

KEENE DOWNTOWN INFRASTRUCTURE IMPROVEMENT & RECONSTRUCTION PROJECT

MAYOR'S STEERING COMMITTEE PRESENTATION

KEENE DOWNTOWN IMPROVEMENTS AGENDA

Project Update

Schedule Update

Preliminary Alternatives Presentations

Next Steps

September 14, 2022 – 9:00 AM

Technical Review Committee

September 28, 2022 – 3:00 PM

Downtown Steering Committee

October 6, 2022 – 11:00 AM – 6:30 PM

Public Workshop #2 – The Showroom, Colonial Theater

October 18, 2022 – 3:00 PM

Downtown Steering Committee

GOALS & OPPORTUNITIES

KEENE DOWNTOWN IMPROVEMENTS OUTREACH RESULTS | GOALS

Utility Infrastructure Improvements

Define/Expand Connection to Downtown District

Support a More Sustainable Built Environment
and Transportation Choices

Strengthen Image and Character, Including Arts
and History

Expand Flexible Open Space

Improve Multimodal Transportation Access

Provide Adequate Parking

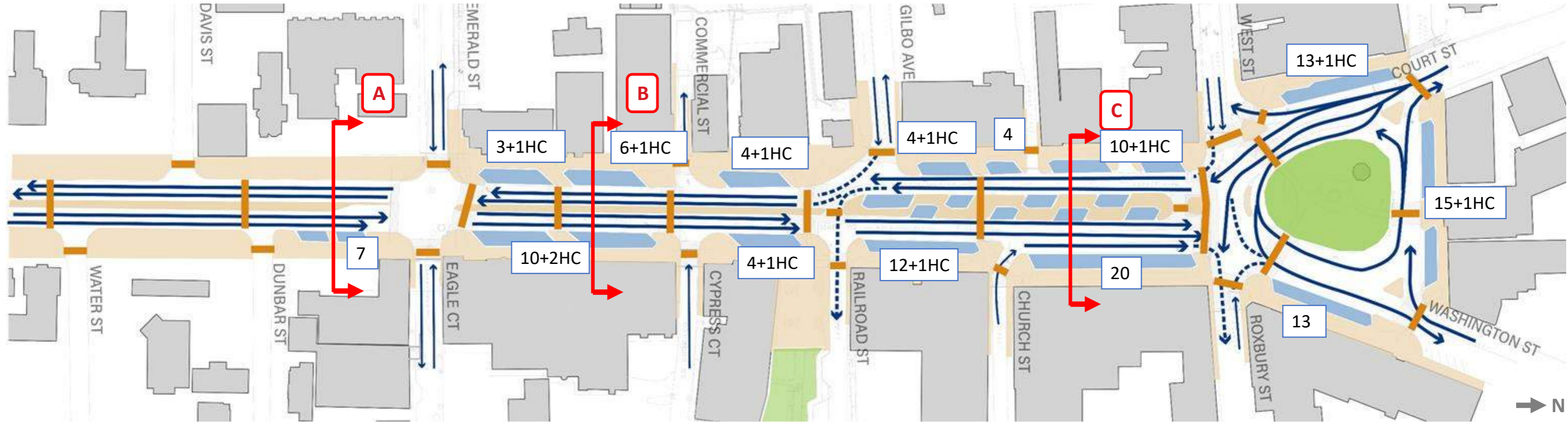
Upgrade Walking Environment



EXISTING CONDITIONS

KEENE DOWNTOWN IMPROVEMENTS

EXISTING CONDITIONS



Parking Analysis

Standard – 156 spaces
 Accessible – 11 spaces
 Total Parking – 167 spaces

Crosswalk Analysis

Main St – 8 midblock crosswalks
 Side Streets – 20 crosswalks
 Longest on Main St – 115'-0"
 Average on Main St – 69'-0"

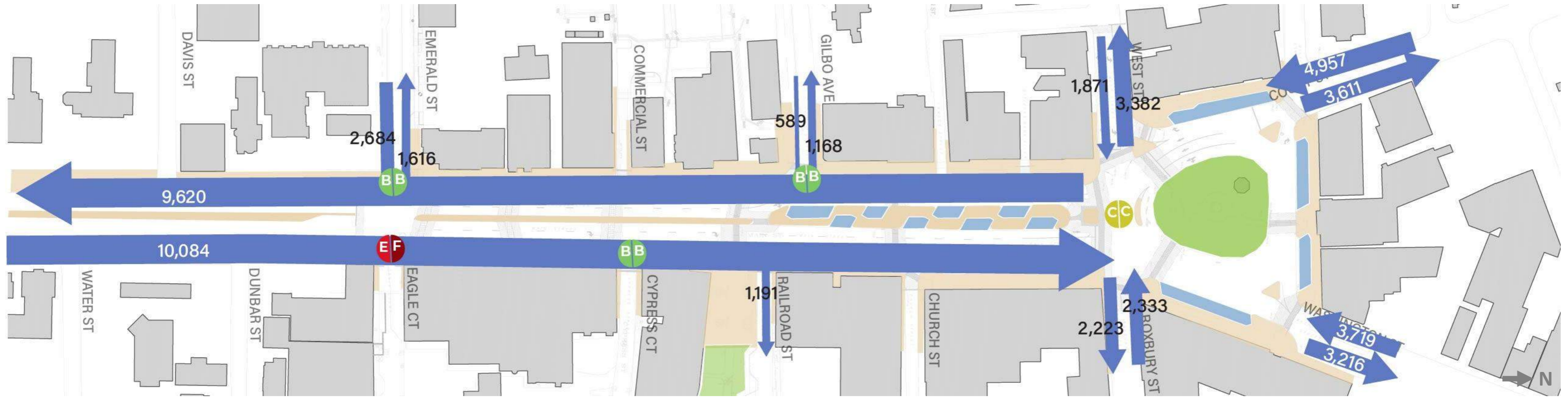
Key Takeaways:

- Although sidewalks are generous, there is limited space for separate furnishing, planting, seating and walking zones
- Angled parking can be dangerous for users
- On a typical day, there is availability in the parking system
- People walking across the street face long crossing distances
- There is no safe way for someone on a bike to get from the rail trail to downtown destinations
- Circulation is confusing through downtown
- There are limited amenities for people using the bus



KEENE DOWNTOWN IMPROVEMENTS

EXISTING CONDITIONS – TRAFFIC VOLUME AND INTERSECTION OPERATION



Key Takeaways:

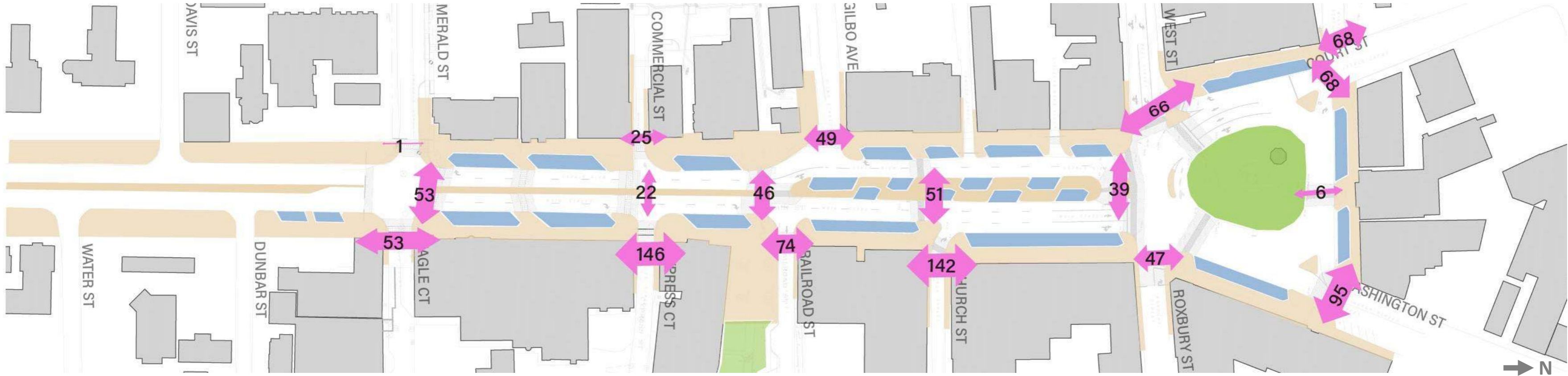
- Most traffic travels down Main Street before dispersing at Central Square
- Slightly higher demand for Court than Washington
- While traffic numbers are high in Central Square, there is only moderate congestion
- There are severe delays by Eagle Court in both the AM and PM
- Side streets have moderate traffic volumes with very minimal traffic delays

Level of Service (LOS)	Average Control Delay (seconds/vehicle)	General Description
A	≤10	Free Flow
B	>10 - 20	Stable Flow (slight delays)
C	>20 - 35	Stable Flow (acceptable delays)
D	>35 - 55	Approaching unstable flow (tolerable delay)
E	>55 - 80	Unstable flow (intolerable delay)
F	>80	Forced flow (congested)

KEENE DOWNTOWN IMPROVEMENTS

EXISTING CONDITIONS – PEDESTRIAN VOLUME

Mid-day pedestrian volumes

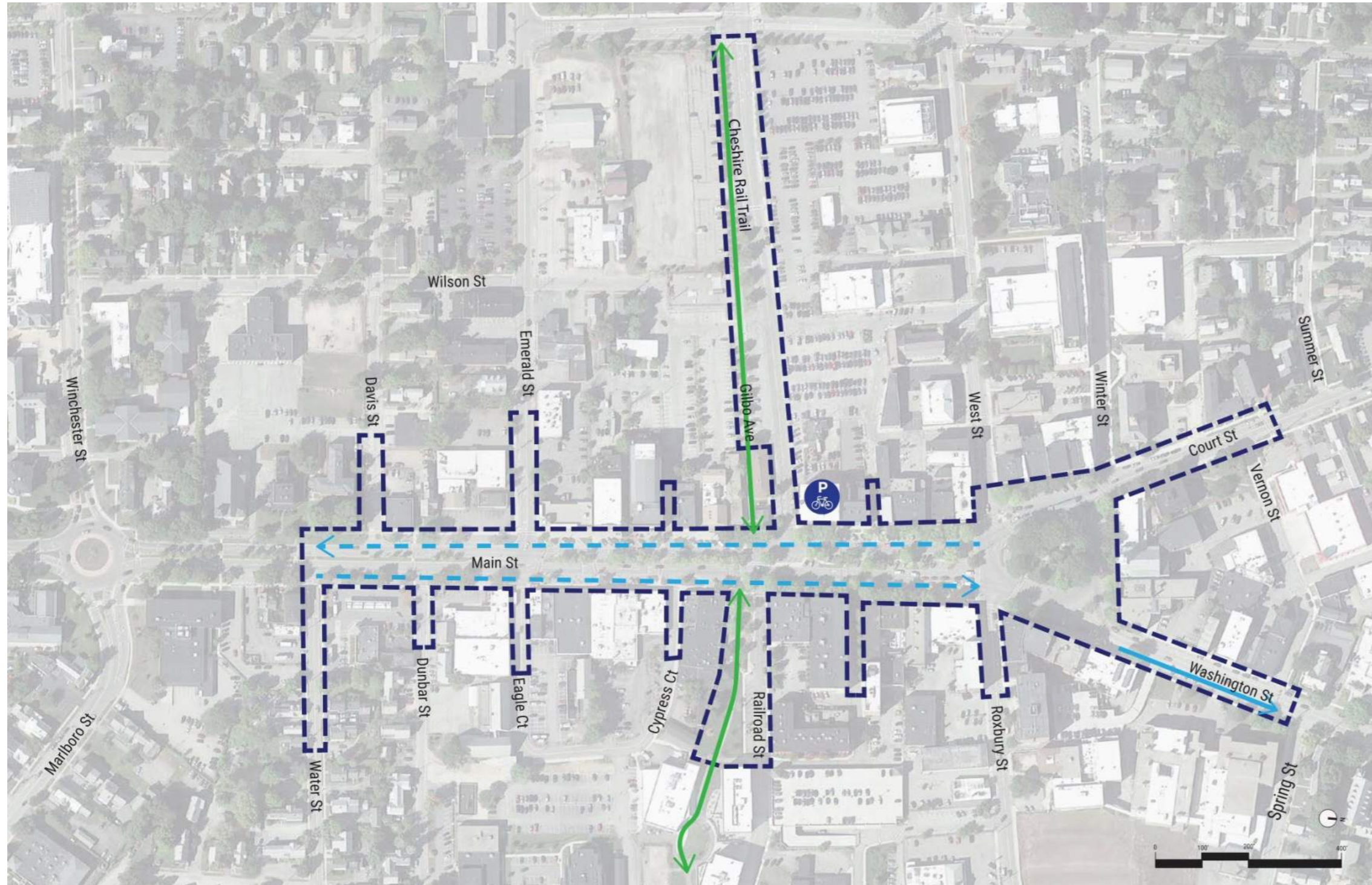






Key Takeaways:

- Pedestrians prefer to cross side streets rather than Main Street
- Central Square is underutilized by pedestrians relative to the east side of the street
- Pedestrians are concentrated on the eastern side of Main Street

KEENE DOWNTOWN IMPROVEMENTS

EXISTING CONDITIONS | BIKE FACILITIES



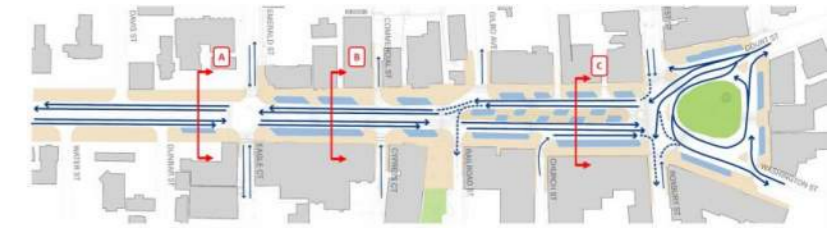
-  DEDICATED BIKE LANE
-  SHARED LANE MARKINGS
-  RAIL TRAIL
-  BIKE PARKING (4 SPOTS)

Key Takeaways:

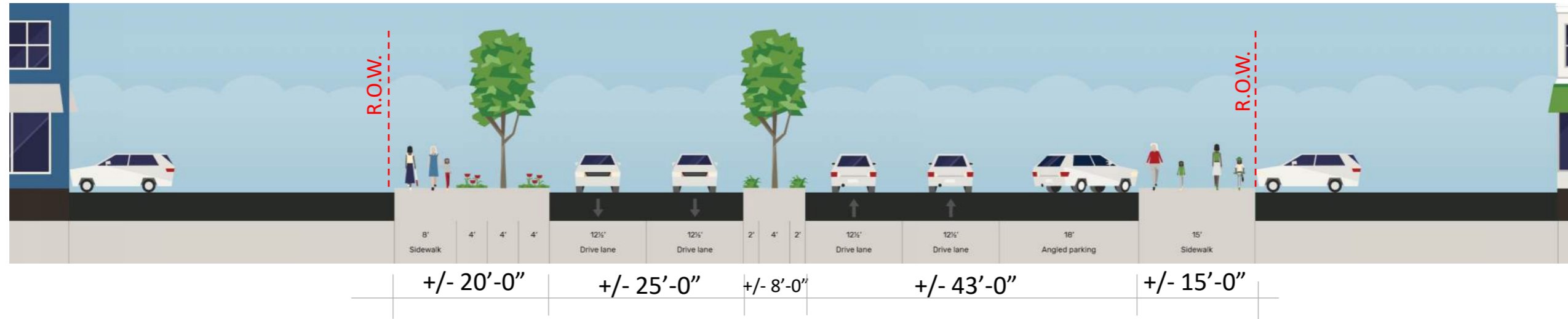
- Rail trail is a great asset for bike access
- Main Street is a gap in the bike network
- There is no protected way for someone on a bike to get from Rail Trail to businesses on Main Street

