



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

**Wednesday, December 11, 2024 8:15-9:30 AM**

**2<sup>nd</sup> Floor Conference Room  
3 Washington St, City Hall**

**Members:**

Sam Jackson, Chair

Dr. Rowland Russell, Vice Chair

Ed Haas, Councilor

Autumn DelaCroix

Dillon Benik

Jan Manwaring

Michael Davern

Charles Redfern, Alternate

Diana Duffy, Alternate

Janelle Sartorio, Alternate

- 1) Call to Order, Roll Call, Welcome
- 2) November 13, 2024 Minutes
- 3) Safety and Outreach
  - a. New York Bike Summit report out
  - b. Plan discussion and Budget requests
  - c. Map Project Update
- 4) Regular Project Updates
- 5) Volunteer Opportunities
  - a. Membership
  - b. Yield Counts, Bike Rack Census and Bicycle/Pedestrian Counts
- 6) Old Business
  - a. Wayfinding Updates
  - b. Website
- 7) New Business
  - Items to be included for next meeting
- 8) More Time
  - Bike Lane Rules update
  - Continued Bike Racks Discussion
  - Community Bike Share
  - Public Art and the Trails Updates
  - Connection via Cheshire Rail Trail at Arch Street Tunnel
- 9) Adjournment
  - Next meeting date – January 8, 2024

1  
2 City of Keene  
3 New Hampshire  
4

5  
6 BICYCLE AND PEDESTRIAN PATH ADVISORY COMMITTEE  
7 MEETING MINUTES  
8

Wednesday, November 13, 2024

8:15 AM

2<sup>nd</sup> Floor Conference Room,  
City Hall

**Members Present:**

Samantha Jackson, Chair  
Dr. Rowland Russell, Vice Chair  
Michael Davern  
Councilor Edward Haas  
Autumn DelaCroix  
Charles Redfern, Alternate

**Staff Present:**

William Schoefmann, GIS Technician  
Don Lussier, Public Works Director  
Bryan Ruoff, City Engineer

**Members Not Present:**

Diana Duffy  
Dillon Benik  
Janelle Sartorio, Alternate

9  
10 **1) Call to Order, Roll Call and Welcome**

11 Chair Jackson called the meeting to order at 8:21 AM. She noted that alternate Mr. Charles  
12 Redfern would be an acting member for the meeting.  
13

14 **2) Approval of Minutes from October 9, 2024**

15 Chair Jackson noted that she had already submitted a correction to Mr. Schoefmann and the  
16 minute taker, saying that Diane needed to be changed to Diana. Chair Jackson recognized  
17 Councilor Ed Haas. Mr. Haas stated he searched for the E-Bike regulation from New Jersey  
18 prohibiting E-Bikes in protected bike lanes and could not find it. He could see that they define a  
19 low-speed E-Bike as limited to twenty miles per hour. He was unsure if that was a minute  
20 change or clarification but offered to continue researching. Mr. Schoefmann requested that he  
21 send the research and note where it applies if he wants the minutes updated. Councilor Haas  
22 said he would send it as an addendum and suggested they proceed without it.  
23

24 Chair Jackson moved to accept the minutes. Councilor Haas seconded her motion. With no  
25 other comments and all in favor, the minutes from October 9, 2024, were approved.  
26

27 **3) Safety and Outreach**

28 **A) New York Bike Summit report out**

29 It was tabled due to Ms. Duffy not being present.

30 **B) Plan Discussion**

31 Mr. Schoefmann explained that during the last meeting, there was a note of a need to discuss  
32 developing a safety and outreach plan, especially given the desire to request budget items. He  
33 questioned whether anyone had given thought to that. This could be something that gets focused  
34 on within the upcoming bicycle-pedestrian path plan, but suggested creating some goals into a  
35 formalized plan, a board target concept, or at least some elusive metrics about what the  
36 committee is trying to accomplish with safety and outreach.

37 Councilor Haas offered to outline what he thought it should be and welcomed input from other  
38 members. He hoped to have it in a form that could be adopted for the next meeting. Mr.  
39 Schoefmann suggested considering it a lighter version of the projects list and possibly even tying  
40 it back to the projects list.

