



City of Keene
New Hampshire

BICYCLE PEDESTRIAN PATH ADVISORY COMMITTEE
MEETING AGENDA

Wednesday, January 13, 2021 8:15-9:30 AM Meeting via Zoom Webinar

Link: <https://us02web.zoom.us/j/86374413889>

- 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: 863 7441 3889**.
- If you are unable to attend the meeting online, you may call the toll-free **(888) 475-4499** and enter **Webinar ID: 863 7441 3889** 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) Elections
- 3) December 9, 2020 Minutes
- 4) Reprioritizing Projects
- 5) Old Business
 - Wayfinding:
 - UNH Downtown Trails, MAST Grant, MRRTC
 - West Street NHDOT Ten Year Plan Project
 - Marlboro Street Design
 - Amenities:
 - Public Survey
- 6) Regular Project Updates
- 7) New Business
 - Items to be included for next meeting
- 8) Adjournment
 - Next meeting date – February 10, 2021



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

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

Webinar ID: 878 7681 8660

Members:

Drew Bryenton, Vice Chair

Brad Dufresne

Michael Davern

Todd Horner

Rowland Russell

Councilor Jan Manwaring

Dr. Chris Brehme, Alternate

Charles Redfern, Alternate

Members not present:

Dillon Benik, Chair

Staff:

Will Schoefmann, GIS Technician

Andy Bohannon, Director of Parks and Recreation, City of Keene

Vice Chair Bryenton called meeting to order at 8:19 am.

1) **Roll Call**

Vice Chair Bryenton read the Zoom meeting platform guidelines aloud and roll call was conducted.

2. **November 18, 2020 Minutes**

Mr. Dufresne moved to accept the November 18, 2020 minutes, Mr. Russell seconded, and the motion was passed by unanimous vote.

3. **Reprioritizing Projects**

Vice Chair Bryenton stated that they are discussing the reprioritization of projects as high, medium or low. Mr. Schoefmann stated that they have discussed combining some projects and/or working strategies into other projects, so the spreadsheet demonstrates that they have created different categories to be incorporate into the plan.

P-23- Mr. Schoefmann stated that the rezoning portion of the project has culminated so they would focus more on the TAP projects which still has some ongoing components, such as resurfacing and the streetscape, as well as formalization of the connection to the Cheshire Rail Trail. Mr. Schoefmann stated that the TAP funding was delayed but now it is in engineering hands and as soon as they get the green light from the State and Feds the project will proceed. Vice Chair Bryenton suggested they move the project to low priority as it is already in motion. Mr. Russell asked if Victoria Street has any impact on this project and Mr. Schoefmann replied that he will check into his notes on that project. He said it is budgeted for FY 2022 and asked Mr. Bohannon for additional insight on Victoria Street. Mr. Bohannon did not immediately reply. Mr. Schoefmann said that Victoria Street will be started from scratch instead of conceptually connecting it to Marlboro Street. Mr. Redfern stated that Mr. Lussier told him this project is in the supplemental notes of the CIP and that they were not immediately going to take action on it, however, Mr. Redfern's interest in P-23 is to make sure that they create a platform crossing instead of an at-grade crossing for the safety of Cheshire Rail Trail users and he has been tracking that. Mr. Schoefmann stated that they had set the priority of this project as high. Councilor Manwaring added that it also depends on access to the Kingsbury property and that is far into the future. Mr. Russell proposed that they track the project in case any of the elements change in the near future. Vice Chair Bryenton suggested they set the project as medium priority with an asterisk.

Mr. Horner asked if the design of the Marlboro Street project has been finalized and if so, can the design plans be shared with BPPAC members. He said that he is interested in learning how engineering plans to create a Bartholomew-Court connection to the Cheshire Rail trail. Mr. Schoefmann said there are designs available for that and he can get them for Mr. Horner. Councilor Manwaring said they had voted on that in the past. Mr. Schoefmann said it is between the HCS building and the City garage if he remembers correctly. Mr. Horner stated that if the design has already been finalized the committee may not have any further input. Mr. Schoefmann suggested keeping it at a medium priority level due to funding delays, however, it is good to keep on the radar in case BPPAC has further support they can lend to it when those circumstances change.

