



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

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

**Wednesday, February 10, 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](http://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](http://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) January 13, 2021 Minutes
- 3) Old Business
  - Wayfinding:  
UNH Downtown Trails, MAST Grant, MRRTC
  - Amenities:  
Public Survey
  - Emerald Street Connectivity and Pocket Park
- 4) Regular Project Updates
- 5) New Business
  - Items to be included for next meeting
- 6) Adjournment  
Next meeting date – March 10, 2021



**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/87876818660>

Webinar ID: 878 7681 8660 to listen to the meeting.

**Members:**

Drew Bryenton, Chair  
Dillon Benik, Vice Chair  
Brad Dufresne  
Councilor Jan Manwaring  
Todd Horner  
Rowland Russell  
Charles Redfern, Alternate

**Members not present:**

Michael Davern  
Dr. Chris Brehme, Alternate

**Staff:**

Will Schoefmann, GIS specialist  
Andy Bohannon, Director of Parks and Recreation, City of Keene

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

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

Chair Benik read aloud the Zoom platform meeting rules and roll call was conducted.

2) **Elections**

*Councilor Manwaring moved to nominate Mr. Benik and Mr. Bryenton as Chair and Vice Chair for the year 2021, respectively, Mr. Dufresne seconded, and the motion was passed by unanimous vote.*

3) **December 9, 2020 Minutes**

*Mr. Redfern moved to accept the December 9, 2020 meeting minutes, Mr. Russell seconded, and the motion was passed by unanimous vote.*

4) **Reprioritizing Projects**

Mr. Schoefmann proposed that the committee discuss the focus projects they had ranked at previous meetings and recap each one to hone them down to five top priority projects. He stated that there are currently seven priority projects ranked as very high priority by the committee (P-1, P-3, P-4, P-11, P-17, P-19 and P-21). He said he will go over each one.

P-1- Eastern Avenue to 101 section of the Transportation Heritage Trail- Mr. Schoefmann stated that they

P-3- Jonathan Daniels trail maintenance

P-4-another portion of the Transportation Heritage Trail involving the Cross Bridge overpass conceptual project.

P-11- Wayfinding facilities and signage

P-17- Pat Russell Park improvements which are currently being worked on.

P-19- West Street-which has been proposed in the new NHDOT ten-year plan by City staff.

P-21-General amenities.

Chair Benik asked if members would like to rank these seven projects further into a top seven, or whittle them down to a top five. Mr. Redfern suggested that they add P-5, the Swanzy Factory Road safe crossing, because it is a component of P-1, P-4 and P-5 and is a top priority that should be in the top hand corner of the matrix. Mr. Schoefmann stated that the committee would have to revote that as City staff has placed that project as a medium level priority because it is the final piece they would focus on once the other three components fell into place, including the improvements to the Stone Arch Bridge. Chair Benik noted that he is wary of this project diluting their other priorities, as P-5 is part of a project that is already doubly represented in their top priority projects. Mr. Schoefmann said if they ranked it high it would fall into the same category as P-6.

Mr. Redfern added that the Winchester Street improvements from Key Road to Island Street are on the close horizon would include replacing the bridge that is used on Island Street with a different bridge structure known as the Bohannon-Bailey bridge. Chair Benik asked what the plans are for that bridge. Mr. Redfern replied that it was proposed to use that bridge for temporary use (less than five years) and it has been there for thirty to forty years. It is not really fit for automobile truck traffic anymore as its useful time for that purpose is up but it is still good for pedestrian use. Mr. Blomquist stated that the bridge was installed in 1977 and structurally the

decking is no longer good and DPW's goal is to disassemble it for possible reuse, however, once they disassemble it is not known if the members can be re-used. There have been a couple of uses that have been identified for it, for example, an extension for the Marlboro to Victoria Street project and other locations. He said that if the bridge is re-usable there are potential ideas, for example, Swanzey Factory Road, however, it may not be long enough. He said the City has thoughts about re-using it but they won't know the full potential until about early to mid 2022. Mr. Schoefmann said it sounds like flexibility might be the best course of action for when the bridge gets replaced. He said he knows that Victoria Street is important to Mr. Redfern and he would hate to see that opportunity go to the wayside. Mr. Redfern agreed with the idea of flexibility. Chair Benik agreed as well.