41 Councilor Haas asked Mr. Redfern if he knew of any local guidelines for education he could  
42 point Councilor Haas towards. Mr. Schoefmann said it could be as simple as “release quarterly  
43 public service announcements” describing what that looks like, “update the website,” “reach out  
44 to and engage 4-5 cycling groups,” etc. He cautioned them not to get bogged down, saying that 4  
45 to 5 goals should be sufficient to show the council the committee has goals, ambitions, and  
46 intent.

47 **C) Budget Requests**

48 Mr. Redfern provided historical context by explaining that in preparation for the Sentinel’s 125<sup>th</sup>  
49 Anniversary celebration, they had created and printed some basic maps that became extremely  
50 popular with participants and attendees. He intended to create a two-sided map utilizing a city  
51 map that Mr. Schoefmann had designed and a regional trail map produced by the Southwest  
52 Regional Planning Commission as part of a grant they received. He proposed creating a two-  
53 sided document with the regional map on one side and the city map on the other. He believed  
54 there would still be plenty of room on the side with the city map to include basic bike etiquette,  
55 bike lane rules, and bike path rules. This would require a budget request from the city for the  
56 initial printing, but he proposed that there could be a two-dollar per map charge to self-sustain  
57 the additional cost of printing.

58  
59 If he could get Pathways, Mike’s group, and The Monadnock Regional Trails Collaborative to  
60 contribute funds, he believed three hundred and fifty dollars would be sufficient for an initial  
61 print run. The hope was that it would be self-sustaining after that. He added that bike shops  
62 would also be referenced in the map. He believed it would be valuable for tourism and noted that  
63 the Greater Monadnock Chamber of Commerce is willing to contribute three to four hundred  
64 dollars.

65  
66 Councilor Haas asked if they had completed this map or if it was in progress. Mr. Redfern  
67 responded that it was finished. Mr. Schoefmann clarified that it was in draft form and had been  
68 sent out for feedback. He explained that there were several organizations that he had started with  
69 for the City of Keene map, which informed how they grew the regional side. The regional side  
70 now has a particular look that needs to be integrated into the city side.

71  
72  
73  
74  
75  
76  
77  
78  
79  
80  
81  
82  
83  
84  
85  
86  
87  
88  
89  
90  
91  
92  
93  
94  
95  
96  
97  
98  
99  
100  
101  
102  
103  
104  
105  
106  
107  
108  
109  
110  
111  
112

Mr. Schoefmann cautioned against putting all the education and outreach eggs in one basket by assuming this map and brochure would check all the boxes. He noted that there are pamphlets and websites geared explicitly towards etiquette that provide a cliff notes version of state laws and rules around those things.

Mr. Redfern countered that they could refer readers to those pamphlets or websites. Mr. Schoefmann pointed out that the issue is that the websites do not exist yet. There was some disagreement between Mr. Schoefmann and Mr. Redfern in response to a question from Councilor Haas on the level of completeness of the maps. Mr. Redfern responded that he was hopeful the website would be finished and believed the map was sufficient for an initial print. Mr. Schoefmann noted Mr. Redfern's initial request and asked him for his second.

Mr. Redfern explained that the second request was to set up a 10x10 booth and table. Mr. Lussier asked what the process would be for updating the maps as the bicycle facilities in town change over the next twelve months and urged consideration for that. Mr. Schoefmann noted that in the past, they listed the Amy Brown and Park Ave trail with a date and designated them in a different color.

Ms. Autumn DelaCroix noted that they had discussed organizing specific events like a speed gun contest in the last meeting. Mr. Schoefmann explained that events are part of the committee's engagement with other groups and that they may establish a working group. There was discussion about whether working groups were allowed and what constituted a working group. Mr. Schoefmann cautioned and suggested that if some people want to work on it, voice it here and then coordinate. Mr. Redfern expressed interest. Chair Jackson also expressed interest, but sadly, she could not participate.

