



BICYCLE PEDESTRIAN PATH ADVISORY COMMITTEE
AGENDA

Wednesday, November 9, 2022 8:15-9:30 AM

**2nd floor Conference Room
3 Washington St, City Hall
Also via Zoom Webinar**

To Join the Meeting:

The public may join the meeting online or at City Hall in the 2nd Floor Conference Room. To join the meeting online, visit www.zoom.us/join or call (646) 558-8656 and enter the **Webinar ID: 863 7441 3889**.

Members:

Drew Bryenton, Chair

Todd Horner, Vice Chair

Dillon Benik, Chair

Jan Manwaring

Michael Davern

Dr. Rowland Russell

Dr. Chris Brehme, Alternate

Charles Redfern, Alternate

- 1) Call to Order and Roll Call
- 2) October 12, 2022 Minutes
- 3) Downtown Infrastructure Project – Letters of Support and Update
- 4) BPPAC Website
- 5) Old Business
 - Wayfinding/Amenities: North and South Bridge Signage
 - Bike/Pedestrian Counts
 - Public Art and the Trails Update
 - Volunteer Opportunities
 - Kiosk Map Updates
- 6) Regular Project Updates
- 7) New Business
 - Items to be included for next meeting
- 8) Adjournment
 - Next meeting date – December 14, 2022

** A Zoom link and call in info is provided as a public service; however, the public body will meet in person with a quorum present at the location, date and time contained in this notice. If for any reason the Zoom link or call in info does not work, the public meeting will continue in person.*

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

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

Wednesday, October 12, 2022

8:15 AM

2nd Floor Conference Room,
City Hall

Members Present:

Todd Horner, Vice Chair
Jan Manwaring
Michael Davern
Dr. Rowland Russell
Dr. Chris Brehme, Alternate
Charles Redfern, Alternate

Staff Present:

Jesse Rounds,
Andy Bohannon

Members Not Present:

Drew Bryenton, Chair
Dillon Benik

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

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12 Mr. Todd Horner called the meeting to order at 8:15 AM. Roll call attendance. Mike Kowalczyk
13 in attendance as a guest. Mr. Charles Redfern and Dr. Chris Brehme recognized as voting
14 members due to absences.

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16 **2) Minutes Approval**

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18 Mr. Charles Redfern motioned to approve the minutes from September 14, 2022. Mr. Mike
19 Davern seconded. Committee provided unanimous approval of minutes.

20
21 **3) Downtown Infrastructure Report Out**

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23 Mr. Horner expressed disappointment that Mr. Dillon Benik was not present as he has been
24 sitting on the Mayor's Ad Hoc committee. Mr. Horner asked the group if they had a chance to
25 look at the various design concepts posted online and asked for anyone willing to share their
26 opinions. Mr. Redfern added that there seemed to be something for everyone. He thought the
27 bike lanes looked good. He mentioned that one design had the bike lane in the middle and
28 while he liked the idea of a dedicated path, he does not know how bikes would get out of the
29 lane in close to Central Square.

30 The Committee agreed and Dr. Rowland Russell mentioned how that particular design will
31 limit and impact bike/pedestrian shopping.

32 Mr. Horner mentioned two of the design had bike paths and noted the major difference between
33 the two options was one was not road grade. To him, the main difference is safety.

34 Mr. Davern and Ms. Jan Manwaring both agreed that they liked the raised road grade option.

35 Mr. Horner noted how the different options for Central Square were interesting, but shared that
36 he did not know enough about any of the options to form an opinion.

37 Mr. Redfern mentioned that two councilors showed up at one of the Steering Committee
38 meetings and he had heard they were going to push to make downtown bike free as they do not
39 feel that bikes and cars are safe together.

40 Mr. Horner added that it is concerning that some of the local leaders do not see the benefit of
41 bicyclists' downtown.

42 Dr. Russell spoke to how the economic impact of bicyclists' have been well-documented and
43 how it may be important to lead with the advantages in any promotional discussions.

44 Mr. Horner pointed out that in Dillon's last report out, these perspectives were raised, but it
45 seemed like they were well countered in the steering committees.