Beaver Brook-Greenway project- Mr. Schoefmann stated that this is a conceptual project that the City had rolled out in conjunction with a push for east side redevelopment, including the focus on Marlboro Street. He said Mr. Bohannon can speak more to this. Mr. Bohannon stated that the project was a conceptual project starting at the Kingsbury property, going over to Route 101 to Baker Street. He said that there will be some walking components around the field but not in connection with anything further down the trail. Mr. Schoefmann said the concept was to have an informal trail down the brook side of the trail. Mr. Bohannon stated that it is private property, so they are not prioritizing the concept. Mr. Schoefmann agreed that it is a high-level project. Mr. Russell proposed ranking the project as low priority due to the fact that the connectivity issues are tied to private land ownership. Members agreed.

Russell Park improvements- Mr. Bohannon stated that this project is high priority as it is already in motion. He said the committee will be reviewing the concept designs tomorrow night, and on Friday they will be developing the survey where people can help choose the elements of the park. They will provide nine options and collect survey responses and then move forward

based on that feedback. He stated that the connection the Cheshire Rail Trail is also noted on the project. Mr. Russell asked if there is a direct way to get to the park from the Rail Trail and Mr. Bohannon stated that there is not due to private land ownership. He said the private owner will not budge on that issue at all, however, Mr. Bohannon said he is holding out hope that they can achieve that one day. Mr. Schoefmann stated that it is not far from the Rail Trail. Mr. Russell proposed that wayfinding will become important in that case. Mr. Redfern asked Mr. Bohannon if Friday's session is a public input session. Mr. Bohannon replied that Thursday the committee will meet with a consultant and then they will push that information out to the public via City social media platforms and the website. He said he will be talking to Mr. Chris Mitchell and local radio shows. Mr. Redfern asked when that will happen, and Mr. Bohannon replied that he will be working on the outreach on Friday. Mr. Dufresne asked how quick the turnaround will be with the consultant team. Mr. Bohannon replied that the work is already done, and the consultant team is coming in on Friday with two designs and ready to launch the website. He said he is pleased with the direction that have taken for tomorrow night's meeting. He said the next phase will include public engagement on park design and various elements that the community would like to see included.

Mr. Horner proposed setting this project as high priority. Members agreed. Vice Chair Bryenton added that BPPAC also seek alternative access for cyclists to access the Park more readily. Mr. Horner asked if the Beaver Mill condo property would be an avenue towards access and Mr. Bohannon replied that he has spoken with them and they have not shown much interest. He said they submitted a grant for improvements and development of the Park, but for the next round he will apply for acquisition to increase connectivity. He agreed with keeping the project as high priority.

P-26-Gilbo Avenue-Colony Mill- Mr. Schoefmann stated that the concept for this project is to explore the possibility of bike lanes on Gilbo Avenue and is pending gaining formal access to the Colony Mill parking lot. He said it is not on the priority list but is a conceptual project. Mr. Russell stated that this is connected to improving connectivity to the pocket park on Emerald and it does not appear to belong on the priority list at all. Mr. Redfern said that the Colony Mill transition from commercial to residential might open up the developer's interest in supporting alternative modes of transportation for the their residents. He suggested that they keep it on the radar but rank it as low. Mr. Brehme said he would like to see the north side of Gilbo Avenue separated as it can be dangerous. Mr. Russell suggested bundling this project into the pocket park and connectivity projects. Vice Chair Bryenton asked if the Center of Keene is lumped into this and Mr. Schoefmann replied that the Colony Mill and City of Keene are owned by the same developer/property owner. He said it is up to them to point their residents to the City's facilities. Vice Chair Bryenton suggested ranking the project as low as movement on it does not seem likely in the near future. Members agreed.

P-27-West Street- Mr. Schoefmann stated that this is big project aimed at improving the completeness of West Street and has been a focus for bike counts for BPPAC. He said he is not sure what a ten-year Department of Transportation (DOT) plan would like for West Street and asked Mr. Horner is he has any input. Mr. Horner said he believes that the City has submitted this as a ten-year proposed City project and one point of potential input is the Transportation Advisory committee (TAC) at Southwest Regional Planning Commission (SWRPC). He said

