



City of Keene
New Hampshire

BICYCLE PEDESTRIAN PATH ADVISORY COMMITTEE
MEETING AGENDA

Wednesday, December 9, 2020 8:15-9:30 AM Meeting via Zoom Webinar

Link: <https://us02web.zoom.us/j/87876818660>

- This meeting will be conducted using the online meeting platform, Zoom. The public may view the meeting online by visiting www.zoom.us/join and enter the **Webinar ID: 878 7681 8660**.
- If you are unable to attend the meeting online, you may call the toll-free **(888) 475-4499** and enter **Webinar ID: 878 7681 8660** to listen to the meeting.
- More info on how to access this meeting is available on the Bicycle Pedestrian Path Advisory Committee webpage at ci.keene.nh.us/bicycle-pedestrian-path-advisory-committee.
- If you encounter any issues accessing this meeting, please call **(603) 209-4697** during the meeting.

Members:

Dillon Benik, Chair
Drew Bryenton, Vice Chair
Brad Dufresne
Councilor Jan Manwaring

Michael Davern
Todd Horner
Rowland Russell
Dr. Chris Brehme, Alternate
Charles Redfern, Alternate

- 1) Call to Order and Roll Call
- 2) November 18, 2020 Minutes
- 3) Reprioritizing Projects
- 4) Old Business
 - Wayfinding/MAST Grant
 - Emerald Street/Ashuelot Rail Trail Trailhead
- 5) Other Project Updates
- 6) New Business
 - Items to be included for next meeting
- 7) More Time
 - Bike Counts
 - Downtown Sidewalks
- 8) Adjournment
Next meeting date – January 13, 2021



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BICYCLE PEDESTRIAN PATH ADVISORY COMMITTEE
MEETING AGENDA

Wednesday, November 18, 2020

8:15-9:30 AM

Meeting via Zoom Webinar

Link: <https://us02web.zoom.us/j/89734629804>

Webinar ID: 897 3462 9804

Members:

Dillon Benik, Chair
Drew Bryenton, Vice Chair
Brad Dufresne
Councilor Jan Manwaring
Michael Davern
Todd Horner
Rowland Russell
Dr. Chris Brehme, Alternate
Charles Redfern, Alternate

Staff:

Will Schoefmann, GIS specialist
Andy Bohannon

Guests present:

Mike Kowalczyk

Benik called the meeting to order at 8:15 am.

1) **Call to order and roll call**

Mr. Schoefmann read the Zoom platform guidelines aloud and roll call was conducted.

2) **October 14, 2020 minutes**

Chair Benik moved to accept the October 14, 2020 minutes with amendments, the motion was seconded by Mr. Dufresne and the motion was passed unanimously.

Revisions are as follows:

*Page 2, third line, edit "actually too" and change the typo in Mr. Bryenton's name spelling.
Last page, change "Amy Brown' room to "Ammi Brown" room.*

3) A Plan for the Cheshire Rail Trail (SWRPC)

Mr. Schoefmann notified members of the committee that Southwest Regional Planning Commission (SWRPC) is moving forward with a similar process that they conducted with the Ashuelot Rail Trail in 2018. He stated that SWRPC had produced a plan that involved engagement with different stakeholders from a number of towns. He said Mr. Brehme and Mr. Russell had attended these meetings. Mr. Schoefmann stated that SWRPC will be conducting a similar process for the Cheshire Rail Trail and will begin reaching out soon to participants of the towns and City staff; he suggested that the City would like a member or two from BPPAC to be involved in the process. Mr. Russell informed Mr. Horner that he is interested in participating. Mr. Horner stated that in addition to convening that group to serve as advisory committee for the project, he has been also reaching out to towns on the southern segment of the Cheshire Rail Trail and will be meeting with the Town of Fitzwilliam on work they are doing on the southern segment of the trail. He said he is offering a similar opportunity to BPPAC towards dedicating a future agenda item to discussing the Cheshire Rail trail specifically and perhaps have Mr. Bohannon and the City Engineer to attend the meeting to gather more input about the Keene segment of the trail. Mr. Schoefmann said that they will create an agenda item including Mr. Horner and hopefully the City Engineer to discuss that project.

4) Old Business-

-Wayfinding/ MAST Grant- Mr. Bohannon stated that he has been working with Mr. Redfern on reviewing various aspects of that project to review where they are at. He says they have a decent plan put together which will roll out after the MAST grant is available. He said they have a funding source they are targeting and will have a better report in December.

Mr. Schoefmann stated that the MAST grant was awarded to the City of Keene and some other towns for the full amount that they had requested somewhere around the amount of \$4000 for the initial wayfinding funding and then a bit more for the Complete Streets and improvements. He can provide the exact funding figure in a later meeting.

Mr. Davern stated that the Swanzey Rail Trail committee is also looking at signage and if there is some advantage to having synergy in the branding of that signage, they should discuss that now for the future. Mr. Schoefmann said there is a similar discussion for the Ashuelot Rail Trail. Mr. Davern said he can provide design examples for the signage in Swanzey, however, they have not made any decisions yet so there is still time to discuss that together. Mr. Bohannon said that he and Mr. Davern can discuss that.