46 Mr. Andy Bohannon spoke to Dr. Russell's point that City council has already accepted a
47 report on the economic impact of the bike path. While that report was mostly focused on the
48 rail trail, it is fairly clear that the more access points you have, the easier it will be for people to
49 filter off to restaurants and businesses, but with greater access, will come greater use.

50 He suggested if the committee was going to push the economic development of downtown with
51 the rail trail, it be made known that these connects are vital to the success and something for the
52 committee to promote.

53 Mr. Bohannon noted that the Council accepted the report and they now have the opportunity to
54 discuss. He suggested if the committee is looking at sustainability and 2050 in the ultimate
55 goal, what and how do we get there?

56 Mr. Redfern added that one thing that will be a game changer as far as bike commuting is the
57 growing popularity of e-bikes. He believes those are going to increase substantially and noted
58 the importance of downtown being prepared to handle e-bikes. He added that bikes shops are
59 reporting the sales are about 50/50 (man-powered to electric assist). It will be important to have
60 a downtown that can handle that change.

61 Mr. Horner asked the group how they strategically play that up. He said he can see people
62 being on either side of the fence with the e-bikes.

63 Mr. Redfern responded that they have to go somewhere. He noted the importance of the group
64 thinking ahead regarding transportation into the future and not so distant future.

65 Ms. Manwaring discussed how she has seen pedestrians struggle to cross the roundabout on
66 Winchester Street because no one will stop and how for that reason, she is against the
67 roundabout downtown.

68 Mr. Horner agreed with Ms. Manwaring that people do not stop and does not know if there are
69 specific design features that could address that issue. He mentioned that in Europe- they have
70 come up with designs that are multimodal but does not know how sophisticated they are or the
71 range of scenarios they are appropriate for.

72 Mr. Mike Kowalczyk said he believes it is crazy to try to limit bikes in downtown. Every city
73 in the country are limiting traffic lanes to increase bike traffic. As far of center lane concept,
74 similar to other group members, he did not care for it. He noted that from a bicyclist's
75 perspective it is difficult to understand how one will get to it, in it and out of it. Being a biker
76 himself, he added rather than try to navigate it, he would just stay on the street. He agreed with
77 Mr. Redfern that e-bikes are going to increase. He added the E-bike industry is going to
78 become a problem because of speed as there are e-bikes out right now that go up to 40mph with
79 blinkers and everything. He believes there is going to be a re-categorization of vehicles because
80 of all the electric assist improvements coming down the pike. Mr. Kowalczyk added a couple
81 of other unrelated comments/suggestions starting with the suggestion to get rid of as many
82 power lines as possible. His second suggestions was to try to promote non-motorized
83 transportation as much as possible, i.e. things that encourage people not to use their cars. He
84 added that he, personally, likes the roundabout and single lane Main Street design.

85 Dr. Russell said one thing that did not come up was the rail trail crossing from Main Street and
86 raising that to curb level. He pointed out it has a traffic calming effect and how that could be
87 useful on Main Street. Personally, he believes one lane on Main Street would be great, but in
88 thinking about business needs he thinks two lanes is appropriate as well. He expressed concern
89 of how one lane might bottle up too much with people pulling in and out.

90 Mr. Horner discussed the mini-roundabout with single lane versus signalized intersection
91 designs. He noted how drivers speed until they get to the light, slow down as they approach the
92 light and then speed again. A roundabout with other traffic calming features would be a more
93 useful ideal to keep that start/stop at a minimum.

94 Dr. Russell added that it certainly keeps traffic slower. If the committee does their job well,
95 more people will be able to use that and cross safely.

96 Mr. Horner wanted to make sure to include time to review the draft letter. He noted the intent
97 of letter was to provide this group with a tool for outreach to stakeholders who care about
98 bicycle and pedestrian issues and would like want to see bike/pedestrian infrastructure in
99 downtown.

