



BICYCLE PEDESTRIAN PATH ADVISORY COMMITTEE
AGENDA

Wednesday, October 11, 2023 8:15-9:30 AM 2nd floor Conference Room
3 Washington St, City Hall

Members:

Drew Bryenton, Chair	Dr. Chris Brehme, Alternate
Todd Horner, Vice Chair	Charles Redfern, Alternate
Andrew Madison, Councilor	Janelle Sartorio, Alternate
Dillon Benik	Sam Jackson, Alternate
Jan Manwaring	Autumn DelaCroix, Alternate
Michael Davern	
Dr. Rowland Russell	

- 1) Call to Order and Roll Call
- 2) June 14, 2023 and September 13, 2023 Minutes
- 3) Safety and Outreach Working Group
- 4) Membership
- 5) Project Priorities – Wrap up
- 6) Regular Project Updates
- 7) Volunteer Opportunities
 - a. Fall Fun-Ride Kickoff (Sunday 10/22, 3pm)
 - b. Trail clean ups (planned)
- 8) Old Business
 - a. Downtown Infrastructure Project Updates
- 9) New Business
 - Items to be included for next meeting
- 10) More Time
 - NHDOT North/South Bridge Signs
 - Kiosk Map Updates
 - Public Art and the Trails Update
 - BPPAC Website
 - Bike/Pedestrian Counts (Report out in November)
- 11) Adjournment
 - Next meeting date – November 8, 2023

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

3
4
5 **BICYCLE AND PEDESTRIAN PATH ADVISORY COMMITTEE**
6 **MEETING MINUTES**
7

Wednesday, June 14, 2023

8:15 AM

**2nd Floor Conference Room,
City Hall**

Members Present:

Drew Bryenton, Chair
Todd Horner, Vice Chair
Dillon Benik
Jan Manwaring
Michael Davern
Dr. Rowland Russell
Charles Redfern, Alternate
Sam Jackson, Alternate
Autumn DelaCroix, Alternate
Janelle Sartorio, Alternate
Councilor Andrew Madison
Dr. Chris Brehme, Alternate

Staff Present:

William Schoefmann, GIS Technician
Don Lussier, City Engineer
Andy Bohannon, Parks & Recreation
Director
Kürt Blomquist, Public Works
Director/ACM

Guest Present:

Diana Duffy
Andrew Bower

Members Not Present:

8
9
10 **1) Call to Order and Roll Call**

11 Chair Bryenton called the meeting to order at 8:18 AM.

12
13 **2) Approval of May 10, 2023 minutes**

14 With no edits or corrections, Chair Bryenton asked for a motion to approve the May 10, 2023
15 minutes. Dr. Rowland Russell motioned to approve with a second from Mr. Dillon Benik. With
16 unanimous approval, the motion passed and the May 10, 2023 minutes were approved.

17
18 **3) Jeff Speck Workshop Opportunity Follow-up**

19 Chair Bryenton noted that it was great to see a number of the other members at the workshop.
20 Ms. Sam Jackson shared that she thought Mr. Jeff Speck was great. She thought he did a great
21 job at keeping attention by making it entertaining to listen to.

22 Dr. Russell noticed there were several people there that have not been present in any of the
23 previous meetings. Mr. Todd Horner shared that he has a couple of neighbors that have not been
24 plugged into the conversation. He was surprised at the number of people that are just realizing
25 there is a project underway.

26 Mr. Benik asked if it was well attended and Mr. Horner responded that there was approximately
27 150 people there. Ms. Jan Manwaring shared there were a number of councilors there. She
28 spoke with Mike Giacomo briefly and he seemed quite impressed with some of the new ideas.

29 Dr. Russell noted that the closure of Washington Street closure seemed to start conversation and
30 get people thinking. Chair Bryenton noted that the single lane with turnaround idea seemed to be
31 immediately dismissed.

32 Dr. Russell felt the presentation to be an affirmation of what the group has been advocating since
33 the beginning.

34 Mr. Horner felt the presentation was particularly effective because of the presenter challenging
35 everyone, no matter where they fell in their opinion. An example was people obsess over the
36 number of parking spaces on Main Street and he made a conscientious effort to preserve all those
37 spaces in one of his designs. Mr. Horner was interested to find that Mr. Speck did not seem to
38 have an opinion one way or the other regarding having bike lanes sidewalk versus street grade.
39 He discussed the potential benefit to street grade Mr. Speck mentioned. Mr. Speck's idea did not
40 simply rubber stamp; he created his own design that relied on signalized intersections. Mr.
41 Horner thought Mr. Speck brought a fresh perspective and that his ideas served to surprise and
42 even challenge those in attendance.

43 Dr. Russell wanted to emphasize how Mr. Speck suggested conserving the parking in the middle
44 and considering putting many trees and using the space as an event space. It was a new idea to
45 the conversation. Ms. Jackson noted that one of his ideas also conserved parking spaces in front
46 of Stage and The Pour House, whose business owners have been vocal opponents. He tried to
47 address their needs while also looking at potential green space and how to maximum it.

48 Mr. Andrew Bower and Councilor Andrew Madison joined and were recognized by the Chair.
49 Chris believed Mr. Speck tempered it by saying how far do you want to go in terms of making it
50 better because there is the risk of gentrification. He thought that resonated with some people in
51 the audience who are against change.

52 Dr. Russell thought it was also good that he emphasized the need for more housing. Others
53 mentioned how he focused on the heights of the buildings, building up rather than out to try and
54 address the housing needs and the intertwine of housing and transportation.

55 Ms. Autumn DelaCroix discussed Mr. Speck's suggestion of the central parking being opened to
56 Farmer's markets and used as an event space, which she believes would be a good way to appeal
57 to Keene's obsession with the widest Main Street.

58 Chair Bryenton recognized Kurt Blomquist.

59 Chair Bryenton asked for an update from Mr. Horner about any conversation about moving
60 forward. Mr. Blomquist shared that he believed the City Council will be addressing it on their
61 July 6th meeting. The plan is to do their regular business first and then move into the downtown
62 discussion.