that they review ten-year plan project proposals and prioritize proposals and then submit them to DOT based on how they think the regional funding should be allocated. Mr. Horner said he can get more information about the timing as he recalls seeing a preliminary section drawing of what the ride-of-way could look like after the project is completed and BPPAC would be interested in seeing the drawings and the concept. Mr. Schoefmann asked if that drawing came from the City and Mr. Horner replied that he should ask City Engineering for more information. Mr. Redfern asked Mr. Horner if BPPAC ranked West Street as high, would that help with TAC's ranking or not. Mr. Horner replied that it might factor onto their thinking if the information was relayed over to TAC. Mr. Schoefmann said that every little bit helps and noted that BPPAC's interest in the facilities could factor into the design. He said they could have a conversation about what BPPAC envisions as a safer, more complete West Street. Mr. Horner said that West Street is not yet in the ten-year plan but has been proposed. Vice Chair Bryenton said they should keep this project as high priority and they can add this into new business for next month's agenda. Mr. Russell said he would like to include the Ashuelot Park crossing on West Street into that discussion as part of the connectivity problems. Mr. Horner agreed and said he crosses that street every day and cars routinely fly through the light changes. Mr. Bohannon said there have been fatalities at that crossing so they can make a case for improvement to that crossing. Mr. Schoefmann stated that he will add this item to the agenda for next month.

P-28-West Street bypass- Mr. Schoefmann said that because West Street is so dangerous, they discussed finding a way around it. Mr. Brehme said that if you cross the bridge over the Ashuelot River Park and head northwest, you cross over the Melanson property and end up over by Hannaford's much more safely. He said it is a long-term solution. Mr. Russell said that Antioch University New England (AUNE) had been involved in that project for a while and if they were ever to get the pedestrian bridge over West Street, it makes Mr. Brehme's idea more accessible. Vice Chair Bryenton said that the Emerald Start concept might help this crossing more feasible. Mr. Russell said this is long-term, idealistic thinking and is a building block for increasing access to the Ashuelot River beyond access at Ashuelot Park. Mr. Brehme suggested they rank this project as low priority as it does not have the proper backing yet for movement in the near future. Members agreed.

Amenities- Mr. Schoefmann stated that this project includes kiosks, trailhead facilities, potable water and tune up stations, public art, etc. He said they are always trying to improve those facilities where they can, recognizing the funding constraints on the City staff side. Mr. Russell said that he is still on the board of Friends of Public Art and they have discussed modern sculpture using industrial heritage materials. He said he likes the idea of adding more of the industrial corridor motif along the Ashuelot and the Cheshire Rail trails signage. Vice Chair Bryenton stated that they might need to be more specific, for example, requesting a bathroom or water station. Mr. Russell suggested discussing a wish list at a future meeting. Mr. Redfern stated that visitors love amenities on trails. Mr. Bohannon said that they wanted to put water fountains around the various trails, however, for winterization reasons the cost was prohibitive. However, trail users could consider raising money for placing water stations in certain locations keeping in mind the cost. He stated that the fountains were water bottle fillers. Mr. Russell said that the alternative is that interpretative signage should include where public restrooms and water stations are located instead of actually building those facilities. Vice Chair Bryenton proposed

keeping this project as a high priority. Mr. Horner added that he likes the idea of digging into the wish list in a future meeting.

Trail lighting- Mr. Schoefmann said that there has been work done on trail lighting by Pathways for Keene (PFK). Mr. Bohannon said that the City has requested that no more lights be added for installation and maintenance purposes. However, PFK wants to focus on the Phase 4 projects and raising as much money as possible for the bridges. The lights are useful, but it is a big effort to get them installed and they found them to not be of the highest quality. Mr. Russell encouraged being specific to lighting needs at the trailheads and kiosks and to pay attention to safety issues along the industrial corridor. Mr. Redfern stated that he agrees with the focusing money and efforts on the historical transportation trail and that will be the main focus for PFK. He said they already have quite a few lights up already and they want to take a wait and see approach to gauge the lifespan of the lights and future developments in technology. Mr. Horner stated that the products used for trail lighting might be imperfect, however, he thinks the lighting really improves the night time usability of the Cheshire Rail Trail on the east side of Keene. He said it might be helpful to distinguish between lighting along a segment of trail and lighting at an intersection in regard to safety. Mr. Russell said that female students at AUNE strongly appreciate the increased lighting on the trail for safety purposes.