100 He added that he is not sure how much awareness of this project has permeated. One goal is
101 just getting awareness up among bike-pedestrian folks. His goal was to lay out reasons why the
102 committee supports improved infrastructure and touch on issues that speak to different people.
103 This serves to provide talking points to reach out to different people in various networks. He
104 noted he did not say that this committee supports specific aspects. He intentionally tried to keep
105 it fairly high level with scenarios that included widening sidewalks, creating space, maximizing
106 safety, and calming motorized traffic.

107 Mr. Russel made one suggestion, which was to add "dedicated" to creating space.

108 Mr. Horner noted that it seemed as though most people in the committee were in favor of the
109 bike lane options as opposed to the center lane path. He asked the group if they wanted to get
110 more specific regarding using the terminology "protected bike lanes", to which the Committee
111 agreed.

112 Mr. Horner noted that Andy had already mentioned citing University of New Hampshire
113 (UNH) study as evidence of economic impact and he agreed that would be a good idea.

114 Dr. Brehme had one suggestion to be added to last paragraph of the letter created by Mr.
115 Horner, which was to somehow rephrase it making it clear that pedestrians and cyclists are
116 patrons of these businesses as well.
117 Mr. Horner noted that he was hoping the group would discuss the letter and get to the pointer
118 where they could take action endorsing the letter.
119 Mr. Redfern added equally important to the letter is the charter for this group to advise city
120 council that can be used to create a letter to city council.
121 Ms. Manwaring wondered if the sentinel would publish it on the editorial page. The group liked
122 that idea and Mr. Russel suggested also publish in the Monadnock Shopper. Mr. Redfern noted
123 that typically if published in one, it is difficult to publish in the other. They are competitive that
124 way unless the group was to pay for it to be in one or the other. It was noted that The
125 Monadnock Shopper reads a larger audience, but many do not read it with the same intensity
126 that people read The Keene Sentinel.
127 Ms. Manwaring added that the Sentinel also offers a digital version, which she believed to have
128 a more far reaching effect for Cheshire County residents.
129 Dr. Russell pointed out that Mr. Horner does mention the UNH study in point 4, but also
130 suggested mentioning it up front in point 1.
131 Mr. Horner clarified that point 4 is citing a different UNH study. While both studies are by the
132 same PI, one solely looked at trust in neighborhood based on their walkability. He agreed to
133 also cite the downtown trail study.
134 Dr. Brehme wanted to come back to Mr. Redfern's point about needing a letter. He questioned
135 whether the letter should cherry pick from the different design options. Maybe we need time
136 next month to go over the designs and choose which works best.
137 Mr. Redfern labeled the idea a tickle list and was in support. While it would require some
138 homework in advance, it allows the group to identify the desired features, check the box and
139 thoughtfully explain why.
140 Mr. Horner pointed out that this project is moving relatively quickly and believed it was
141 important to get this in circulation with the public and a letter in front of the council in a timely
142 manner.
143 Mr. Russel suggested that since committee members are all part of different groups, using a
144 google doc to identify who is going to communicate with each respective group. He also
145 suggested using a format suitable for easy distribution on social media.
146 Mr. Horner agreed and said that the letter is a digital pdf currently but can share it as a digital
147 image.
148 Mr. Redfern asked if it was possible to get it posted on the city improvement site under public
149 opinion. It is not an official city position, but noted how many people go to the website to look
150 at the downtown improvement city. Mr. Bohannon believed there is an outside resources area
151 that might be a great place to have it and shared that the Point of contact would be Department
152 of Public Works or Kurt Blomquist.
153 Mr. Horner requested a motion to endorse the letter with suggested edits. Motion offered by Dr.
154 Russell and seconded by Ms. Manwaring. Unanimous approval provided by the group.
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156 **4) Radically rural – walkability audit report**

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Mr. Horner discussed how he had helped organize some of the session and it involved bringing in Mark Fenton, an active transportation expert. He noted the committee might want to consider engaging city councilors sometime in the future to go on a walk in a particular area with ward and at large councilors to really look at pedestrian infrastructure and whether it meets the needs of the people.