Chair Jackson asked if the map was available online, to which Mr. Schoefmann responded that it was not. He went on to clarify that it was in draft form. The idea is that it will be digital and eventually have physical copies. Chair Jackson asked if it would be available online by the time they print it, stating that if it was, they could put a link with a disclosure explaining that the map updates regularly and to please check it out.

Chair Jackson asked if there were any other budget requests. Mr. Schoefmann said he had an amount of three hundred and fifty dollars to put into the regional map project, which is supposed to come to fruition around the turn of the year. If all the pieces fall into place, he can e-mail some drafts to the committee to see the regional side of it.

Mr. Schoefmann revisited Mr. Redfern's request for a booth and noted that Community Development has a 10x10 pop-up tent. He asked Mr. Redfern what they were talking about for outreach materials.

113 Councilor Haas said they would create and present a plan for agreement at the next meeting. Mr.  
114 Redfern asked if anyone else was interested in the working group. Councilor Haas suggested  
115 waiting until he finished the document and circulated the plan.

116

117 **4) Regular Project Updates**

118 Mr. Schoefmann shared that the Safe Streets For All Grant has a report to present before the  
119 Municipal Services, Facilities, and Infrastructure (MSFI) Committee on December 18<sup>th</sup>. He  
120 asked Mr. Don Lussier what the results were for the bids for the Marlboro Street project. Mr.  
121 Lussier passed it to Mr. Bryan Ruoff, who shared that the bids were unfavorable. They rejected  
122 all bids and will re-bid on January 2<sup>nd</sup>.

123

124 Mr. Schoefmann asked Mr. Ruoff if the bids were over budget, to which he responded that the  
125 bids were about twice the available budget. When asked by Mr. Schoefmann if anything was  
126 being removed from the plan that they should be aware of, Mr. Ruoff explained that they plan to  
127 have the consultant look in detail at some of the items that came in significantly higher than  
128 anticipated to make sure there is not a quantity bust on that before revisiting. He anticipated  
129 making some tweaks to the contract. He shared that some things came up with the submitted bid  
130 that did not make sense. They intend to vet that out and repackage this winter to prepare for early  
131 January. Outreach to contractors is planned to increase awareness of the upcoming bid.

132

133 Councilor Haas asked if that was all under the city's control now or if it would need to go back  
134 to the state to review any changes. Mr. Lussier explained that it is still under state control to  
135 some degree as they provide final approval of the bid and would need to approve any changes  
136 within the design. He went on to say that the changes Mr. Ruoff mentioned are not material  
137 changes to the design. It is more about ensuring no problem with the contract document itself. As  
138 part of the process, Mr. Lussier explained that they must send the state a bid tabulation, and the  
139 state then gives the city authorization to award the contract.

140

141 Mr. Lussier acknowledged that winter is a tough time to bid on projects. He stated that his gut  
142 feeling is that the prices they received reflected the lack of available staffing. He felt that the  
143 excessive pricing was either an attempt to cover that and/or potentially fatten their pockets before  
144 the holidays.

145

146 Councilor Haas asked how long it typically takes for the state to review the accepted bids. Mr.  
147 Lussier said that it generally happens within a week. The more time-intensive piece is ensuring  
148 the contract is in order. He explained that the state typically approves so long as they go with the  
149 lowest responsible bidder.

150

151 Mr. Schoefmann asked Mr. Lussier if there was any other news on the Downtown Infrastructure  
152 Project besides preparing bid documents on phase one. Mr. Lussier said he would also be on the  
153 MSFI committee agenda for December 18th and shared that the consultant would be back to  
154 discuss some final material design choices. The preliminary design sets the framework, and now  
155 they are looking into the details of its options. Mr. Schoefmann asked if there was anything the

156 BPPAC committee could assist with in trying to sell that. Mr. Lussier suggested interested  
157 committee members could attend that meeting, provide their perspectives, and share their  
158 opinions while the MSFI deliberated. Mr. Lussier clarified that the date is not locked down. The  
159 chair will be traveling, so the clerk is trying to find an acceptable date for all.