Mr. Russell said that in terms of highest priorities, there will always be emergent ones as projects change and BPPAC's impact will as well. He said he feels they already have their five, however, it does not seem that BPPAC is the driving force behind the Pat Russell project. Chair Benik agreed strongly with Mr. Russell. Mr. Bohannon agreed that BPPAC is not in the driver seat of Russell Park. Mr. Schoefmann asked Mr. Bohannon if he could provide his perspective on the Jonathan Daniels trail maintenance as it is ranked high by the committee and asked if it is scheduled for grant funding. Mr. Bohannon replied that they will get FY-23 funding back from the trails maintenance program and they will be looking for trail grant money for assistance with that project. He said they are trying to make various things happen with that trail and other projects. Mr. Schoefmann asked if they should keep it on the radar and Mr. Bohannon replied that yes. He said it is a heavily used trail in the City and certainly needs attention as it has not received any infrastructure-based attention in recent years. He suggested keeping that project in their priority list as it is definitely a 2023 project.

Vice Chair Bryenton added that he agrees with removing the P-3 and P-17 because of the driver seat location and the length of the Jonathan Daniel trail maintenance he would prioritize the other five. Mr. Redfern stated that when he did trail counts at the Island Street and west Street intersection there was a tremendous amount of pedestrian and bike use into that park. He said since the Colony Mills condos have become occupied, the use of that Park has gone up tremendously. He stated that he will go with whatever the consensus is in any case. Mr. Horner stated that he agrees with keeping the Jonathan Daniels trail maintenance as medium level, however, Mr. Redfern's comments make him think that they should do counts in that Park area over a couple of years for the trail maintenance in the park. He said they could do manual counts or use an automatic counter. Mr. Russell added that doing the counts at the crossing and the entrance to the trail would be advantageous. Mr. Schoefmann noted that there is plenty of opportunity to work with other groups like the Ashuelot River Park committee to collaborate.

Mr. Schoefmann stated that there is another Zoom meeting scheduled for 9:30 am so they have to wrap up by 9:20 am.

Chair Benik stated that he would be okay with keeping a top seven, however, he sees a top five including a P-1/P-4 combination and then pushing Pat Russell park to the periphery and simply track that project.

Mr. Schoefmann proposed that they keep all projects ranked high priority, except for the Jonathan Daniels trail maintenance project and the Pat Russell Park project.

*Councilor Manwaring moved to clarify that BPPAC's top five projects, P-1, P-4, P-11, P-19 and P-21, are ranked as high priority projects, Mr. Redfern seconded and the motion was passed unanimously.*

Mr. Schoefmann stated that he will update the project update list in the packet so that it reflects the committee's work.

Mr. Redfern asked if Mr. Schoefmann what they will do with the two projects they are dropping. Mr. Schoefmann replied that they will stay on the list, but the other five projects will receive grater allocation of energy from the committee. He said they will still receive updates on the other two projects.

## 5) Old Business

### -Wayfinding:

-UNH Downtown Trails- Mr. Bohannon stated that they are scheduled to circle back with UNH at the end of January so he will report back to the committee in February. Mr. Bohannon stated that they are working with Mr. Redfern to identify aspects on this and working towards what they want to do. However, they want to get the UNH project started first. He said he talked to Mr. Poanessa about wayfinding at the Bike Park and he is not interested in being involved with wayfinding for the City. However, they will continue to move forward with the project.

-MAST Grant- Mr. Schoefmann stated that he attached the metrics report that he submitted to Southwest Regional Planning Commission for the 2017 project on Central square. He will post it on the BPPAC website as well.

-MRRTC- Mr. Schoefmann stated that Mr. Horner went through the guidelines for the Walk Your City project on how to identify walksheds and where the signs will be placed. He said Mr. Bohannon and Mr. Redfern spoke and they are working together on the MAST grant signage. Mr. Schoefmann said Mr. Horner worked on the walkshed signage and City staff had conceptualized going a bit further rout with the walk your City signage to include the improvements happening on Park Avenue and the JD Trail and Appel Way. He said this is something the committee should take a look at closer and maybe getting a bit more involved with the idea sharing for sign placement. Mr. Schoefmann said Mr. Bohannon and he are still trying to figure out the nuts and bolts but they will have something to provide to the committee soon. Mr. Bohannon said they would like to get this up and running by spring time as they will have college students in town later than usual until the end of May, so that will provide a better idea of traffic patterns on the trails. Mr. Schoefmann said they will have a better update by March for the committee in terms of the locations and verbiage for idea sharing. He said they used Mr. Horner's guide to come up with the locations. He said he will work on refining the map to help

guide the conversation with the committee once Mr. Bohannon and Mr. Redfern offer their input.

