infrastructure project remains an important endeavor for all of us in the city to address together. The Bicycle and Pedestrian Path Advisory Committee (BPPAC) wishes to emphasize our support for a design which makes our streets and sidewalks more safe for both pedestrians and cyclists, while enhancing infrastructure for multimodal transportation options. BPPAC supports a design that widens sidewalks, creates protected bike lanes on Main Street, maximizes safety, and calms motorized traffic, while thoughtfully replacing (if not increasing) the number of trees lost as a result of construction.

- Multimodal Design Concepts (i.e., Bike, Ped, and Wheelchair friendly) support the local economy by raising property values, reducing transportation expenses (thereby freeing up disposable income), increasing local business activity, and helping to attract young, talented workers. Our downtown also lies at the center of an extensive rail trail network, creating substantial potential for tourist activity associated with walking and cycling. This potential was well documented in a report authored by UNH Cooperative Extension, which was accepted by City Council's Municipal Services, Facilities, and Infrastructure Committee in April 2022.
- Multimodal Design Concepts help create a downtown that welcomes everyone no matter your age or ability. Whether you're an older adult using a mobility aid, a wheelchair user, a parent pushing a stroller, or a kid riding a bike, downtown should be a place that you can safely and conveniently navigate.
- Multimodal Design Concepts help fight climate change. In the United States, transportation is the leading source of greenhouse gas emissions, largely from personal vehicles. Vehicle electrification on its own will not be enough to meet the city's official goal of achieving net zero carbon emission in all sectors, including transportation, by 2050.
- Multimodal Design Concepts improve the experience of motorists. Walkable and bikeable environments can benefit drivers too. If more people choose to walk and bike downtown because it's safe, enjoyable, and convenient, that means fewer cars on the road and less congestion. Also, let's remember that every motorist is also at some point a pedestrian during their journey to downtown stores and restaurants.
- Multimodal Design Concepts help us connect as a community, while helping our businesses. During the expected 2-3 year construction period, Main St. and local businesses will most easily be accessed on bike and foot. Designing and installing multimodal access on the new Main Street will ensure patrons (and store owners that rely on them) can continue to access downtown using various forms of transportation.

Sincerely,



Drew Bryenton, Acting Chair on behalf of all members of BPPAC



*Leading the movement to create a bicycle-friendly America for everyone*

1612 K STREET NW, SUITE 1102, WASHINGTON, DC 20006 | phone 202-822-1333 | fax 202-822-1334 | [WWW.BIKELEAGUE.ORG](http://WWW.BIKELEAGUE.ORG)

February 2, 2024

Will Schoefmann  
GIS Mapping Technician  
Community Development  
City of Keene, NH  
3 Washington Street, 4th floor, City Hall  
Keene, NH, 03431

Dear Will,

Congratulations to Keene on renewing the Bicycle Friendly Community designation at the Silver level! This award is presented only to communities with impressive commitments to bicycling.

Enclosed you will find your 2023 Bicycle Friendly Community Award Certificate. If you would like to order Bicycle Friendly Community road signs, certificate duplicates, or Smart Cycling educational materials such as the enclosed *Smart Cycling Quick Guides*, please visit the League store online at: [bikeleague.org/bfcstore](http://bikeleague.org/bfcstore).

I have also included information from our partners at Eco-Counter to help your community more effectively collect and track ridership data to improve your Evaluation & Planning efforts.

Your 2023 Silver BFC award status will be promoted by the League for four years, after which time your designation must again be renewed. You will be reminded via email prior to the 2027 BFC application deadline. Until then, your community's 2023 award status and report card will be publicly available in our online award database: [bikeleague.org/bfa/awards#community](http://bikeleague.org/bfa/awards#community).

Once again, congratulations on your efforts to create a great Bicycle Friendly Community! Thank you for your engagement with the Bicycle Friendly Community program and for your commitment to improve bicycling conditions in your community.

Best Regards,

Amelia Neptune  
Director, Bicycle Friendly America Program  
League of American Bicyclists

**THE LEAGUE**  
**OF AMERICAN BICYCLISTS**  
*since 1880*

*is pleased to designate*

**Keene, NH**

*as a*

**BICYCLE FRIENDLY**  
**COMMUNITY**

*in recognition of your outstanding efforts to encourage bicycling in your community*

**2023 - 2027 » SILVER**



PRESIDENT



CHAIR, BOARD OF DIRECTORS