63 Chair Bryenton asked if there was a formal way to submit ideas to City Council. Mr. Horner
64 shared that they already have Mr. Speck's slides. He mentioned that Mr. Speck will be on the air
65 today on the Dan Mitchell Show at 9 for a recap of the conversation and follow-up questions.

66 Mr. Horner plans to connect with Roger and see if he has any thoughts of next steps.

67 He suggested those who were present to reflect and maybe gather thoughts on specific aspects
68 that resonated with them. For those that weren't present, he suggested viewing the recording and
69 doing the same.

70 He suggested using those reflections to come up with a statement regarding what the
71 committee's thoughts are.

72 Kurt Blomquist suggested continuing with the emphasis on the importance of Mr. Speck's
73 presentation and the importance of integrating the pedestrians, bicyclists, and all users. While the
74 single lane idea is not new, Mr. Speck has several other elements that could be used to highlight
75 the importance of the integration. He mentioned that the Steering Committee looked at the single
76 lane idea and did some traffic analysis on it. As the committee will not have another meeting
77 between now and the time the City Council meets, he suggested There is information from the
78 Council and as they start talking about it more, the committee would indicate that they will not
79 be having another meeting, it is important to get that statement or position together about how
80 bicyclist/pedestrians are key to the downtown area.

81 Dr. Russell shared that he had talked to Roger Weinrich and Jen Risley after the breakfast the
82 next day and a couple of the ideas that came up included the idea of engaging youth and their
83 input along with their parents' input. Roger had suggested doing something before the event in
84 the Redwood Square or in Central Square with ice cream or pizza to draw them in and collect
85 their feedback.

86 If there are points the group wanted to make, one idea is to work with Jen to do infographics.

87 Mr. Horner suggested one of Mr. Speck's metrics around the statistics is being more likely to die
88 from e vending machine than being hit by a bike for those infographics.

89 Chair Bryenton asked the committee's thoughts on pulling together a statement on the
90 roundabout.

91 Mr. Horner said one of his key take-away's was that there are trade-offs for example, two lanes
92 mean losing center parking. To him, it's worth looking at this idea of one lane preserving all the
93 on-street parking on Main Street and the protected bike lanes.

94 Chair Bryenton asked Councilor Madison asked about any gaps or things he's looking to hear.

95 He shared that he was on the initial ad hoc. From his standpoint, he understands it well and the
96 councilors are entrenched in their positions and unlikely to change their positions at this point.

97 He suggested sticking to advocating for the bike paths and that it's probably best for individuals
98 to reach out on their own to get a larger volume of voices coming in. He thought it would be
99 important for everyone in the group to write their own letter and not to send in the same letter.

100 The little differences will mean that the letter gets read and will be a little different from
101 everyone else's, which tends to make more of an impact. He shared that there's many councilors
102 who are in favor of bike lanes, a handful who are just adamantly against and then an equal
103 number who are on the fence.

104 Dr. Russell asked if he thought members should get in direct contact with those councilors who
105 they think to be on the fence and Councilor Madison responded yes.

106

107 **4) Kiosk Map Updates**

108 Mr. Schoefmann shared the new city branding and how it incorporates some of the revisions that
109 the committee was asking for. He presented an example of one that would be positioned at

110 Eastern Ave Trailhead. It contained a title for where you are at, where downtown is, the city logo
111 and branding, and incorporated a couple of other edits that he thought the group was looking for
112 in terms of making sure the bridges were named. If anyone has any comments or edits, he asked
113 them to be sent to him by the end of the week.

114 Mr. Redfern suggested a run of a new pamphlet that includes more of the details of the map that
115 Mr. Schoefmann presented (side street detail). He mentioned that Ted's Shoe and Sport is
116 constantly getting requests for maps and information on the trails. Mr. Redfern talked with
117 CandS Wholesale Grocers and they are interested in helping. It would be a printing grant, which
118 would require approval from Pathways and would just require their logo somewhere on it.

119

120 **5) Downtown Infrastructure Project Discussion**

121 Chair Bryenton hoped Councilor Workman would be able to join, but unfortunately, she was not.
122 He shared that he had a good conversation with her. He asked Don Lussier to share the details on
123 the proposal that had bike lanes included in it and go over some of the details in terms of what it
124 looks like, buffer zones.

125 Mr. Lussier spoke and started by saying that he is not pushing the roundabout. The graphic he
126 presented was just the only one printed out in his map room.

127 What Stantec has proposed is that the bike lane will be six feet with two-foot buffers on either
128 side. His question was genuine. He hasn't resolved in his own mind the best option. By putting it
129 at sidewalk grade, it provides better protection from vehicles parked next to it or encroaching
130 into that space versus street grade which provides better protection/ buffering from pedestrians
131 and bikes. He was hoping Mr. Speck would have the answer but at the end of the day, there is no
132 right answer. It is a tradeoff either way from a maintenance perspective.

133 He asked Mr. Blomquist if he preferred that the bike lane be at the parking grade.

134 Mr. Blomquist responded no because for snow collection purposes, street grade is easier.

135 Ms. DelaCroix shared that one of the problems she has is that by having it at street grade, there is
136 a risk given the growing size of vehicles and the likelihood of them encroaching on the bike lane.
137 She asked about a buffer between the parking space and the bike lane. Mr. Lussier explained that
138 there is a two-foot overhang between the parking space and the start of the bike lane. He
139 explained there are also ways to differentiate the spaces in the buffers with different colors,
140 textures to make it obvious that it is a space for bikes and pedestrians.

141 Chair Bryenton asked if it was too granular at this point to get an idea of costs. Mr. Lussier
142 responded that they really have not drilled down into that level of detail. They have
143 experimented with different types of treatments and ways of doing things. The treatment they are
144 using now on crosswalks are thermal plastic with the look of pavers. It can be repaired in place,
145 which is a nice benefit.

146 He discussed the "furniture zone" which is a space that has been reserved for things like benches,
147 trees, and trash receptacles. There is a whole level of additional design work that will decide the
148 details.

149 Ms. Manwaring asked Mr. Lussier to explain the bike lane on Washington. Mr. Lussier
150 explained and demonstrated the flow on the map.

151 Mr. Redfern suggested setting a priority today designating a particular amount of space for bike
152 lanes to prevent from getting thrown into the pro-roundabout bucket.