**- West Street NHDOT Ten Year Plan Project**

Mr. Schoefmann stated that he reached out to Mr. Lussier and perhaps Mr. Horner has some more information about ranking projects. Mr. Horner said he will have to check on with Mr. JB Mack on that however, he thinks they are waiting to hear back from NH DOT but he is not sure. He said it's a conceptual roadway drawing about how West Street can be reprogrammed which is high level but he did see a drawing of a median with trees planted in the middle and better shoulders for cyclists. Mr. Schoefmann said he will try to get his hands on the drawings from Mr. Lussier. Mr. Horner said the drawing he saw retained four lanes but they are narrowed and he is unsure if the public right of way will be expanded in that conceptual drawing.

**- Marlboro Street Design**

Mr. Schoefmann stated that there is a website up that he sent in the committee email. He said this is part of a public information meeting held last winter that involves the entire section of Marlboro Street until its intersection with Eastern Avenue and Optical Avenue. He showed a cross section with design elements included. There are proposed bike lanes inbound towards Main Street, some "Sharrows" (shared lane markings) that help with the continuity between the existing in street facilities from the 2017 MAST grant. He said there has been talk about what will happen at Grove Street but a lot of these elements were borrowed from the temporary Complete Street project that they had a few years ago through Friends of Public Art. Mr. Schoefmann stated there is a crossing proposed with a refuge island. Some curve extensions and then the bike lane adjusts according to the traffic patterns and narrowing of lanes. Mr. Horner stated that he attended this meeting and neighbors proposed that the crosswalk should be placed on the east side of Grove Street because of the turning traffic going west on Marlboro Street. Chair Benik said he remembered the same concern being raised by parents about school kids crossing. Mr. Blomquist stated that this crosswalk has a crossing guard during school hours controlling traffic and moving it to the east side put it in conflict with the driveway into the school so the crosswalk configuration is in accordance with MUTCD and federal guidelines. Mr. Schoefmann said there was a turning study done there as part of a linked project and he can convey some of that information to the committee. Mr. Blomquist stated that NH DOT has asked for additional review for the intersection as one of the challenges is the tightness of the area and not being able to meet all of the standards so they are attempting to demonstrate that what the City has done is the best that can be done in that particular location. He said bringing the crossing guard to the center of the location drivers are unable to ignore that so from management perspective, this is a better control point because there is the ability to control traffic. Councilor Manwaring said there the sidewalk on Grove Street is on the east side, so there will still have to be the crossing of Grove Street in order to get to this island and Mr. Blomquist stated that is correct and perhaps in the future they can get the right of way to finish it up on both sides. As of now, the concern was the traffic coming off of Marlboro onto Grove Street,

not necessarily the traffic on Grove making a left or right. Mr. Schoefmann stated that hopefully they will have some information to report out next month. Chair Benik asked if tree markers are existing trees or new plantings. Mr. Blomquist said it's a combination of existing and proposed plantings. Mr. Schoefmann said there are; also, some examples of chicanes and what they might look like near the U-Haul and Beaver Brook and then moving down towards the entrance of Bartholomew and the vicinity of the Butterfly Park. Mr. Schoefmann stated that further down there is a proposed crossing at Optical. Mr. Blomquist said these designs may be out of date as there is no sidewalk there. He encouraged the committee to speak to Mr. Lussier and get the most current design elements towards that end of the street.

- **Amenities:**

-**Public Survey** – Mr. Schoefmann proposed they table this item for the next meeting. Mr. Redfern encouraged members to visit the Parks and Recreation website for a virtual tour of Carpenter Street as there are great features. He said there are two options and the City is looking for input on both of them. Mr. Schoefmann stated that he will send out a link. Mr. Bohannon noted that the information input is over but there are members of that committee on BPPAC, Mr. Dufresne and Councilor Manwaring, and encouraged members to check it out.

6) **Regular Project Updates**

Mr. Schoefmann stated there has not been a lot of movement on projects. He highlighted the Bicycle Mayor project and said nothing has moved on that, however, there is a lot of material that they can rehost on the BPPAC site. For example, the Safe Routes to school material and a toolkit developed by Ms. Tiffany Manion, so as long as members are agreeable, they can add that information to the BPPAC page.

7) **New Business**

-Amenities  
-Wayfinding  
-Emerald Street connectivity and pocket park

8) **Adjournment**

Chair Benik adjourned the meeting at 9:19 am.