5) BPPAC website

Ms. Manwaring had no updates, but suggested the topic be kept on the agenda for next month. She agreed to bring a bulleted list of potential content ideas for next month’s meeting. Mr. Jesse Rounds noted that the City is in the process of rolling out the spruced up city website. As part of that, all the departments are working on updating and sprucing up their websites. If you have ideas, make note and it will be considered.

6) Old Business

A) Wayfinding/Amenities: North and South Bridge Signage

Mr. Redfern reported that he had called the Department of Transportation, Bill Lambert and Bill Watson and he had not received any return calls. Learning that unless you are well connected with those guys, they aren’t going to return your calls unless you are a municipality. Turned to design charrettes with Stantec. Kurt Blomquist was there. We were waiting outside the door and walked up to him mentioning his intention to place stakes marking the locations where these were to go and take pictures for the proposed locations of those signs. Mr. Redfern thanked him. Dr. Brehme asked where the physical signs were going. Mr. Redfern responded they will be located at the roadway level. Department of Transportation made it clear they did not want anything attached to the bridge for integrity and safety. They will be placed as one would approach the abutments of the bridge. In Salem, they put the signs right after one passes the bridge. The aforementioned signs will be labeled from the North and the South.

Mr. Horner mentioned that Route 2 has one near Fitchburg that has a big beautiful sign. Dr. Brehme noted there is also one on the mass pike that highlights the Appalachian Trail and that the Friends of Art Committee maybe something more artistic down the road, if desired.

B) Bike/Pedestrian Counts

Mr. Horner mentioned that he is not sure where the discussion stands for the most recent bike/pedestrian counts. He suggested waiting until Mr. Schoefmann returns to update.

C) Public Art and the Trails Update

Mr. Russel had one comment looking ahead, once the cross bridge is up, there will be a need for a marker for that. He noted that the bridge is always referred to historically so he is not sure if

200 that might need to be a historic marker instead. He added that he had a couple of follow-ups
201 conversations since last month. He talked to Mr. Peter Poanessa, who had identified an auto body
202 repair guy who agreed to do it, but Mr. Poanessa has not been able to get the guy to look at the
203 rail signal to get a quote. He anticipates that it will be in the three thousand dollar range, but until
204 they get that quote that cannot initiate any fundraising events.

205 He was also aware The Historical Society is going to publish a third volume of the rail trails. He
206 plans to look at crowdfunding and get the full budget for restoration all the way through
207 installation. If the turnaround had been quicker, they could have done the crowdfunding this fall,
208 but now they are looking at spring 2023. He still needs to sit down with Mr. Bohannon and
209 decide a location for this. He added that he thinks either side of Main Street along the rail trail
210 might make sense.

211 Mr. Bohannon suggested the committee keep in mind that the City is totally revitalizing Railroad
212 Square and the other side recognizing that anything permanent that is placed may get moved in
213 the future. Dr. Russell clarified that they are looking at temporary installation with potential for
214 long-term sculpture exhibit in the future.

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216 **D) Volunteer Opportunities**

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218 Mr. Horner said one thing he would like to do is address the shopping cart in the Ashuelot River
219 next to the bridge. He would like to create an opportunity to get that out and clean up that area.
220 He noted it was located right next to the bridge on Cheshire Rail Trail as one heads towards Pearl
221 Street. Dr. Russell added that is a heavy traffic corridor. Mr. Horner suggested that it is
222 something the group should think about and suggested Rolland pick a day before snow and
223 before weather makes the water too cold. It was agreed Dr. Russell would put out a poll to see
224 what works for people.

225

226 **E) Kiosk Map Updates**

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228 Mr. Schoefmann is away, but Dr. Brehme noted that he met with Mr. Schoefmann prior to his
229 departure and added some edits to it. He will update further when Mr. Schoefmann returns.

230

231 **7) Regular Project Updates**

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233 Mr. Horner mentioned there was a well-attended opening of the Amy Brown Trail. He also
234 noticed that bike lanes along Park Avenue had been marked with bike lane symbols. Dr. Russell
235 said his anecdotal counts say that they are being used more.