153 Chair Bryenton asked if Councilor workman had any questions during her meeting with Mr.
154 Blomquist. He responded no, and after speaking with her she seemed to be more comfortable
155 with the idea of having multimodal space in the project.

156 It was asked about grant opportunities. Mr. Blomquist explained that there is a rating system that
157 awards points. The ranking criteria is given when you apply for a grant. For certain types of
158 implemented criteria, you are awarded scores. The higher you score, the more likely you are to
159 be awarded a grant.

160 Councilor Madison reiterated that focusing on integrating bike lanes will be a winning strategy.

161 Chair Bryenton put forth a motion stating, “BPPAC continues to advocate for protected bike
162 lanes at sidewalk grade on both sides of Main Street. Lanes should be placed between parking
163 spaces and the sidewalk. Lanes should be six feet wide, with a two-foot buffer on each side of
164 the lane”. Ms. Manwaring seconded the motion. Chair Bryenton asked if there were any further
165 discussion points. Being none, a vote was called and the motion was unanimously approved.

166

167 **6) Old Business**

168 **A) Volunteer Opportunities**

169 **i) *Trail Clean-ups (Planned)***

170 Nothing scheduled until fall.

171 **ii) *Bike Friendly Community***

172 Mr. Schoefmann to send out the application for Bike Friendly Community to Chair Bryenton and
173 he will delegate tasks. Mid- August is the deadline. Collaboration will occur virtually.

174

175 **7) Regular Project Updates**

176 Staff are working to get something in the CIP for 2024 or 2025, but it is currently looking more
177 like 2025.

178 The GIS Tech is working with Highway to inventory in street bike marking for budget purposes.
179 Bike boxes and downtown sharrows have been remarked.

180 DPW Highway have put out some bike racks. Mr. Schoefmann is confirming rack locations for
181 summer/fall 2022. There are gaps in where historically placed.

182 Appel Way Trail Paving has been pushed out to 2025.

183 Engineering division of DPW is managing the Safe Streets for All Grant opportunity.

184 City of Keene has been selected as a TAP grant recipient for Complete Street improvements to
185 Marlboro Street that tie into other planned improvements, infrastructure, economic development
186 goals and the Cheshire Rail Trail. The project is ongoing- trail/sidewalk connector in
187 Engineering Design Phase.

188 Jess Gelter with Arts Alive have taken a scaled down version of the Arts and Culture Corridor
189 concept. Gilbo Avenue to School Street is still part of the scope.

190 The next steering committee meeting for Lower Winchester Street project is slated for July 18th.

191 The hope is that they will be ready to make a recommendation to the Council on which of the
192 different options to move forward with.

193 Mr. Lussier updated on the transportation heritage committee. Proposals are due in a couple of
194 weeks. One of the consultants has decided not to move forward, but they had five other
195 consultants attending that meeting interested in the project.

196 Chair Bryenton discussed the green staging boxes around Central Square. Last year they were
197 repainted, but they only went a couple of feet into the lane and to be official bike boxes, they
198 should take up the whole width of the lane. The boxes are appropriate, but the lead up lane is
199 what is squishing traffic.

200 Mr. Blomquist pointed out that part of the task of the committee is education and many people
201 do not know what those boxes are and how this is a good opportunity for community education.

202 Mr. Blomquist to look at MUTCD and make sure they are in compliance.
203

204 **8) New Business**

205 **A) Items to be included for next meeting**
206

207 **9) More Time**

208 **A) Public Art and The Trails**

209 **B) Project Priorities**

210 **C) BPPAC Website**

211 **D) Wayfinding Amenities- North and South Bridge Signage**

212 Mr. Redfern shared that it took five months for Salem to do it and they did it through the state.

213 Covid shut them down. City took up the project and it has been three years. Mr. Blomquist to put
214 stakes in the ground and share the coordinates, which should happen in the next few weeks.

215 **E) Bike/Pedestrian Counts**
216

217 **10) Adjournment**
218

219 There being no further business, Chair Bryenton adjourned the meeting at 9:28 AM.
220

221 Respectfully submitted by,
222 Amanda Trask, Minute Taker
223

224 Reviewed and edited by,
225 Will Schoefmann, Community Development Staff

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

3
4
5 **BICYCLE AND PEDESTRIAN PATH ADVISORY COMMITTEE**
6 **MEETING MINUTES**
7

Wednesday, September 13, 2023

8:15 AM

**2nd Floor Conference Room,
City Hall**

Members Present:

Drew Bryenton, Chair
Todd Horner, Vice Chair
Jan Manwaring
Michael Davern
Dr. Rowland Russell
Samantha Jackson, Alternate
Autumn DelaCroix, Alternate

Staff Present:

William Schoefmann, GIS Technician
Kürt Blomquist, ACM/Director of
Public Works/EMD
Andy Bohannon, Parks, Recreation,
Cemeteries and Facilities Director

Guests:

Ed Haas

Members Not Present:

Councilor Andrew Madison
Dr. Chris Brehme, Alternate
Charles Redfern, Alternate
Janelle Sartorio, Alternate
Dillon Benik

8
9
10 **1) Call to Order**

11 Chair Bryenton called the meeting to order at 8:17 AM.

12
13 **2) August 9, 2023 Minutes**

14 Chair Bryenton asked for a motion to approve the minutes. Vice Chair Horner motioned to
15 approve the minutes with a second from Dr. Rowland Russell. The motion was approved
16 unanimously.

17
18 July minutes were not included in the packet so they will be put forward for approval in the
19 October meeting.

20
21 **3) Safety and Outreach Working Group**

22 Mr. Will Schoefmann reminded the group that there was discussion about getting ahead of the e-
23 bike issue through research on the topic, working towards developing an effective template for
24 outreach and establishing training. Dr. Russell explained the idea is to do an inventory of
25 resources and put them together or package in such a way that provides guidelines.