KEENE DOWNTOWN IMPROVEMENTS

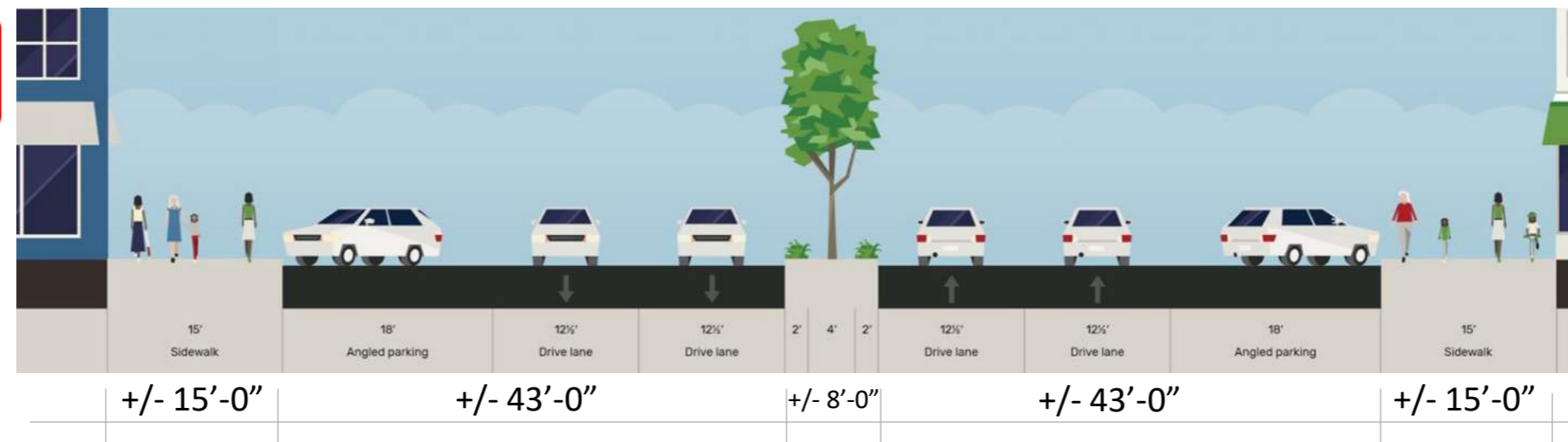
EXISTING CONDITIONS SECTIONS



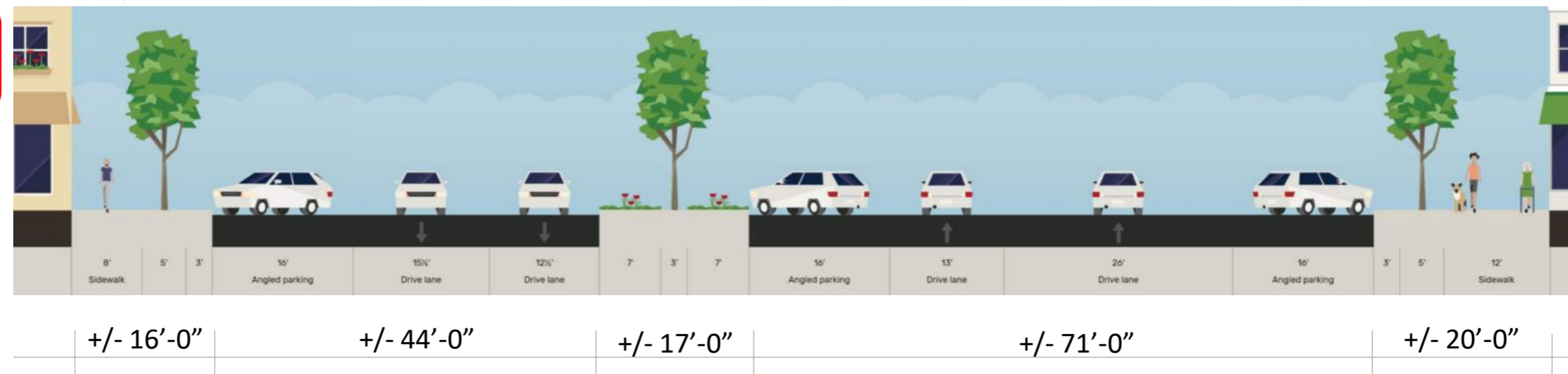
A – Dunbar to Eagle



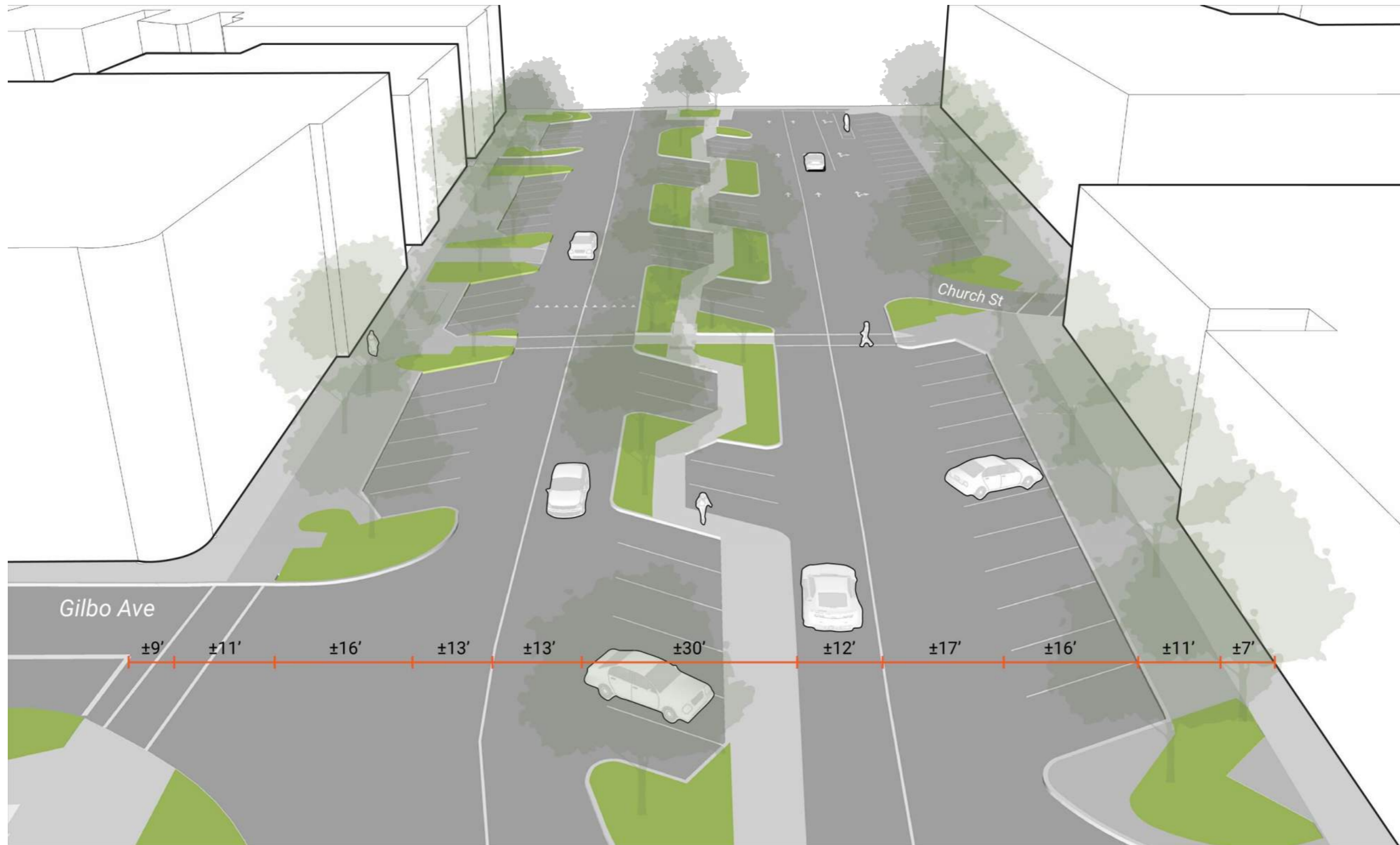
B – Emerald / Eagle to Commercial / Cypress



C – Gilbo to West / Roxbury

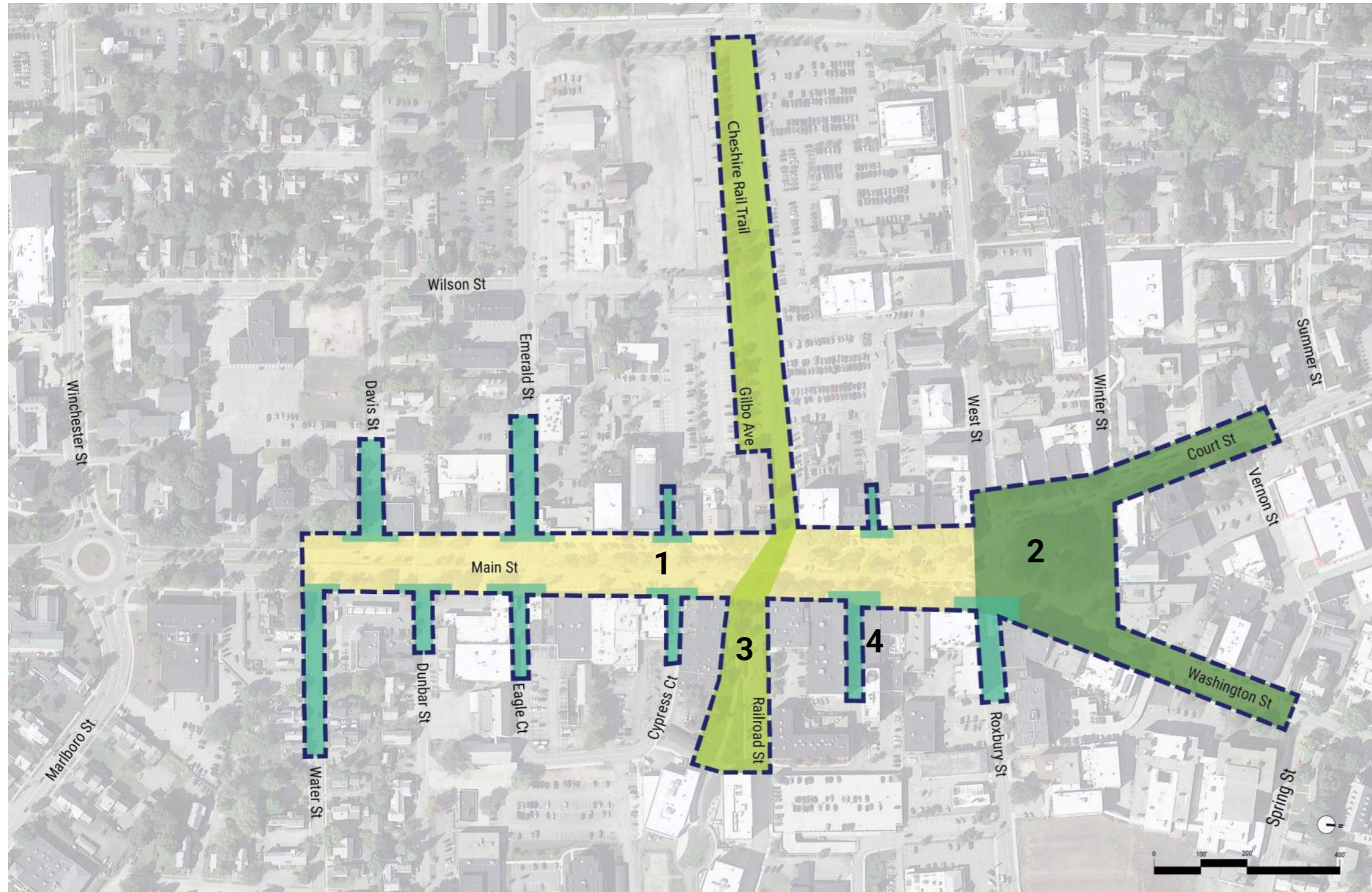


KEENE DOWNTOWN IMPROVEMENTS EXISTING PERSPECTIVE SECTION



KEENE DOWNTOWN IMPROVEMENTS

DOWNTOWN CHARACTER AREAS



- CHARACTER 1 | MAIN STREET
- CHARACTER 2 | CENTRAL SQUARE
- CHARACTER 3 | GILBO/RAILROAD
- CHARACTER 4 | COMMUNITY CONNECTIONS



1
Main St - Keene, NH



2
Court Square - Springfield, MA

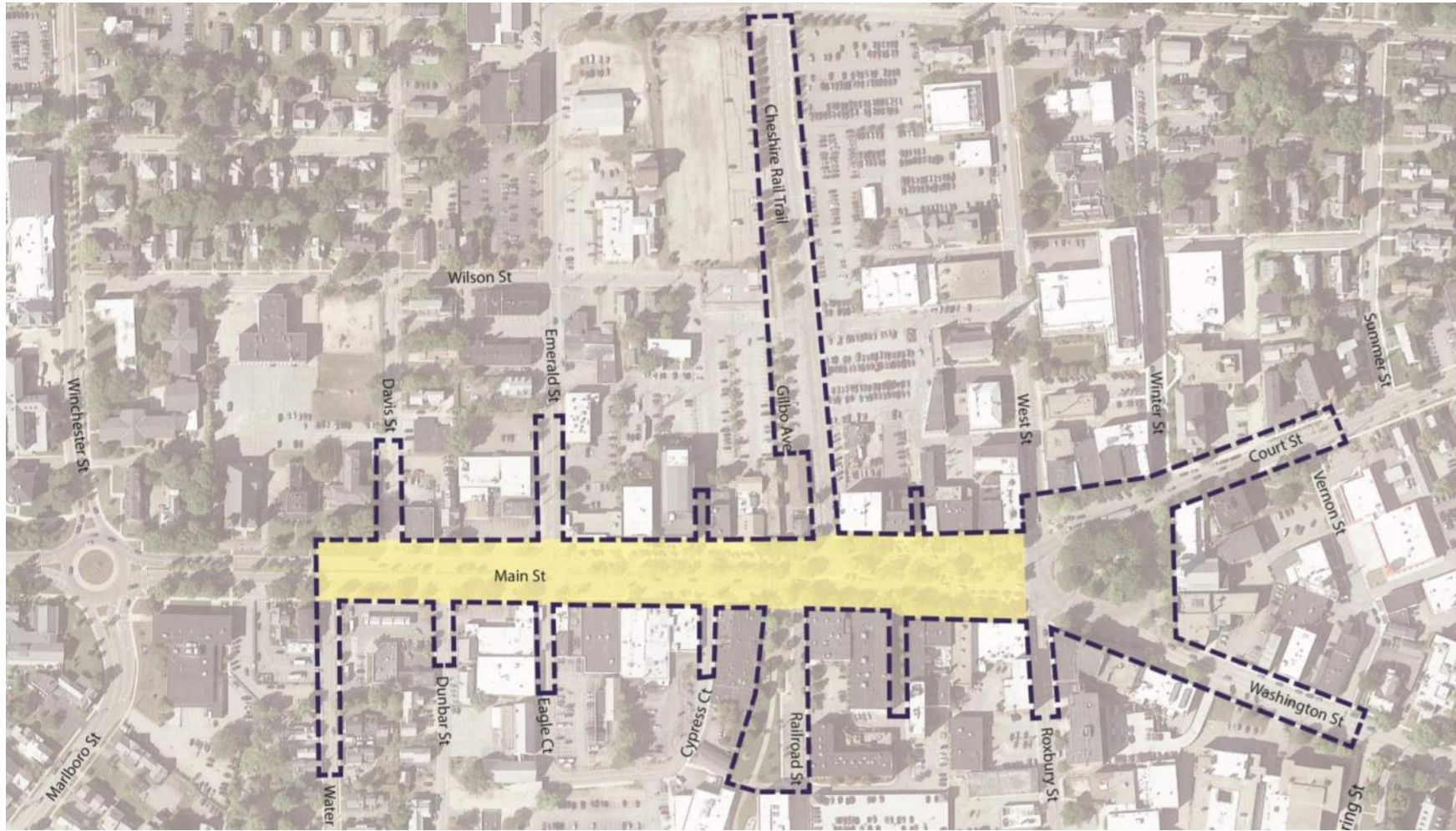


3
Pulaski Park - Northampton, MA



4
Downtown Frederick - Frederick, MD

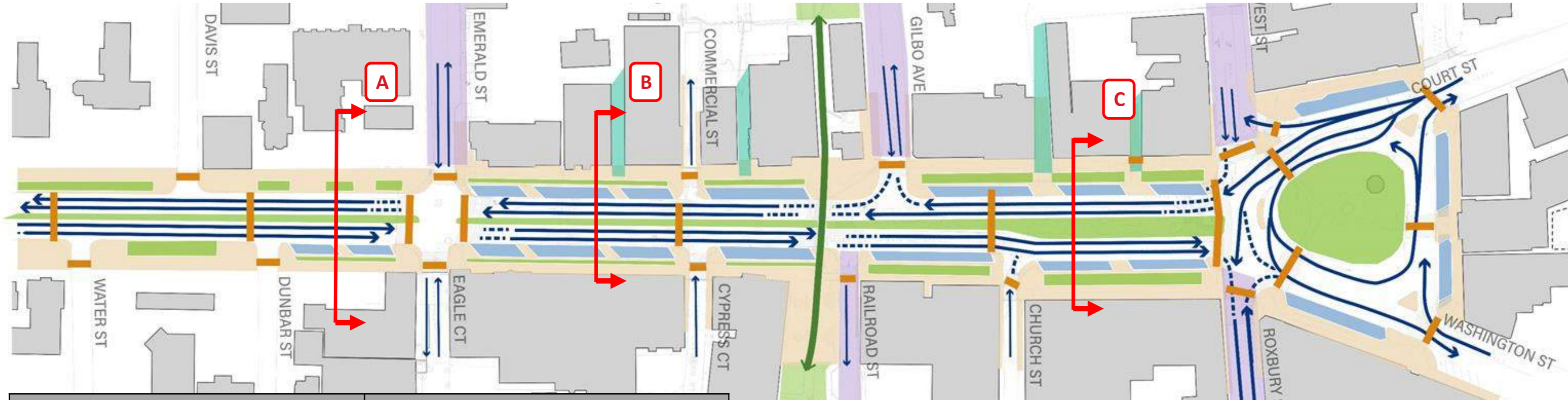
CHARACTER AREA 1 | MAIN STREET *Vibrant / Charming / Inclusive / Welcoming*