**Next meeting date – February 10, 2021**

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

Additional Edits by,  
Will Schoefmann, staff liaison

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	City Staff \$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	P3	Planning	\$25K	Even	Summer20	Fall 21	N/A	\$25k set aside in CIP FY' 21
Bike Racks	N/A	P21	Working	N/A	N/A	ongoing	N/A	N/A	Bike Racks taken in by DPW - will look for updated 2021 distribution. <b>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.</b>
Lighting	N/A	P22	Completed	City Staff, PFK	Even	complete	N/A	On Schedule	Pathways for Keene are making an additional donation this year to the City. <b>Appel Way lights installed.</b>
Cheshire Rail Trail - Park Ave. Loop	N/A	N/A	Working	\$411,615.51	Even	Spring19	Fall 19	Behind	Engineering division of DPW is managing this project now. <b>Two bids received and rejected for being over budget. Engineering to submitted authorization to advertise to NHDOT.</b>
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. <b>Repaving has commenced for 2020</b>
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. <b>Downtown infrastructure funds being associated with some elements of this more planning is underway.</b>
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.
<b>MASTER PLAN PROJECTS</b>									<b>Cont. on following page</b>



Cheshire Rail Trail Phase 4 - CRT Eastern Ave to NH 101 Transportation Heritage Trail	TOP 5	P1	Planning	\$ 587,000.00	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. <b>Collaboration with Heritage Commission to conduct research and outreach on hold. Monadnock Regional Rail Trails Collaborative has developed promotional material for this project. Letter of Intent submitted to NHDOT for 2021 TAP round</b>
Wayfinding Signage Facilities and Plan	TOP 5	P11	Working	City Staff, \$42,000	N/A	Planning	N/A	On Schedule	BPPAC Considering overall wayfinding plan with Parks/Rec, DPW and Comm Dev Departments. <b>Complete Street Grant Awarded; Pilot Program being funded with temporary signage <a href="https://walkyourcity.org/">https://walkyourcity.org/</a> with MAST Complete Street Grant funds for 2020. Regional sign design pilot through MRRTC.</b>
Prowse Bridge - CRT NH 101 Overpass to Stone Arch Bridge Transportation Heritage Trail	TOP 5	P4	Planning	\$ 1,470,000.00	N/A	Planning	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
West Street - Complete Street	TOP 5	P19	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. <b>Spring, Summer and Fall Counts completed for 2020. City submitted West Street improvement project into the DOT 10 Year Plan.</b>
AMENITIES	TOP 5	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.

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. <b>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.</b>
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. <b>Appel Way lights installed.</b>
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. <b>Final Metrics report being compiled. Restriping and facilities have been redone in the project area for 2020.</b>
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. <b>Repaving has commenced for 2020</b>
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. <b>Downtown infrastructure funds being associated with some elements of this more planning is underway.</b>
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.
<b>MASTER PLAN PROJECTS</b>									
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. <b>Two bids received and rejected for being over budget. Engineering to re advertise.</b>

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". <b>A mapping exercise is being conducted as part of the Energy Plan to locate access and transition points.</b>
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. <b>Complete Street Grant Awarded; Pilot Program being funded with temporary signage <a href="https://walkyourcity.org/">https://walkyourcity.org/</a> with MAST Complete Street Grant funds for 2020.</b>
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. <b>Spring, Summer and Fall Counts completed for 2020. City submitted West Street improvement project into the DOT 10 Year Plan.</b>
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. <b>Collaboration with Heritage Commission to conduct research and outreach on hold. Monadnock Regional Rail Trails Collaborative has developed promotional material for this project</b>
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. <b>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</b>
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.



# City of Keene

*New Hampshire*

January 28, 2021

Thomas Jameson, P.E.  
Bureau of Planning and Community Assistance  
New Hampshire Department of Transportation  
7 Hazen Drive  
Concord, NH 03302-0483

RE: Keene #40439 – Cheshire Rail Trail, Phase III  
Rebid

Dear Tom,

Thank you for your letter dated January 22, 2021. After the City rejected the bids last fall, I had an opportunity to discuss the project with both firms that submitted proposals. I share your concern that some of the reasons driving the higher than expected project cost will not change by rebidding. However, we continue to believe that rebidding will attract greater interest and more competitive pricing. Therefore, The City respectfully requests authorization to re-advertise this project.

Our design consultant is currently updating the bid documents and will provide you with an updated document set by the close of business on 2/5/21. The documents will be revised as follows:

- Thermoplastic pavement markings will be changed to retroreflective paint
- Update Davis-Bacon wage rates
- Include most recent OFC documents (as required)
- Provide current Contract No, dates, deadlines, etc.

I've also asked our consultant to review their Construction Cost Estimate in light of the NHDOT weighted average unit pricing and the unit pricing received for the project in the fall. An updated estimate will be provided with the bid document package.

If you have any questions, please contact me at 352-6550.