-Downtown Bike Racks and Emerald Street- Mr. Schoefmann stated that it is his priority to get down to the garage this month to take inventory of what racks are available. He said businesses are already interested so once he takes stock of what is available, he will share that information with the committee and begin a discussion with Mr. Blomquist about distribution of the racks.

5) Other Project Updates

Mr. Schoefmann stated that he has highlighted projects with major report-outs. He scrolled down to the Cheshire Rail Trail-Park Avenue Loop. He said the City put a bid out for the projects as they had to split the road and trail work into two separate projects per federal requirements. He said they received two bids that were exceedingly over budget. He stated the City Engineer rejected both and they have gone through the process of the bid and the project to evaluate what created the major gap of what they had allocated and what the bids actually came up for. Mr. Schoefmann stated that they will be putting out an adjusted budget per that analysis in the spring and he will share those bid changes as they arise.

November 18, 2020

BPPAC Meeting Minutes

Mr. Schoefmann stated that the City of Keene received funding for the Complete Streets grant they applied for to address pilot signage study and signage and for Complete Streets improvements along Gilbo and School Street, West Street and Island, and the mini trailhead at Emerald Street and the Ashuelot Rail Trail. He said improvements will include a combination of access to crosswalk buttons, lighting at the Ashuelot Rail Trail on Emerald Street and tip downs and pedestrian features at the crossing on West Street.

Mr. Schoefmann stated that West Street has a series of counts available and they are inputting those numbers into a spreadsheet and Engineering added West Street into the City's ten-year plan.

Mr. Bohannon stated that a business reached out to him in the summer looking for additional lights on the Ashuelot Rail Trail. He replied that the lights were donated, and he got some pricing from Hamlet, and it is unlikely to happen; however, there are people out there looking to make that donation and if he can make it happen, he will.

6) **Reprioritization of projects**

Mr. Schoefmann stated that at the last meeting, they left off on the Wayfinding plan where they discussed combining wayfinding with the entire signage project. He said they can recap their process quickly; they are reframing the priority projects which relied on BPPAC for the importance level column. He said the organizational support formulas included Budget and Policy, other Master Plans, City Code, State Law and other program opportunities that Staff has comprised into the X column. He said Y is the column that the committee has their discussion on which involves community objectives around accessibility, sustainability and other Master Plan themes and components.

Mr. Schoefmann said the next project for discussion is the Southbridge-Ashuelot Rail Trail Gap. He stated that area of the trail where Southbridge was built involves a gap in terms of unimproved old rail corridor leading up to the bridge which this project addresses. This is fairly low priority on the City side of things; however, it is a trail gap. Chair Benik stated it is not a long stretch and he is not aware of the implications of poor drainage, but as a user of the trail he never has noticed the unfinished part of it. He stated it would be a low priority for him. Mr. Russell agreed with Chair Benik and said unless the bridge itself were a desired destination, there is no need to prioritize that stretch. Mr. Redfern stated that it is not a high priority for BPPAC, but Keene State College has expressed concern for improvements for parking lots in that area and they can perhaps tack that item on in the contracts they receive to improve that stretch at relatively little extra cost. He said it may be worth putting this idea out to the City-College Committee as a project for repaving that area to see if the contractor would not mind finishing off that section. He stated they may or may not be willing to do that based on their budget. Mr. Brehme said he is unaware of the status of that committee, but he can check into it. Members rated this project as a low priority.

Mr. Schoefmann said that the Ashuelot Green Space trailhead is the next item. Mr. Bohannon stated that this item is still on private property section and is not City-owned and he has not received any project updates on that for a while and they are not in any rush. He said they were pulling the pavement out or had planned to, however, he is unaware of how that goal panned out due to COVID-19. Chair Benik suggested this item as low priority for BPPAC as it is not City-owned. Mr. Bohannon said a quarter of that property is buildable, but it would involve a unique design. He said it is a matter of getting the three owners to agree on the plan and that is tricky as some of them have more means than others. Mr. Brehme said that he was involved in that project for a few years and the momentum in the project was lost. However, he would be happy to get involved again in the future and it is an item that BPPAC should be

November 18, 2020

BPPAC Meeting Minutes

ready to pivot on, but he does not think it will happen anytime soon. Mr. Redfern said if received money for operating the hydro-dam they would give the City the property for running the park but once that fell through the property use fell through as well. Mr. Schoefmann and Chair Benik suggested keeping the item on the list as low priority for the future. Members agreed.