KEENE DOWNTOWN IMPROVEMENTS

MAIN ST OPTION 1 - MINIMAL

Expanded Pedestrian Zone | Angled Parking | Parking Removed in Center Median



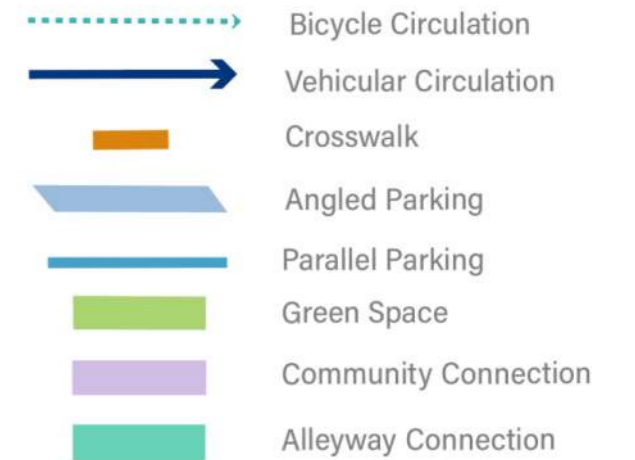
Design Goal	Progress to Goal	
Define/Expand Connection to Downtown District	●○○	Better walking connection at Gilbo Expanded sidewalk to south
Support a More Sustainable Built Environment and Transportation Choices	●○○	Improvements to walking, esp. near bus stop at Gilbo
Strengthen Image and Character, Including Arts and History	●●○	More space for art on sidewalk
Expand Flexible Open Space	●○○	Sidewalk expansion at CS creates more space for events
Improve Multimodal Transportation Access	●○○	Sidewalk improvements No bike connection
Provide Adequate Parking	●●●	No change, parking may remain underutilized
Upgrade Walking Environment	●●○	Decreased crossing distances "Double-threat" crossing concern

Parking Analysis

Existing – 167 spaces
Proposed – 167± spaces

Crosswalk Analysis

Main St – 8 midblock crosswalks
Side Streets – 20 crosswalks
Longest on Main St – 78'±
Average on Main St – 63'±

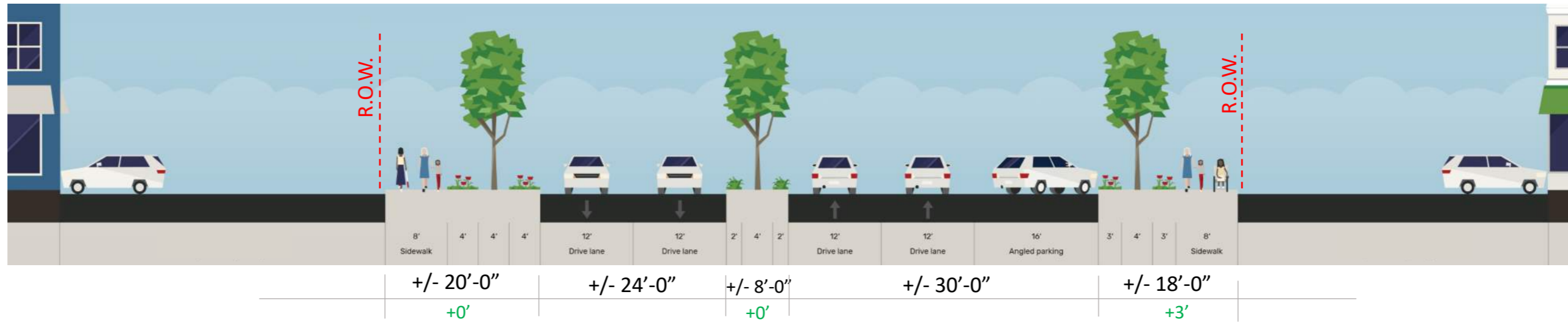


KEENE DOWNTOWN IMPROVEMENTS

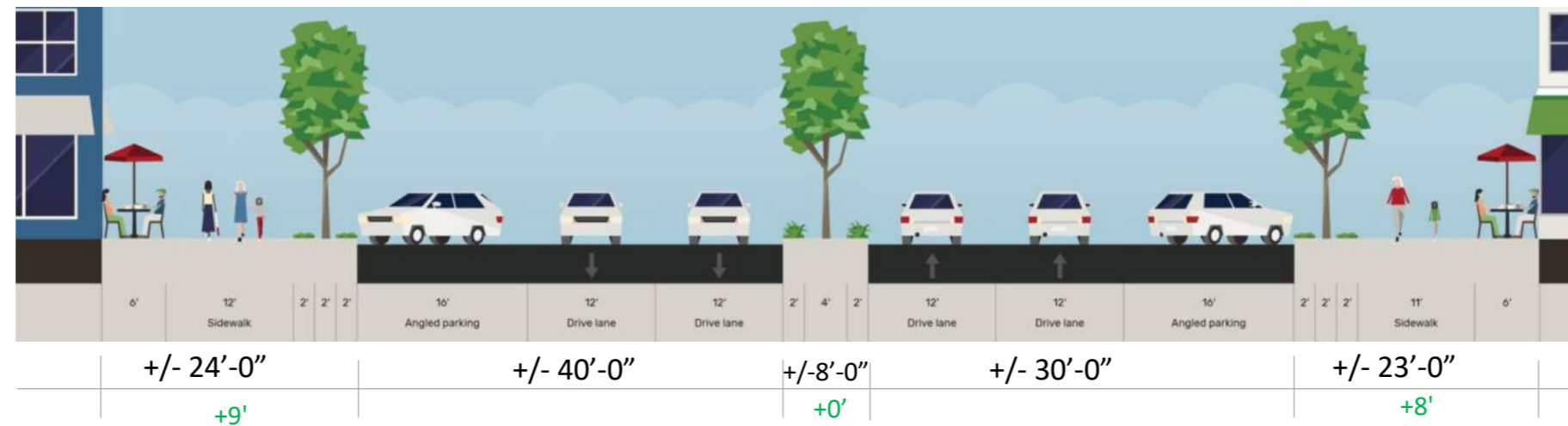
OPTION 1 SECTIONS



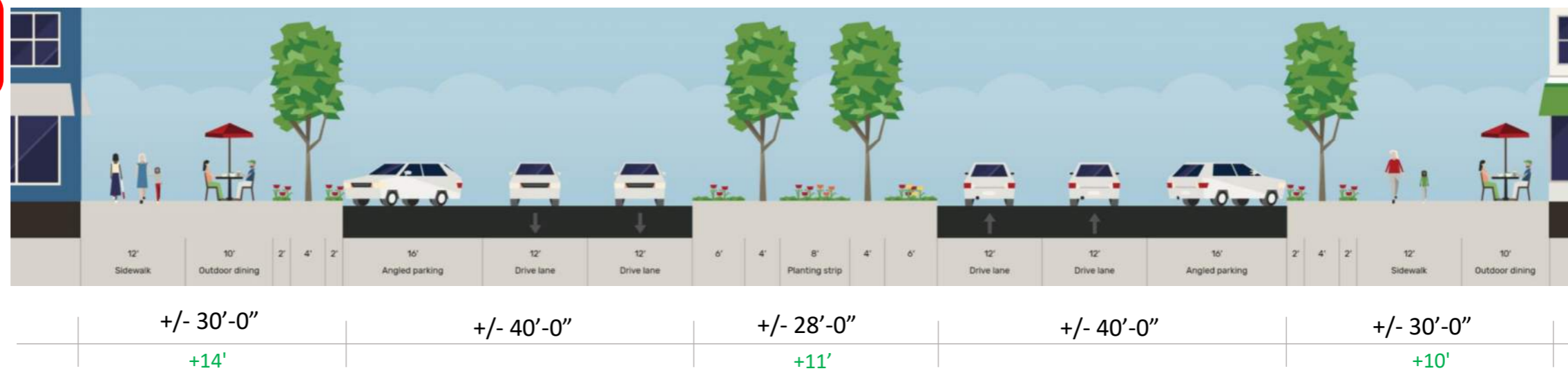
A – Dunbar to Eagle



B – Emerald / Eagle to Commercial / Cypress



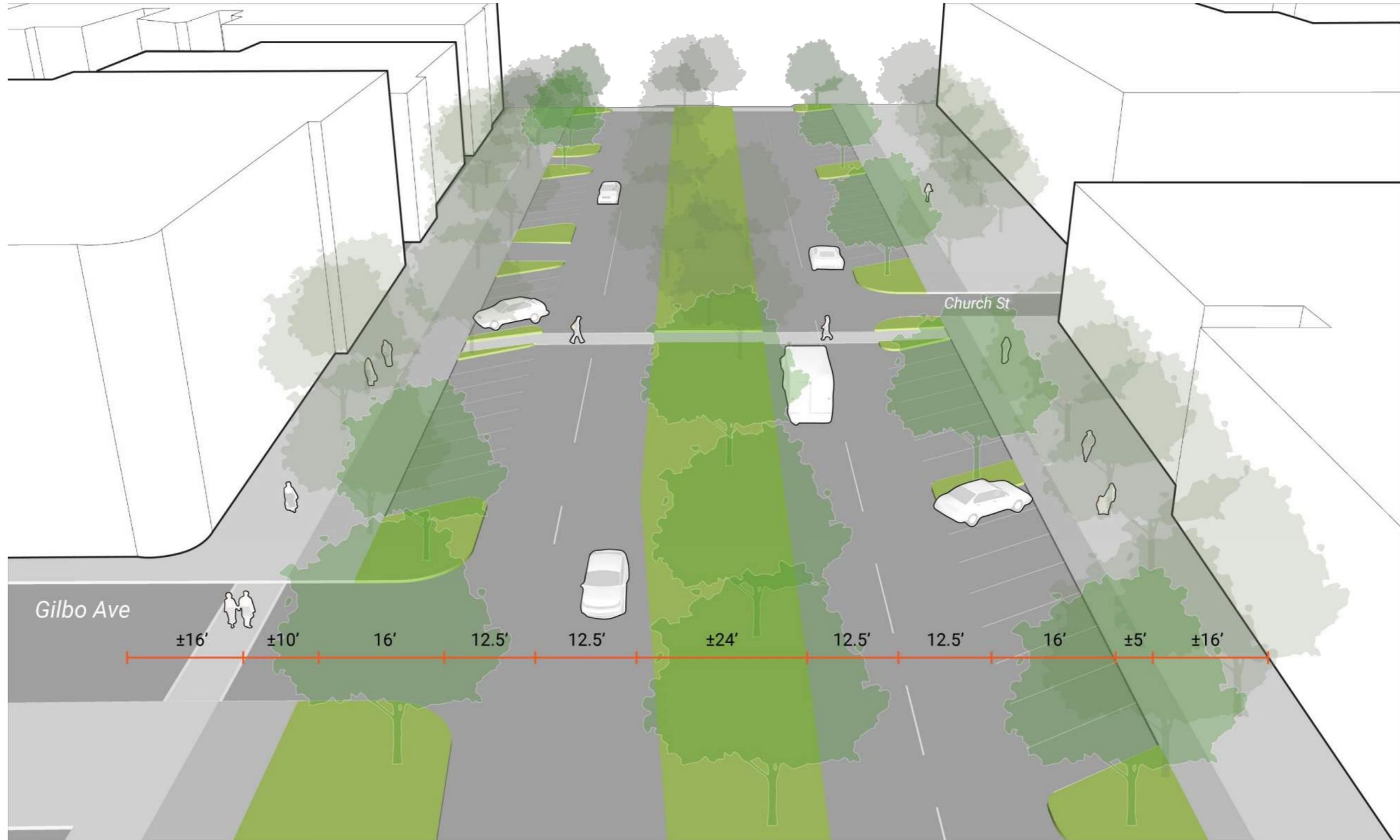
C – Gilbo to West / Roxbury



KEENE DOWNTOWN IMPROVEMENTS

OPTION 1 MINIMAL | PERSPECTIVE SECTION

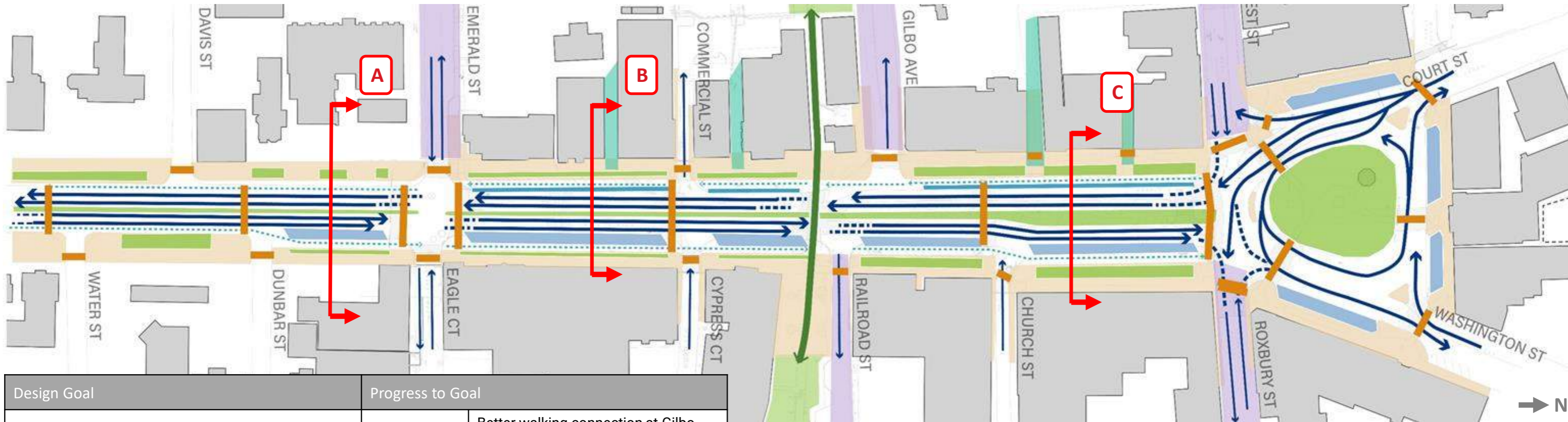
Expanded Pedestrian Zone | Angled Parking | Parking Removed in Center Median



KEENE DOWNTOWN IMPROVEMENTS

MAIN ST OPTION 2 – MULTI-MODAL

Expanded Pedestrian Zone | Combo angled + parallel parking | Dedicated Bike Lanes | Planted center median



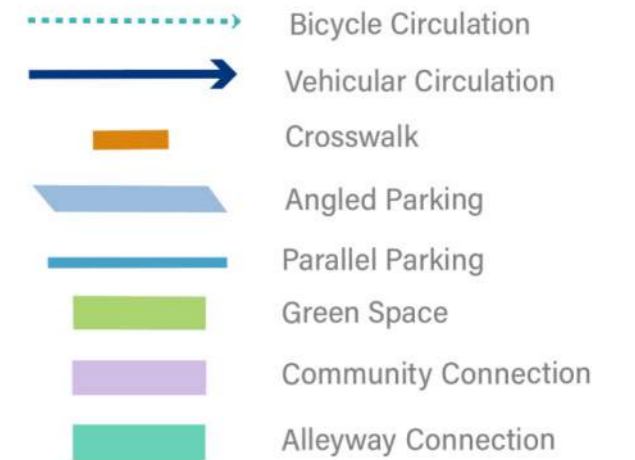
Design Goal	Progress to Goal	
Define/Expand Connection to Downtown District	●●○	Better walking connection at Gilbo Bicycle connection
Support a More Sustainable Built Environment and Transportation Choices	●●●	Improvements to walking, esp. near bus stop at Gilbo Elevates biking access
Strengthen Image and Character, Including Arts and History	●●○	More space for art on sidewalk Ties rail-trail character into downtown
Expand Flexible Open Space	●○○	Sidewalk expansion at CS creates more space for events
Improve Multimodal Transportation Access	●●●	Sidewalk improvements Bicycle connection
Provide Adequate Parking	●●●	Decrease in space for parking on Main, can be absorbed elsewhere
Upgrade Walking Environment	●●○	Decreased crossing distances "Double-threat" crossing concern

Parking Analysis

Existing – 167 spaces
Proposed – 145± spaces

Crosswalk Analysis

Main St – 8 midblock crosswalks
Side Streets – 20 crosswalks
Longest on Main St – 76'±
Average on Main St – 63'±

