



BICYCLE PEDESTRIAN PATH ADVISORY COMMITTEE
AGENDA

**Wednesday, March 13, 2023 8:15-9:30 AM 2nd Floor Conference Room
3 Washington St, City Hall**

Members:

Sam Jackson, Chair	Charles Redfern, Alternate
Dr. Rowland Russell, Vice Chair	Diana Duffy, Alternate
Ed Haas, Councilor	Janelle Sartorio, Alternate
Autumn DelaCroix	
Dillon Benik	
Jan Manwaring	
Michael Davern	

- 1) Call to Order, Roll Call, Welcome
- 2) February 14, 2024 Minutes
- 3) Safety and Outreach
 - a. Memo and Letter to Mayor/City Council (recap)
 - b. Downtown Bike Lane Rules
 - c. Bicycle Promotion City Sign Boards - Banner
- 4) Regular Project Updates
- 5) Old Business
 - a. Bicycle Pedestrian Master Plan
 - b. Downtown Bike Racks
- 6) New Business
 - Items to be included for next meeting
- 7) More Time
 - Volunteer Opportunities
 - Public Art and the Trails Updates
 - Kiosk Map Updates
 - Old Stone Arch Bridge Safety Improvements
 - BPPAC Website
 - Letter re: Route 101 Improvement Project/Transportation Heritage Trail
- 8) Adjournment
 - Next meeting date – April 10, 2023

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

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

Wednesday, February 14, 2024

8:15 AM

2nd Floor Conference Room,
City Hall

Members Present:

Dillon Benik
Jan Manwaring
Michael Davern
Councilor Edward Haas
Rowland Russell
Samantha Jackson
Autumn DelaCroix
Diana Duffy, Alternate

Staff Present:

William Schoefmann, GIS Technician
Jesse Rounds, Community Development
Director/AV Support
Amanda Palmeira, Assistant City
Attorney

Members Not Present:

Drew Bryenton, Chair
Todd Horner, Vice Chair Member Name
Dr. Chris Brehme, Alternate
Charles Redfern, Alternate
Janelle Sartorio, Alternate

Others:

Frank Koczalka, VHB
Phil Goff, VHB
Eric Tang, VHB

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

11 Mr. William Schoefmann, who was joining virtually and staff suggested the meeting be called to
12 order at 8:15 AM.

13
14 **2) Elections and Schedule Adjustment**

15 Mr. Schoefmann explained the first step for elections is to take nominations, followed by a vote.
16 Ms. Jan Manwaring asked Dr. Rowland Russell if he had any interest in being the chair. He
17 responded that he is currently chairing two boards, two committees, and a member of several
18 others. He continued that it might be a possibility in six to nine months, but not at the current
19 time. Mr. Dillon Benik asked if the vice chair was a possibility. Dr. Russell said only if the chair
20 was committed and able to attend all meetings.

21 Ms. Manwaring was asked about her interest and she responded that she was not able to. Mr.
22 Mike Davern shared that he is working again and is unable to take on the chair role.

23 Mr. Benik asked Ms. Sam Jackson if she was interested in the role of chair. She asked for more
24 information on the responsibilities of the role. Mr. Benik explained that it mostly involved

25 running the meetings and helping to delegate tasks. Mr. Schoefmann is kind enough to provide
26 drafts for any communications to the council or mayor, but the chair would be responsible for
27 editing and approving the document as well as speaking before the council, if necessary. Mr.
28 Benik shared that in his experience he did not find the role to be too burdensome. Ms. Jackson
29 said she would be willing to give it a try, to which Ms. Autumn DelaCroix quickly nominated
30 her for chair. The nomination was seconded by Mr. Ed Haus.

31 Mr. Benik asked if anyone had comments, questions, or concerns about the nomination. Mr.
32 Haus reassured Ms. Jackson that they would support her. He said he believed that he would
33 “gum up the works” as the vice chair but offered to support her in any way possible. Mr. Benik
34 asked for a vote from all in favor of Ms. Jackson as chair. With unanimous support, Ms. Jackson
35 was voted in as chair.

36 Chair Jackson took control of the meeting and welcomed nominations for vice chair. Ms.
37 Manwaring nominated Dr. Russell and was seconded by Mr. Davern. Mr. Schoefmann asked for
38 any other nominations. Ms. Diana Duffy said she would be willing to but understands that she is
39 not able to as an alternate. Chair Jackson moved for a vote. With unanimous support, Dr. Russell
40 was voted in as vice chair.

41 Mr. Benik explained to Chair Jackson that the normal process is for the chair to request a motion.
42 A second is offered and then the chair will offer a period for comment. If there are no comments
43 or further discussion, the chair can move to vote.

44 Mr. Schoefmann brought up the proposed schedule changes for the group to view. Mr. Benik
45 moved to adopt the schedule and Dr. Russell seconded the motion. Chair Jackson asked for all
46 those in favor. With a unanimous vote, the BPPAC schedule for 2024 was adopted.

47 **3) July 12, December 13, 2023 and January 10, 2024 Minutes**

48 Chair Jackson asked if anyone had any edits or comments on the July 12, 2023, minutes. With no
49 edits or comments, she requested a motion to approve. A motion was made by Ms. DelaCroix
50 and seconded by Dr. Russell. With unanimous approval, the minutes of July 12, 2023, were
51 adopted.

52 Chair Jackson then asked for comments or edits on the December 13, 2023, minutes. Ms.
53 Manwaring moved to accept the minutes of December 13, 2023. Ms. DelaCroix seconded the
54 motion and with all in favor, the December 13, 2023, minutes were adopted.

55 Lastly, Chair Jackson asked for comments or edits on January 10, 2024, minutes. A motion to
56 approve was offered by Dr. Russell and seconded by Ms. Manwaring. With all in favor, the
57 minutes from January 10, 2023, were adopted.

58

59 **4) Safe Streets For All Grant**

60 Mr. Schoefmann invited Mr. Don Lussier, the City Engineer, to introduce himself and the
61 consultants. Mr. Lussier was in person with the consultants from VHB joining virtually to talk
62 about the Roadway Safety Action Plan. Mr. Lussier discussed how Safe Streets for All is the
63 name of the federal grant that the city won to work on this project. He shared that Ms. DelaCroix

64 is part of the public body steering committee, which was set up as an ad hoc committee to
65 discuss the project and serve to guide the consultants through the process of developing this plan.
66 The committee was put together with folks from Keene State College, Keene School District,
67 members of this committee, and essentially a cross-section of the community and road users. The
68 task was to drill down into the roadway safety issues, problems, and concerns specifically
69 relevant to the bicycle-pedestrian path committee work.