Mr. Schoefmann said Main Street is a complex issue when it comes to Downtown and the Department of Public Works (DPW) Revitalization project. He said he briefly mentioned the outreach for the pedestrian landscape that BPPAC expressed interest in; however, he is unsure where to place this as there is opportunity coming up to help out as a funded project. He said there was some initial outreach done in 2018 and revitalizing that initiative and moving forward would be a good fit for BPPAC. Mr. Blomquist said that the Downtown Revitalization project is tied to the Arts Corridor and with the changeover at MEDC, and their focus on another project at this point in time, there has not been any movement on the Arts Corridor. Over the winter, they will be discussing what they will need to move forward and go from there. He stated that the first round of concepts was not well-received by the public and that will be part of the discussion and right now there is an interest to leave things as is. Chair Benik asked what the other project is, and Mr. Blomquist responded that it is called the Business Hub. Mr. Schoefmann asked Mr. Blomquist if would be accurate to put this item down to medium priority in terms of City staff energy on the project and Mr. Blomquist replied yes. Mr. Horner asked if there is any record of the concepts on file and Mr. Blomquist replied that there is a website that has the report and a copy is available on the L drive and he can send a note if the website is still active. Vice Chair Bryenton stated that he agrees with focusing on other projects, however, when it gets some more life than BPPAC should be involved and keep in on the radar. Chair Benik agreed with Vice Chair Bryenton's assessment of the P19 being kept at a medium propriety level. Mr. Horner also agreed with a medium priority level, however, long-term he sees this as a high priority and if they downgrade it now and revisit the document every year would be useful. Mr. Schoefmann stated that the concept and intent behind this project was to revisit it at least every couple of years because priorities and funding can change rapidly and having the City and community components in synchronicity is important.

Mr. Schoefmann stated that P20, the Emerald Street bike route and in street facilities, is comprised of shared lane markings and a side path. He said it is designated as a slow street in the Complete Streets guidelines, so they have some improved sidewalks installed that connect with the old Roundhouse T project off of School Street where it turns to the Ashuelot Rail Trail. He stated they have squeezed what they can out of that project already. Mr. Bohannon noted that Mr. Redfern shared a video from an organizational video clip of rail segments in Keene and when they came through this section, they went right through the parking lot over the Colony Mill and it is labeled as the Cheshire Rail Trail which shows an improvement in signage is needed. Mr. Russell stated that he used to walk that stretch every day to and from Antioch University and crossing the street into the Center of Keene and the backend where it lets out can be challenging crossing as cars are not paying attention. He suggested installation of flashing lights at Island Street because it is not a safe crossing there due to the traffic patterns. Chair Benik agreed with Mr. Russell's assessment of the connection from Emerald to Island in the Center of Keene property. Vice Chair Bryenton suggested they add this area to the Walk your City wayfinding plan which is part of the MAST grant. Mr. Redfern stated that is a great idea. Mr. Russell said they have installed a kiosk at that location with the regional map and perhaps designating to people that there is a map ahead could provide incentive to use the proper route.

Mr. Horner noted that the connection between Emerald and Island Street that is run by the utility company feels a lot safer when the vegetation is mowed down as it can get overgrown and, in the dark, it does not inspire confidence. However, when they mowed it there was more visibility. Mr. Russell said that Friends of Public Arts have suggested a mural in that location as well. Mr. Horner said the mowing probably had nothing to do with pedestrian comfort level., however, it did the job. Mr. Schoefmann

November 18, 2020

BPPAC Meeting Minutes

asked if members want to roll this item into the Wayfinding project. Members agreed. Mr. Horner added that especially if the Walk your City project includes a QR code for that location, it could be a good way to gather public opinion on that location. Mr. Russell stated that accurate signage would also be useful to integrate into that project. Chair Benik said it would be advantageous to roll this project into the Wayfinding project. Mr. Russell said within the Wayfinding project, they will probably list priority items as well.

Mr. Brehme asked if there is a separate item for the mini pocket park. He stated that it is a critical area and creates a lot of confusion for newcomers into the area because without signage there they get dumped into the Center of Keene. However, they still want to create a hub there so it can be tricky doing both. Mr. Russell said people who know that area do park at that end so they would want designate parking spots. Mr. Schoefmann said that area would not accommodate parking there, but they could park at the Center of Keene parking area. Mr. Brehme said Arcadia residents are allowed to park in those spots. Mr. Schoefmann asked if Mr. Brehme is suggesting prioritizing the pocket park and Mr. Brehme replied yes. Chair Benik suggested placing this item in New Business to discuss it more. Mr. Bohannon stated that Mr. Poanessa's kiosk is in there already and the trail has some amenities, however, there is not a lot of space for additional amenities. He said they do get rent for the spaces that the renter took over in that location. Mr. Russell said that is the also the location for the missing bike repair station that Mr. Russell and he had discussed. Mr. Bohannon said they can continue to discuss that as well.