160

161 Mr. Schoefmann asked Councilor Haas if he had anything to say about wayfinding. Councilor  
162 Haas shared that they are working on improvements to a map, which include better cross-street  
163 and entry-point identification. The funding for the signage has been obtained, and the signage  
164 has been designed. The last bit is for the consultant to place the signage at the designated  
165 locations on the map and create a final cost.

166

167 Councilor Haas asked who typically does the contract work for the signs. Mr. Lussier responded  
168 that it depended on the signs' fabrication. He was unsure if GemGraphics did metal signs but  
169 suggested Councilor Haas come to their building as they have a new polycarbonate sign.

170

171 Mr. Schoefmann explained that he and Mr. Ruoff had one thing to go over about the  
172 Transportation Heritage Trail. As Mr. Lussier mentioned earlier, they are proposing to have a bid  
173 ready for spring. He brought up a map and explained that there is a trail connector between  
174 Chapman Road and Marlboro Street. Mr. Ruoff explained that this project receives funding from  
175 the New Hampshire Department of Transportation (NHDOT). As such, the NHDOT has a lot of  
176 say in what is done in this type of project. In this initial route from Chapman Road, Mr. Ruoff  
177 explained the consultant had proposed a trail slope of 13.5%, slightly above the federal American  
178 Disability Act (ADA) desired maximum of 12%. The consultant's proposed route is the flattest  
179 option; alternatives would require steeper grades, significant tree removal, and extending onto  
180 private property, complicating the right-of-way process.

181

182 DOT's feedback recommends adding flat rest areas every 200 feet. However, implementing these  
183 platforms introduces challenges:

184

- 185 • A rest area mid-trail disrupts the slope and vertical curve continuity, creating usability  
186 issues.
- 187 • The steep surrounding terrain makes constructing safe, stable platforms difficult without  
188 overhangs or extensive grading.

189

190 Key concerns include whether a continuous slope (with smooth vertical curves at transitions)  
191 might be safer and more practical than forcing rest areas. Mr. Ruoff sought feedback from  
192 BPPAC members on whether these adjustments meet safety, usability, and ADA compliance or  
193 if the current plan should be refined further.

194

195 Ms. DelaCroix said that, from a behavioral standpoint, a large slope with something that levels  
196 off will encourage some to jump off it. Mr. Ruoff stated they had thought of that. Mr. Davern did  
197 not believe that a 15–20-foot level flat area would not create enough of a lip to jump. Mr.  
198 Schoefmann said that while the grade is not extreme, it is significant enough not to want to send  
199 a scooter down it.

200

201 Ms. DelaCroix asked about the most extreme slope through Jonathan Daniels's trail. Mr.  
202 Schoefmann believed it would be Appel Way. The area was thought to be steeper than the Amy  
203 Brown Trail and the Transportation Heritage Trail.

204  
205 Mr. Redfern asked about the slope for the infrastructure built concerning the north and south  
206 bridges. Mr. Schoefmann stated it had a slope of five. Chair Jackson said the proposed slope Mr.  
207 Ruoff discussed strikes her as steep. Mr. Schoefmann clarified that this slope is just about the  
208 connection between Marlboro Street, across Optical Avenue, extending up to Chapman,  
209 bisecting the trail. The grade challenge is on the connector, not the trail itself. From an  
210 accessibility standpoint, if someone with mobility issues were to get on the trail, there would be  
211 no place to get off until the proper turnaround, and it would require coming back on the same  
212 route.

213  
214 Mr. Lussier asked Mr. Ruoff the distance from Chapman to where the rail trail joins. Mr. Ruoff  
215 believed it was about 550 feet, possibly 575. However, after looking at the map, it was  
216 determined that it was 480 feet.

217  
218 Councilor Haas asked if there was a cost difference between the two options. Mr. Ruoff said  
219 putting in the landing and the associated grading was slightly more work, but he did not believe  
220 there was a considerable cost difference.

221  
222 Chair Jackson asked Mr. Ruoff to remind her of the benefit of flattening the grading. Mr. Ruoff  
223 stated that NHDOT is looking for a flat resting landing approximately every two hundred feet.  
224 Initially, Mr. Ruoff explained that NHDOT was looking for a pull-off. Still, the problem was that  
225 it was difficult to reduce from 13% to a landing area without having a large fill and adding a lot  
226 of infrastructure to accommodate it.