26 Chair Bryenton said he believed LAB to have the standard on cycling instructor safety courses
27 and they have a train-the-trainer cycling course. He shared that Tiffany did a cycling 101 course
28 for the public when she was bike mayor. Being able to offer something like that would be
29 valuable. Becoming a LAB certified instructor is not a minimal task, so if there is some other
30 group where it is not quite such a heavy lift for them or if there are people in the area that are
31 already certified. When researching for the bike friendly city, he did not remember seeing
32 anyone locally on the LAB website, but believed there might be someone on the sea coast.
33 Ms. Sam Jackson asked if there was a resource somewhere that explained how someone could
34 become a trainer.

35
36 Chair Bryenton said LAB has a good set path for that which requires a weekend course and then
37 test. (Kurt Blomquist joined the meeting.)

38
39 Chair Bryenton referenced the August notes and brought up the idea of drafting a letter which
40 Todd Horner had mentioned. Mr. Horner said the objective was to respond to some of the
41 narrative that has been in the public discourse about how the bike lanes were going to be
42 responsible for deforesting downtown and serve to debunk some of that and that this committee
43 is very much pro-tree. Dr. Russell shared that it was a 400 word limit, but that if they wanted to
44 do something longer, they could propose it as an editorial. Mr. Horner said he will make a
45 reminder for himself and thought the outreach subcommittee could work on that.

46 Mr. Schoefmann said he did not think it needed to be the same people all the time as it would be
47 good to get input from various group members. However, in an effort to not have to notice for an
48 official meeting and take minutes, it would have to be limited to four people, but it could be
49 revolving. Dr. Russell suggested calling it a workgroup as done in the Energy and Climate
50 Committee, but that does not address the max number of committee members. Dr. Russell asked
51 if that limit included alternates, which Mr. Schoefmann said he would have to ask the lawyers.
52 Dr. Russell suggested a straw poll to see who is actually interested.

53 Chair Bryenton suggested that before talking about level of interest, he welcomed any questions
54 on the task or charge of the safety and outreach workgroup.

55 Mr. Schoefmann asked him to go through what Chair Bryenton had for notes in terms of focus.
56 Chair Bryenton said one area of focus is the e-bikes, interacting with 2024 city council members
57 and maintaining a presence and lastly, the LAB training with a stretch goal of getting someone
58 certified. He questioned whether that last part was somewhat out of the scope of BPPAC, to
59 which Mr. Schoefmann stated that was not necessarily the case. He continued saying promoting
60 the idea, saying there is a need and bringing it to council are certainly within the charge.

61 Chair Bryenton asked if there were interested individuals willing to participate and stated it will
62 likely feel similar to the bike friendly community group. Four committee members expressed
63 interest and Chair Bryenton commented that he liked the idea of it being dynamic as he can't
64 commit to another committee, but can certainly drop in as available.

65 Mr. Schoefmann said the nice thing is participants can choose to attend the dates which are most
66 interesting or applicable to their skill set. He offered to find out the details on whether
67 participating by zoom was allowed.

68

69 Mr. Mike Kowalczyk expressed interest in participating.
70

71 Without wanting to get too far into the weeds, Chair Bryenton asked the committee whether they
72 anticipated the group meeting monthly, or biweekly. He suggested the fourth week of the month
73 since BPPAC meets on the second. He asked if planning for this month was too early or whether
74 they needed to vet it and determine the level of interest from members not present in the meeting.
75 He asked members if they wanted to plan for an October meeting or go ahead and try to meet
76 this month.

77
78 Dr. Russell responded that he did not think it was a bad idea to try and meet this month and
79 thought if Mr. Horner could get a draft that would work towards goal one and allow the group to
80 fine tune that in preparation of getting it out before voting.

81
82 With everyone in agreement, Chair Bryenton offered to take the initial charge on getting it rolled
83 out, organized and scheduled with the hopes of it becoming a self-perpetuating in the future.
84 Chair Bryenton asked Ms. Jan Manwaring if she had a question, to which she responded that she
85 did not but wanted to put herself forward as a resource for collecting letters. Chair Bryenton
86 thanked her for her offer.

87
88 Chair Bryenton asked if this was something the city could provide a room for or if it should be a
89 more informal gathering at a coffee shop.

90
91 Mr. Schoefmann said that based on some of the identified goals they wish to accomplish, he
92 believed trying to find a quieter location would be ideal. He believed he could work on helping
93 facilitate that to some degree. It was noted that they often reserve rooms at the rec center and
94 asked Mr. Andy Bohannon if there was a particular process for that.

95 Mr. Bohannon responded that it is just date, time and noted some of the rooms available. Chair
96 Bryenton thanked Mr. Bohannon for the information.

97

98 **4) NHDOT Route 101 Project**

99 Mr. Schoefmann explained that there was a letter included in the back of the packet that was sent
100 to committee members that was from the consultant hired by the Department of Transportation
101 (DOT). He explained that these are similar to a blanket letter that they send to city staff members
102 like himself. A number of them received them as they blanketed the city. The letter explains that
103 there are improvements that they are going to be working on in the Route 101 area. Earlier this
104 summer, the DOT was out there doing survey work. They are trying to investigate a couple of
105 alternatives. No information was included about when the public meeting is going to be or what
106 the next steps will be. He explained that Mr. Don Lussier reached out and said that engineering
107 would like to coordinate the city responses and asked the committee that if they have thoughts on
108 where it should go, he would welcome their input. He showed a map and explained that the red
109 options are a no go due to existing work happening or historic areas.

110

111 Mr. Kurt Blomquist explained there were two options (the red options) that he received a hard no
112 on. The green and the blue areas were areas that they would potentially consider. He thought it
113 was important that the committee understand what is happening explaining that the plan is to
114 redo route 101 from down around Branch Road up to just past the Arch Bridges. As such, they
115 are looking at reworking that ordinance as well as developing a better path for pedestrians.
116 The other area they are looking at is Swanzy Factory Road and he noted there are number of
117 options being considered for that area. One of note is to divert the traffic and then come in at a
118 90 degree angle to join up with 101, which would require the installation of a bridge. The other
119 option is to continue it and run it along the existing rail behind the buildings.

120

121 Thirdly the city engineer is not overly excited about adding another bridge to the existing
122 inventory, especially since it would be a relatively long one given the width of the wetlands
123 there. He suggested the committee do its normal function to continue to make sure pedestrian
124 bicyclist are accommodated.