70 Mr. Lussier explained the plan serves two purposes. This first, being a big picture takeaway, is to
71 try to significantly reduce or eliminate roadway fatalities and serious injuries. The other is that to
72 apply for federal grants for implementation funds, it is a requirement to have a plan like this that
73 has been adopted by the community.

74 The goal is to adopt this plan and then come up with sets of priorities with both specific
75 locational priorities and others that are standards and policy-type recommendations. Mr. Lussier
76 introduced Mr. Frank Koczalka, project manager(s) for VHB. Mr. Koczalka explained that he
77 was joined by Mr. Eric Tang, who is a safety expert and does safety analysis of crash data, and
78 Mr. Phil Goff. Mr. Koczalka then introduced Mr. Goff.

79 Mr. Goff thanked the group for having them talk. He explained that he works with PHP out of
80 Watertown, MA as a senior active transportation planner and will be overseeing the public
81 engagement. A big chunk of his background is in pedestrian and bike-related and/or trail-related
82 planning and design for infrastructure and community planning. He loaded a PowerPoint
83 presentation of eleven slides and explained they were interested in hearing from the committee.
84 They want to better understand areas of concern about roadway safety whether that be walking,
85 biking, or roadway crossing.

86 He explained that there are five core tasks of their scope of work for the City based on the United
87 States Department of Transportation (USDOT) Safe Streets for All grant. These include
88 stakeholder engagement, data collection and analysis, determination of priorities, develop
89 improvement recommendations, and development of an action plan. There is now a website for
90 this effort on the city website under road safety that was made live yesterday. There is additional
91 information there beyond what he planned to present if people are interested. There is also a link
92 to a fourteen-question survey that he hopes people will take, which looks at various topics related
93 to comfort and safety for all modes of transportation, not just walking. The survey asks about
94 barriers to walking and biking, other modes of transportation, spending priorities, and
95 destinations in terms of where people want to get to.

96 During the presentation, Mr. Goff explained that he will be pulling out five or six of the
97 questions from the survey and sending them out for a flash vote to get a quick sense from people
98 who are already set up with the flash vote system. They hope to get a few hundred of these
99 responses and asked members of the committee to go to the website and forward them to friends
100 and fellow pedestrians or bike path advocates. He also noted that there is an input map that is
101 part of the survey that provides an opportunity for survey takers to place pins to inform them of
102 locations where they should be focusing their safety planning work.

103

104 The consultants have met with the road safety plan committee and received good input. The
105 consultants also met with a technical advisory committee on February 13th, 2024, which is made
106 up of various city staff. They will be meeting with both of those groups on a monthly basis. The
107 steering committee meetings are public meetings and they do anticipate that some members of
108 the public will attend. Those meetings are typically late afternoon or early evening meetings to
109 help accommodate the community attendance.

110 Mr. Goff explained that they are setting up a series of eight stakeholder listening sessions. The
111 first one they hope will be a single meeting with Keene State, SAU 29, Keene Housing Authority
112 and various social services agencies. There will also be two neighborhood group meetings in the
113 next month or so with one taking place either downtown or in the Blastos meeting room at Keene
114 Police Department. A second one will happen in West Keene either at the YMCA or Keene High
115 School. They have three meetings with the MSFI (Municipal Services, Facilities and
116 Infrastructure) committee and then a final presentation to the city council they anticipate to occur
117 in early June. It is a concentrated effort allowing for five plus months to meet all these deadlines
118 for the applications and to be eligible for the funding.

119 In discussing the data collection and analysis, Mr. Goff explained that they had collected crash
120 data made available from NHDOT and the city. As part of that analysis, they have mapped
121 locations where the crashes occurred with a yellow square representing a serious injury and black
122 crosses representing minor injuries (presented in a visual map in the PowerPoint slideshow).
123 These crashes were pedestrian bike-related crashes from the five year period from 2018-2022.
124 The data becomes more detailed in another image and highlights percent of occupants by age and
125 whether they were wearing a seatbelt or not. The last image on the right hand side of the slide
126 was a heat map of all the crashes with high concentration occurring along the Route 9 corridor
127 and focused on downtown, Winchester Street and along Main Street.

128 A determination of priorities and doing a prioritization methodology using evaluation criteria
129 will be required to aid in determining the different strategies. The consultants will be setting up
130 that evaluation criteria and may weight that criteria double or triple relative to others depending
131 on how the city sees it and the feedback they receive from city staff, the TAC (Transportation
132 Advisory Committee) and from the steering committee. From there, they will rank and score to
133 have a better understanding of the priorities for the various safety improvements that they lay
134 out.

135 In the following slide, Mr. Goff presented a project schedule showing that the project was started
136 in December with the initial kick off meeting with city staff and the start of data collection. As
137 they moved through January, they worked on the development of goals and strategies. Moving
138 into February, they are focusing on various strategies and countermeasures, which in essence is
139 safety improvements for walking, biking and driving. As they move into the spring, a substantial
140 piece will be meeting with various stakeholders. In April and May, they will be drafting out the
141 action plan and presenting it to the TACK and steering committee and then completing the
142 project in June.

143

144 Mr. Goff then moved to an open forum discussion and asked if there were any general questions
145 about the scope of the work or clarification of schedule. Dr. Rowland Russell presented a
146 suggestion of Antioch University as a stakeholder group. He stated they tend to be forgotten and
147 suggested VHB consider either a separate session with them or invite them to the Keene State
148 one as Antioch will be moving right across from Keene State College. He explained that
149 arguably there may be many, if not more, Antioch students who live off campus than at Keene
150 State so the walking, biking and commuting quotient is high. Mr. Goff thanked him for the
151 suggestion and said they did not want to forget Antioch. Dr. Russell said he had names and email
152 addresses to pass along in that effort.

153 With no further general questions or comments, Mr. Goff moved onto the two questions on the
154 open forum discussion question slide. Chair Jackson asked the group about their key goals for
155 the Roadway Safety Action Plan, which was the first question on the slide. Ms. Jan Manwaring
156 asked if the study or the plan included places where the state highways intersect, specifically
157 Winchester Street, Route 101 and Main Street. Mr. Lussier offered to take that question and
158 responded that the grant they received requires that the plan include all of the roadways within
159 the geographic jurisdiction. He extended kudos to the consulting team for already collecting the
160 five years of data and putting it into a map. He noted that the grant specifically requires including
161 state highways and explained that when upon looking at the data the consultants have already put
162 together, it is apparent that the high injury network is on the state highways. This is not
163 surprising given the higher volumes and higher speeds.