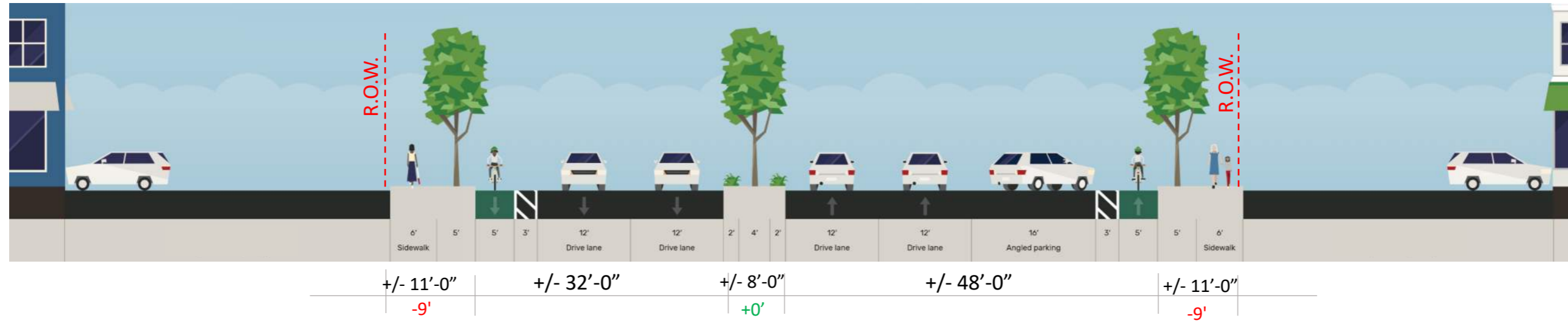


KEENE DOWNTOWN IMPROVEMENTS

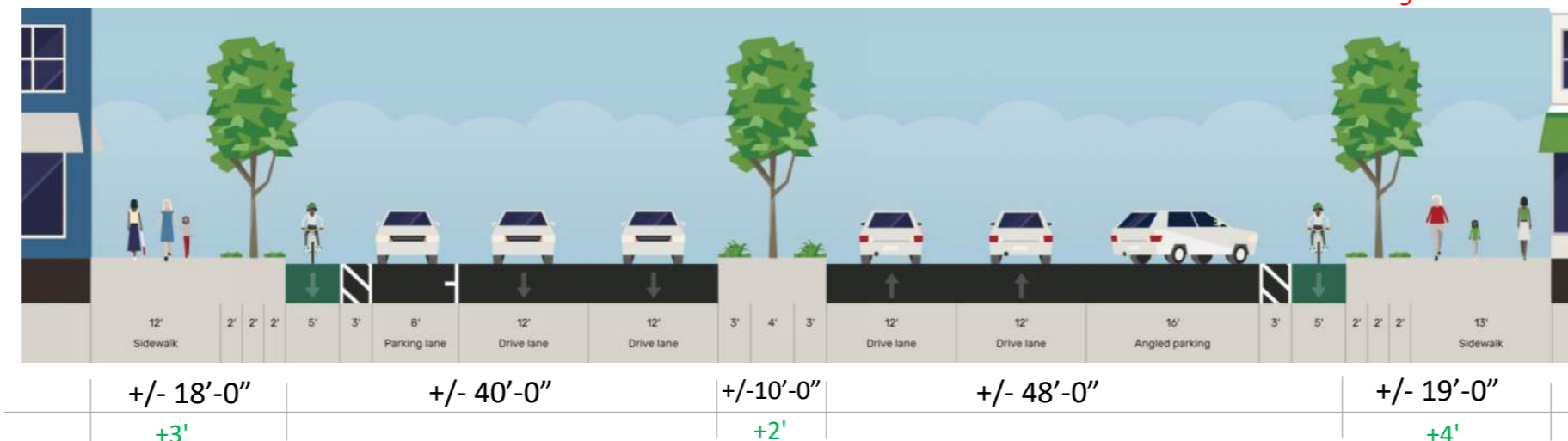
OPTION 2 SECTIONS



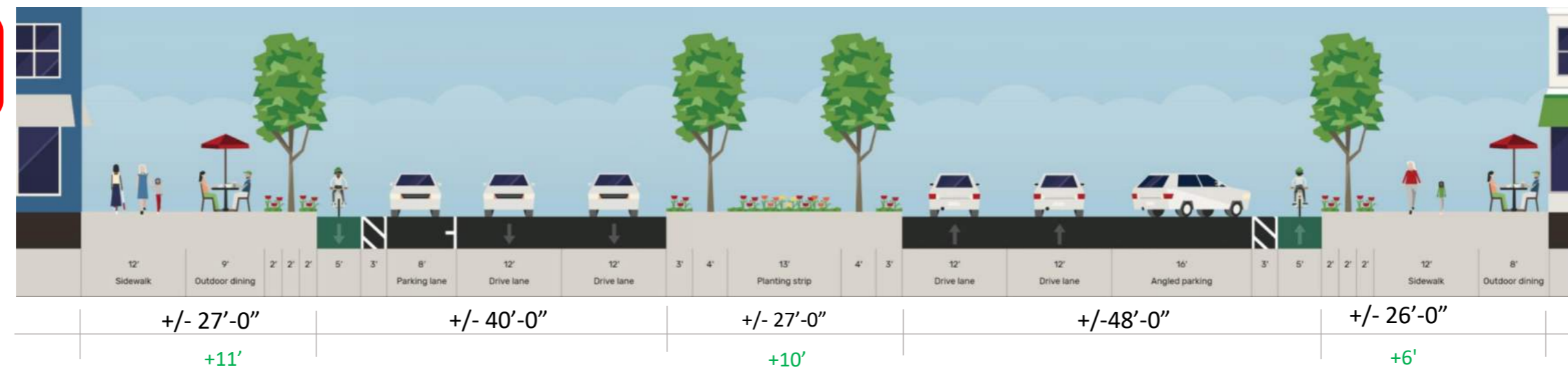
A – Dunbar to Eagle



B – Emerald / Eagle to Commercial / Cypress



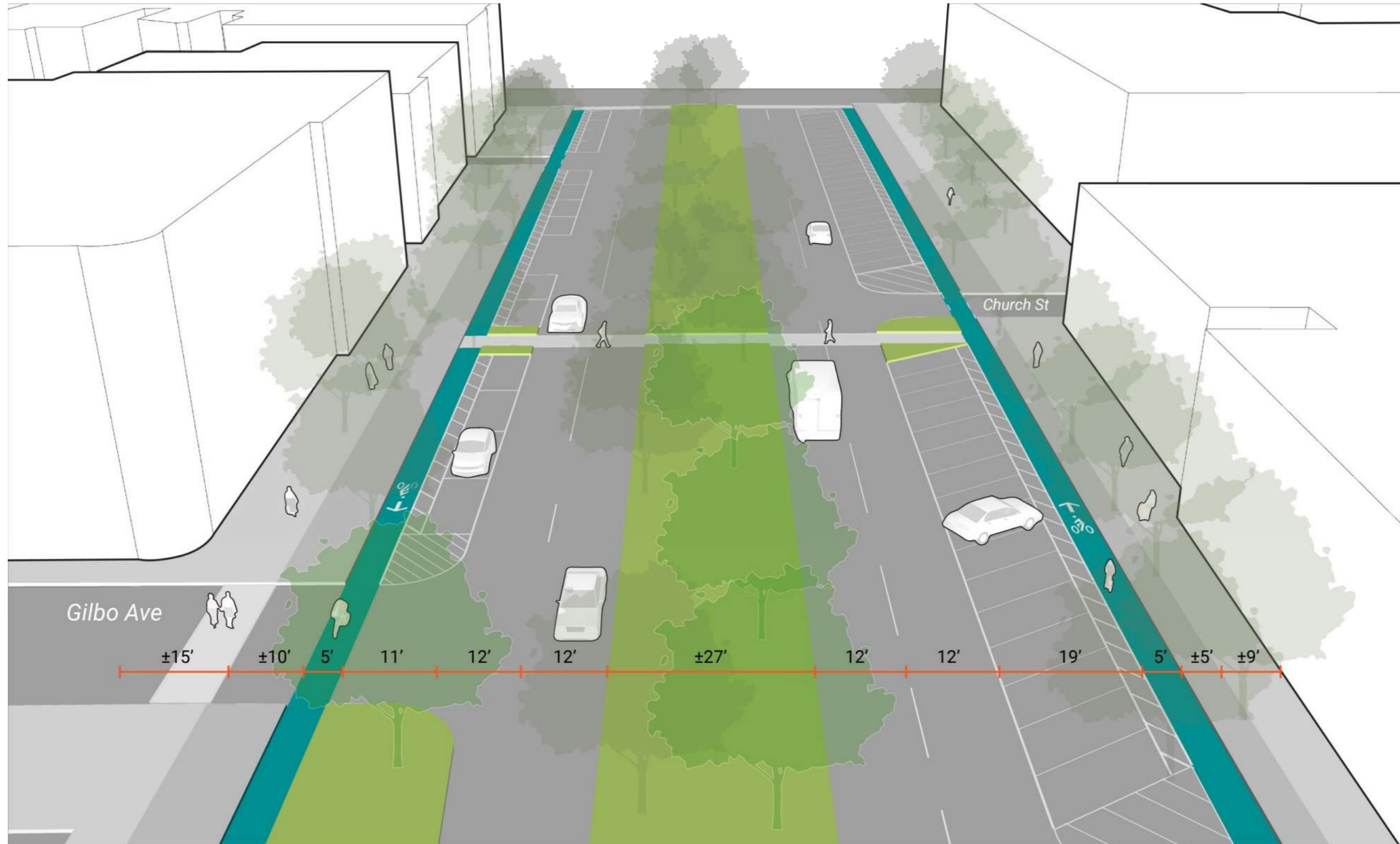
C – Gilbo to West / Roxbury



KEENE DOWNTOWN IMPROVEMENTS

OPTION 2A MULTI-MODAL | PERSPECTIVE SECTION – Bike Lane on Road Grade

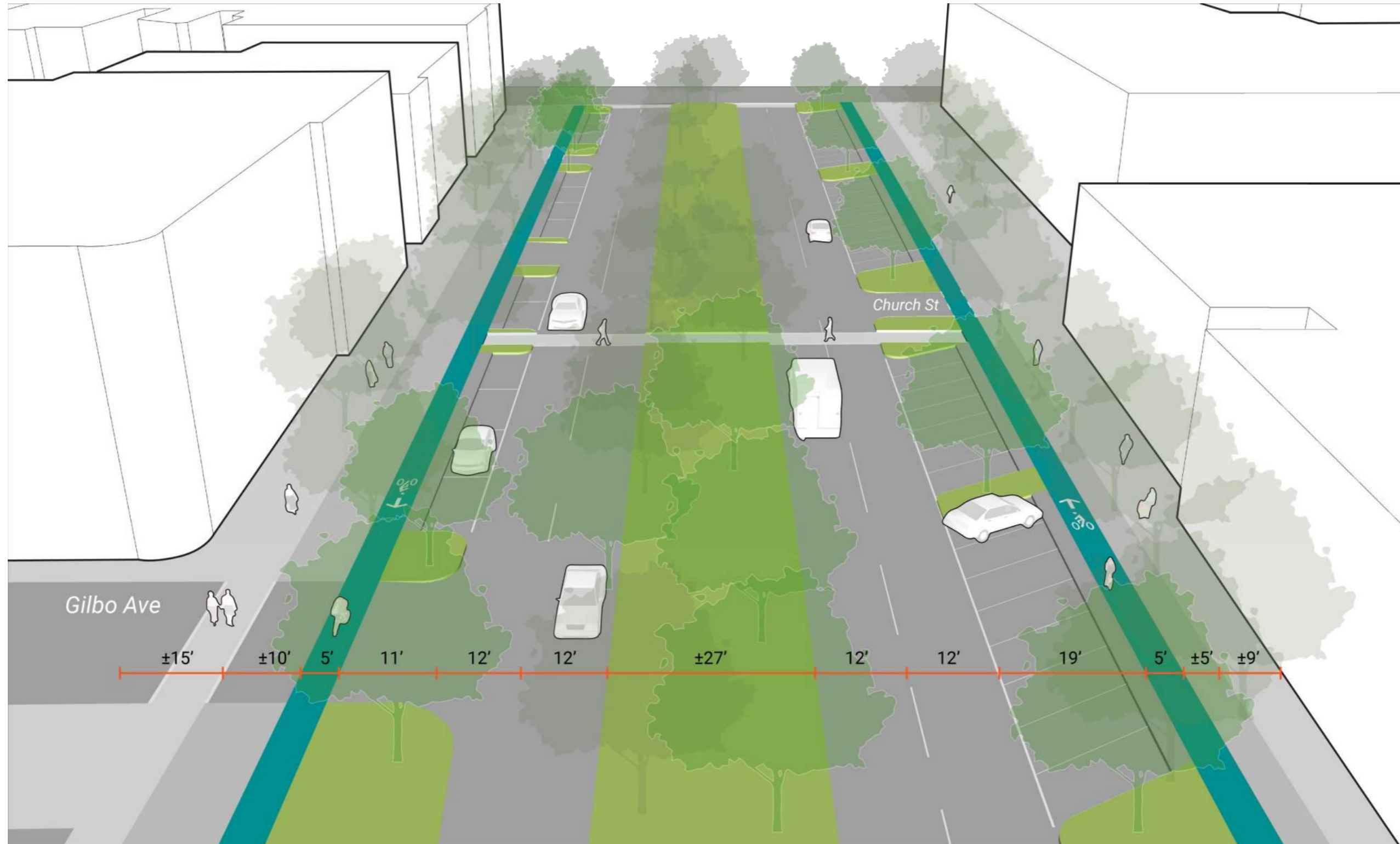
Expanded Pedestrian Zone | Combo angled + parallel parking | Protected Bike Lane on Road Grade | Planted center median



KEENE DOWNTOWN IMPROVEMENTS

OPTION 2B MULTI-MODAL | PERSPECTIVE SECTION – Bike Lane on Sidewalk Grade

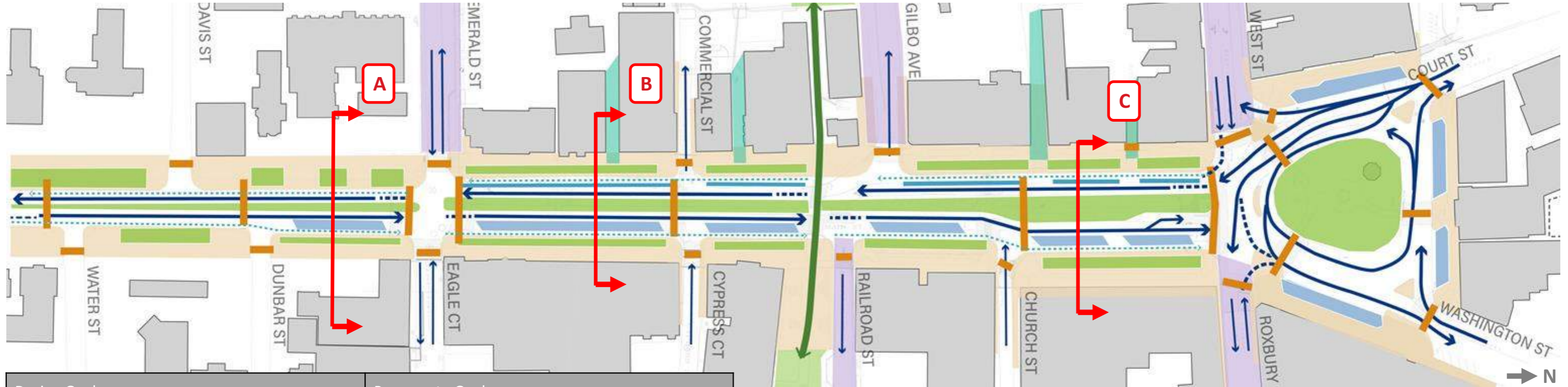
Expanded Pedestrian Zone | Combo angled + parallel parking | Protected Bike Lane on Sidewalk Grade | Planted center median



KEENE DOWNTOWN IMPROVEMENTS

MAIN ST OPTION 3 – SINGLE LANE + MULTI-MODAL

Expanded Pedestrian Zone | Single Travel Lane | Combo Angled + Parallel Parking | Protected Bike Lane



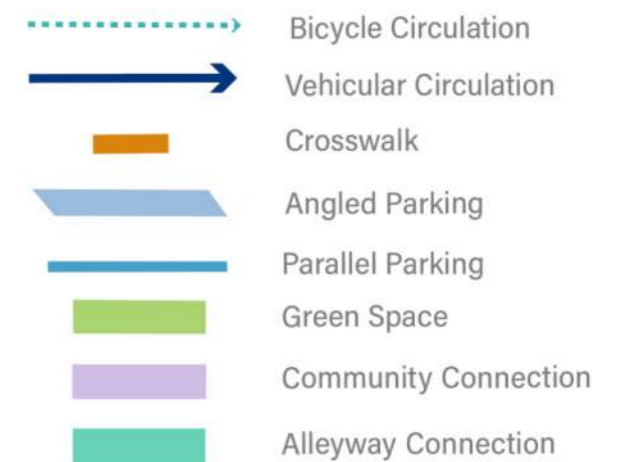
Design Goal	Progress to Goal	
Define/Expand Connection to Downtown District	●●●	Better walking connection at Gilbo Bicycle connection to rail-trail
Support a More Sustainable Built Environment and Transportation Choices	●●●	Improvements to walking, esp. near bus stop at Gilbo Elevates biking access
Strengthen Image and Character, Including Arts and History	●●○	More space for art on sidewalk Ties rail-trail character into downtown
Expand Flexible Open Space	●●○	Largest increase in green space (+35' at CS)
Improve Multimodal Transportation Access	●●●	Sidewalk improvements Bicycle connection
Provide Adequate Parking	●●●	Decrease in space for parking on Main, can be absorbed elsewhere
Upgrade Walking Environment	●●●	Decreased crossing distances No "double threat" of crossing

Parking Analysis

Existing – 167 spaces
Proposed – 145± spaces

Crosswalk Analysis

Main St – 8 midblock crosswalks
Side Streets – 20 crosswalks
Longest on Main St – 76'±
Average on Main St – 45'±