125

126 Chair Bryenton thanked Mr. Blomquist and opened it up for discussion.

127 It was asked by Mr. Horner if Branch Road was the town line. Mr. Schoefmann explained that
128 the town line was further down towards the Jail. Mr. Horner asked for clarification on whether
129 the original scope was to the town line and that it was determined to be too pricey, which was
130 confirmed.

131

132 Chair Bryenton stated that riding out from Optical to the Bridge is not an area that he is
133 particularly enthused about riding through for a number of reasons, but noted that the speed limit
134 drops once you get into Marlboro. He sees how this could potentially become a corridor for
135 people to commute into Marlborough. He asked if Marlborough had any interested in their side
136 of 101. Mr. Blomquist responded that right now, there is no involvement on behalf of
137 Marlborough. Mr. Horner added that the Planning Commission is developing a complete streets
138 policy with Marlborough and he knows they are interested in 101, but was not sure what segment
139 they were interested in.

140

141 Mr. Schoefmann suggested and asked the potential for this committee to communicate their
142 interested in seeing if NHDOT would consider putting bike lanes in or shoulders to
143 accommodate. Mr. Blomquist said that would be appropriate.

144 Chair Bryenton said the other two considerations would be from Stone Arch Bridge to Optical
145 and whether Keene had interest to serve or mirror that. He did not want to put in advocate for
146 bike lanes in isolation.

147

148 Mr. Blomquist said right now, the project stops there, but pointed out that the other issue is
149 The designation of a limited access highway.

150

151 Mr. Schoefmann offered to contact and shared that NHDOT has multimodal specialists that
152 coordinate the complete streets committee he is presently a part of and shared that they have a

153 process for requesting those. He said it will be convoluted due to all of the various access points,
154 but believed they could certainly try and venture into that.

155 Chair Bryenton shared that there is excitement for the potential that 1010 could become a bike
156 corridor. He asked if there was any way that project could connect into the Transportation
157 Heritage Trails and wondered if they could get egress ramps from the bridge going over 101.
158 Mr. Schoefmann explained that it would be on the City end of things and would be part of their
159 design. Mr. Schoefmann believed putting it out there is a good thing and that given the BPPAC
160 is proposing the viaduct facility, it would make sense to include in any connectivity to the viaduct
161 facility.

162
163 Mr. Schoefmann suggested that the committee think and be considering the integration as they
164 move through THT and depending on what comes out of the 101 project.

165 Dr. Russell shared that he would find it helpful to have additional visuals of the area and routes
166 being proposed for connectors.

167
168 Mr. Schoefmann clarified that what Mr. Bryenton was saying was how to connect whatever
169 facility they get out of the project to the THT.

170
171 Mr. Horner asked about formalizing the connection between 101 and the dead end on Eastern
172 Ave because right now there is barricade there. Mr. Blomquist suggested putting it on their list.

173 Mr. Schoefmann offered to send Mr. Lussier an excerpt from the minutes to follow up.

174 Mr. Horner suggested making sure they had a representative on the presentations. Last time, it
175 required a bit of petitioning. It's important to remind them that the committee does want to
176 participate.

177

178 **5) Regular Project Updates**

179 Mr. Schoefmann provided project updates with the help of Mr. Blomquist:

180 ***Bike Friendly Community***- was submitted. Rankings will come out in December and a report
181 card and report will be provided, which he can share with the committee. He thanked all the
182 volunteers that helped with the application. There was a lot of analysis involved.

183 ***Transportation Heritage Trail***- Mr. Lussier responded for the city to NHDOT on that regarding
184 potential impacts from 101 on that.

185 ***Transportation Heritage Phase one***- City Council approved selection of Stantec for the Phase
186 one design. The city is in process of updating its 25-31 CIP, which requires review of projects
187 and adjustments in the capital program.

188 ***Safe Streets for All***- Mr. Blomquist shared that they received the RFQ's re-evaluation of those
189 for the Safe Streets for All Grant.

190 ***Marlborough Street TAP***- is still online for construction in 2024.

191 ***Downtown Infrastructure Project***- The City is waiting for their acquisition request to NHDOT
192 for the Downtown Infrastructure Project. That will go back to Council likely in February or
193 March of next year.

194 ***Lower Winchester Street-101***- roundabout going to Market Basket. The council received its
195 presentation last week and the report out from the steering committee, which will then to the

196 MSFI. The project does have pedestrian bicycle facilities in it and he suggested the committee
197 attend because the chair has asked to review all the information the steering committee reviewed.
198 Set to occur the fourth Wednesday of the month, September 27th at 6PM. That project will start
199 its review and he is anticipating at least two meetings, if not three to get a recommendation up to
200 Full Council. Pedestrian Facilities are included through the corridor and the committee is
201 recommending three roundabouts at Krif Road, Matthews Road and Market Basket.
202 Mr. Horner asked Mr. Blomquist if there was any bike ped being considered for the Lower
203 Winchester Street project. He clarified that yes it was all the way down to 101, but there are none
204 on 101.

205
206 **6) Volunteer Opportunities**

207 **A) Fall Fun-Ride Kickoff (Sunday 10-22, 3PM)**

208 Mr. Todd Horner has been working with Pamela Bys, a member of the cycling club, who is
209 interested in putting together some fun rides. They hashed out some plans for a fun ride on
210 October 22, 2023 from Railroad Square on to the Rail Trail to Frisky Cow for some gelato. The
211 trail is still being ironed out. There will possibly be two routes where one group could go up
212 Main Street and around the Square and for those not comfortable, they can be picked back up on
213 the Rail Trail.

214 The goal is to get people interested and increase visibility.

215 **B) Trail Clean-ups (planned)**

216 Mr. Charles Redfern and Mr. Russell have been talking but have not set a date yet. Once settled,
217 they will get that information out.