164 Ms. Manwaring explained that her concern is with people who have sight problems and the lack
165 of accessibility feature for the visibly impaired at state highway intersections. The other area of
166 concern she had was at the intersection of Grove Street and Marlboro Street and Wheelock
167 School crossing. She believed that to be a terrible intersection. Mr. Lussier responded that it was
168 getting built in summer of 2024. Ms. Manwaring shared that the other day the crossing guard
169 almost got hit as she was out in the middle of street getting ready to help a student cross. Mr.
170 Lussier explained that he specifically is requesting some of the crossing guards attend the
171 meeting that includes the SAU 29. Mr. Goff thanked Ms. Manwaring and said these are exactly
172 the kind of issues and discussion they were looking for.

173 Chair Jackson recognized Ms. Diana Duffy. She explained that as someone who does not have a
174 car, she does not spend a lot of time on roadways and did not know what the roadway safety
175 action plan was. Mr. Lussier asked if she spent any time on the sidewalks to which she
176 responded that she did. He went on to explain one of the grant requirements is that all modes of
177 transportation are included. Ms. Duffy was pleased to hear that but said that it not obvious to her
178 given the title of the project and might be something to consider moving forward. Mr. Lussier
179 said the only thing they are not looking at is the rail trails and explained that the roadway
180 includes everything from property line to property line. It includes sidewalks, bike lanes, lighting
181 and intersections. Mr. Goff responded to Ms. Duffy and said that they appreciated the input and
182 that will be something they consider for future presentations. Ms. Autumn DelaCroix asked if in
183 residential areas if the roadway included easements. Mr. Lussier confirmed that the easements
184 were included as part of the roadway as it is called the public right away.

185

186 Mr. Eric Tang introduced himself and explained that he has worked on a number of safety plans
187 throughout the United States. There are a variety of flavors when it comes to these safety action
188 plans, but they all focus on the roadway network. Sometimes there will be variation in the title.
189 He explained that he has worked on ones where they called it a Transportation Safety Plan. Other
190 places, particularly larger cities, called it the Vision 0 plan because they are trying to move
191 towards zero depth. There are different ways the plan can be named, but ultimately, they are
192 trying to focus on the right of way that the city and the state are responsible for within the city
193 limits. For example, a parking lot in front of retail establishment off of the street would not be in
194 their focus. Mr. Lussier explained that the terminology, Roadway Safety Action Plan, comes
195 directly out of the grant. He stated that if the city has not already done so, they should put a one-
196 page explanation of that. He believed that the FHWA (Federal Highway Administration already
197 has a one page about what has to be included in a qualified roadways safety action plan.

198 Chair Jackson recognized Dr. Russell. He noted that the BPPAC committee has discussed and
199 even has a safety subcommittee or work group that talks about crosswalk conflicts. West Street
200 by Ashuelot Park is a big conflict area. Another area of concern is anywhere there is four lanes
201 as the car in the sidewalk lane may stop but the second lane car often keeps going. His question
202 is what tools are there in the tool box that could be used. They have discussed having raised
203 crosswalks, traffic calming bumps or speed bumps, etc. He asked if cameras at problematic
204 crosswalks could be an option or if that was not allowed in the state. He wondered what tools
205 other communities use and what tools Keene could be using. He said in terms of connectivity,
206 downtown Main Street is a big connectivity issue for bicyclists especially as is West Street.

207 Mr. Schoefmann wanted to add that they have a couple of years' worth of bicycle and pedestrian
208 counts that the city could provide for that corridor. Dr. Russell added that the consultant may
209 have already thought to do this, but it would be great if it was possible to do counts at some of
210 those crosswalks of the cars that run the red lights to include that in their study.

211 Mr. Goff demonstrated that if you go to the city website under the Roadway Safety
212 Infrastructure. There are different examples at the very bottom of types of safety infrastructure.
213 These include safety infrastructure like separated bike lanes, bumps outs, rectangular rapid
214 flashing beacons, raised crosswalks, etc. While there are some expense and maintenance issues
215 associated with some of these, they are out there and available. He noted that many of the photos
216 are from examples in Keene. Their toolkit of safety countermeasures will be a little broader than
217 that, but they wanted to at least show a good number of the candidates on the web page.

218 Mr. Tang added that there is a list of nine requirements, as Mr. Lussier alluded to. One of them is
219 having a comprehensive list of strategies and actions for the city of Keene to address in the years
220 to come. There is a strong focus on those. He would not necessarily focus on the low hanging
221 fruit, but those are low cost, high impact types of solutions. There will be opportunity for them to
222 help the city prioritize the various strategies and actions. In a comprehensive list, it will run the
223 gamut of infrastructure and non-infrastructure types of programs. He likes to classify the strategy
224 matrix as a toolbox of sorts. It can be used to draw from and prioritize a handful of projects for

225 consideration with implementation grants with a longer list of items that the city can draw from
226 in the years ahead. As the city looks at additional data trends in the years ahead, priorities may
227 shift and there may be desire to pivot to a different item in the toolbox. That comprehensive list
228 will be invaluable for the community as a place to look at items rather than scouring the entire
229 web and various websites trying to search for representative images and information. The hope is
230 to make that a centralized source of tools that can be drawn from.

231 Mr. Koczalka added that with regards to cars running into crosswalks or running red lights, they
232 consider those near misses and they have never recorded those unless there is actual visual
233 evidence. They are looking at crash data from the NHDOT for minor and serious injury fatalities
234 along pedestrian and bike accidents. The public outreach and meetings will be beneficial in
235 helping to capture that information. Their scope does not include pedestrian counts at this time.
236 Down the line, there are supplemental grants if the city wishes to approach it or has time. Bikes,
237 bicycles and pedestrians have not been documented as well in the past and have become a big
238 emphasis point. NHDOT just completed their vulnerable user's manual. Those things will
239 become more prevalent and Mr. Koczalka expects to see the counting more available in the
240 future.

241 Dr. Russell stated that he is aware that some states have them at intersections to capture people
242 running the lights while other states do not. He wondered where New Hampshire stood on that.
243 Ms. DelaCroix said she understood that New Hampshire has made it illegal to create any
244 stoplight camera. Mr. Koczalka said he believed that it was for permanent cameras. It was his
245 understanding that it is permissible for the temporary purpose of a study.

246 Mr. Benik wanted to highlight West Street as an area of concern, but West Street from Park
247 Avenue to Base Hill Road is of particular concern for him as it is where he lives. Most of the
248 street in that area has no sidewalk. It is a straight flat road that serves as a shortcut for people
249 coming in from points west to northern west Keene allowing them to bypass those highway
250 intersections. Drivers fly down West Street at fifty miles per hour. There are kids waiting at the
251 bus stop and those crossings are heavily used, especially once the weather warms up. He
252 believed the entirety of West Street really need attention.