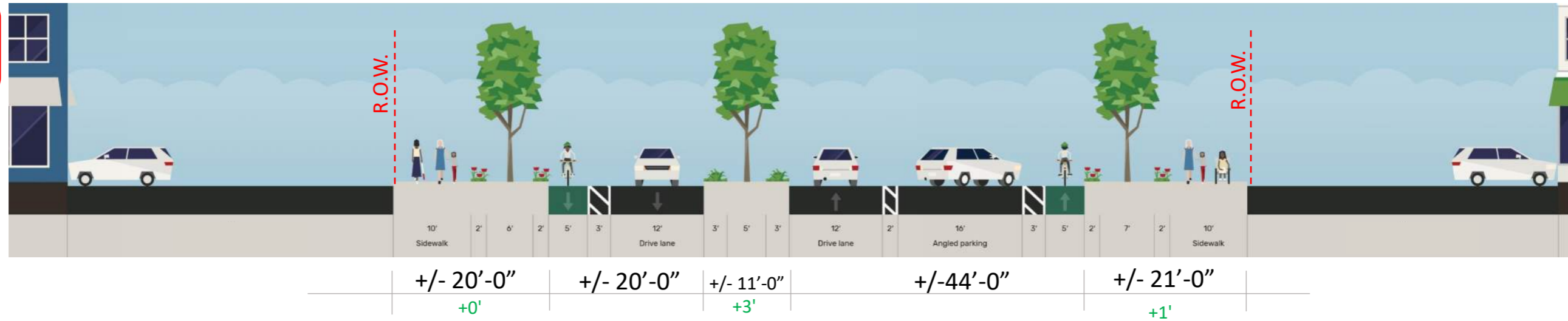


KEENE DOWNTOWN IMPROVEMENTS

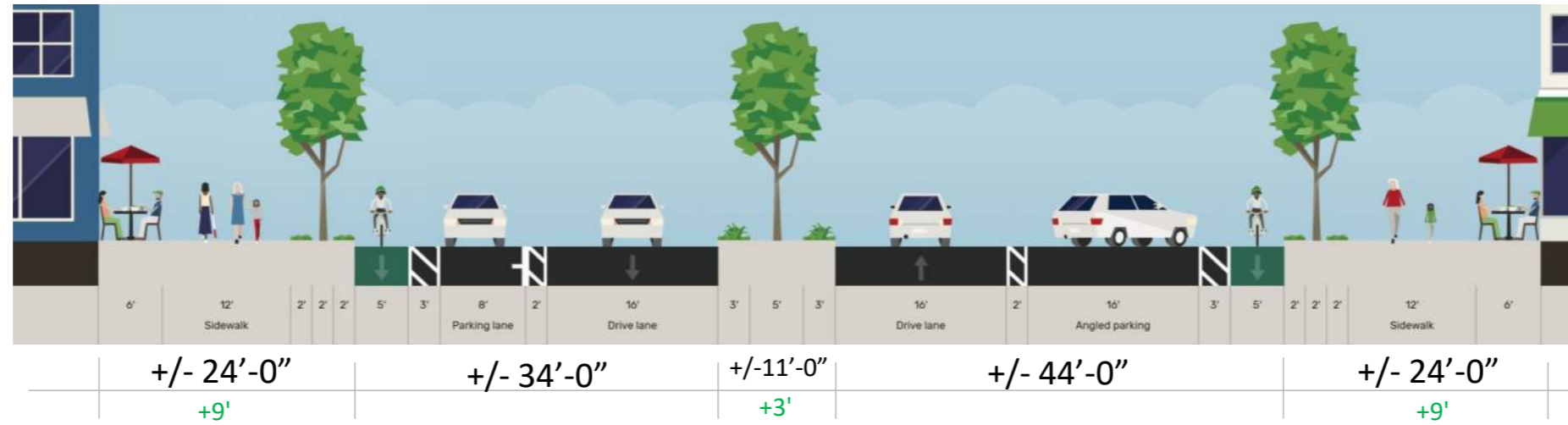
OPTION 3 SECTIONS



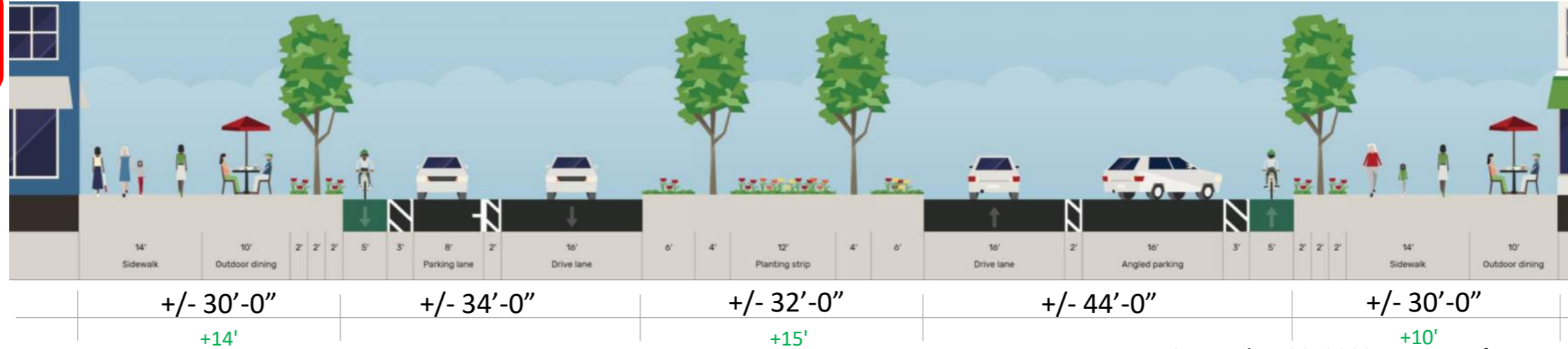
A – Dunbar to Eagle



B – Emerald / Eagle to Commercial / Cypress



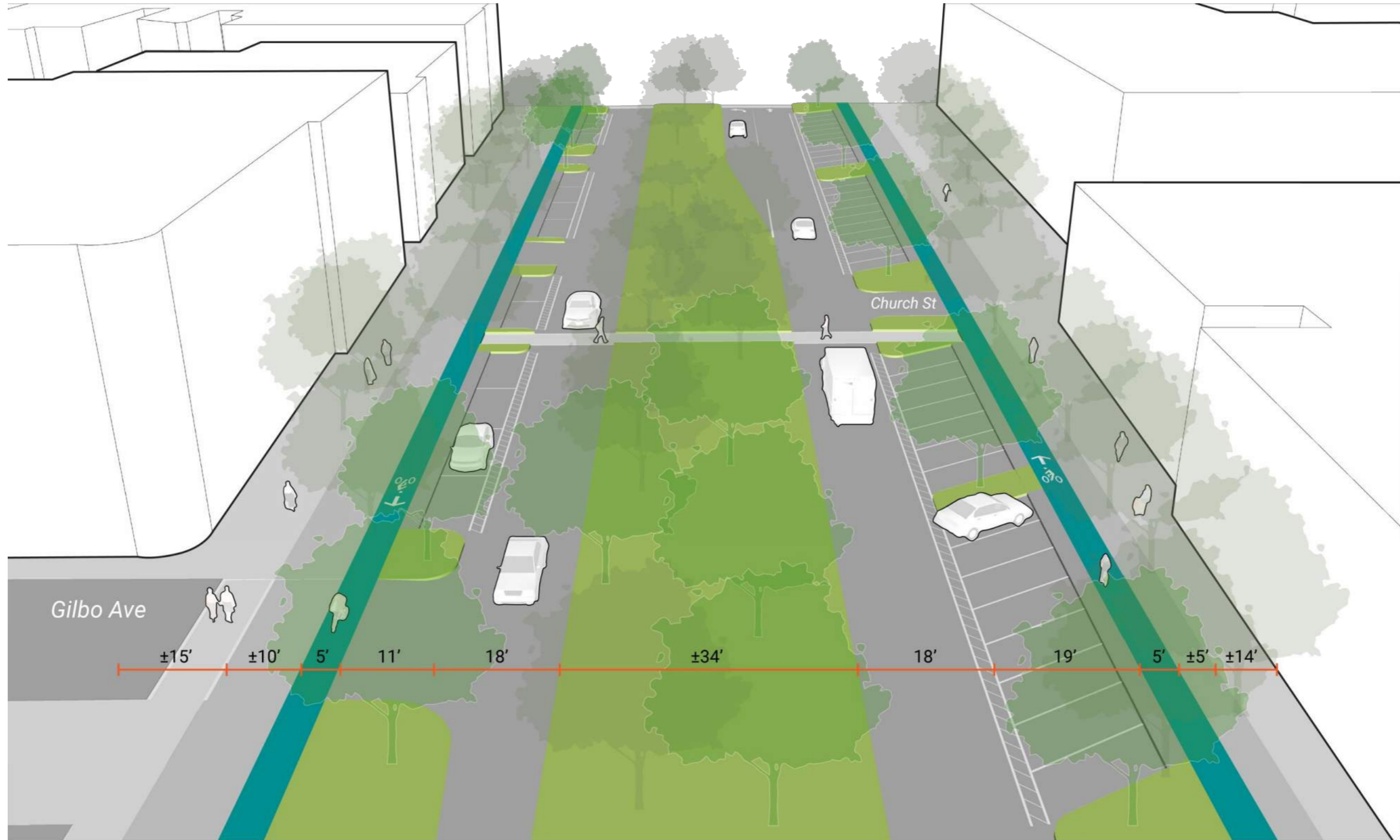
C – Gilbo to West / Roxbury



KEENE DOWNTOWN IMPROVEMENTS

OPTION 3 SINGLE LANE + MULTI-MODAL | PERSPECTIVE SECTION

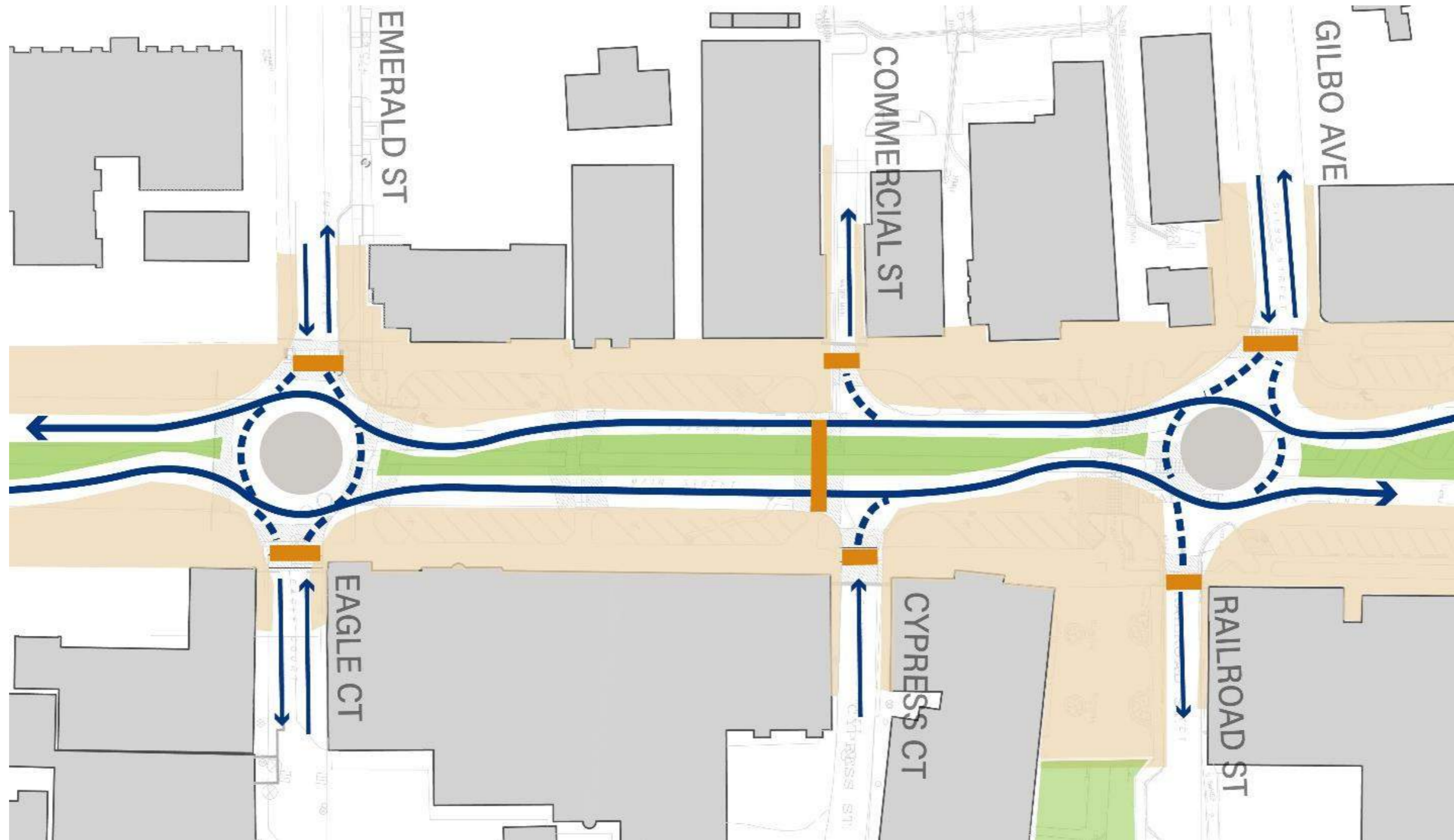
Expanded Pedestrian Zone | Single Travel Lane | Combo Angled + Parallel Parking | Protected Bike Lane on Sidewalk Grade



KEENE DOWNTOWN IMPROVEMENTS

SINGLE LANE INTERSECTION ALTERNATIVES

Compact Roundabouts for Single Lane Operation Only



KEENE DOWNTOWN IMPROVEMENTS

MAIN STREET CONCEPT SUMMARY

Design Goal	Alternative 1	Alternative 2	Alternative 3
Define/Expand Connection to Downtown District	●○○	●●○	●●●
Support a More Sustainable Built Environment and Transportation Choices	●○○	●●●	●●●
Strengthen Image and Character, Including Arts and History	●●○	●●○	●●○
Expand Flexible Open Space	●○○	●○○	●●○
Improve Multimodal Transportation Access	●○○	●●●	●●●
Provide Adequate Parking	●●●	●●●	●●●
Upgrade Walking Environment	●●○	●●○	●●●

OPTION 1 – MINIMAL

Two Lane Travel
 Expanded Pedestrian Zone
 Parking Removed in Center Median
 No Dedicated Bike Lane

Angled Parking
 +/- 167 spaces

Crosswalks
Longest on Main St – 78'±
Average on Main St – 63'±

OPTION 2 – MULTI-MODAL

Two Lane Travel
 Expanded Pedestrian Zone
 Planted Center Median
 Protected Bike Lane