236 Mr. Redfern wanted to add a public outreach event. He mentioned the Monadnock Rail Trail
237 Collaborative is going to have a booth set up at the Troy Depot Renovation Project. The event is
238 the official unveiling of it to the public. While it is geared or targeted to railroad buffs, it would
239 be an excellent opportunity for the Collaborative. Mr. Redfern plans to be there selling a few
240 books (NH Rail Trail book written by Charles Martin). He suggested the group work on a
241 brochure for the BPPAC that could be put out for events like this. A readily done rack card and
242 possibly, brochure with maps to use at events like this.

243 Mr. Redfern asked if Mr. Kowalczyk had rack cards. He responded that he does not have rack
244 cards, but they were talking about getting some as well as brochures made for the entire region.
245 He does have a brochure and rack card for Town of Swanzey.
246 Related to marketing, Mr. Kowalczyk mentioned there is a gentleman named, Dick Richards,
247 who posts a Facebook blog almost weekly about the history of rail trails in Cheshire County. He
248 has been trying to get ahold of him, including through Facebook messenger, but has not been
249 successful. He asked if anyone knew how to get ahold of him. Dr. Russell suggested he reach out
250 to the Historical Society as they might have contact information for him.
251 Mr. Redfern added Mr. Richards might be at Troy this weekend.

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253 **8) New Business**

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255 Mr. Horner noted the group had already discussed particular features in Main Street redesign
256 scenarios and reiterated the need to review them to come to consensus for the letter to city
257 council.

258 Mr. Redfern offered to bring in samples of rack cards and brochures.

259 Dr. Russell suggested turning the design options into a doodle poll for this group to get the
260 internal responses to. Mr. Horner offered to touch base with Drew Breynton and Mr.
261 Schoefmann.

262 Mr. Horner said he would try to get the letter revised this week or next and share with the group
263 so we can have a check in about outreach at the next meeting.

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265 **9) Adjournment**

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267 Next meeting date: November 9, 2022

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269 There being no further business, Mr. Horner adjourned the meeting at 9:19 AM.

270

271 Respectfully submitted by,
272 Amanda Trask, Minute Taker

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274 Reviewed and edited by,
275 Will Schoefmann, GIS Mapping Technician

Project	PRIORITY	Master Plan Project #	Status	Budget *			Schedule			Updates (status changes and project notes)
				Cost	Status		Start	Finish	Status	
Master Plan	N/A	N/A	Delayed	City Staff	\$5K	N/A	Spring 2014	Fall 2021	Behind	Scope of work developed and funding available to work with Southwest Regional Planning Commission to finish work on the plan in 2022. Awaiting SWRPC draft contract and timeline. Granite State Wheelers Grant submitted for funding.
Complete Streets			Working			N/A	2018	N/A	Behind	Sharred Lane Markings (Sharrows) completed, Park Ave Bike Lanes in process, Bike Boxes need repairing.
Bike Racks	AMENITIES	P21	Working	N/A	N/A	N/A	ongoing	N/A	N/A	DPW Highway have put out some racks, Will is confirming rack locations for summer/fall 2022. Gaps in where historically placed.
Appel Way Trail Paving	MAINTANANCE	P22	Planning	\$ 104,900.00	Even		2023	N/A	On Schedule	Appel Way repaving project, CIP Budgeted in Parks and Rec Trail Maintenance Program.
Cheshire Rail Trail - Park Ave. Loop	N/A	N/A	Completed	\$411,615.51	Over		Spring 2019	Fall 2022	N/A	Engineering division of DPW is managing this project now. Repaving and striping of Park Ave completed. Trail work completed. Grand opening ceremony occurred Sept 14.
NHDOT TAP Grant 2018	N/A	BE22	Hold	\$674K	N/A		Winter 2018	Summer 2022	Behind	City of Keene has been selected as a TAP grant recipient for Complete Street improvements to Marlboro Street that tie into other planned improvements, infrastructure, economic development goals and the Cheshire Rail Trail. Project was stripped from federal earmark in the infrastructure bill.
Arts and Culture Corridor	NA	N/A	Working	N/A	N/A		Ongoing	N/A	N/A	Arts Alive, Jess Gelter, have taken on a scaled down version of the Arts and Culture Corridor concept Gilbo Avenue to School Street still part of the scope.
Bicycle Mayor	N/A	N/A	Hold	Safe Routes to School	Even		Winter 2018	Fall 2019	N/A	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. Not Active. Meeting upcoming with Tiffany Mannion to go over new program updates.
Sidewalks	N/A	N/A	Submitted	CIP	Even		Spring 2022	N/A	On Schedule	Summer 2022 expecting to replace approx. 2,000 LF of asphalt sidewalk, including Colby St. and Adams St. The CIP will request funding for about 2,000 LF / year beginning in 2023.
Downtown Infrastructure Project (MAIN STREET)	AMENITIES	P14	Planning	CIP	Even		Summer 2023	Fall 2027	N/A	Open letter from Vice Chair Horner out for promotion; Need for support of bicycle inclusion in the infrastructure redesign. Planned formal letter from the committee for approval.
Lower Winchester Street (Roundabout - City Line)	N/A	N/A	Planning	CIP	Even		Summer 2024	Fall 2027	N/A	Potential for bike/pedestrian improvements to the Route 10/Lower Winchester Street Corridor and Gateway area via Swanzey into Keene. Listening sessions held Oct 24/25.

