

KEENE DOWNTOWN INFRASTRUCTURE
IMPROVEMENT & RECONSTRUCTION PROJECT
MAYOR'S STEERING COMMITTEE PRESENTATION

KEENE DOWNTOWN IMPROVEMENTS

AGENDA

Project Schedule Update

Workshop #2 Recap

Preliminary Alternatives Presentations

September 28, 2022

Downtown Steering Committee

October 6, 2022

Public Workshop #2 – The Showroom, Colonial Theater

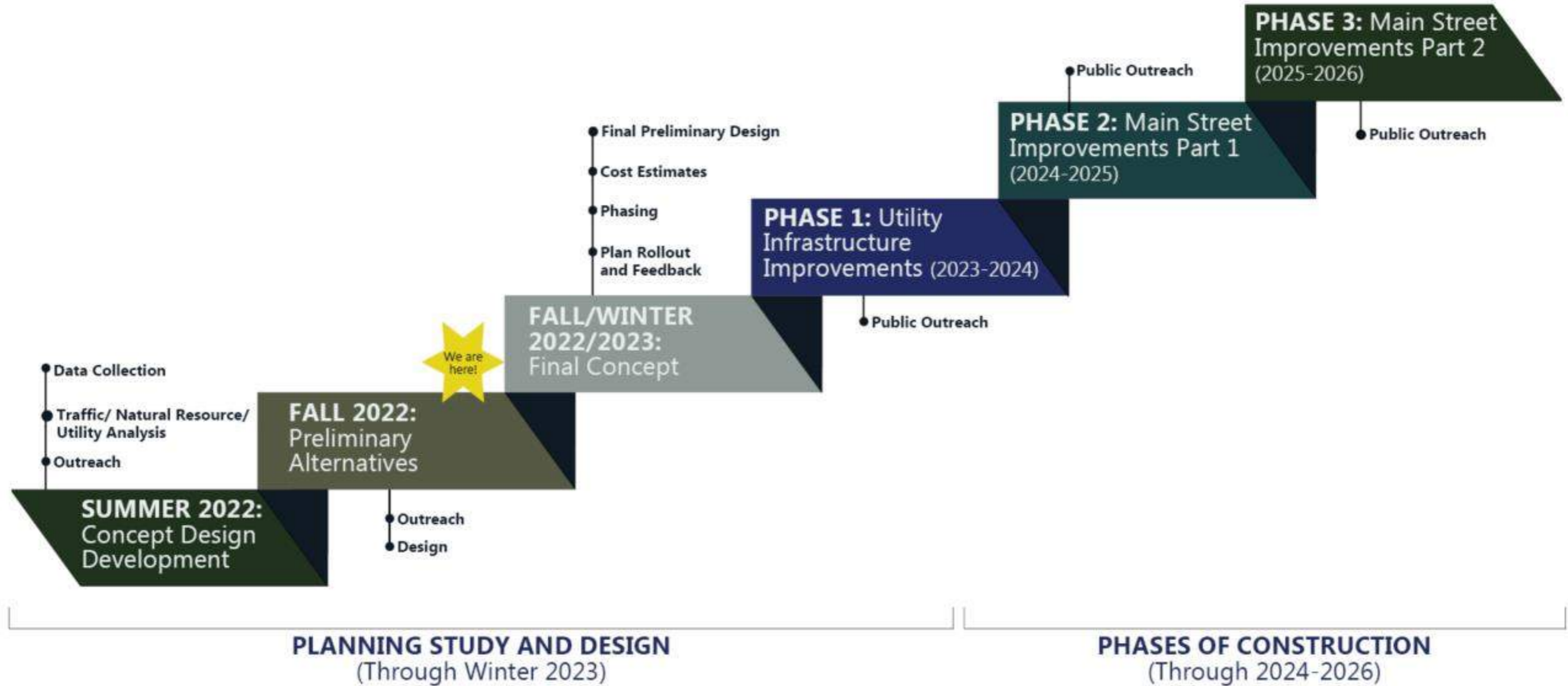
October 12, 2022

Technical Review Committee

October 18, 2022 – 3:00 PM

Downtown Steering Committee

KEENE DOWNTOWN IMPROVEMENTS PROJECT TIMELINE



PUBLIC WORKSHOP #2 REVIEW

KEENE DOWNTOWN IMPROVEMENTS STEERING COMMITTEE CONSIDERATIONS

1. In-person workshop, October 2022

- (~100 Participants)