Sincerely,



Donald R. Lussler, P.E.  
City Engineer

CC: Andrew Bohannon, Parks & Recreation Director  
John Parrelli, P.E., CHA

K:\ENGRNG\2016 Projects\16-01 Cheshire Rail Trail Phase 3\4-Bidding\2021 0128 letter to NHDOT, request to rebid.docx

City of Keene, Public Works Department • 350 Marlboro Street • Keene, NH • 03431 • [www.ci.keene.nh.us](http://www.ci.keene.nh.us)



# City of Keene

*New Hampshire*

February 1, 2021

Mr. Thomas Jameson, P.E. TAP Program Manager  
NHDOT Bureau of Planning & Community Assistance  
John O. Morton Building  
7 Hazen Drive, PO Box 483  
Concord, NH 03302-0483

RE: City of Keene Letter of Interest  
Transportation Alternatives Program

Dear Mr. Jameson:

I'm pleased to inform you that the City of Keene intends to submit an application for a Transportation Alternative Program (TAP) grant in the recently announced application cycle.

The City has established a long-term goal of completing the restoration of approximately 8.6 miles of the Cheshire Railroad from the Swanzey town line to the Surry town line. With the generous support of private donors and assistance from prior TAP grants, we've completed over five miles already. An additional 0.9 miles will be improved as part of the Cheshire Rail Trail Phase III Loop Project during the summer of 2021.

In January of 2019, the City of Keene submitted a proposal to the NHDOT for the reuse of the historic Robert J. Prowse Memorial Bridge. Our proposal envisioned the adaptive reuse of three historic bridges along the rail trail to tell the story of how transportation systems have shaped the development and evolution of Keene. The Robert J. Prowse Bridge will be used to carry the trail over State Route 101. The project also includes the retrofitting the magnificent Stone Arch Bridge with historically appropriate pedestrian safety rails. Finally, the City's Island Street vehicular bridge will be re-purposed to carry the trail over Swanzey Factory Road. The overall vision, which we are calling the "Transportation Heritage Trail" (THT), will encompass 1.1 miles of the currently unimproved rail bed.

Our plan is to complete the overall project over several phases, using a combination of private donations, City funds and grants where possible. The first phase, and the subject of the City's 2021 TAP Grant Application, will restore of the Cheshire Railroad from Eastern Avenue to Route 101 in Keene NH. This stretch of rail bed travels southeasterly from the eastern terminus of the previously improved section. The proposed project includes the design and construction of 4,100 +/- feet of Rail Trail by brush clearing, drainage improvements, grading and stone dust resurfacing. This phase of improvements will terminate at a scenic overlook on the northern side of State Route 101. At this terminus, we will construct an area with benches and informational signage related to the planned re-use of three historic bridges. The project will leave the site prepared for the installation of the Prowse Bridge (under a future contract).

Identified natural resources in this area include The Branch River to the south of the project areas terminus at State Route 101; no direct impacts are anticipated to this resource. A significant historical resource, the Stone Arch Bridge, carries the old rail bed over the Branch River. The Stone Arch Bridge will be the subject of future

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# City of Keene

New Hampshire

phases, but is not a part of the project proposed for TAP Round 4. There are two old railway bridge abutments located in the project area, one near the western end and one at Eastern Avenue and the other at Route 101. The size and geometry of the Prowse Bridge will require the abutment at Rt. 101 to be removed. As part of the work proposed for this phase, the City will document the historic stone abutment and carefully disassemble the granite blocks with the intention of potentially reconstructing the abutment at Swanzey Factory Road. There are no known sources of contamination within the project limits.

The City estimates the project cost at approximately \$644,000. The City will be requesting 80% of federal TAP funds in the amount of \$515,200. The City will be allocating \$128,800 in its FY 2023-2029 Capital Improvement Program to support this project. In addition, a private non-profit has pledged to contribute a portion of the City's share for this phase of the work.

This project meets the following TAP eligible activities:

- Construction, planning and design of on-road and off-road facilities for pedestrian, bicyclists and other users of non-motorized forms;
- Conversion and use of abandoned railroad corridors for pedestrians, bicyclists or other non-motorized transportation users.

The contact person for this application process will be:

Donald R. Lussier, P.E.  
City Engineer (LPA Certified)  
350 Marlboro Street  
Keene, NH 03431

Telephone: (603) 352-6550  
Email: [dlussier@ci.keene.nh.us](mailto:dlussier@ci.keene.nh.us)

Thank you for your consideration.

Sincerely,

Kürt D. Blomquist, P.E.  
Public Works Director/Emergency Management Director

cc: Rhett Lamb, Assistant City Manager/Planning Director  
Andrew Bohannon, Parks & Recreation Director  
Don Lussier, City Engineer  
Chuck Redfern, Pathways for Keene

# Transportation Heritage Trail

Phase I

City of Keene, NH