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MASTER PLAN PROJECTS									
Jonathan Daniels Trail Maintenance	TOP 7	P3	Planning	\$25K	Even	Summer 2020	2022	N/A	CIP Budgeted in Parks and Rec Trail Maintenance Program.
Wayfinding Signage Facilities and Plan	TOP 7	P11	Working	City Staff, \$42,000	N/A	Planning	N/A	On Schedule	BPPAC Considering overall wayfinding plan with Parks/Rec, DPW and Comm Dev Departments. UNH Downtown Trails Initiative final report prepared and submitted for review at April meeting. Next steps signage design and placement.
↓Transportation Heritage Trail ↓									
THT Phase 1 - CRT Eastern Ave to NH 101 (Transportation Heritage Trail)	TOP 7	P1	Planning	\$ 386,400.00	Even	2024	2025	N/A	Project includes from Eastern Ave - 101, Bridge to Span 101, improvements to Old Stone Arch Bridge and potential crossing at Swanzey Factor Rd. Notice of Award for TAP project received 9/1. Federal Earmark funds for this project.
THY Phase 2 - Prowse Bridge - CRT NH 101 Overpass to Stone Arch Bridge (Transportation Heritage Trail)	TOP 7	P4	Planning	\$ 381,685.00	N/A	2027	N/A	N/A	Installation of the Historic Prowse Bridge at NH Route 101 and connecting the Cheshire Rail Trail to the Old Stone Arch Bridge and safety improvements (railings) to Old Stone Arch Bridge. Promotional website and video released with funding donation from PFK.
THT Phase 3 - Old Stone Arch Bridge - (Transportation Heritage Trail)	TOP 7	P4	Planning	\$ 321,195.00	N/A	2025	N/A	N/A	Collaboration with Heritage Commission to conduct research and assist with Historic Resources LCHIP application for railing/abutment design. PFK funding conceptual visuals. LCHIP grant planned for 2022 to fund Planning Study phase. Promotional website and video released with funding donation from PFK.
THT Phase 4 - Island Street Bailey Bridge - Swanzey Factory Road to Town Line (Transportation Heritage Trail)	TOP 7	P4	Planning	\$ 1,862,310.00	N/A	2027	N/A	N/A	Installation of the Historic Island Street Bailey Bridge at Swanzey Factory Road to create a safe overpass for trail users and creating continuity of the Cheshire Rail Trail towards the Swanzey Town line. Promotional website and video released with funding donation from PFK.
West Street - Complete Street	TOP 7	P19	Planning	\$ 785,275.00	N/A	2027	N/A	N/A	Designated as a Gateway Street in the Complete Street Design Guide. BPPAC discussing interim and long range solutions for bike/ped facilities along the corridor. Spring, Summer and Fall Counts completed for 2020. City submitted West Street improvement project into the DOT 10 Year Plan.
AMENITIES	TOP 7	P21	Working	City Staff, Facility and Maintenance Costs	Under	Planning	N/A	On Schedule	Staff should establish a base line of existing amenities and propose types and locations of future amenities in a plan. These should include Kiosk/Trailhead facilities, Trailside Facilities such as bathrooms, potable water and tune up stations and efforts should be made to engage the artist community to create spots along the trails for public art which will enhance the unique qualities of our system. Survey work incorporated into UNH Downtown Trails Initiative. TRAIL LIGHTS NOW INCLUDED HERE