253 Ms. DelaCroix said Court Street also needs attention. There is a lot of degradation on the edge of
254 the roadway where people's lawns get torn up into the road, especially come winter. Dr. Russell
255 pointed out that roundabouts, especially the one by Keene State College, are another area of
256 concern. Traffic can be very heavy through there making it tricky to get across and even more
257 challenging if someone has a mobility challenge. Ms. Duffy said crossing Route 101 is definitely
258 a concern. South Winchester Street south of Route 101 is also a challenge that she encounters
259 regularly. Mr. Goff asked the group to clarify as crossing Route 101 has come up multiple times.
260 He asked where roughly there were talking about. The group said Main Street and Winchester
261 Street was the biggest area of concern.

262 With no other thoughts, Mr. Lussier asked that if any other thoughts came up if Chair Jackson
263 could funnel them through. He and the consultants are happy to make a return visit if more
264 questions arise. Mr. Goff wanted to remind the group of the survey and made a request for them

265 to fill it out. After question ten, there will be an ABCD question and map in which a pin can be
266 placed with an opportunity to explain the issue. Option A offers up to three motor vehicle safety
267 improvements to be highlighted. Option B asked for up to three pedestrian safety improvements.
268 Option C is for up to three bicycle related safety improvements and option D is for
269 miscellaneous.

270 Mr. Lussier wanted to remind everyone that Ms. DelaCroix was nominated by the mayor to sit
271 on the steering committee and he wanted to thank her for her service and suggested that everyone
272 feel free to use her as a conduit from one committee to the next. With no further comments or
273 questions, Mr. Schoefmann and the group thanked Mr. Koczalka, Mr. Goff, and Mr. Tang.

274 **5) City Attorney's Office Update**

275 Chair Jackson welcomed and introduced Amanda Palmeira, Assistant City Attorney. Ms.
276 Palmeira explained that they would be switching modes slightly to talk about procedure and law,
277 but appreciated that the group now had the context of the consultants and their work to be able to
278 picture what they are going to be working with while in these guardrails she is going to lay out.
279 She explained that she tries to meet with boards and commissions whenever she has the
280 opportunity, particularly with new people or when something is coming up that raises a question
281 because the Right-To-Know Law applies to all of the boards and commissions. She wanted to
282 talk quickly about how that works and then transition to how that specifically fits in with the
283 working groups because she understands that is something that this group has utilized and there
284 are some specifics to work through on that.

285 The main purpose of the Right-To-Know Law, which lives in the statutes, Chapter 91A, is for
286 public access to what the government is doing, what the various boards and commissions are
287 doing, public transparency and public accountability. This plays out in two main ways. One
288 being public meetings and making sure they are accessible, which is why public are allowed to
289 attend when the doors are open, notice is given, and minutes are taken. The other way is through
290 public records, which the city staff deal with all the time.

291 Ms. Palmeira continued that while there was no public in attendance at the meeting, there is
292 significant information that the group will be dealing with that has public interests involved. This
293 project includes every roadway in the city, the sidewalks, the lights, and the signage. The last
294 being one that people can be very opinionated about as the city learned with the downtown
295 project. She asked the group to keep that in mind and explained that this is why they are trying to
296 keep everything very kosher and follow the Right-to-Know Law as best as possible.

297 The statute includes explanations of what happens when the law is not followed. That can be a
298 variety of remedies that ultimately would be determined at the court level. She found that what
299 often comes up for public bodies that do not follow the Right-to-Know Law is either they are
300 meeting without giving notice to the public or they are meeting in a non-public session without
301 following the proper procedures. In that event, the court could invalidate whatever that group had
302 done during the session such as whether they had taken a vote, made a recommendation, or
303 decided to question a petition. They all could be invalidated in the event that the court found the
304 Right-to-Know Law was not followed. There are also simple penalties, either to the city or

305 individuals, but Ms. Palmeira said she has never seen it. There is also a misdemeanor associated
306 with intentionally violating the Right-To-Know Law. This is important because there is
307 significant public interest and people will be watching. Having said all that, she stated she
308 wanted to narrow down on the working groups and welcomed any questions about what she said
309 or even the specifics before she jumped into the working groups.

310 Mr. Ed Haus spoke up and reminded the group that they will be making recommendations about
311 roadway safety and the downtown plan. He stated that the goal is to minimize the opportunity for
312 opposition to destroy their work. Ms. Duffy said she wanted to clarify that and found that
313 statement to be heavy in the overtones of me and them, which made her a little uncomfortable.
314 Mr. Haus responded that it came out wrong. When she met with the city attorney, Ms. Duffy said
315 the thing the city attorney did for her was to instill this “thou shall play by the rules because it is
316 so much better to play by the rules than the alternative” She said she can already tell that as a
317 group they are a group that wants to do right. Knowing that the group is getting to a set of high
318 traffic opportunities that could get them in pickle, she thought it was great to have a reminder to
319 them to have a solid vision of what they are doing and where they are going.

320 Ms. Palmeira explained that one of the things that comes up regardless of wanting to be a rule
321 follower is the Right-To-Know Law because it is unfortunately not shaped for efficiency. Even if
322 the group determines the best way to do something, the Right-To-Know Law still dictates that
323 they have to follow these rules for the public benefit. She made note of a definition contained in
324 the statute of an advisory committee and how it highlights that it is separate from a public body.
325 She explained that the BPPAC is acting as a public body. All of the members are appointed by
326 the mayor, doing the public’s business. The statute outlines that a subgroup of a public body is
327 also subject to the Right-To-Know Law. An advisory committee, which she used
328 interchangeably with working group because they are effectively the same thing, is defined as
329 “designated by the appointing authority so as to provide such authority with advice or
330 recommendations concerning the formulation of any public policy legislation that might be
331 promoted, modified or opposed by such authority”. She further explained that a group acting as a
332 public authority and creating a subgroup that might bring back recommendations is essentially
333 creating an advisory committee that is subject to the same notice, minutes, and public access as
334 the larger committee is. There are some workarounds and she noted how Mr. Haus was kind
335 enough to meet with her and Tom Mullins, City Attorney, to work through this and help them
336 understand what the committee has been working on and why it is so helpful to have the
337 subgroups.

338 Ms. Palmeira and Mr. Mullins created two recommendations for the group on what they thought
339 might work and Ms. Palmeira shared that she was happy to workshop whatever the group needs.
340 The first recommendation was that if they are working on a project that requires outside research,
341 it could probably be done by one person. The other options is the work could be broken up into
342 four or five smaller pieces and individually designated to four or five people. If everyone is
343 working on their own and then reporting back, that would avoid the problem entirely. She
344 explained the big issue is when a subgroup is going out collecting information and then only
345 bringing select bits back. The curating and culling of the material is what is problematic as the

346 public never got to see the entirety of the material. However, if the group met and brought back
347 all material and presented all material to the larger committee, the problem would have been
348 avoided. She continued that really what the public needs to see is how the decisions were made.
349 She welcomed any questions.