Vice Chair Bryenton proposed a medium priority ranking for the trail lighting project. Members agreed. Mr. Schoefmann said there are still elements of lighting that the committee can prioritize. Vice Chair Bryenton asked Mr. Bohannon if data is being collected on the efficacy of the lights. Mr. Bohannon replied that earlier in the spring, the lights were on in the day and the technicians came and fixed that. He said they do not have a lot of issues with them, but they are just not high performance and it is more a matter of making sure the program is conducted cost effectively. He noted that one of the hurdles the City has is that they make additions but do not simultaneously add to the maintenance budget of add-ons. Mr. Russell stated that he likes the idea of collecting input in survey form and they can discuss the opportunity for public engagement for responses to current and future features

4. **Old Business**

- **Wayfinding/MAST Grant-** Mr. Schoefmann stated that City staff is working on the finalization of the 2017 project metric report and that will be reported out by the end of the year as was requested by MAST for eligibility for the 2020 grant. That will include the pilot wayfinding and some complete streets improvements along Gilbo Avenue and School Street, lighting for the crossing at the Roundhouse T and the Emerald Street pocket park and some improvements at the West Street intersection at the Ashuelot River park. Mr. Bohannon stated that Mr. Schoefmann, Mr. Redfern and himself have been in conversation about wayfinding; Swanzey has also been doing some work on wayfinding and they have been collaborating on designs. Mr. Schoefmann stated that he will provide the design drafts at the next BPPAC meeting. Mr. Bohannon added that they are in a good place and ahead of schedule. He said the next phase it to pinpoint locations and identify segments which will be done with the MAST grant. Mr. Bohannon stated that the wayfinding signs further out will allow the data to accrue with the MAST grant so that they receive better identification and interest points to work their way to the inner core. Mr. Schoefmann stated that along with the draft signs from the

Mondanock Region Rail Trail Collaborative (MRRTC), he will include Mr. Horner's Walk your City information to next month's meeting agenda for committee feedback.

- **Emerald Street/Ashuelot Rail Trail Trailhead**- Mr. Bohannon stated that he will get more information about the historical work for the kiosk at the pocket park. Mr. Redfern expressed his concern that the kiosk is vulnerable to tagging if they do not move fast on that front. Mr. Russell added that he will ask the Historic Society Board and Mr. Poanessa about the status of that project. Mr. Russell updated the committee that the bike repair station is still in limbo due to the flooding event that happened on campus and many of the materials are in containers in the parking lot. Once they are able to locate that, perhaps they can move forward on installation. He also stated that they approach the landowner at Center of Keene to allow one or two parking spots for trail rider access at the waystation. Mr. Brehme also suggested that they take a parking spot away and putting in staircases.

5. **Other Project Updates**

Mr. Schoefmann stated that he investigated the DPW garage and found six Racket UP racks available, as well as some pre-fabbed three rack corrals. He stated he will update the committee on rack availability at the next meeting.

6. **New Business**

- Marlboro Street design
- West Street project concept.
- Amenities
- Survey to launch to the community regarding amenities.
- Recreational tourism project for UNH
- Ranking of priority projects

7. **More Time**- No Items Covered.

8. **Adjournment**

Vice Chair Bryenton adjourned the meeting at 9:35.

Next meeting date – January 13, 2021

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

Additional Edits by,
Will Schoefmann, Community Development Staff

ID	BPPAC Project ID	(X)Organizational Support	(Y) Importance <i>BPPAC to complete</i> ↓	Description	Status - Budget - Notes	Notes
	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
1	P1 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
2	P2 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
3	P3 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
4	P4 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
5	P5 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
6	P6 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
7	P7 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
8	P8 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
9	P9 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
10	P10 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
	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
	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

				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	
11	P11	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	To include Plan (below)
		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
12	P12	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	
13	P13	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	
14	P14	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
		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
		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
		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
15	P15	MARLBORO STREET	MEDIUM	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?	Tied to Victoria Street
16	P16	Beaver Brook Greenway	MEDIUM	LOW	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	
17	P17	Pat Russell Park Improvements	HIGH	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	Destination off CRT via Water Street. Wayfinding component
18	P18	GILBO AVE/COLONY MILL	LOW	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	Possible Connectivity to Emerald Street Pocket Park

19	P19	WEST STREET	HIGH	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	TAC (via SWRPC) input and prioritization to DOT. Don Lussier.
20	P20	West Street By Pass	LOW	LOW	Staff should scope a project that involves documentation of current conditions, feasibility assessment, plan, recommendations for a design and construction of a bike/pedestrian route along the West Street corridor.	NA	Perhaps tied to a centralized hub for trail info (emerald start concept). "Asheulot River Greenway"
21	P21	AMENITIES	HIGH	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	Art installations with industrial heritage materials. Historic signage/plaques regarding history. Potential meeting or subcommittee for strategic planning of facilities.
22	P22	Trail Lighting	MEDIUM	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	Maintenance and other costs priority for that now. Focused lighting for hubs, crossings and trailheads. Industrial Heritage component? Public Survey