Mr. Schoefmann said the next project is Complete Streets implementation. He stated there was a KSC Geography project that assessed bicycle slow streets and other designations which provided baseline documentation and grades on having Keene streets up to City guidelines. He stated that more work needs to be done on establishing the baseline and further implement some of these improvements. He said DPW looks at how they can incorporate Complete Streets elements within budget, which is a big challenge, however, he would like to know committee members' thoughts on this project. Vice Chair Bryenton replied that this is already part of the City's plan, so he is not sure how high on the committee's radar it needs to be. Mr. Redfern noted that at some point they had considered this project high for City staff but not numerically high for the top five projects for BPPAC. Vice Chair Bryenton suggested that if it is high priority for the staff then let that be, and BPPAC can track it. Mr. Schoefmann said Complete Streets is a long-term goal in any case. Mr. Russell agreed with Vice Chair Bryenton that this could be something they track as an influencer on their projects. Chair Benik suggested a medium priority classification for this project. All members agreed. Mr. Brehme cautioned against diluting the importance of the project. Mr. Schoefmann said in terms of Complete Streets guidelines it is a high priority and BPPAC is in agreement with that prioritization, however, it may not need to be a project on BPPAC's radar. Mr. Horner noted that the Complete Streets plan is a component of the bicycle and pedestrian Master Plan and that is how it is tied into their overall goal-setting, however, this may not be a project but more of a guiding document that informs larger project implementation and design. Mr. Schoefmann suggested noting this item as an overall strategy and not a specific project as it involves multiple moving parts to achieve. Mr. Horner noted that the maintenance portion makes sense, however, it has yet to be developed and because they already have a Complete Streets plan it is more of a tool to inform the process.

Mr. Schoefmann stated that P-22 includes sidewalk connectivity and access and is currently rated as high priority. He said it is a Complete Streets component as well and asked for member feedback. Councilor Manwaring noted that the concern about sidewalks came up with the City Council meeting and the conflict is that sidewalks involves a lot of money to fix and raising taxes. She said several years ago the decision was made to not rehabilitate sidewalks unless the streets are being redone. She stated that she does not see this perspective changing anytime soon within City Council. Mr. Russell said they may be able to identify other sources of revenue to fix a particular sidewalk, however, other than that they are

November 18, 2020

BPPAC Meeting Minutes

waiting for street rehabilitation. Mr. Horner stated that the proposed project for P-22 is simply to perform a condition assessment and inventory and not build anything new. He said he included a link for that information. Mr. Schoefmann said he will make a note that this item is more of a strategy and there is already a process of assessment and potential implementation and they can discuss those strategies in the Master Plan when it is written.

7) **New Business- Items to be included for next meeting**

Chair Benik said they will discuss Emerald Street as a project as well as wrap up reprioritization. Mr. Redfern said the Transportation Heritage Trail projects are ranked high priority, and last time when they did Northbridge, they had an ad hoc committee formed for internal political support for the project. He asked if they could discuss a similar idea for the Transportation Heritage Trail. Mr. Schoefmann suggested he reach out to Mr. Lussier and Mr. Blomquist first to gather their thoughts. He said he could have a report-out on their feedback for the next meeting. Mr. Redfern clarified that the ad hoc committee would report back to BPPAC and will be composed of both BPPAC members and members of the public. Mr. Davern added the Marlboro Line Trail to the list as well.

8) **Adjournment- Next meeting date- December 9, 2020**

Chair Benik adjourned the meeting at 9:30 am.