350 Mr. Lussier addressed the Chair and said a third option would be to have a publicly noticed
351 subcommittee. Ms. Palmeira responded that might be up to city council because the council
352 created the larger committee and she does not know that the larger committee has been
353 designated with the authority to create these subgroups. Creating a public body is the function of
354 the city council, but there is potential to go to council and ask. It would require meeting minutes,
355 notices, etc.

356 Dr. Russell explained that the safety subgroup had done a lot of research that could not be
357 covered in the committee meeting themselves. There was significant data collection. He also
358 brought up the fact that Energy Climate Committee has four or five work groups that have been
359 in place for years. Ms. Palmeira responded that she started this conversation off with public
360 attention for a reason. The law is not made for efficiency and often they way that she and Mr.
361 Mullins will address these things are in high risk groups. If there are going to be eyes on the
362 group, it is important that the group is playing by the rules. While this group may not have been
363 high attention seeking in the past and may not be in the future, the grant and the current
364 downtown project has definitely brought attention. Ms. DelaCroix added that it is also worth
365 noting that this cannot be bypassed by having a google doc, because that constitutes a public
366 meeting in that kind of space. Similarly, a group e-mail could constitute a quorum.

367 Mr. Haus asked if the safety working group members went out and collected their information
368 individually and gathered to share the information, but all the information came back to the
369 BPPAC in its entirety whether that would be permissible. Ms. Palmeira said she would like to
370 think about that and get back to them. However, she said if all the same information is being
371 shared, it might negate the need for meeting. Mr. Haus explained that he saw the meeting as a
372 way of stimulating each other to find more information as they do not know what is missing until
373 it is compiled. Ms. Palmeira responded the public accountability part includes whatever sparks
374 might be passed to each other in the smaller group.

375 Mr. Benik asked if this a change to the Right-To-Know Law or is this a more risk-adverse
376 reading of Right-To-Know. He explained that in the past when they have spoken with the
377 Attorney's office, they were drilled to not form a quorum. Ms. Palmeira explained that it was a
378 little bit of both as the statute definition was added after, but not recently. It happened about ten
379 years ago, but it is a more recent addition than the quorum practice. She assumed that this was
380 added to address that loophole. There are exceptions that are expressed in the statute. If it was a
381 chance meeting or there less than a quorum, it likely is not a problem.

382 Ms. DelaCroix said it said it sounded as though the main solution is to be more discrete and
383 specific with tasks to make sure they get done outside and time is not being wasted in the
384 meeting. Mr. Benik responded that it should probably be added to new business on who is going
385 to report. Ms. Palmeira suggested scheduling report outs two meetings out. All the data would be

386 submitted one week out, allowing for one person to compile the data and report out the following
387 week to the committee. Mr. Benik said it looks like they may need to go to council and request a
388 subcommittee.

389 Conversation ensued about other committees and Ms. Duffy asked Ms. Palmeira whether any
390 other committees are properly adhering to Right-To-Know. Ms. Palmeira highlighted the
391 difference between the city council, the standing committees and the fully noticed
392 subcommittees. She explained that they are not working with as much advisory related tasks and
393 data as the BPPAC is.

394 Dr. Russell mentioned that the BPPAC does volunteer activities like cleanups and questioned if
395 multiple members attended and it was advertised (as they usually are) whether that would be
396 acceptable. Ms. Palmeira responded that there are more parts to it. She explained that committee
397 business cannot be done at the trail cleanup. Dr. Russell suggested to the committee that they get
398 really intentional and thoughtful about how they delegate or assign tasks and collect it. He
399 believed that this was going to impact how the minutes are done and the packets that get put
400 together as he believed they were going to get much larger. Mr. Jesse Rounds stepped in and
401 defended the way minutes are done now. He explained that his staff is not going to spend a lot of
402 time putting information together. He wants the committee members to be able to do their jobs.
403 Mr. Schoefmann is the GIS technician. He has a job and has too much on his plate already.
404 Adding this is a lot and it is not to say that he cannot help because that is why he is here. Dr.
405 Russell interjected to correct and clarify saying that he meant that all the research would get
406 added as an attachment to the packet making the packet quite large. Mr. Schoefmann added that
407 the size will also limit capacity to email. Mr. Benik said it sounds like it is at the point where the
408 city will need to come up with some sort of public portal online where packets can be uploaded.
409 Mr. Schoefmann said he would likely load it to the city website and then just email the link
410 rather than emailing the hard copy.

411 Mr. Haus asked if everything collected in the working group and that is discussed in the working
412 group will get into this drive, which the group confirmed. Ms. Palmeira said she does not know
413 that doing that would be bulletproof and said it might take some practice, but that is ok. She
414 suggested trying to limit conversation in the working group. No editorializing anything during
415 the conversations.

416 Ms. Duffy said speaking on behalf of the group that they feel a level of engagement that is
417 different. She is confident that they will do it and work through it. She commented that one thing
418 that has been nice has been the availability and ease of access to the legal team. With no other
419 thoughts or questions, Chair Jackson and the group thanked Ms. Palmeira and moved onto
420 agenda item number seven.

421 **6) Safety and Outreach Working Group**

- 422 **A) Meme and Letter to the Mayor/ City Council**
423 **B) Bicycle-Friendly Community Status**

424

425

426 **7) Regular Project Updates**

427 **A) Letter of Support- Downtown Infrastructure Project- RAISE Grant**

428 Chair Jackson recognized Mr. Lussier. Mr. Lussier thanked the chair. He explained that he was
429 there to ask this committee to give Chair Jackson a homework assignment in the form of a letter
430 of recommendation. He explained that in large part because of the work of this committee, the
431 Council has approved bike lanes as part of the downtown project. The focus of the project right
432 now is putting in for a federal grant by the end of this month to help pay for the work downtown.
433 The grant is called the RAISE Grant, Rebuilding American Infrastructure with Sustainability and
434 Equity. Alternatives to motorized transportation play very well with the intention and the goals
435 of the grant program. He believed that they were going to be able to put together a very
436 competitive grant. These grants are very competitive as they are large grants and nationwide. The
437 minimum application amount was five million dollars. It is not a given that the city will be
438 awarded, but they will put their best foot forward and part of that is showing that they have broad
439 consensus and support across the community. He would love to have a letter of support from the
440 BPPAC and offered to share a template with some key facts of the project. The grant is due at the
441 end of this month so he would need to have the letter if not by this week, no later than next week.
442

443 Ms. DelaCroix moved to have Chair Jackson write the letter. Dr. Russell wondered if there was a
444 volunteer willing to do the first draft to send to Chair Jackson. Mr. Schoefmann said there is a
445 template from the former chair that he included in the packet and was willing to share with Chair
446 Jackson. The move was seconded by Mr. Davern. With unanimous approval, the motion was
447 approved. They spent some time discussing Right-To-Know appropriate ways for individuals to
448 share thoughts they would like to see included in the letter. It was determined that individually
449 emailing the chair would be the most appropriate and acceptable method.