ID BPPAC I Project

(X)Organizational Support (Y) Importance Level

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

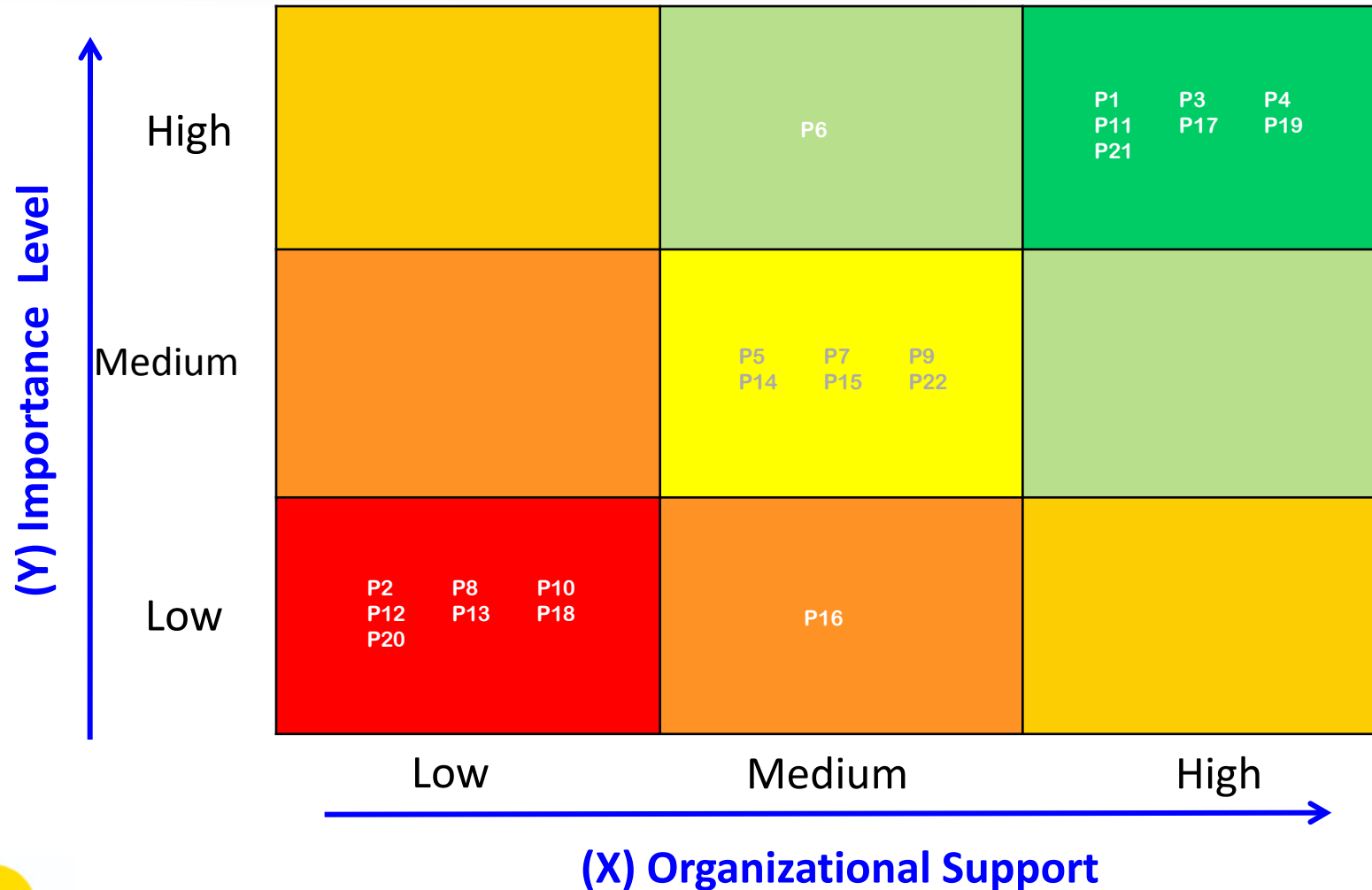
SADES = Statewide Asset Data Exchange System

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)



BPPAC: Project Priority Assessment Tool



(X) Organizational Support = Budget + Policy (CIP/Operational Budget + City Code/State Law + Program Opportunities)
 (Y) Importance Level = Community Objectives (Safety + Sustainability + Accessibility + Availability + Connectivity)

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 in 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	Project is inactive, program has material that could be incorporated in current websites of the City but outreach must occur to Tiffany Mannion for access to the safe routes to school material.
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. 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 Swanzy 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 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.
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