**Respectfully submitted by,
Ayshah Kassamali-Fox, Minute-Taker**

**Additional Edits by,
Will Schoefmann, Community Development Staff**

ID	BPPAC ID	Project	(X)Organizational Support	(Y) Importance <i>BPPAC to complete</i> ↓	Description	Status - Budget - Notes	Notes
1	P1	Overall Rail Trail Completion and Regional Connectivity	HIGH		Overall project goal of a continuous completed and improved rail trail along the Cheshire Rail Trail and Ashuelot Rail Trail Corridors and connectivity to regional and state wide transportation systems including out reach to neighboring communities on projects.	Working - Partial Funding -Comprised of other projects	Overall vision "category" Trails
2	P2	CRT Eastern Ave - NH 101	HIGH	HIGH	Design and Construction including drainage, brush clearing, grading and stone dust surfacing. Included in this project will be a pocket/turnaround park at the old trestle abutment at NH Route 101.	Planning - Budgeted CIP '22-25 -Part of the Transportation Heritage Trail Project (CRT IV)	Trails, CRT IV
3	P3	Roundhouse T I Widening	LOW	LOW	Replace six (6) foot sidewalks along sections of Emerald and School Streets with eight (8) foot wide concrete sidewalks.	NA	Trails, Complete Streets
4	P4	JD Trail Maintenance	HIGH	HIGH	Design and Construction including drainage, brush clearing, tree cutting, grading and stone dust resurfacing.	Planning - Budgeted -Potential allocation from Parks and Rec Maintenance CIP	Trails, Maintenance, FY 23
5	P5	CRT NH 101 Overpass/Stone Arch Bridge	HIGH	HIGH	Multi-use crossing improvements at NH Route 101 and Swanzey Factory Road respectively connecting the Cheshire Rail Trail to the Old Stone Arch Bridge.	Planning - Budgeted CIP '22-25 -Part of the Transportation Heritage Trail Project (CRT IV)	Two Projects, Prowse Bridge and Old Stone Arch Bridge Improvements
6	P6	CRT Swanzey Factory Road Project	MEDIUM	MEDIUM	Staff or contractor to study best solution for a safe crossing at intersection of CRT and Swanzey Factory Road. Recommendations for a construction project would follow.	Planning - Budgeted CIP '22-25 -Part of the Transportation Heritage Trail Project (CRT IV)	Trails, CRT IV
7	P7	CRT Victoria Street Extension	MEDIUM	HIGH	Design a safe crossing at the proposed Victoria Street extension which would connect Victoria Street with Marlboro Street; bisecting the existing Cheshire Rail Trail in turn. Options include at grade or overpass at the future crossing.	Planning - Budgeted CIP '22	Trails, CRT IV
8	P8	Appel Way Assessment and Maintenance	MEDIUM	MEDIUM	Current condition assessment with a maintenance plan with design and construction to follow.	Planning - Budgeted -Potential allocation from Parks and Rec Maintenance CIP	Trails, FY'24
9	P9	Marlboro Line Trail	LOW	LOW	Project entails staff resources to examine feasibility and propose a project scope to likely include drainage, brush clearing, tree cutting, grading and stone dust resurfacing and possible property acquisition.	NA	Trails
10	P10	CRT V Ammi Brown - City Limits	MEDIUM	MEDIUM	Design and Construction including drainage, brush clearing, grading and stone dust surfacing.	Planning - Unfunded	Trails, MRRTC?/Westmoreland, Food Network Access
11	P11	JD Trail II	LOW	LOW	Design and Construction of a recreational loop including drainage, brush clearing, tree cutting, grading and stone dust surfacing.	NA	Trails
12	P12	Maintenance Plan	HIGH		Staff should develop a strategy for maintenance activities and create a Maintenance Plan document that can be referenced by the City of Keene and BPPAC.	NA - Master Plan component or addendum	Overarching, vision item
13	P13	Access Point & Connectivity Analysis	HIGH		Inventory of existing and potential access points to the Trail System network. Resulting inventory will help guide increase in access to the system. Recommendations to follow in a report.	Working - Master Plan component - GIS data developed out	Goal to overall trail vision

14	P14	Baseline Data Collection	HIGH		Current condition assessment of the entire Bicycle and Pedestrian system (Separate grade trails, In street Bike Lanes/Sharrows, Sidewalks/Crosswalks). Determine Methods and tools as well as strategic locations to collect data on usage. Recommendations to follow in a report.	Working - Master Plan component - GIS data developed out	Goal to overall trail vision
15	P15	Wayfinding Facilities and Signage	HIGH	HIGH	Implementation of the plan and proposal for Pathway and Pedestrian level way finding signage and other facilities such as pavement markings.	Planning - MAST Grant 2020/UNH Trails to Downtown initiative	
16	P16	Wayfinding Plan	HIGH		Current condition assessment with a plan and recommendations for work to follow including signs and pavement directional symbols.	Planning - MAST Grant/Walk Your City	Combine with Signage
17	P17	South Bridge/Ashuelot RT Gap	LOW	LOW	Drainage, Grading and improved surfacing of a segment of the Ashuelot Rail Trail between south bridge and the existing extent of paved surface near Keene State College and Walmart Plaza.	NA	
18	P18	Ashuelot Green Space Trailhead	LOW	LOW	Ashuelot Green Space is a proposed Residential/Open space development off Ashuelot Street abutting the Ashuelot River Park. Establishment of a trail head with facilities at that location has been a priority of the BPPAC and City since the project was initially proposed.	NA	
19	P19	MAIN STREET	MEDIUM	MEDIUM	Overall plan for making Main Street and Downtown Bicycle and Pedestrian Friendly and a Complete Street.	Planning - Opportunities in conjunction with DPW Downtown project	Remain ready to pivot
20	P20	Emerald Street Bike Route/In Street			Bike Route Signage and In Street facilities for bicyclists down Emerald Street towards the Roundhouse T projects would facilitate Bicycle and Pedestrian traffic towards existing infrastructure from Main Street and create a transition zone from the "slow street" to separate grade and integrated facilities that exist at the westerly end of Emerald Street.	NA - Improved sidewalks completed to help with connectivity to RoundhouseT/CRT/ART	Combine/Focus on Wayfinding (high priority)/Walk your City Consider Project for Ashuelot RT pocket park/trail head
21	P21	Complete Streets Implementation			Conduct current condition assessments as follows and establish baseline data per the street designations as outlined in the Complete Streets Design Guidelines to measure progress by.	Working - DPW Budget/CIP	A strategy/influencer, continue to assess progress Not as a project
22	P22	Sidewalk connectivity/access			Current condition assessment and inventory to help assess connectivity and access points to the larger Bicycle/Pedestrian System and ensure multi-use access to downtown is occurring and improved.	NA - Master Plan component -Work has been done to gather data on Sidewalk Conditions in the past, recently SADES work completed by SWRPC	Very much tied to street rehab in CIP. A strategy/influencer, continue to assess progress Not as a project
23	P23	MARLBORO STREET / REZONING PROJECT	MEDIUM		Overall plan for making Marlboro Street and it's corridor Bicycle and Pedestrian Friendly, better connected and a Complete Street.	Working - TAP 2018 - Estimated completion 2021?	
24	P24	Beaver Brook Greenway	MEDIUM		Staff should scope a project that involves documentation of current conditions, feasibility assessment, plan, recommendations and the design and construction of a project to follow.	NA - Possible component of Pat Russell Park CIP	
25	P25	Carpenter Field Improvements	HIGH		Staff should ensure incorporating access to the Bicycle and Pedestrian system for this project and as it relates to the Beaver Brook Greenway Project.	Planning - Funded Pat Russell Park CIP '21	