227  
228 Councilor Haas said she liked the landings as they broke up the slope. Mr. Redfern concurred.  
229 Mr. Schoefmann asked if this was a foreseeable issue. Mr. Lussier said there would likely be  
230 signs cautioning users of a steep grade and advising them to take caution.

231  
232 Mr. Davern said this works; people must use their brakes and be wise. If it is steep going up, one  
233 can always get off the bike and push it up, and vice versa when coming down. He asked Mr.  
234 Ruoff what the surface type would be. Mr. Ruoff responded that they have two surface  
235 alternatives based on how the bids come in. Ideally, they would pave it, but they would use  
236 stone-descent material if they did not have the funds. Mr. Davern said even if they could not  
237 pave the whole length of the trail, he hoped they would pave the ramps from a maintenance and  
238 longevity perspective because they would be susceptible to washout. He added that the flatter  
239 spots would help with runoff and shedding water.

240  
241 Chair Jackson did not believe it would be a big enough change to warrant removing break spots,  
242 as she believed people would still want them. Mr. Ruoff thanked everyone for their feedback.

243



244 **5) Volunteer Opportunities**

245 **A) Seasonal Community Rides Report Out**

246 Chair Jackson shared that the seasonal rides were fun. They had a decent turnout of about twenty  
247 people. The last ride was shorter than the first. Mr. Schoefmann suggested using Chair Jackson's  
248 successful template for organizing the rides and tempting people with food on other outreach  
249 opportunities. Adding the template might be helpful to build from for other members interested  
250 in helping out. Mr. Lussier asked if there was intent to do it next year, to which Chair Jackson  
251 said she would like to. She would like to start in April with Earth Day. Mr. Lussier said he could  
252 see how the downtown project might be interested in sponsoring one of those rides and using the  
253 snacks at the end in exchange for the opportunity to talk to people about the project.

254

255 **B) Yield Counts, Bike Rack Census, and Bicycle/Pedestrian Counts**

256 Mr. Schoefmann said there was still time to do yield counts but wondered whether bandwidth  
257 was available. Chair Jackson acknowledged that she did not have her notes but remembered that  
258 West Street and Main Street at the Gilbo Avenue crossing were both suggested areas for the  
259 counts. Mr. Schoefmann provided Mr. Ruoff with an explanation of the yield counts. Mr.  
260 Schoefmann offered to try to coordinate something but suggested reviewing the methodology  
261 before completing any counts. He explained that he has not found a good one yet, which may  
262 serve as a stumbling block.

263

264 Chair Jackson recognized Mr. Don Lussier. Mr. Lussier explained that Railroad Street  
265 construction is planned for 2026, so that count could be put off until next year. He added that  
266 Court Street and Washington Street would also be helpful to have in determining the  
267 effectiveness of the planned raised intersections with flashing beacons.

268

269 Chair Jackson asked if the focus was on non-signalized intersections. Mr. Lussier responded yes  
270 and explained that signalized intersections should be one hundred percent. Chair Jackson  
271 suggested adding the cross at the north end of the square by the church.

272

273 Mr. Davern asked if Keene had traffic cameras to use to perform the counts. Mr. Lussier  
274 explained that there is nothing you can watch because an optical detection watch controls the  
275 West Street signals. Mr. Schoefmann will look up some methodology for the counts and  
276 distribute his findings to perform some counts within the next six months. Mr. Lussier added that  
277 any time between now and April 15th would be optimal for performing the counts.

278

279 Mr. Lussier addressed Chair Jackson and asked to add another intersection. There was a request  
280 for the crosswalk at West Street and Pearl Street. He thought having some data before going  
281 before MSFI would be helpful. Mr. Schoefmann added that he has some counts that could be  
282 extrapolated and offered to dig them up and send them to Mr. Lussier. Mr. Ruoff asked Mr.  
283 Schoefmann if his department could assist with the yield counts, as they have staff available to  
284 help.