Angled Parking East Main + Parallel Parking West Main
 +/- 145 spaces

Crosswalks
Longest on Main St – 76'±
Average on Main St – 63'±

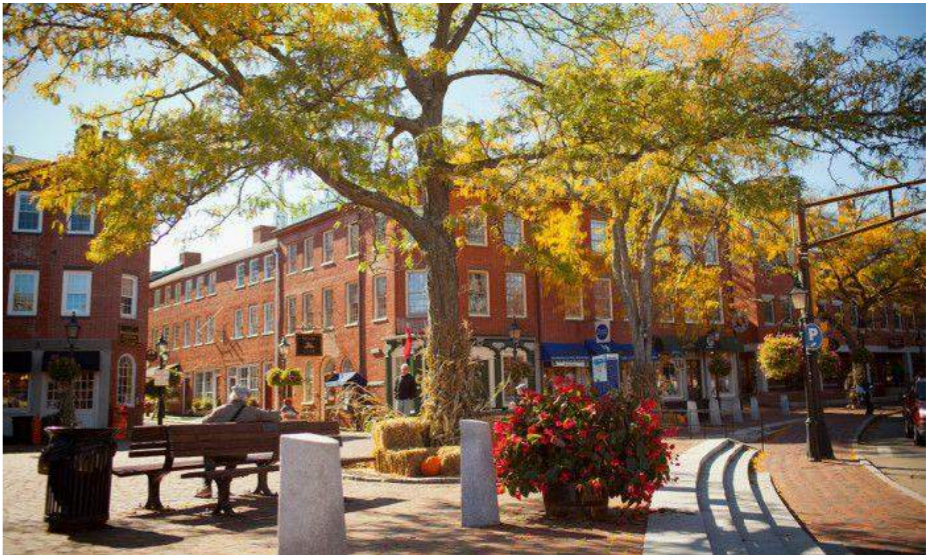
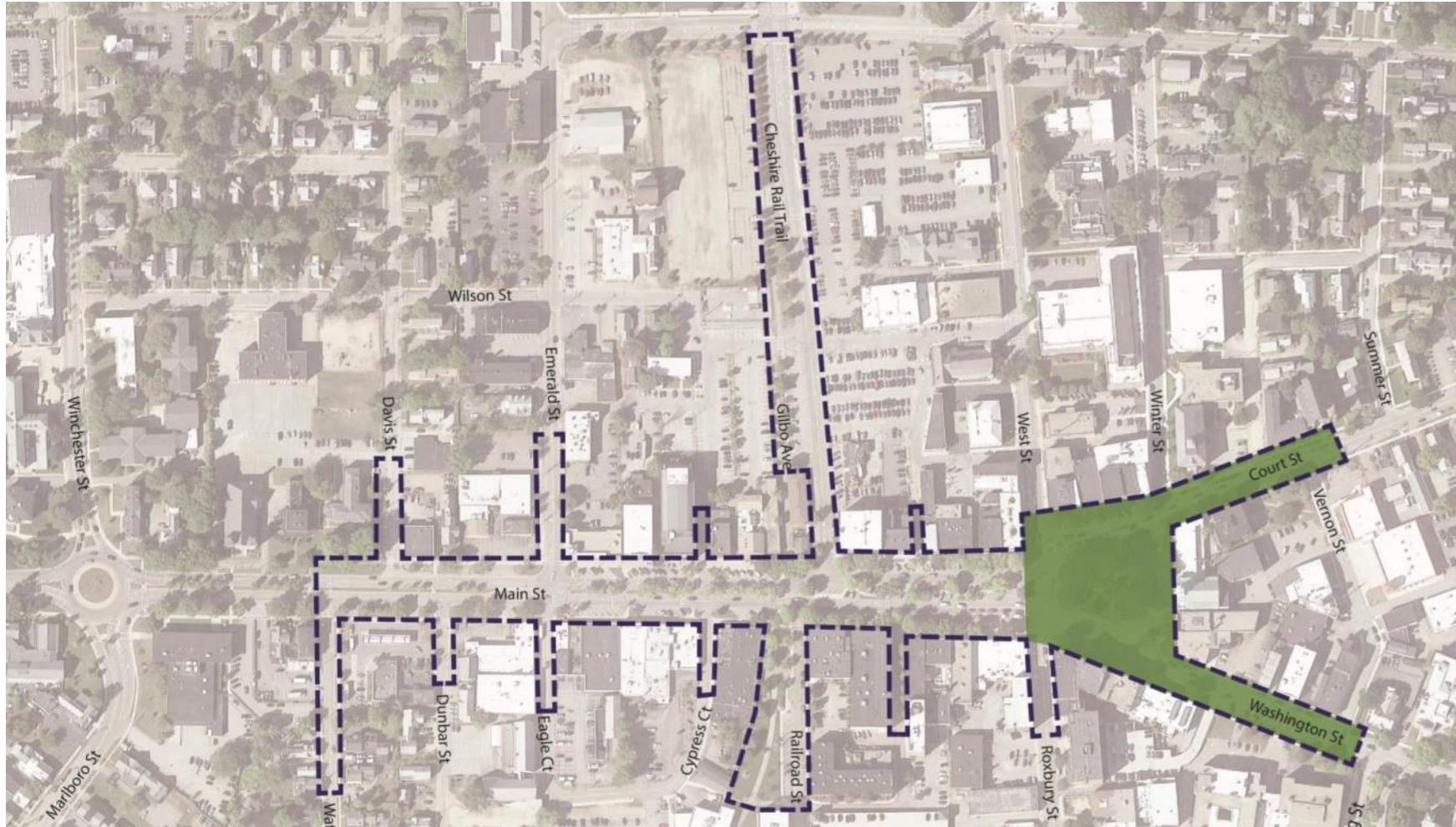
OPTION 3 – SINGLE LANE + MULTI-MODAL

Single Lane Travel
 Expanded Pedestrian Zone
 Expanded Center Median
 Protected Bike Lane

Angled Parking East Main + Parallel Parking West Main
 +/- 145 spaces

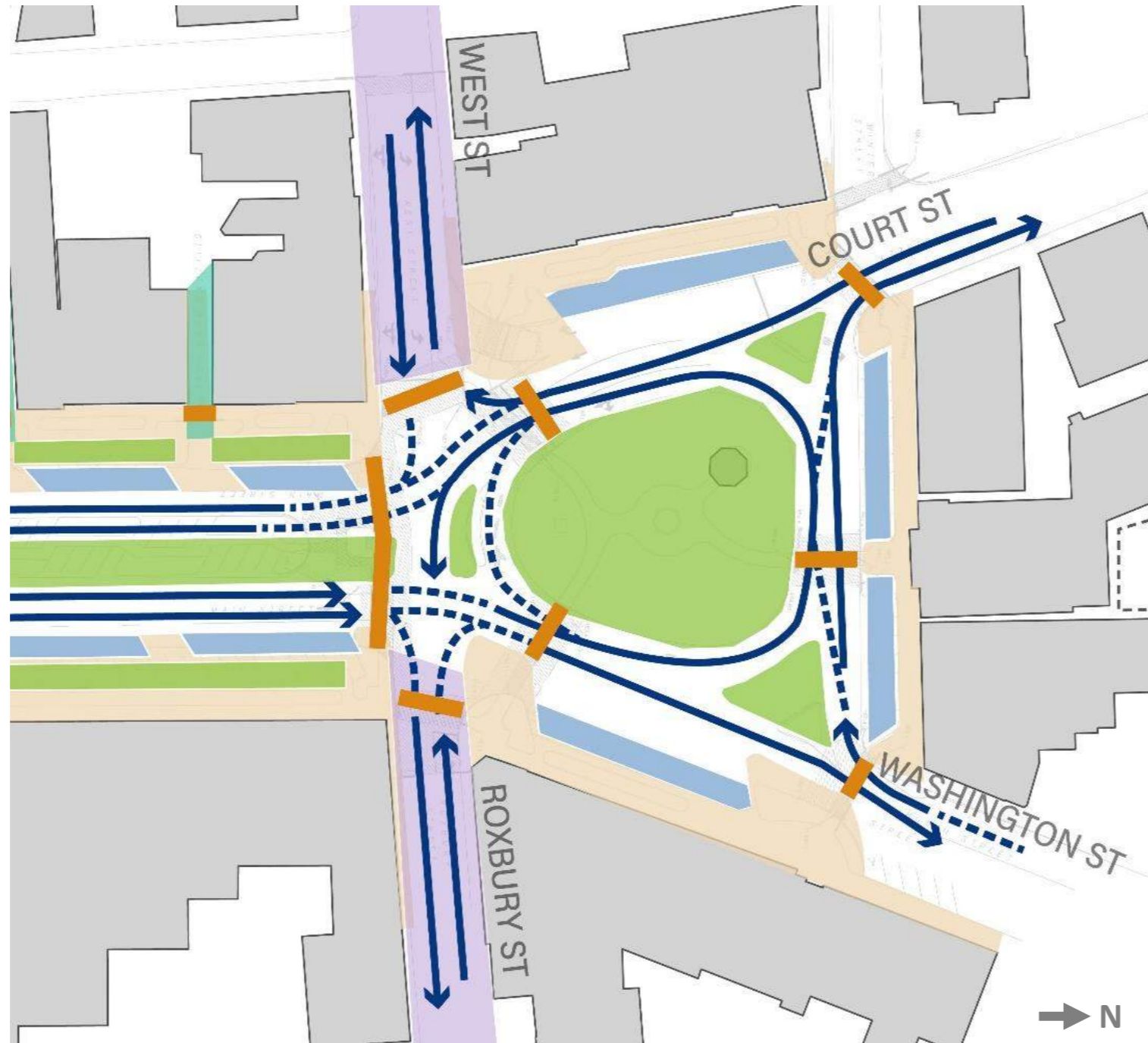
Crosswalks
Longest on Main St – 76'±
Average on Main St – 45'±

CHARACTER AREA 2 | CENTRAL SQUARE *Civic / Formal / Village Center*



KEENE DOWNTOWN IMPROVEMENTS

CENTRAL SQUARE OPTION 1 – SMALLER CIRCULAR INTERSECTION



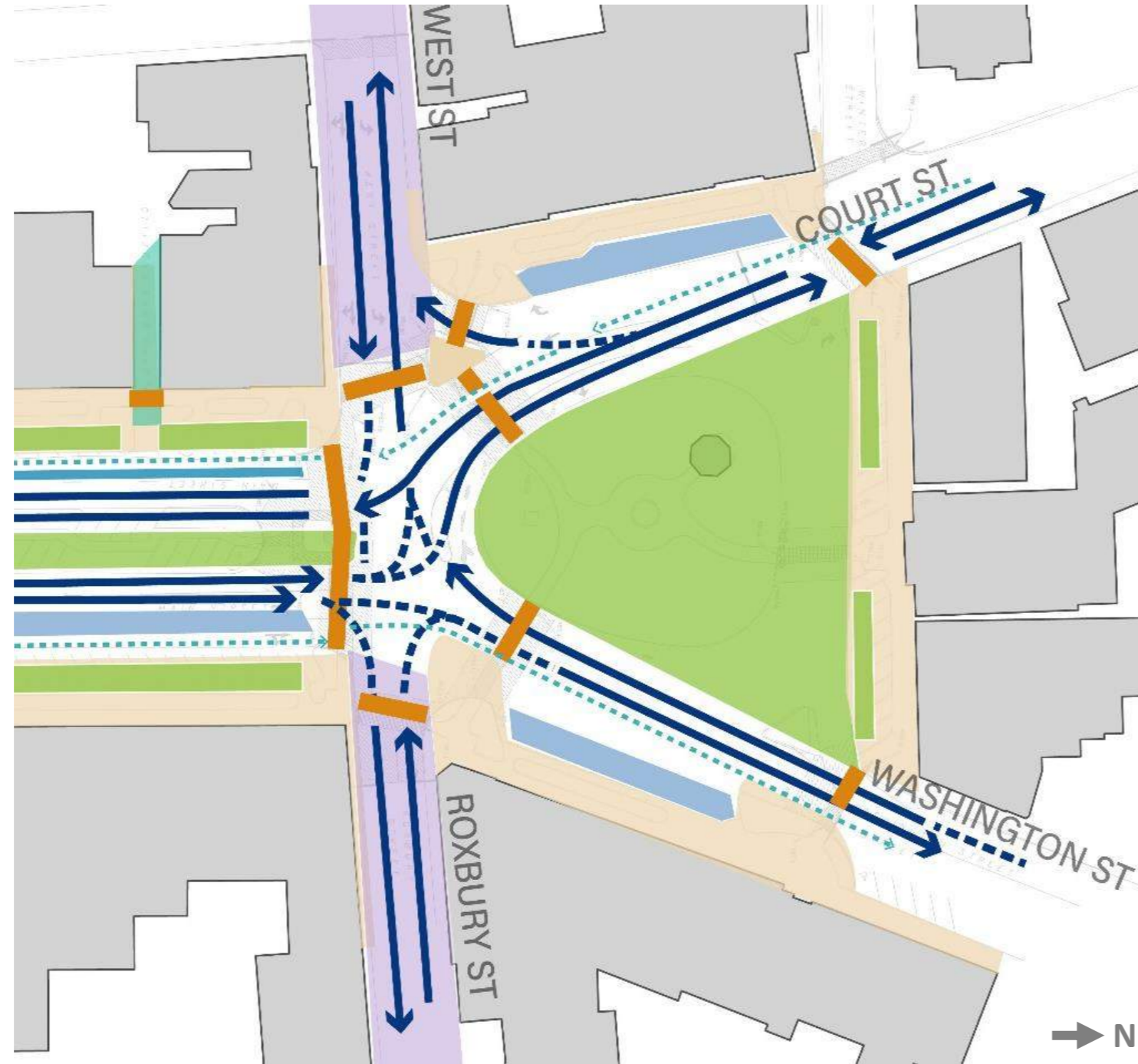
Key Takeaways:

- Narrower travel lanes
- Decreased crossing distances
- Central Square remains the same
- Parking remains the same
- *Bicycle needs at intersections / Central Sq*



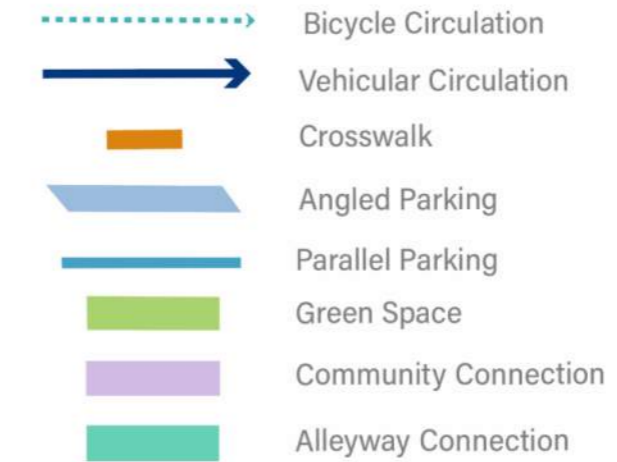
KEENE DOWNTOWN IMPROVEMENTS

CENTRAL SQUARE OPTION 2 – NORTH EXPANSION MAIN ST TWO LANE



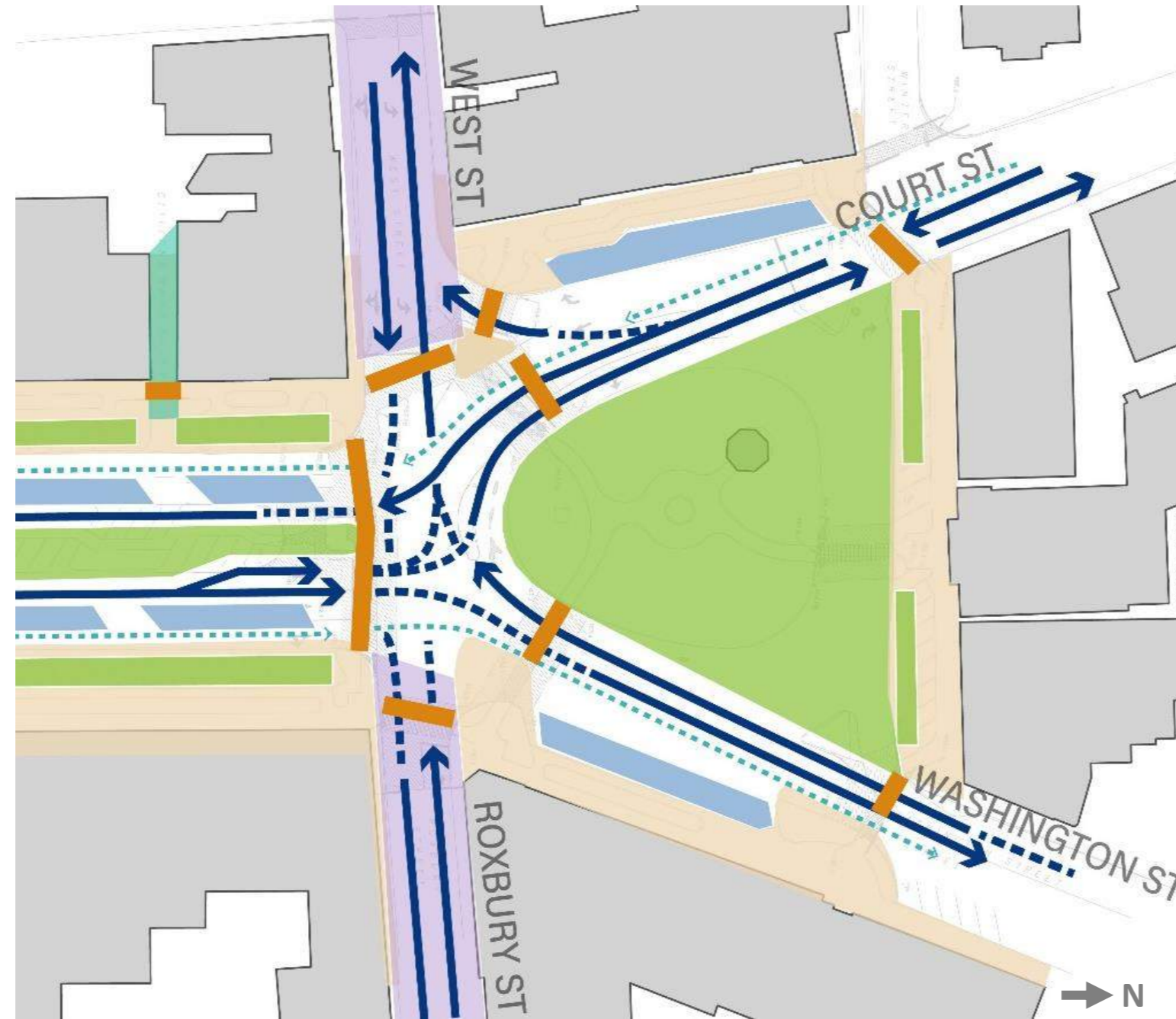
Key Takeaways:

- More green space / sidewalk at Central Square, which also creates more space for special events
- Decreased crossing distances
- Adds protected bicycle connection
- *(minimal) Parking loss*