26	P26	GILBO AVE/COLONY MILL	LOW		Explore the possibilities in bike lanes or counter flow bike lanes along Gilbo Avenue and explore safer passage for Bicycles and Pedestrians through the Colony Mill parking and travel ways.	NA
27	P27	WEST STREET	HIGH		Review West Streets Complete Street status, explore options for bringing it up to safer levels of service, and review it's multi modal connectivity for Bicycle and Pedestrians. Explore what measures can be taken to make West Street a safer travel way for Bicyclists and Pedestrians including sidewalk widening and replacement, mid block crossing, bike lane/sharrow and improved signage and signalization for bicycle and pedestrian traffic.	Planning - Potential DOT 10 Year Plan Project
28	P28	West Street By Pass	LOW		Staff should scope a project that involves documentation of current conditions, feasibility assessment, plan, recommendations for a design and construction of a bike route along the West Street corridor.	NA
29	P29	AMENITIES	HIGH		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.	Working - Staff/PFK/Monadnock Conservancy and other Community Partners - Adding as funding allows
30	P30	Trail Lighting	MEDIUM		Staff should establish a base line plan, propose types and locations of future lighting.	Planning - PFK donated lights for various sections of trail, potential for further work

ID BPPAC I Project

)Organizational Suppc (Y) Importance Level

Prioritized

Un-Prioritized

X - Organizational Support = Budget+ Policy (CIP/Operations Budget + Master Plans, City Code/State Law + Program Opportunities)

Y - Importance Level = Community Objectives (Safety + Sustainability + Accessibility + Availability + Connectivity)

DEFINITIONS

CRT = Cheshire Rail Trail

ART = Ashuelot Rail Trail

CIP = Capital Improvement Program

GIS = Geographic Information Systems

DOT = Department of Transportation

MAST = Monadnock Alliance for Sustainable Transportation

SWRPC = Southwest Regional Planning Commission

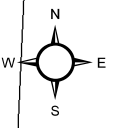
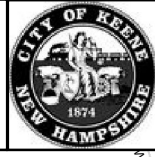
DPW = Department of Public Works

TAP = Transportation Alternatives Program

SADES = Statewide Asset Data Exchange System

BIKE-PED MASTERPLAN PROJECT LOCATIONS

Updated: January 2019



Proposed 2019

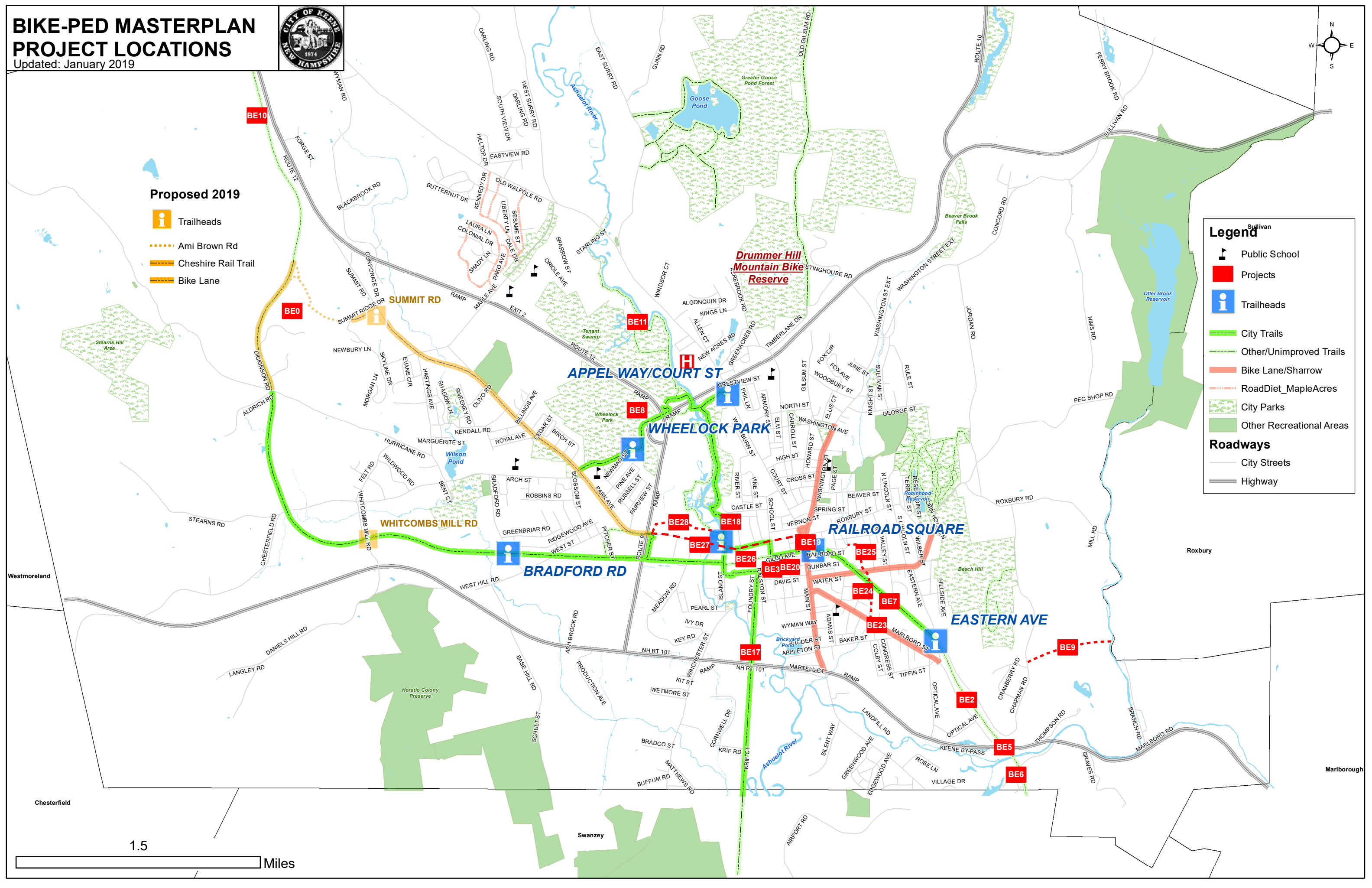
- Trailheads
- Ami Brown Rd
- Cheshire Rail Trail
- Bike Lane