450 The committee withdrew the previous motion and Ms. DelaCroix moved to have Chair Jackson
451 write the letter and send it to either Mr. Lussier or Mr. Schoefmann. The motion was seconded
452 by Dr. Russell and unanimously approved.

453
454 Chair Jackson asked given the limited time remaining in the meeting if there were any other
455 items that needed to be addressed before the end of the meeting.
456

457 **8) Old Business**

458 **A) Membership Updates**

459 **B) Bicycle Pedestrian Master Plan**

460 Mr. Schoefmann shared that the city received the silver level status as a bicycle friendly
461 community and congratulated everyone that helped to put that together. Ms. Duffy asked if that
462 status provided any rights or privileges pertaining to other things that LAB (League of American
463 Bicyclists) offers, including their national conference. Mr. Schoefmann did not know, but offered
464 to look into it.
465

466 **9) New Business**

467 **A) Items to be Included in Next Meeting**

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10) More Time

- A) Volunteer Opportunities**
- B) Public Art and The Trails Update**
- C) Downtown Bike Racks**
- D) Letter re: Route 101 Improvement Project/Transportation Heritage Trail**
- E) Old Stone Arch Bridge**
- F) Kiosk Map Updates**
- G) BPPAC Website**

11) Adjournment

There being no further business, Chair Jackson adjourned the meeting at 9:43 AM.

Respectfully submitted by,
Amanda Trask, Minute Taker

Reviewed and edited by,
Will Schoefmann, Community Development Staff

Project	PRIORITY	Master Plan Project #	Status	Budget *		Schedule			Updates (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	CIP Project to complete the plan in 2024/5. Updated response from SWRPC being reviewed by staff. Annual project evaluation by BPPAC.
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. Committee discussing in March.
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. Pushed out to 2025
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. Project Presentation/Stakeholder Meeting in Feb.
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. Keene awarded Silver Status with it's renewal effort. Eeport card to be reviewed at future meeting.
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. Engineering seeking letter of support for the RAISE Grant to help fund the project.
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. UNH Downtown Trails Initiative completed. Next steps signage design and placement in conjunction with City branding effort.
↓Transportation Heritage Trail ↓									
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. Stantec and Engineering held 2nd Public Concerns meeting happened Monday January 8th.
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. Promotional website and video released with funding donation from PFK.
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. Promotional website and video released with funding donation from PFK.
THT Phase 4 - Island Street Bailey Bridge - Swanzey Factory Road to Town Line (Transportation Heritage Trail)	MEDIUM	P4	Planning	\$ 1,862,310.00	N/A	2027	N/A	N/A	Installation of the Historic Island Street Bailey Bridge at Swanzey Factory Road to create a safe overpass for trail users and creating continuity of the Cheshire Rail Trail towards the Swanzey Town line. Island Street bridge due to be removed from Island Street during current project in March.
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/Swanzey 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. Funds available in 2027, DOT 10 Year Plan redesign/construction
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. Survey work incorporated into UNH Downtown Trails Initiative. TRAIL LIGHTS NOW INCLUDED HERE

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Safety and Outreach	N/A	N/A	Working	N/A	N/A	Ongoing	N/A	N/A	Topics for Safety and Promotion of other Bike/Ped Initiatives via outreach. May Bike Event Banners; E Bikes; Downtown Bike Lanes
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. Keene awarded Silver Status with it's renewal effort. Eeport card to be reviewed at future meeting.
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March 7, 2024

ATTN BPPAC

FROM Ed Haas

Recommendations for rules / regulations / guidelines to make Main St and Central Square bike lanes safe for all

The latest streetscape proposal from Stantec for the Main Street redevelopment was on display yesterday, with focus on Main Street (south of West / Roxbury down to Water.) See page 13 for the final arrangement – known as the multi-lane hybrid - in [Keene Council Meeting Main St Boards - Public Info Meeting Display - 2023-01-30.pdf](#). MSFI will hold a public hearing next Wednesday at 5:30 PM on this part of the work. Separate meetings will be held for the RR Square / Gilbo intersection (April 3) and finally for Central Square on May 1.

I believe it is in the interest of the community that BPPAC provide some possible regulations or at least guidelines over use of the protected bike lanes. Being ahead of the issue often can help overcome the concerns about pedestrian safety and use of the bike lanes.

Some good research has already been done: Sam Jackson already did some research into e-bike regs, attached for your reference (pardon my added handwritten notes.) I have been looking for comparably sized cities across the US that have the same conditions we do: sidewalk, bike lane, parking, and auto travel lanes.

It is easy to find examples in larger cities, and they are worth regard. Cambridge MA figures prominently in the STANTEC materials. It is hard to find cities comparable to Keene in population that also have the combination of travel modes that we will on Main Street: two or three lanes of automobiles, parking, a protected bike lane, and wide sidewalks. Indeed, I have only found one somewhat comparable city: Missoula MT, see attached Google Earth street views and images from the city itself. Other good cities but not quite comparable are San Luis Obispo, CA, and Provincetown, MA.

Interestingly, I have found no smaller cities with their own bike lane regulations. Most adopt the state regulations, but I have found none that apply to protected bike lanes in downtown areas (outside of major cities like NYC, etc.)

Cambridge regulations are the typically obvious (helmets, yield, etc), and can be found at [Bike Regulations - CDD - City of Cambridge, Massachusetts \(cambridgema.gov\)](#). All the other cities I looked at have relatively generic regulations, or defer to state. Missoula [has extensive regulations](#) and could be a model, but still defer to traffic laws for things like speed limits.

I believe BPPAC should prepare a set of guidelines that can be incorporated into the project plans. These could include:

- 1- Bicycles and other personal vehicles must always yield to pedestrians.
- 2- Class 3 e-bikes and any motorized personal vehicle with a motor greater than 1 Hp (750W) are prohibited at all times.

- 3- Bike lanes in the Downtown area may not be used for commercial delivery or transportation purposes.
- 4- Bicycles and other personal vehicles are not to be operated on sidewalks.
- 5- Bicycles and any personal vehicle are limited to 8 MPH in these bike lanes.
- 6- All bicycles and personal vehicles must come to full stop before crossing intersections.
- 7- All bicycles and personal vehicles must fully obey all traffic control signs and devices (no "Idaho" stops.)
- 8- Bicycles cannot be left unattended unless placed against a proper bicycle rack. Unattended bicycles not at a rack will be confiscated.
- 9- All rules and regulations of the state of New Hampshire must be followed; it is the obligation of the cyclist to understand these regulations.

These rules could be published in a brochure, online, at intersections or bike trail kiosks or other wayfinding structures.