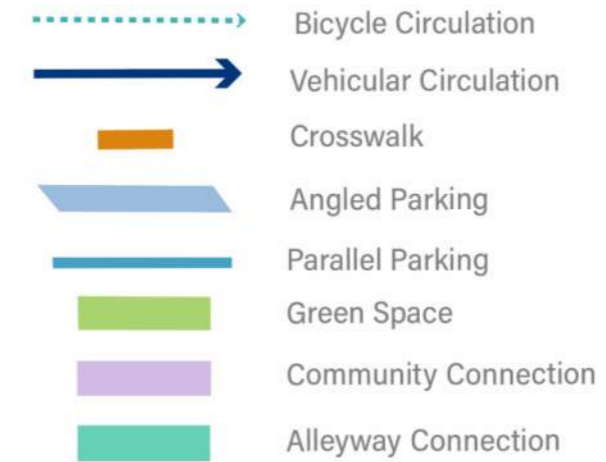
KEENE DOWNTOWN IMPROVEMENTS

CENTRAL SQUARE OPTION 3 – NORTH EXPANSION MAIN ST SINGLE LANE



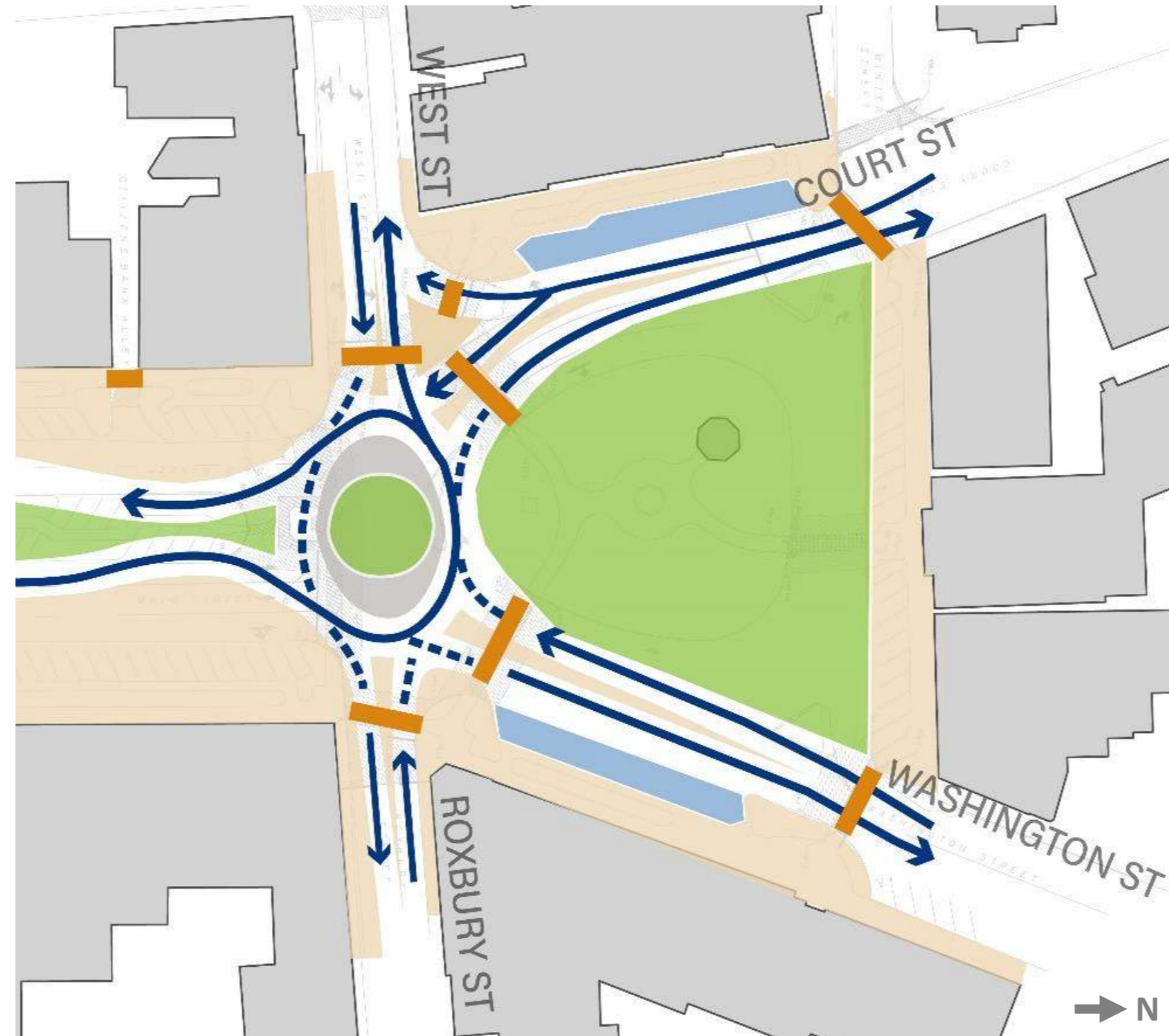
Key Takeaways:

- More green space / sidewalk at Central Square, which also creates more space for special events
- Decreased crossing distances
- Adds protected bicycle connection
- *(minimal) Parking loss*



KEENE DOWNTOWN IMPROVEMENTS

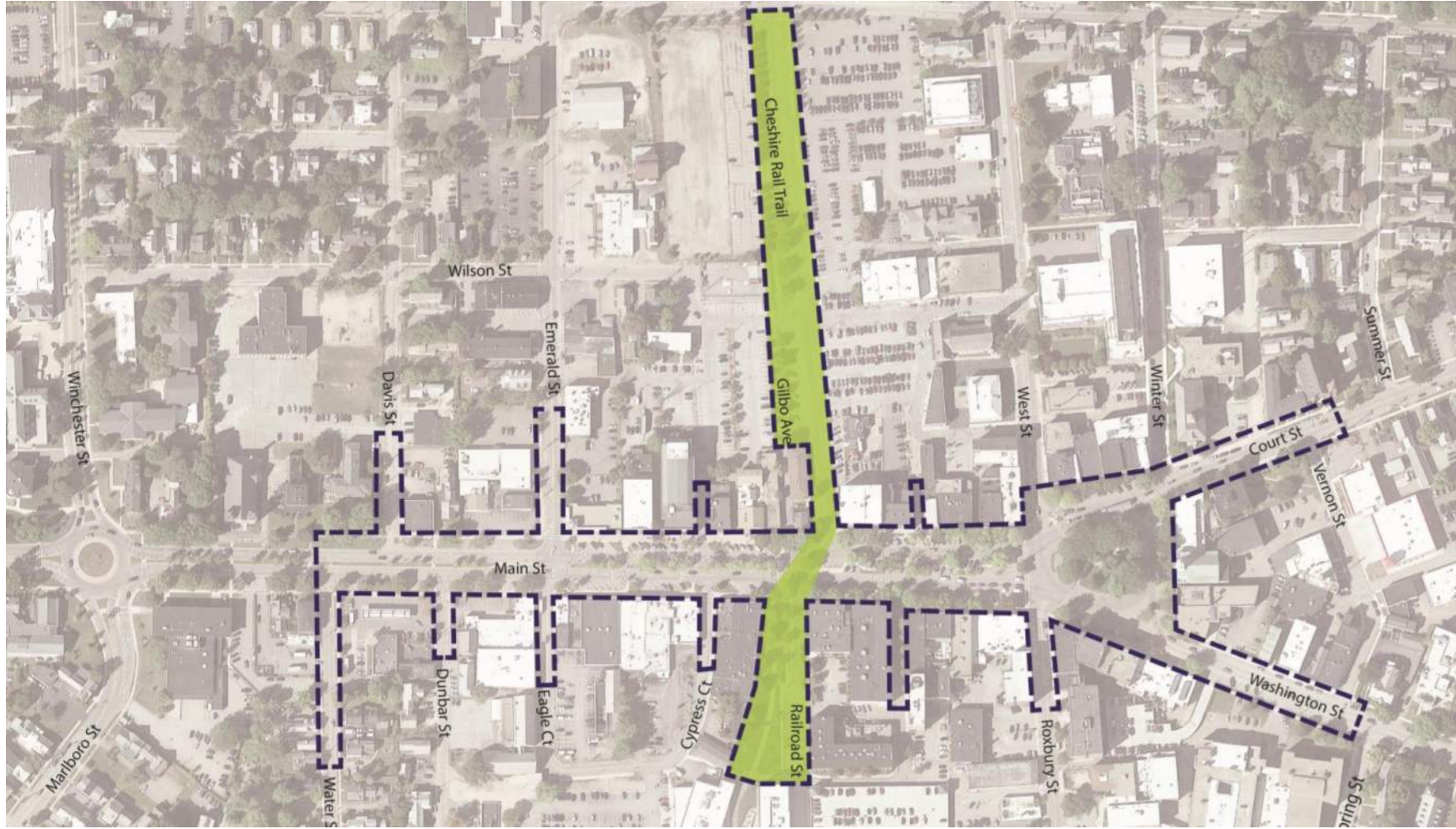
CENTRAL SQUARE OPTION 4 – MINI ROUNDABOUT



Key Takeaways:

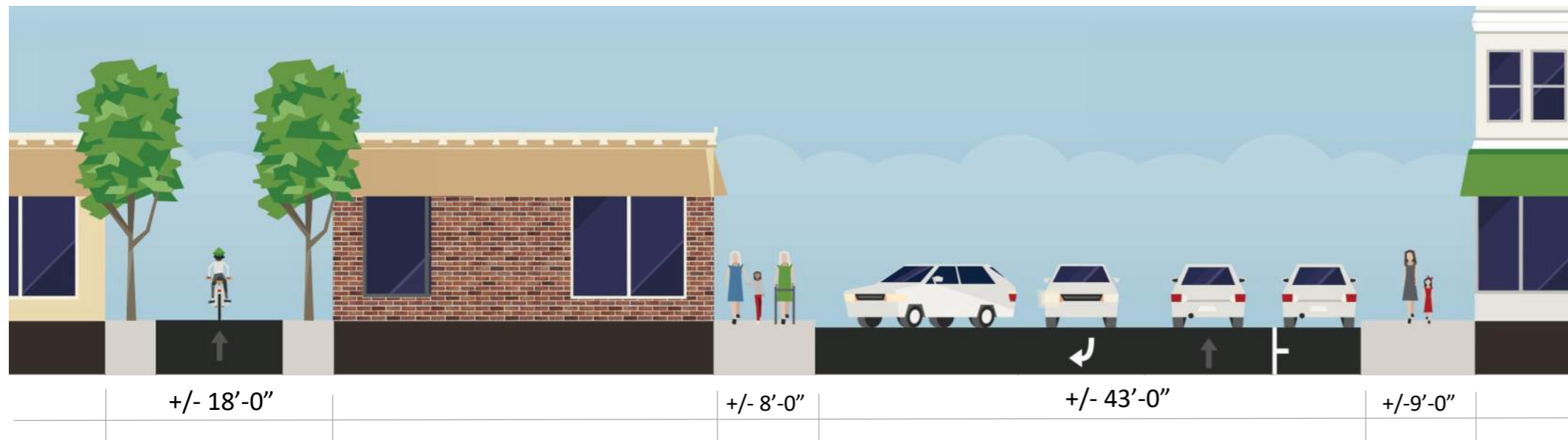
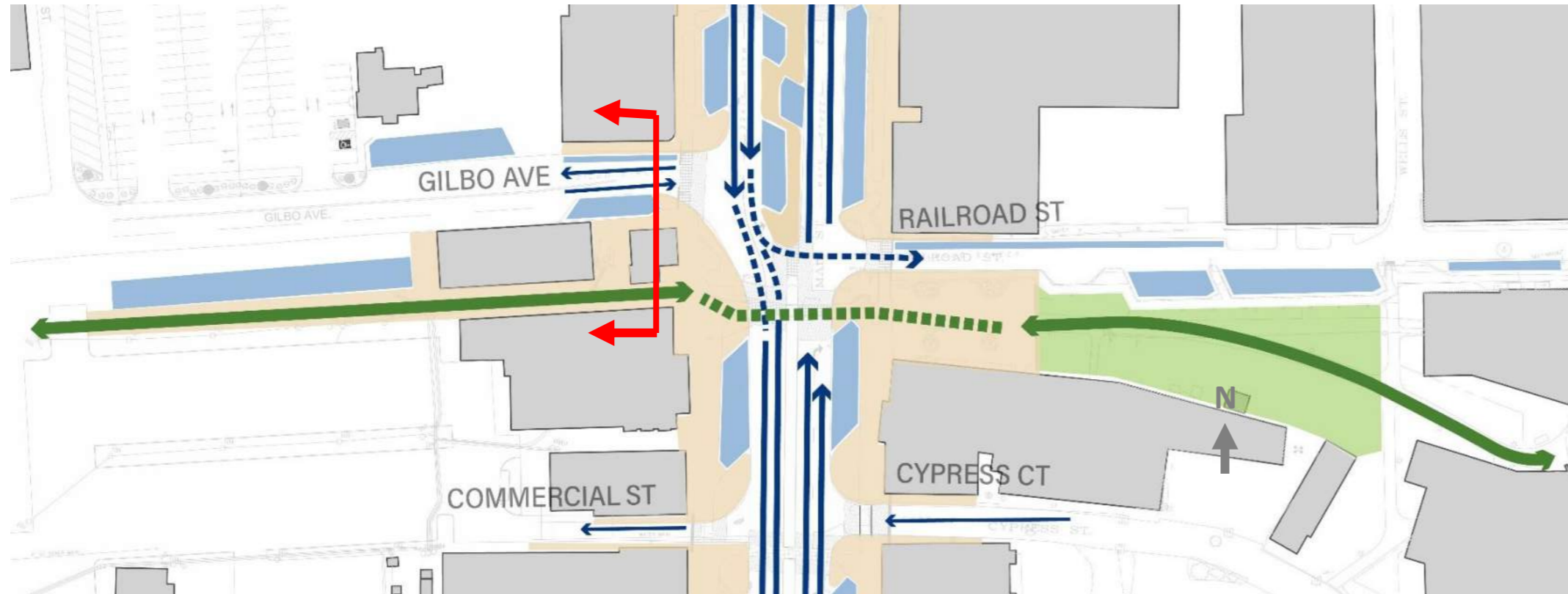
- More green space / sidewalk at Central Square, which also creates more space for special events
- Single travel lane
- Prioritizes vehicular circulation
- *(minimal) Parking loss*

CHARACTER AREA 3 | GILBO+RAILROAD *Artistic / Festive / Historic*



KEENE DOWNTOWN IMPROVEMENTS GILBO AVE / RAILROAD ST

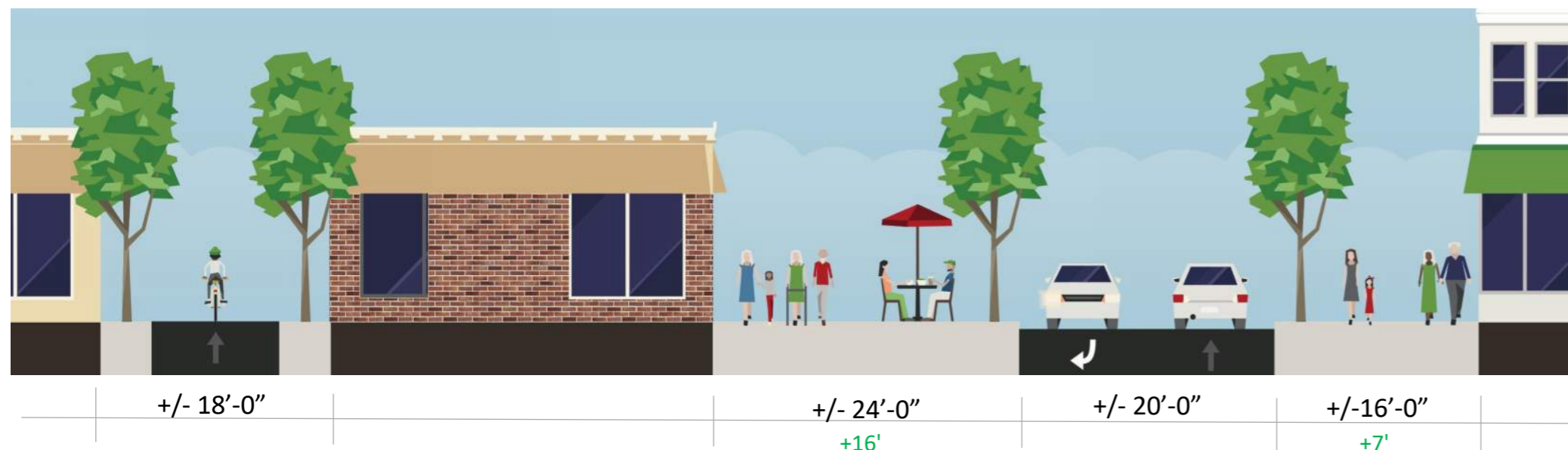
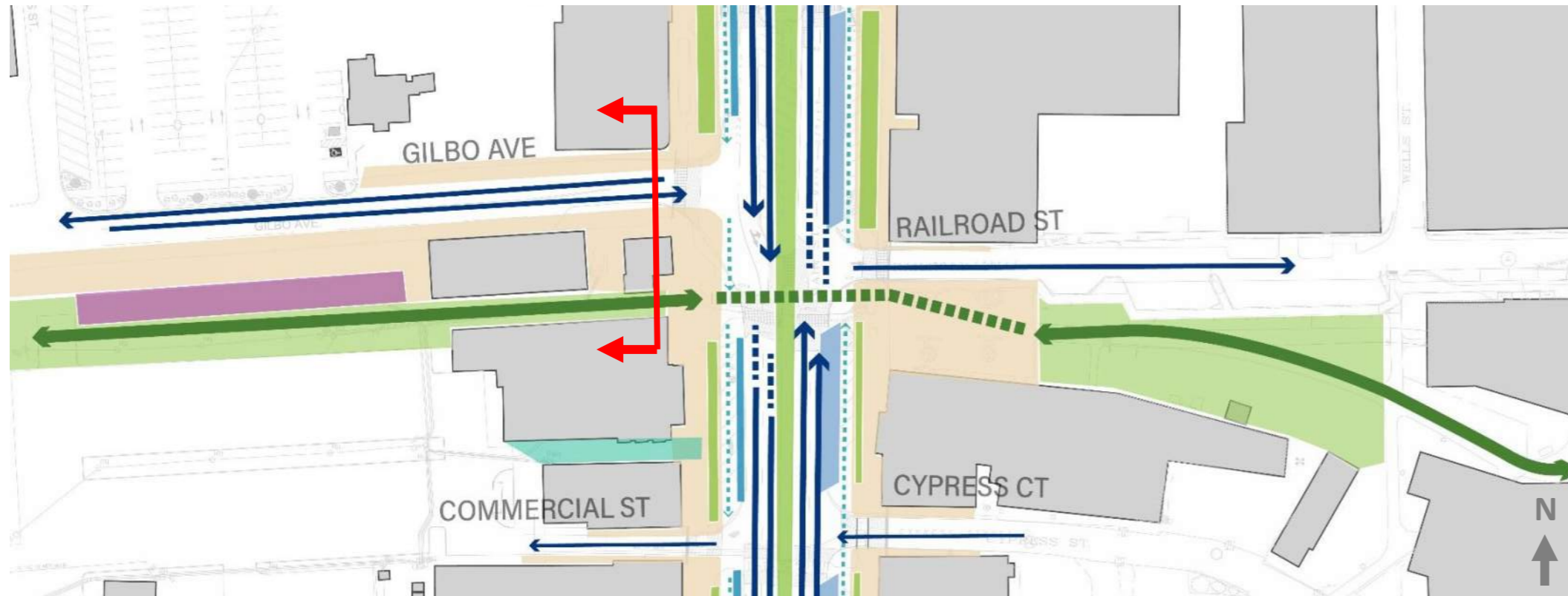
Existing Conditions | Street Closure During Events