Legend

- Public School
- Projects
- Trailheads
- City Trails
- Other/Unimproved Trails
- Bike Lane/Sharrows
- RoadDiet_MapleAcres
- City Parks
- Other Recreational Areas

Roadways

- City Streets
- Highway



Project	PRIORITY	Master Plan Project #	Status	Budget *		Schedule			Updates (changes and relevant updates)
				Cost	Status	Start	Finish	Status	
Master Plan	N/A	N/A	Delayed	\$5K	N/A	Spring14	Fall 2021	Behind	Introduction and Background available for BPPAC Review, Trail Specific Maps and details regarding North Bridge inserted. Developing a scope of work and seeking funding to work with Southwest Regional Planning Commission to finish work on the plan by 2021
Jonathan Daniels Trail Maintenance	N/A	BE4	Planning	\$25K	Even	Summer20	Fall 21	N/A	\$25k set aside in CIP FY' 21
Bike Racks	N/A	BE28	Working	N/A	N/A	ongoing	N/A	N/A	Bike Racks taken in by DPW - will look for updated 2021 distribution. Jeff Murphy, owner of Brewbakers/Terra Nova and others along Emerald Street interested in old "rack it up" racks. Will be compiling the inventory after a visit to DPW garage for "Rack it Up" racks.
Lighting	N/A	BE28	Completed	City Staff	Even	complete	N/A	On Schedule	Pathways for Keene are making an additional donation this year to the City. Appel Way lights installed.
Complete Street Grant 2017-18	N/A	N/A	Completed	\$10K	Even	complete	May-18	On Schedule	Lining has been redone as part of DPW's road striping budget. Project signage has been installed. City Staff needs to follow up on the metrics with SWRPC including Bike Counts in the project area, a final PSA, accident research. Final Metrics report being compiled. Restriping and facilities have been redone in the project area for 2020.
NHDOT TAP Grant 2018	N/A	BE22	Submitted	\$674K	N/A	Winter 2018	Summer 19	On Schedule	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. Funding issues between FHWA and NHDOT possibility of longer range date of completion. Repaving has commenced for 2020
Arts and Culture Corridor	NA	N/A	Planning	N/A	N/A	Planning	N/A	N/A	Monadnock Economic Development Corporation has begun the community input/visioning process for an Arts and Culture Corridor from the Railroad Land Development Area on the east side of Main Street westerly down Gilbo Avenue to School Street. Downtown infrastructure funds being associated with some elements of this more planning is underway.
Bicycle Mayor	N/A	N/A	Working	Safe Routes to School	Even	Winter 2018	Fall 2019	On Schedule	Bicycle Mayor Tiffany Mannion's two year term is up in October. Staff is checking in to see if she is considering another term or will be holding nominations for candidates.
MASTER PLAN PROJECTS									
Cheshire Rail Trail - Park Ave. Loop	1	BE0	Working	\$411,615.51	Even	Spring19	Fall 19	Behind	Engineering division of DPW is managing this project now. Two bids received and rejected for being over budget. Engineering to re advertise.
Access Point & Connectivity Analysis	2	BE13	Planning	KSC Students City Staff	N/A	Fall 2018	Dec-18	On Schedule	Master Plan top 5 project. Staff is working with a Group of KSC Geography Seniors in the capstone seminar project to help analyze connectivity and develop a Complete Streets "report card". A mapping exercise is being conducted as part of the Energy Plan to locate access and transition points.