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Downtown Infrastructure Project (MAIN STREET)	AMENITIES	P14	Planning	CIP	Even	Summer 2023	Fall 2027	N/A	N/A	Second round of public meetings slated for early October, emails sent to BPPAC.
Lower Winchester Street (Roundabout - City Line)	N/A	N/A	Planning	CIP	Even	Summer 2024	Fall 2027	N/A	N/A	Potential for bike/pedestrian improvements to the Route 10/Lower Winchester Street Corridor and Gateway area via Swanzey into Keene. Potential steering committee.

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Wayfinding Signage Facilities and Plan	TOP 7	P11	Working	City Staff, \$42,000	N/A	Planning	N/A	On Schedule	BPPAC Considering overall wayfinding plan with Parks/Rec, DPW and Comm Dev Departments. UNH Downtown Trails Initiative final report prepared and submitted for review at April meeting. Next steps signage design and placement.
↓Transportation Heritage Trail ↓									
THT Phase 1 - CRT Eastern Ave to NH 101 (Transportation Heritage Trail)	TOP 7	P1	Planning	\$ 386,400.00	Even	2026	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. Notice of Award for TAP project received 9/1. Photo opp held with Maggie Hassan
THY Phase 2 - Prowse Bridge - CRT NH 101 Overpass to Stone Arch Bridge (Transportation Heritage Trail)	TOP 7	P4	Planning	\$ 381,685.00	N/A	2027	N/A	N/A	Installation of the Historic Prowse Bridge at NH Route 101 and connecting the Cheshire Rail Trail to the Old Stone Arch Bridge and safety improvements (railings) to Old Stone Arch Bridge. Promotional website and video released with funding donation from PFK.
THT Phase 3 - Old Stone Arch Bridge - (Transportation Heritage Trail)	TOP 7	P4	Planning	\$ 321,195.00	N/A	2025	N/A	N/A	Collaboration with Heritage Commission to conduct research and assist with Historic Resources LCHIP application for railing/abutment design. PFK funding conceptual visuals. LCHIP grant planned for 2022 to fund Planning Study phase. Promotional website and video released with funding donation from PFK.
THT Phase 4 - Island Street Bailey Bridge - Swanzey Factory Road to Town Line (Transportation Heritage Trail)	TOP 7	P4	Planning	\$ 1,862,310.00	N/A	2027	N/A	N/A	Installation of the Historic Island Street Bailey Bridge at Swanzey Factory Road to create a safe overpass for trail users and creating continuity of the Cheshire Rail Trail towards the Swanzey Town line. Promotional website and video released with funding donation from PFK.
West Street - Complete Street	TOP 7	P19	Planning	\$ 785,275.00	N/A	2027	N/A	N/A	Designated as a Gateway Street in the Complete Street Design Guide. BPPAC discussing interim and long range solutions for bike/ped facilities along the corridor. Spring, Summer and Fall Counts completed for 2020. City submitted West Street improvement project into the DOT 10 Year Plan.
AMENITIES	TOP 7	P21	Working	City Staff, Facility and Maintenance Costs	Under	Planning	N/A	On Schedule	Staff should establish a base line of existing amenities and propose types and locations of future amenities in a plan. These should include Kiosk/Trailhead facilities, Trailside Facilities such as bathrooms, potable water and tune up stations and efforts should be made to engage the artist community to create spots along the trails for public art which will enhance the unique qualities of our system. Survey work incorporated into UNH Downtown Trails Initiative. TRAIL LIGHTS NOW INCLUDED HERE