KEENE DOWNTOWN IMPROVEMENTS

GILBO AVE / RAILROAD ST

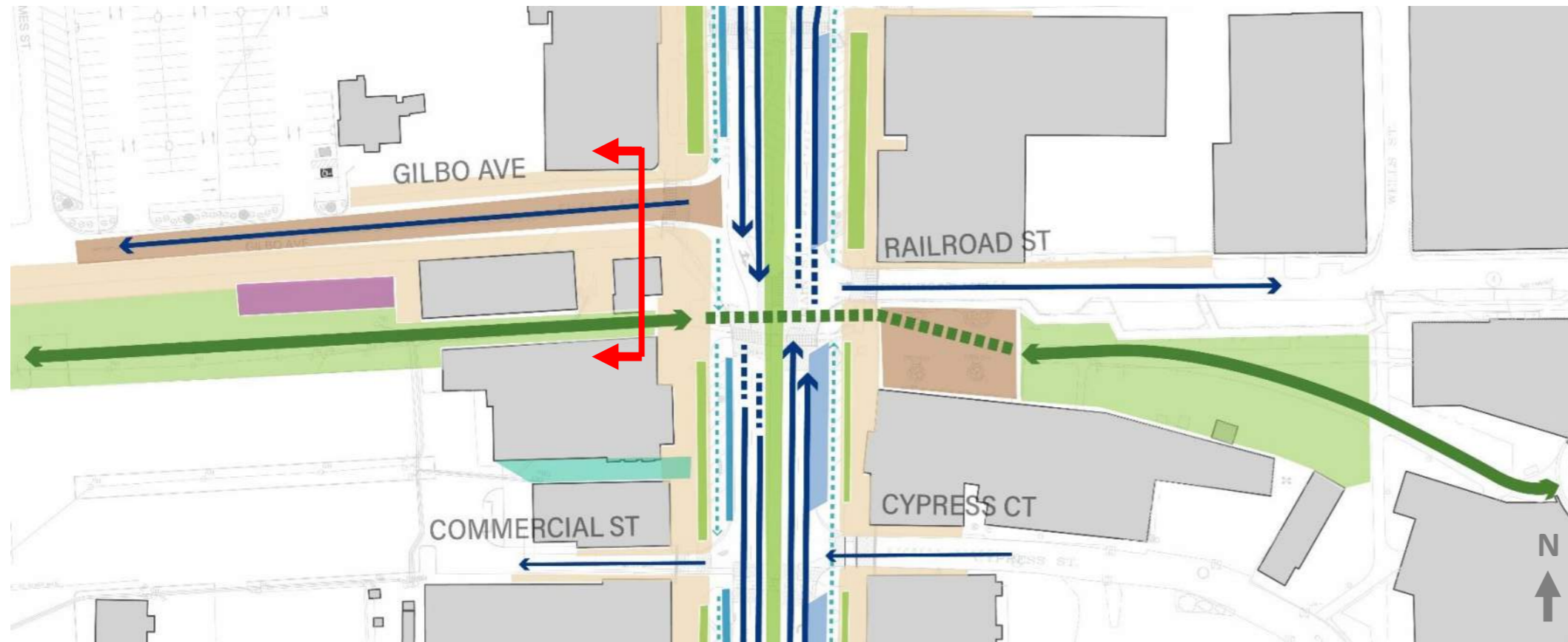
Option 1 – Two-way | Permanent Plaza and Reduced Parking



KEENE DOWNTOWN IMPROVEMENTS

GILBO AVE / RAILROAD ST

Option 2a – One Way Multi-Use Open Space at Gilbo Ave



+/- 18'-0"

+/- 26'-0"

+/- 16'-0"

+/- 18'-0"

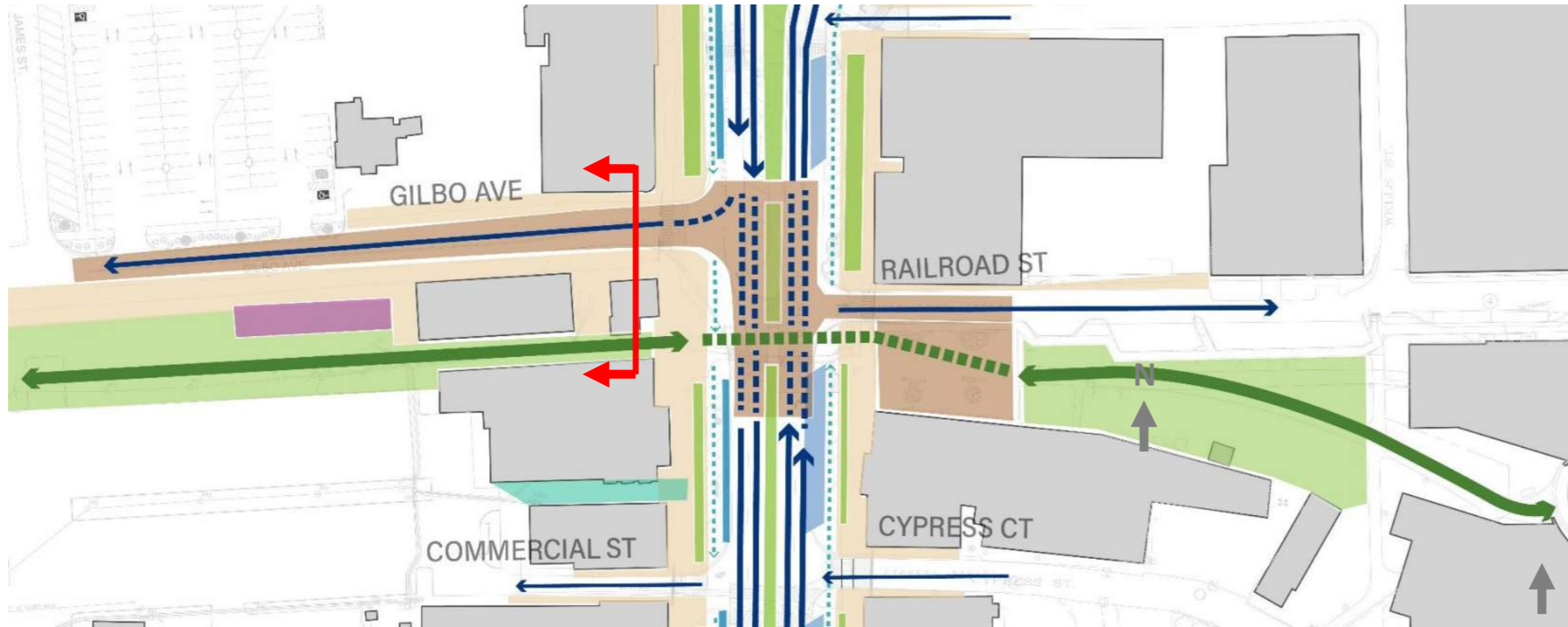
+18'

+9'



KEENE DOWNTOWN IMPROVEMENTS GILBO AVE / RAILROAD ST

Option 2b – One Way Raised Intersection



KEENE DOWNTOWN IMPROVEMENTS

Other Items to acknowledge for Steering Committee/ Public Workshop

- Lighting
- Public Art
- Green Infrastructure
- Crosswalk locations and materials
- Sidewalk design and materials
- Bike Lane Design (intersections, signals, etc).
- Planting
- EV charging and/ or infrastructure
- Signage/ Wayfinding

KEENE DOWNTOWN IMPROVEMENTS

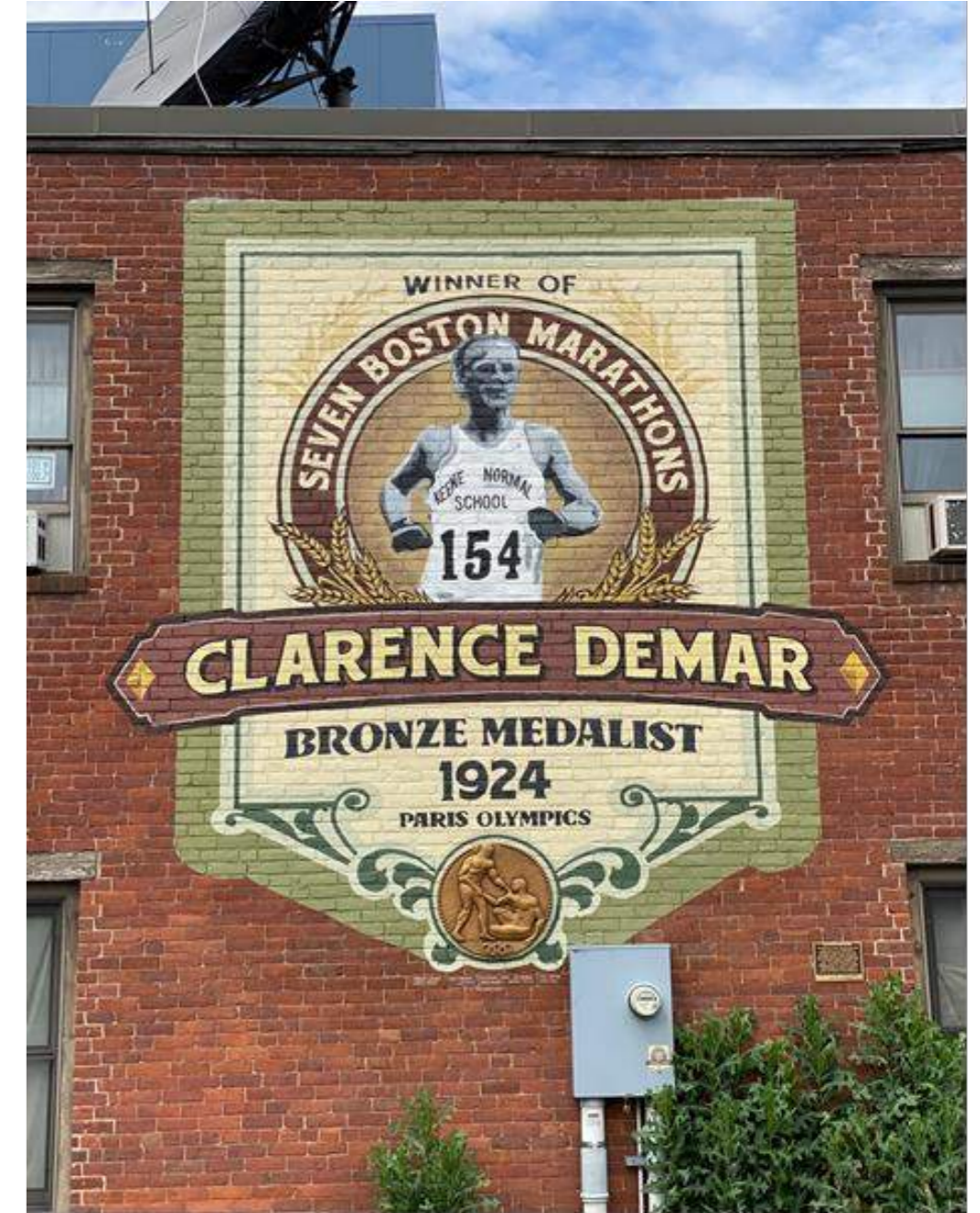
Steering Committee Considerations

Alternatives to Consider

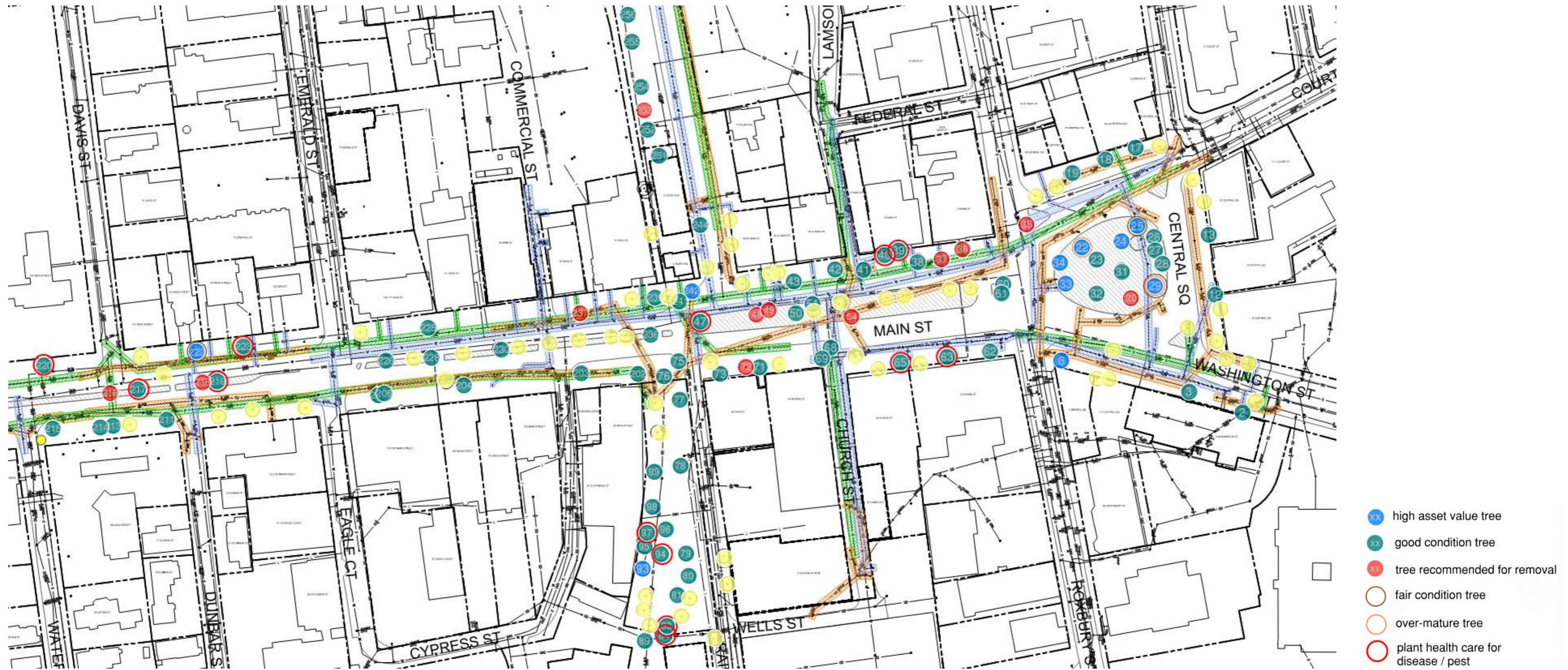
- Eliminate Parking in Center Island
- Shared or Dedicated/Protected Bike Lanes
- Single-Lane or Two-Lane Operation
- Roundabout Intersections
- Central Square North Expansion
- Gilbo/Railroad Connection Options

What to bring to Public Workshop #2

- Some of or all of the Options?



KEENE DOWNTOWN IMPROVEMENTS TREE INVENTORY ANALYSIS



KEENE DOWNTOWN IMPROVEMENTS TREE INVENTORY ANALYSIS



- Good condition tree - minimal utility conflict
- Fair condition tree - minimal utility conflict
- High Asset Value Tree - minimal utility conflict
- High Asset Value Tree - potential utility conflict