Wayfinding	3	BE15	Planning	City Staff Unknown	N/A	Planning	N/A	On Schedule	BPPAC Considering overall wayfinding plan with Parks/Rec, DPW and Comm Dev Departments. Complete Street Grant Awarded; Pilot Program being funded with temporary signage https://walkyourcity.org/ with MAST Complete Street Grant funds for 2020.
Complete Streets Assessment	4	BE20	Working	City Staff	N/A	ongoing	N/A	N/A	Master Plan top 5 project. KSC Geography Students conducted an assessment of City Streets based on their Complete Street designations and current layouts. See "Access Point & Connectivity". A report is available via google drive. Student presentation at regular June meeting.
Sidewalk/Pedestrian Connectivity	5	BE21	Planning	City Staff	N/A	Planning	N/A	N/A	The Engineering Division, Department of Public Works has an app available to them and have completed 65% of the condition assessment of all City Owned sidewalks for Spring 2017.
West Street - Complete Street	6	BE26	Planning	City Staff Unknown	N/A	Planning	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. Spring, Summer and Fall Counts completed for 2020. City submitted West Street improvement project into the DOT 10 Year Plan.
Cheshire Rail Trail Phase 4 - Transportation Heritage Trail	7&8	BE2, BE5	Planning	\$ 2,564,500.00	Even	Planning	N/A	N/A	Project submitted as a supplemental CIP - unfunded but in the plan book. Project includes from Eastern Ave - 101, Bridge to Span 101, improvements to Old Stone Arch Bridge and potential crossing at Swanzey Factor Rd. Collaboration with Heritage Commission to conduct research and outreach on hold. Monadnock Regional Rail Trails Collaborative has developed promotional material for this project
South Bridge, Ashuelot RT Gap	9	BE16		City Staff, KSC	N/A	Planning	N/A	N/A	Pave or surface the gap between the old Railroad Bridge on the Ashuelot Rail Trail and South Bridge. KSC has no plans to improve this
Main Street (Complete Street)	10	BE18	Planning	City Staff	Under	Planning	N/A	On Schedule	Main Street is an icon to the Keene community and in need of multimodal transportation overhaul. DPW has a downtown revitalization CIP that is multi year. KSC Crossing completed, in street facilities issues (bike lanes, sharrows and bike boxes) How does BPPAC fit in and provide input? Downtown Bike facility restriping over Summer 2020
Emerald Star (Trail Info Hub)	11	N/A		City Staff	N/A	Planning	N/A	N/A	Concept of an "Emerald Star" or trail system that has a centralized point for gathering and trail system information. Kiosk/visitor center included.

Project	PRIORITY	Master Plan Project #	Status	Budget *		Schedule			Updates (changes and relevant updates)
				Cost	Status	Start	Finish	Status	
Master Plan	N/A	N/A	Delayed	\$5K	N/A	Spring14	Fall 2021	Behind	Introduction and Background available for BPPAC Review, Trail Specific Maps and details regarding North Bridge inserted. Developing a scope of work and seeking funding to work with Southwest Regional Planning Commission to finish work on the plan by 2021
Jonathan Daniels Trail Maintenance	N/A	BE4	Planning	\$25K	Even	Summer20	Fall 21	N/A	\$25k set aside in CIP FY' 21
Bike Racks	N/A	BE28	Working	N/A	N/A	ongoing	N/A	N/A	Bike Racks set out by DPW - downtown plan attached to June Agenda/Packet. KSC Geography Class in 2019 assisted. See letter from Jeff Murphy, owner of Brewbakers/Terra Nova. Will to see what is down at DPW for "Rack it Up" racks. Waiting on Rack Company from SWRPC.
Lighting	N/A	BE28	Completed	City Staff	Even	complete	N/A	On Schedule	Pathways for Keene are making an additional donation this year to the City. Appel Way lights installed.
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MASTER PLAN PROJECTS									Cont. on following page
Cheshire Rail Trail - Park Ave. Loop	1	BE0	Working	\$411,615.51	Even	Spring19	Fall 19	Behind	Engineering division of DPW is managing this project now. Construction Advertisement Released. One for paving of Park Ave and a second for the Ammi Brown Road Trail improvements. https://ci.keene.nh.us/finance-purchasing/current-projects Two bids received and rejected for being over budget. Engineering to re advertise.

Access Point & Connectivity Analysis	2	BE13	Planning	KSC Students City Staff	N/A	Fall 2018	Dec-18	On Schedule	Master Plan top 5 project. Staff is working with a Group of KSC Geography Seniors in the capstone seminar project to help analyze connectivity and develop a Complete Streets "report card". A mapping exercise is being conducted as part of the Energy Plan to locate access and transition points.
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