285

286 **6) Old Business**

287 **A) Wayfinding Updates**

288 This was discussed in the previous section.



289 **B) Website**

290 Chair Jackson tabled the website discussion due to Mrs. Jan Manwaring's absence.

291

292 **7) New Business**

293 **A) Items To Be Included for The Next Meeting**

294 Mr. Redfern asked to include a report on the funding status for the Stone Arch Bridge safety  
295 improvements. Mr. Redfern explained that three individual efforts have been to muster up  
296 support for something just south of a \$1,000,000 allocation for Cheshire County or the  
297 Monadnock region on rail trails and up in the North Country. It has received bipartisan support  
298 as far as sponsorships go. An LSR is now being written about what the law would say. As  
299 nothing came from Keene, Mr. Redfern called Senator (Donvan) Fenton to explain that Keene  
300 needed safety improvements to the Stone Arch Bridge, highlighting the two casualties and one  
301 fatality. He addressed the need for aesthetically pleasing fencing or a barrier to keep people from  
302 falling off the sides. Senator Fenton did not provide resounding support, so Mr. Redfern  
303 attempted to drum up support from the Putnam Foundation, which contributed \$100,000 towards  
304 the Transportation Heritage Trail Three Bridges project.

305

306 Upon learning about the foundation's support, Senator Fenton changed course and became a  
307 more vigorous advocate. Mr. Redfern sent out a status update to Senator Fenton, the Putnam  
308 Foundation, Mr. Lussier, City Manager Dragon, and Mayor Kahn. Mr. Redfern offered to  
309 provide a report-out of any updates during the next meeting.

310

311 Chair Jackson asked to include the New York Bike Summit report. Mr. Schoefmann suggested  
312 adding a membership discussion to the next meeting as well.

313

314 **8) More Time**

315 **A) Bike Lane Rules Update**

316 **B) Continued Bike Racks Discussion**

317 **C) Community Bike Share**

318 **D) Public Art and the Trails Update**

319 **E) Connection via Cheshire Rail Trail at Arch Street Tunnel**

320

321 **9) Next Meeting: December 11, 2025**

322

323 **10) Adjournment**

324 There being no further business, Chair Jackson adjourned the meeting at 9:32 AM.

325

326 Respectfully submitted by,  
327 Amanda Trask, Minute Taker

328

329 Reviewed and edited by,  
330 Will Schoefmann, GIS Coordinator

Project	PRIORITY	Master Plan Project #	Status	Budget *		Schedule			Updates (status changes and project notes)
				Cost	Status	Start	Finish	Status	
Master Plan	HIGH	P17	Submitted	City Staff \$50K	N/A	July 1 2024	August 1 2025	Behind	<b>CIP Project to complete the plan in 2024/5. Staff beginning to draft RFP for release in FY'25.</b>
Complete Streets	N/A	N/A	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. Street Markings included in Flyover collection
Bike Racks	HIGH	P21	Working	N/A	N/A	ongoing	N/A	N/A	Gaps in where historically placed. <b>Chair Jackson presentation April. Updates being made to document for forwarding to City Council (publicly managed racks). Discussion in August regarding Bike Racks in the Downtown Infrastructure Project. Downtown Rack Census in September. Updated Count forms and map distributed.</b>
Appel Way Trail Paving	HIGH	P7	Planning	\$ 104,900.00	Even	2025	N/A	Behind	Appel Way repaving project, CIP Budgeted in Parks and Rec Trail Maintenance Program. <b>Pushed out to 2025</b>
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. <b>Report out from Steering Committee in September, earliers likely adoption by Council in November via MSFI.</b>
NHDOT TAP Grant 2018 - Marlboro Street	HIGH	BE22	Working	\$674K	Over	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. <b>Project being re-bid due to no bids within budget.</b>
Safety and Outreach	N/A	N/A	Working	N/A	N/A	Ongoing	N/A	N/A	Topics for Safety and Promotion of other Bike/Ped Initiatives via outreach. May Bike Event Banners; E Bikes; Downtown Bike Lanes. <b>Policy recommendations to Bike Lane Policy Committee. Policy Recommendations heard by MSFI in September. Next step is PLD with a draft ordinance. Safety/Outreach Plan and Budget Requests in works. Two sided Map Update</b>
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	Renewal process concluded and includes data gathering for a report/application. Keene awarded Silver Status with it's renewal effort. Eeport card to be reviewed at future meeting. <b>Promotion to be included on Banner for Bike Month.</b>
Sidewalks	N/A	N/A	Submitted	CIP	Even	Spring 2022	N/A	On Schedule	2025 CIP sidewalk projects will be added for next meeting
Downtown Infrastructure Project (MAIN STREET)	HIGH	P14	Planning	CIP	Even	Summer 2023	Fall 2028	N/A	Final recommendation from City Council via MSFI includes widened sidewalks and protected bike lanes. Final Design approved by MSFI and City Council - likely to be bid in March '25, late May construction. Phase 1: Central Sq, Church St, Lamson St and Stormwater Utilities on NB Main St between Central Sq/Railroad St. <b>Councilor Filiult request for one year delay of overall project.</b>
Lower Winchester Street (Roundabout - City Line)	HIGH	P22	Planning	CIP	Even	Summer 2024	Fall 2027	N/A	Planned improvements including sidewalks connecting market place in Swanzey and Route 10/Winchester Street