218 **C) Bike Friendly Community (recap)**

219 Covered in Regular Project Updates
220

221 **7) Old Business**

222 **A) Downtown Infrastructure Project Updates**

223 Covered in Regular Project Updates

224 **B) NHDOT North, South Bridge Signs**

225 Currently just waiting on the go ahead from DOT to be able to start making the signs.
226

227 **C) Project Priorities**

228 Mr. Blomquist suggested review the ranking and identifying which are included in the CIP as
229 things will be changing. The Route 101 project was not included on the list and would be added.
230 Mr. Schoefmann suggested reviewing this at the next meeting. Discussion continued around the
231 usefulness of the spreadsheet of priorities and how it can best be used on advocating for projects.
232 Mr. Horner moved to adopt the priority list with discussed edits. Mr. Russell seconded the
233 motion which was unanimously adopted.
234

235 **8) New Business**

236 **A) Items to be included in next meeting**

237 1) Project priority List

- 238 2) Mr. Bohannon mentioned that he is working with a graduate student from
239 UNH related to mountain biking, economic development and the impact it is
240 having. While they will not have a full development study out of this, they do
241 (thanks to Mr. Horner and Southwest) have trail counters out on several of the
242 trail heads collecting data. Those will be out for three weeks and they would
243 like to come back to this group in the November meeting to give a report out.
244 3) Workgroup report outs.
245 4) Membership review

246 Mr. Haas introduced himself as running for councilor at large. He is very supportive of
247 multimodal transportation and pedestrian friendly design. He thinks creativity and incorporation
248 of cycling is not utilized as well as it could be.
249 He is an avid cyclist and is looking forward to helping advocate.

250

251 **9) More time**

252 **A) Kiosk Map Updates**

253 No Update at this time.

254

255 **10) Adjournment**

256 There being no further business, Chair Bryenton adjourned the meeting at 9:15 AM.

257

258 Respectfully submitted by,
259 Amanda Trask, Minute Taker

260

261 Reviewed and edited by,
262 Will Schoefmann, Community Development Staff

Updated October 10, 2023

BICYCLE/PEDESTRIAN PATH ADVISORY COMMITTEE

1. Todd Horner	Term to expire Dec. 31, 2023	2 nd
2. Councilor Andrew Madison	Term to expire Dec. 31, 2025	1 st
3. Rowland Russell	Term to expire Dec. 31, 2022	1 st
4. Jan Manwaring	Term to expire Dec. 31, 2022	1 st
5. Drew Bryenton	Term to expire Dec. 31, 2023	2 nd
6. Michael Davern	Term to expire Dec. 31, 2022	1 st
7. Dillon A. Benik	Term to expire Dec. 31, 2024	2 nd
8. Charles Redfern, alternate	Term to expire Dec. 31, 2022	exempt
9. Christopher Brehme, alternate	Term to expire Dec. 31, 2022	exempt
10. Janelle Sartorio, alternate	Term to expire Dec. 31, 2025	exempt
11. Samantha Jackson, alternate	Term to expire Dec. 31, 2025	exempt
12. Autumn DelaCroix, alternate	Term to expire Dec. 31, 2025	exempt

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	Revised scope of work developed submitting CIP to complete the plan in 2024/5. Annual project evaluation by BPPAC.
Complete Streets			Working			N/A	2018	N/A	Behind	GIS Tech working with Highway to inventory in street bike markings for budget purposes. Bike Boxes, Downtown Sharrows remarked.
Bike Racks	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	2025	N/A	Behind	Appel Way repaving project, CIP Budgeted in Parks and Rec Trail Maintenance Program. Pushed out to 2025
Safe Streets for All Grant	N/A	N/A	Planning	NA		N/A	Spring 2023	N/A	N/A	Engineering division of DPW is managing this grant opportunity.
NHDOT TAP Grant 2018 - Marlboro Street	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 is ongoing - trail/sidewalk connector in Engineering Design phase.
Safety and Outreach Working Group	NA	N/A	Working	N/A		N/A	Ongoing	N/A	N/A	This working group is planning and investigating where to focus efforts around Safety and Promotion of other Bike/Ped initiatives via outreach. Focus areas are being conceptualized and report outs will be at regular meetings.
League of American Bicyclists Bicycle Friendly Program & other community ranking programs	N/A	N/A	Completed	Staff/Volunteer Time		N/A	Summer 2023	Summer 2023	On Schedule	City of Keene's designation as a "Bicycle Friendly City" has lapsed and needs to be renewed. The process includes data gathering for a report/application. Application submitted, announcement in December.
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	Final recommendation from City Council via MSFI includes widened sidewalks and protected bike lanes. All other concepts scrapped.
Lower Winchester Street (Roundabout - City Line)	N/A	N/A	Planning	CIP		Even	Summer 2024	Fall 2027	N/A	Planned improvements including sidewalks connecting market place in Swanzey and Route 10/Winchester Street

CONTINUED ON NEXT PAGE

Project									
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 completed. Next steps signage design and placement in conjunction with City branding effort.
↓Transportation Heritage Trail ↓									
THT Phase 1 - CRT Eastern Ave to NH 101 (Transportation Heritage Trail)	TOP 7	P1	Planning	\$ 386,400.00	Even	2024	2025	N/A	Project includes from Eastern Ave - 101 Bridge abutments. Selection of engineering consultant for project - Stantec.
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 - Swanzezy 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 Swanzezy Factory Road to create a safe overpass for trail users and creating continuity of the Cheshire Rail Trail towards the Swanzezy Town line. Island Street bridge due to be removed from Island Street during current project - currently delayed.
NHDOT Route 101 Improvement Project	THT Impact	NA	Planning	NA	N/A	2023	N/A	On Schedule	NHDOT Project including widening and other improvements to NH Route 101 in the vicinity of the THT and improvements to the intersection of RT 101/Swanzezy Factory Rd.
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. Funds available in 2027, DOT 10 Year Plan redesign/construction
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