Note that I have tried to avoid defining a bicycle, as we may need to accommodate skaters, scooters, skateboards (perish the thought!), wheelchairs, etc. We should discuss how this might be limited. For now, the speed limit and no Class 3's, or other high powered personal vehicles might suffice.

I am happy to draft a brochure or flyer of some sort with support from Rebecca Landry that we can have available as soon as possible.

Ed Haas

603 633 8832

Attachments:

Sam Jackson review of e-bike regs

Powerpoint of bike lane images (from city sites or Google Earth Streetview)

What is an E-Bike?

There's more than 1

259:27-a: "Electric bicycle" shall mean a pedalled vehicle equipped with an electric motor of less than 750 watts that falls within classes 1, 2, or 3.

- **Class 1:** bicycle equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the e-bike reaches 20 mph.
- **Class 2:** bicycle equipped with a throttle-actuated motor that ceases to provide assistance when the e-bike reaches 20 mph.
- **Class 3:** bicycle equipped with a motor that provides assistance only when the rider is pedaling and ceases to provide assistance when the e-bike reaches 28 mph.

But wait, there's more!

- **Hand-Converted E-Bike:** A non-e-bike that has been altered to be electric assist/powered. They should follow the rules of the class they resemble most.
- **E-Mountain Bike (eMTB):** Used mostly for off-road enjoyment where laws vary. Additionally, the laws keep changing. May only access motorized trails on federal land within NH at this time.
- **Out of Class E-Vehicle (OCEV):** Anything where speed limiter is above 28mph, or above the 750+ watt limit. Riders must follow the Off-Highway Recreational Vehicle (OHRV) regulations and laws.
- **Mopeds are not e-Bikes**

New Hampshire

[Bike League - NH Laws](#)

[NH E-Bike Legislation](#)

[Ebike Laws NH Brochure 2019](#)

[Lebanon NH Gov](#)

[Law.Justia](#)

[Ward Law NH](#)

Class 1 and Class 2 e-bikes:

- ✓ ○ Are allowed to use on-road facilities (e.g. bike lanes) as well as bicycle paths or multi-use paths.
- ✓ ○ Only pedestrians and children on bikes under the age of 12 are permitted to use sidewalks, including through City areas like the Mall and Colburn Park.
- Lebanon and other municipalities may pass local rules about where e-bikes are permitted.
- The City of Lebanon is observing state laws regarding e-bikes bearing the right to make local laws as they become necessary.
 - If issues are experienced, per NH RSA, the City has the capacity to prohibit class 1 or 2 e-bikes on bicycle paths or multi-use paths where traditional bicycles are permitted.
- Adhere to trail signage or call the City.
- The city may regulate e-bikes on a trail with natural surface (not paved or graveled)
 - We want to avoid undue trail damage.
 - Trails with limited visibility require safe speeds to avoid conflict with other users.
- ✓ ○ Does not require license or registration.

GOALS
inherent control for safety
→ physical conditions
maintain civility on roadways
(why are)

- 1) Motorized vehicle of any type capable of ≥ 28 MPH on throttle control - register, prohibit from trails, bike lanes
- 2) speed limits of 15 MPH on trails & protected lanes; $<$ in urban areas

- ✓ ○ No age minimum.
- ✗ ○ User must wear a helmet until age 16

Class 3 e-bikes:

- ✓ ○ May use on-road facilities (e.g., bike lanes)
- ✓ ○ May not use state or local bike paths or multi-use paths except where expressly posted.
- ✓ ○ May not use natural surface paths/trails (erosion).
- ✓ ○ Does not require license or registration.
- ✓ ○ User must be 16 years of age or older to operate.
- ✗ ○ User must wear a helmet until age 18

California

Calbike.org

Mopeds and high-speed electric bikes (Gas-powered bicycles and type 3 electric bicycles, with top assisted speeds of 28 mph)

- May not be used on trails, bike paths, or bike lanes unless allowed by local authorities.
- They may be used in bike lanes or separated bikeways adjacent to the roadway.
 - Local authority/govt may make exceptions.
- They require helmets.
- May not be operated by people under age 16. *✓*

Low-speed electric bicycles (Type 1 & 2 e-bike, with top assisted speeds of 20mph)

- May function as manual bicycle unless posting prohibits e-bikes.

Special Notes

- (Know your Rights): Unfortunately, some motorists and even police don't understand cyclists' right to "take the lane."
 - *should require license*

Seattle, Washington

[Seattle](#)

General Notes

- ✗ ○ 15mph speed limit across the board for all users (city) ✗

Class 1 & 2 e-bikes

- ✗ ○ Require helmets (city)
- No minimum age for class 1 & 2 ebikes
- ✗ ○ Are allowed on sidewalks, subject to local laws that restrict bicycle riding on sidewalks. *no s. sidewalks*

Class 3 e-bikes

- ✓ ○ Minimum age 16 for class 3 ebikes
- ✓ ○ May not use shared-use paths like sidewalks and bike trails unless local jurisdiction allows it.
- In Washington State, they must have a speedometer *ch*

Amsterdam

General Notes

- Max: 250 watts
- Current ebike speed limit: ~15mph (translated)
 - Some pedal-only cyclists bike well over this limit already
- Proposed ebike speed limit: ~12mph (translated)
 - Some suggest limiting speed specifically on narrower bikeways, but not everywhere.
- ~50% bikes sold in Amsterdam are electric
- People regularly remove/modify the limiter to slide under the radar.
- Age limits seem similar to those in CA & NH
- No helmet requirement for e-bikes w/ cap speed ~15mph (translated)
- E-bikes are considered light mopeds
 - Must have a moped license
 - Must have a moped license plate
- Allowed on the bike path and bike lanes

Copenhagen

General Notes

- Max: 250 watts
- Riding on the sidewalk is prohibited
- Illegal to operate under the influence of alcohol and/or drugs

Safety Notes - Non-Laws

- Indicate turns and stops using hand signals to communicate your intentions to other drivers.
- Keep a moderate speed, especially when riding in crowded areas, to have better control over your e-bike.
- Maintain a steady and predictable riding pattern to help drivers anticipate your movements.
- Stay alert and attentive to your surroundings, including road conditions, pedestrians, and vehicles.
- Keep a safe distance from vehicles ahead to allow time to react and brake if needed.
- Regularly inspect and maintain your e-bike's brakes, tires, and other components to ensure they're in good working condition.
- Wear appropriate clothing that doesn't interfere with your ability to operate the e-bike safely.
- Don't overload your e-bike with more weight than it's designed to carry.
- Wear a Helmet
- Taillights and Reflectors for visibility
- Maintenance
- Know Your Limits
 - If you're new to e-bikes, take some classes and do research.