Project									
Jonathan Daniels Trail Maintenance	HIGH	P3	Planning	\$25K	Even	Summer 2020	2022	N/A	CIP Budgeted in Parks and Rec Trail Maintenance Program.
Wayfinding Signage Facilities and Plan	HIGH	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. <b>Andy Bohannon meeting with Dr. Russell and Councilor Haas to take first pass at locations to bring to BPPAC for further discussion.</b>
West Street - Complete Street	MEDIUM	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. <b>Funds available in 2027, DOT 10 Year Plan redesign/construction</b>
AMENITIES	HIGH	P21	Working	City Staff, Facility and Maintenance Costs	Under	Planning	N/A	On Schedule	Staff should establish a base line of existing amenities. Types and locations of future amenities should be planned. To include Kiosk/Trailhead facilities, Trailside Facilities such as bathrooms, potable water and tune up stations. Outreach to the artist community to identify spots on the trails for public art will enhance the unique qualities of our system. <b>TRAIL LIGHTS NOW INCLUDED HERE</b>
<b>↓Transportation Heritage Trail ↓</b>									
THT Phase 1 - CRT Eastern Ave to NH 101 (Transportation Heritage Trail)	HIGH	P1	Working	\$ 386,400.00	Over	2024	2025	N/A	Project includes from Eastern Ave - 101 Bridge abutments. <b>Bidding in Spring 2025. Construction planned for summer/fall 2025. City working on ROW and Easement issues with DOT and Landowners. BPPAC to reviewed trail connection grade issue in November.</b>
THY Phase 2 - Prowse Bridge - CRT NH 101 Overpass to Stone Arch Bridge (Transportation Heritage Trail)	HIGH	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. <b>Promotional website and video released with funding donation from PFK.</b>
THT Phase 3 - Old Stone Arch Bridge - (Transportation Heritage Trail)	HIGH	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. <b>Promotional website and video released with funding donation from PFK. Updates on safety improvement initiatives from Chuck Redfern.</b>
THT Phase 4 - Island Street Bailey Bridge - Swanzey Factory Road to Town Line (Transportation Heritage Trail)	MEDIUM	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.
NHDOT Route 101 Improvement Project	HIGH	P23	Planning	NA	Even	2023	2025	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/Swanzey Factory Rd.