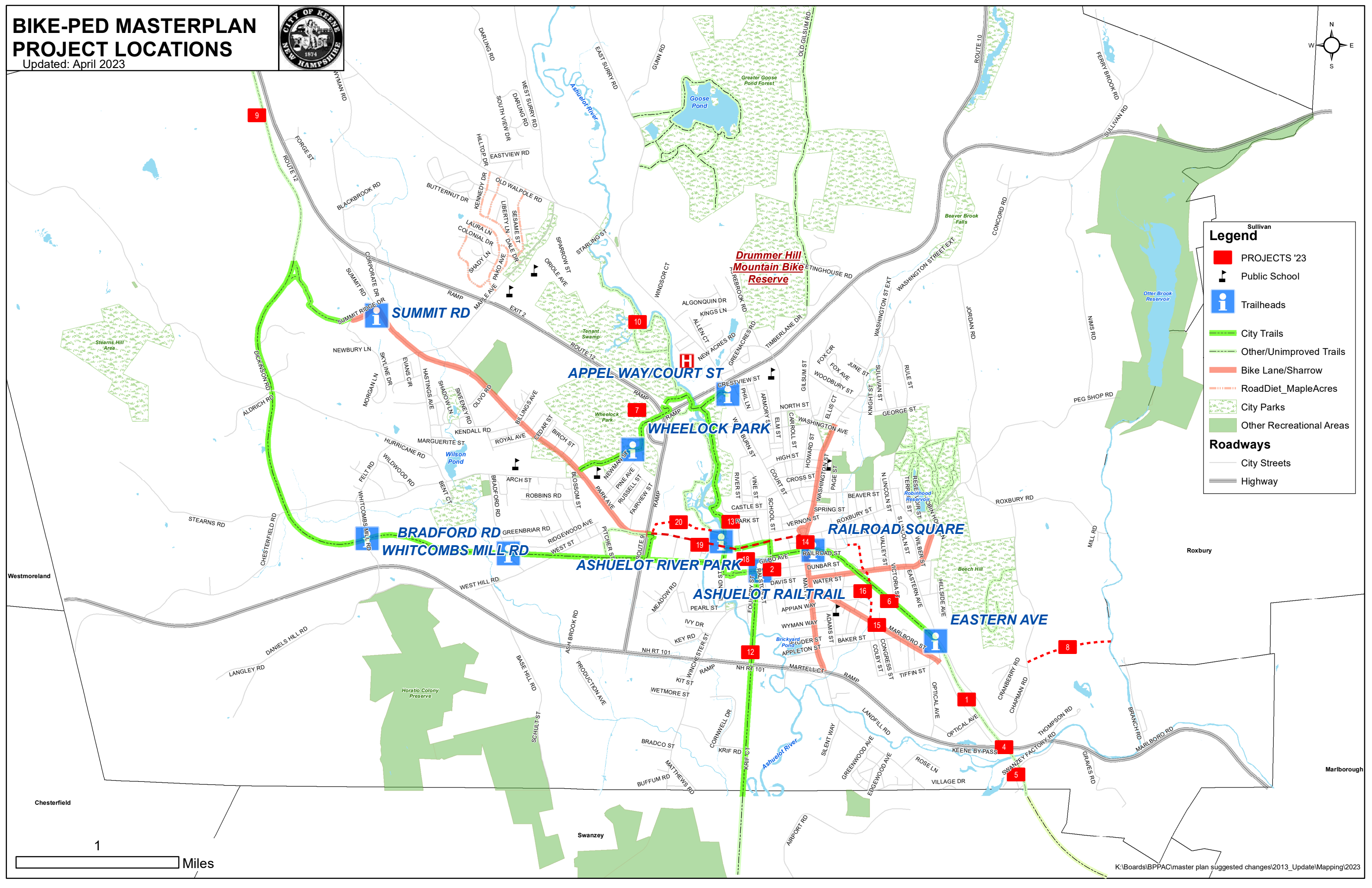
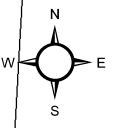
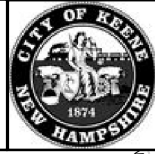
Project	PRIORITY	Master Plan Project #	Status	Budget *			Schedule			Updates (status changes and project notes)
				Cost	Status	Start	Finish	Status		
Master Plan	N/A	N/A	Delayed	City Staff	\$5K	N/A	Spring 2014	Fall 2021	Behind	Revised scope of work developed submitting CIP to complete the plan in 2024/5. Annual project evaluation by BPPAC.
Complete Streets			Working			N/A	2018	N/A	Behind	GIS Tech working with Highway to inventory in street bike markings for budget purposes. Bike Boxes, Downtown Sharrows remarked.
Bike Racks	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		2025	N/A	Behind	Appel Way repaving project, CIP Budgeted in Parks and Rec Trail Maintenance Program. Pushed out to 2025
Safe Streets for All Grant	N/A	N/A	Planning	NA	N/A		Spring 2023	N/A	N/A	Engineering division of DPW is managing this grant opportunity.
NHDOT TAP Grant 2018 - Marlboro Street	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 is ongoing - trail/sidewalk connector in Engineering Design phase.
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.
League of American Bicyclists Bicycle Friendly Program & other community ranking programs	N/A	N/A	Completed	Staff/Volunteer Time	N/A		Summer 2023	Summer 2023	On Schedule	City of Keene's designation as a "Bicycle Friendly City" has lapsed and needs to be renewed. The process includes data gathering for a report/application. Application submitted, announcement in December.
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	Final recommendation from City Council via MSFI includes widened sidewalks and protected bike lanes. All other concepts scrapped.
Lower Winchester Street (Roundabout - City Line)	N/A	N/A	Planning	CIP	Even		Summer 2024	Fall 2027	N/A	Planned improvements including sidewalks connecting market place in Swanzey and Route 10/Winchester Street

CONTINUED ON NEXT PAGE

Project									
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 completed. Next steps signage design and placement in conjunction with City branding effort.
↓Transportation Heritage Trail ↓									CITY ENGINEER COORDINATING RESPONSE TO NHDOT ROUTE 101 IMPROVEMENTS PROJECT
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 abutments. Selection of engineering consultant for project - Stantec.
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 - Swanzy 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 Swanzy Factory Road to create a safe overpass for trail users and creating continuity of the Cheshire Rail Trail towards the Swanzy Town line. Island Street bridge due to be removed from Island Street during current project - currently delayed.
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. Funds available in 2027, DOT 10 Year Plan redesign/construction
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

BIKE-PED MASTERPLAN PROJECT LOCATIONS

Updated: April 2023



Legend

- PROJECTS '23
- Public School
- Trailheads
- City Trails
- - - Other/Unimproved Trails
- Bike Lane/Sharrow
- - - RoadDiet_MapleAcres
- City Parks
- Other Recreational Areas