- Don't push yourself so much that you risk injury
- Be Aware of Surroundings
 - Be comfortable performing head checks while riding.
 - Mirrors can be attached to handlebars for added visibility.
 - Don't wear anything that will impair hearing (earbuds, headphones, etc)
 - Communicate clearly with others using the roadway.
 - Be aware of different types of terrain.
 -

Why We Want E-Bikes

- E- Bicycles are safer than cars for other micromobility users (pedestrians, bicycles, scooters, etc...) due to reduced speeds and mass
- Increase mobility and accessibility for those who cannot use traditional bicycles or have increasing difficulty traveling far on them due to health, age, challenging terrain, etc.
- Enable non-riders to engage in a new type of light, regular exercise to improve health.
- Help riders travel farther than they normally do, allowing them to commute, run errands, and get to destinations they could not normally reach with a regular bike
- Reduce transportation impacts by decreasing local air pollution and greenhouse gas emissions. This benefits public health and the environment while reducing traffic congestion and parking demand. E-bikes offer regions a new opportunity to diminish their transportation carbon footprint.
- Save money if they allow people to forego having a car or to use one less often.
- Support heavier loads, such as groceries, making them ideal for errands.
- Contribute to local economies. Many cities offer bikeshare programs that include electric bikes. Some of our local bike shops already rent e-bikes, making them an increasingly popular recreation and tourism option.

▶ drop separation of ebikes from ~~all other~~ separate from PEV's
indeed, why EV's at all? ~~is~~ how about PV's w/ speed and
power definitions

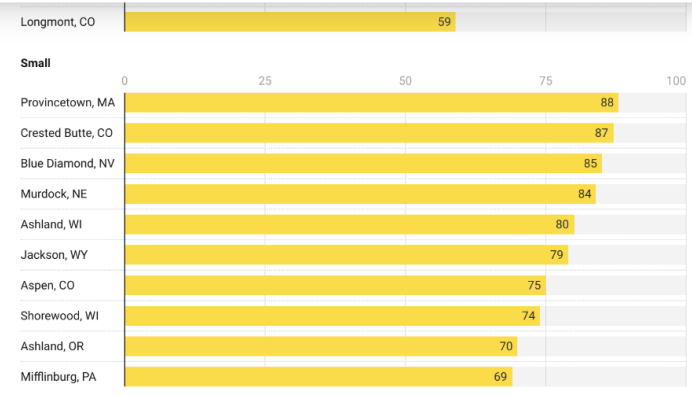


Chart: PeopleForBikes • Source: Bicycle Network Analysis • Created with Datawrapper

Provincetown, Mass. (88); Crested Butte, Colo. (87); Blue Diamond, Nev. (85); Murdock, Neb. (84); Ashland, Wis. (80); Jackson, Wyo. (79); Aspen, Colo. (75); Shorewood, Wis. (74); Ashland, Ore. (70); Mifflinburg, Pa. (69).

[The best U.S. cities for biking \(axios.com\)](https://www.axios.com)

Protected bike lane on Higgins Ave.



Higgins Street separated bike lane in downtown Missoula, MT (Source: City of Missoula)

[Biking in Missoula | Missoula, MT - Official Website](#)

A Bike Lane is a 5' to 6'5" space for people biking, designated with a white stripe and a bike symbol, often found on major roadways. Painted bike lanes can be one way or bi-directional. Bike lanes provide dedicated space for people to ride bikes and do a good job of separating bicycle traffic from car traffic. However, many people in the interested but concerned category do not feel comfortable riding in bike lanes on busy roads.

N Higgins St Missoula, MT



Bike Lane
Jog out at corners

N Higgins St Missoula, MT



Traverse City MI
22,000



San Luis Obispo, CA



San Luis Obispo, CA



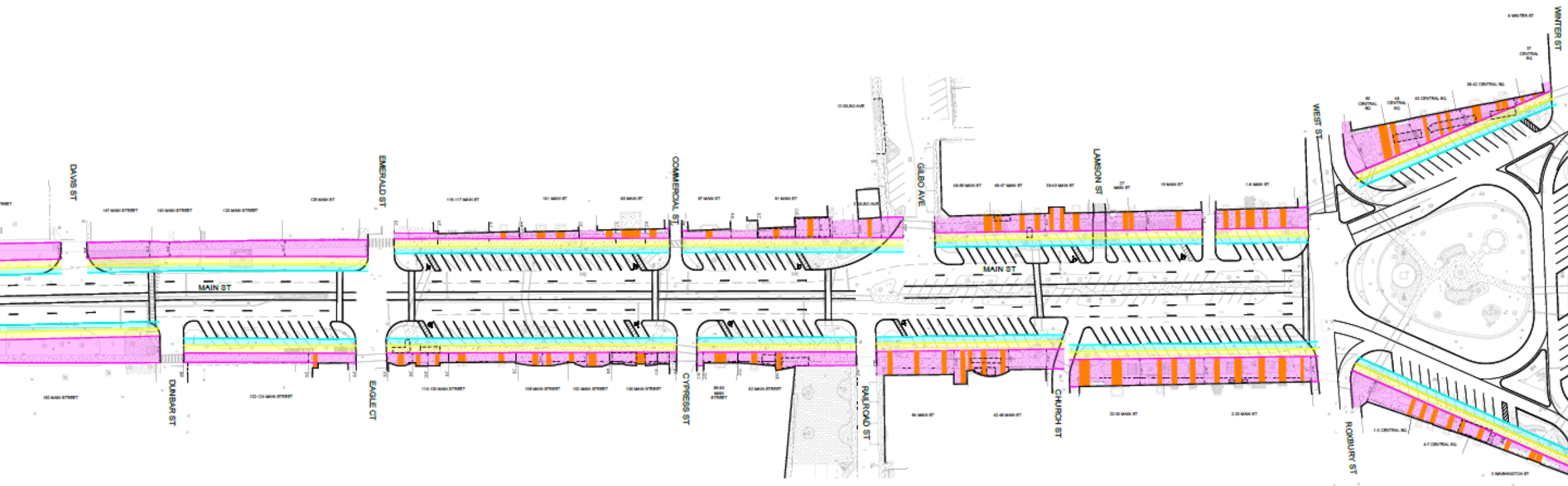
Provincetown, MA

[Bicycle Safety | Town of Provincetown, MA - Official Website \(provincetown-ma.gov\)](http://provincetown-ma.gov)





Above: Lancaster Boulevard (Lancaster, CA) before road diet (Left) and after road diet (Right). Image accessed from Project for Public Spaces. **Below:** Preferred Bikeway Types Graphic. Image accessed from Ohio Department of Transportation.



TYP)
B)

MULTI-LANE HYBRID OPTION



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Downtown Bike Racks

TYPE

-  METER HITCH
-  BIKE RACK