Project	PRIORITY	Master Plan Project #	Status	Budget *		Schedule			Updates (status changes and project notes)
				Cost	Status	Start	Finish	Status	
Master Plan	HIGH	P17	Submitted	City Staff \$50K	N/A	July 1 2024	August 1 2025	Behind	<b>CIP Project to complete the plan in 2024/5. Staff beginning to draft RFP for release in FY'25.</b>
Complete Streets	N/A	N/A	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. Street Markings included in Flyover collection
Bike Racks	HIGH	P21	Working	N/A	N/A	ongoing	N/A	N/A	Gaps in where historically placed. <b>Chair Jackson presentation April. Updates being made to document for forwarding to City Council (publicly managed racks). Discussion in August regarding Bike Racks in the Downtown Infrastructure Project. Downtown Rack Census in September. Updated Count forms and map distributed.</b>
Appel Way Trail Paving	HIGH	P7	Planning	\$ 104,900.00	Even	2025	N/A	Behind	Appel Way repaving project, CIP Budgeted in Parks and Rec Trail Maintenance Program. <b>Pushed out to 2025</b>
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. <b>Report out from Steering Committee in September, earlier likely adoption by Council in November via MSFI.</b>
NHDOT TAP Grant 2018 - Marlboro Street	HIGH	BE22	Working	\$674K	Over	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. <b>Project construction bids are due October 11.</b>
Safety and Outreach	N/A	N/A	Working	N/A	N/A	Ongoing	N/A	N/A	Topics for Safety and Promotion of other Bike/Ped Initiatives via outreach. May Bike Event Banners; E Bikes; Downtown Bike Lanes. <b>Policy recommendations to Bike Lane Policy Committee. Policy Recommendations heard by MSFI in September. Next step is PLD with a draft ordinance.</b>
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	Renewal process concluded and includes data gathering for a report/application. Keene awarded Silver Status with it's renewal effort. Eeport card to be reviewed at future meeting. <b>Promotion to be included on Banner for Bike Month.</b>
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)	HIGH	P14	Planning	CIP	Even	Summer 2023	Fall 2028	N/A	Final recommendation from City Council via MSFI includes widened sidewalks and protected bike lanes. <b>Final Design approved by MSFI and City Council - likely to be bid in March '25, late May construction. Phase 1: Central Sq, Church St, Lamson St and Stormwater Utilities on NB Main St between Central Sq/Railroad St.</b>
Lower Winchester Street (Roundabout - City Line)	HIGH	P22	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	HIGH	P3	Planning	\$25K	Even	Summer 2020	2022	N/A	CIP Budgeted in Parks and Rec Trail Maintenance Program.
Wayfinding Signage Facilities and Plan	HIGH	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. <b>Andy Bohannon meeting with Dr. Russell and Councilor Haas to take first pass at locations to bring to BPPAC for November discussion.</b>
West Street - Complete Street	MEDIUM	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. <b>Funds available in 2027, DOT 10 Year Plan redesign/construction</b>
AMENITIES	HIGH	P21	Working	City Staff, Facility and Maintenance Costs	Under	Planning	N/A	On Schedule	Staff should establish a base line of existing amenities. Types and locations of future amenities should be planned. To include Kiosk/Trailhead facilities, Trailside Facilities such as bathrooms, potable water and tune up stations. Outreach to the artist community to identify spots on the trails for public art will enhance the unique qualities of our system. <b>TRAIL LIGHTS NOW INCLUDED HERE</b>
↓Transportation Heritage Trail ↓									
THT Phase 1 - CRT Eastern Ave to NH 101 (Transportation Heritage Trail)	HIGH	P1	Working	\$ 386,400.00	Over	2024	2025	N/A	Project includes from Eastern Ave - 101 Bridge abutments. <b>End of October target preliminary design submission date to NHDOT. Bidding in Spring 2025. Construction planned for summer/fall 2025. City working on ROW and Easment issues with DOT and Landowners. BPPAC to review trail grade issue.</b>
THY Phase 2 - Prowse Bridge - CRT NH 101 Overpass to Stone Arch Bridge (Transportation Heritage Trail)	HIGH	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. <b>Promotional website and video released with funding donation from PFK.</b>
THT Phase 3 - Old Stone Arch Bridge - (Transportation Heritage Trail)	HIGH	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. <b>Promotional website and video released with funding donation from PFK.</b>
THT Phase 4 - Island Street Bailey Bridge - Swanzey Factory Road to Town Line (Transportation Heritage Trail)	MEDIUM	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.
NHDOT Route 101 Improvement Project	HIGH	P23	Planning	NA	Even	2023	2025	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/Swanzey Factory Rd.