Roadways

- City Streets
- Highway

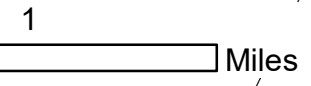
Westmoreland

Chesterfield

Swanzy

Roxbury

Marlborough



ID	BPPAC ID	Project	(X)Organizational Support	(Y) Importance Level <i>BPPAC to complete</i> ↓	Description	Status - Budget - Notes	Notes
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	MEDIUM	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	HIGH	HIGH	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
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 - Guide consultant/UNH Trails to Downtown initiative	To include Plan (below)
11.A	P11A	Wayfinding Plan			Current condition assessment with a plan and recommendations for work to follow including signs and pavement directional symbols.	Planning - Guide consultant/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.	Create larger project to address KSC Section	
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	HIGH	HIGH	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
15	P15	MARLBORO STREET	HIGH	HIGH	Overall plan for making Marlboro Street and it's corridor Bicycle and Pedestrian Friendly, better connected and a Complete Street.	Working - TAP 2018 - Project completed?	Tied to Victoria Street

16	P16	Beaver Brook Greenway	LOW	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	Bicycle Pedestrian Master Plan	HIGH	HIGH	Finish the Bicycle Pedestrian Master Plan through a consultant or local regional planning commission. Project includes public outreach components. Timing before or in conjunction with Comprehensive Master Plan Update	Supplementary CIP Project	
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.	Connection to West Street improvements FY 28	Possible Connectivity to Emerald Street Pocket Park
19	P19	WEST STREET	MEDIUM	MEDIUM	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 FY 28	TAC (via SWRPC) input and prioritization to DOT. Don Lussier. BPPAC "Problem Area Workshop" for 2022-23; America Walks Grant/Connection
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 - 19 recommendations in the Downtown Trails Study, use this to identify focus areas	Art installations with industrial heritage materials. Historic signage/plaques regarding history. Potential meeting or subcommittee for strategic planning of facilities.
21.A	P21A	Trail Lighting			Staff should establish a base line plan, propose types and locations of future lighting. Add to ammenities.	Planning - PFK donated lights for various sections of trail, potential for further work - Coordinate with KPD	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

CRT = Cheshire Rail Trail

DEFINITIONS

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

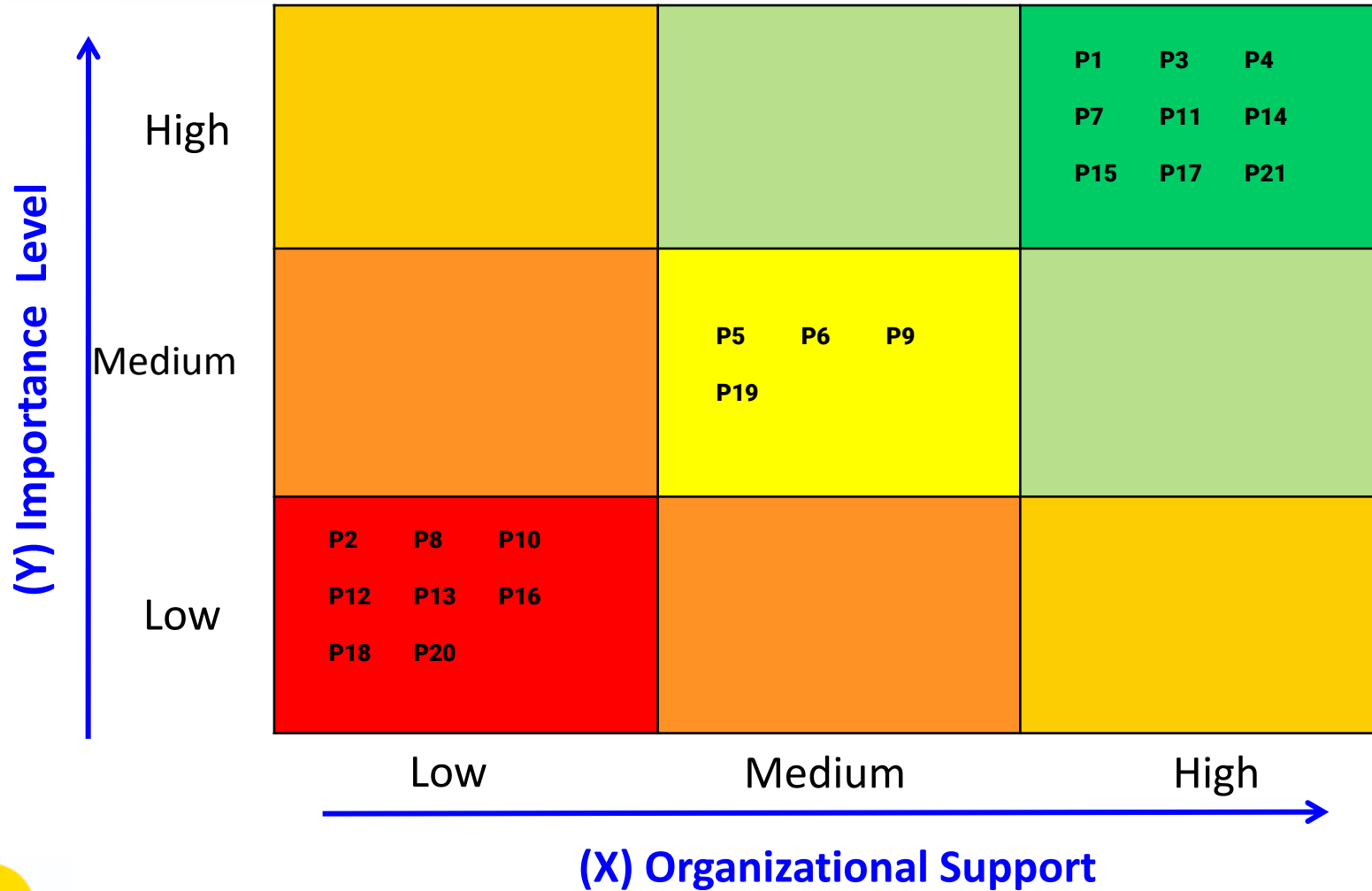
TAP = Transportation Alternatives Program

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)