2. Online workshop, October 2022

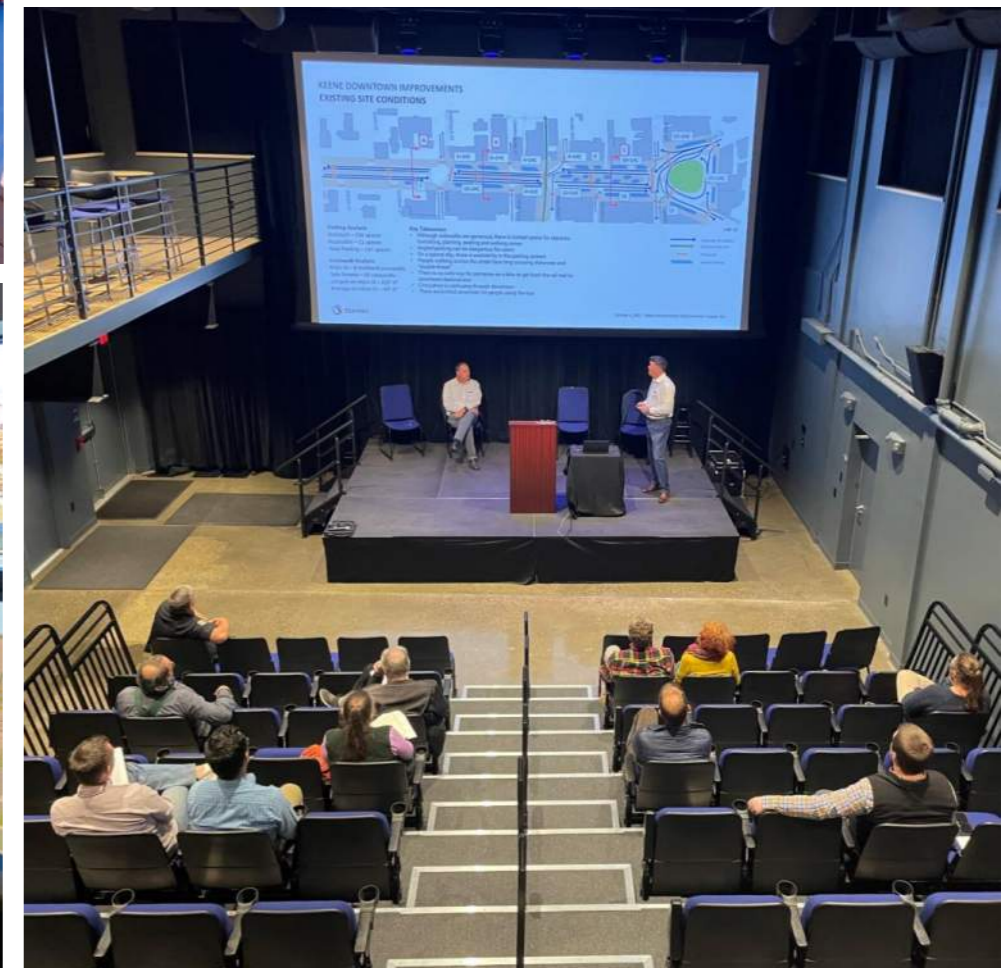
- (~30 website visitors)

3. Participant Comments

- a. Received 42 preference worksheets at Workshop #2
- b. Received 22 preference/comments from web page

4. Web Page

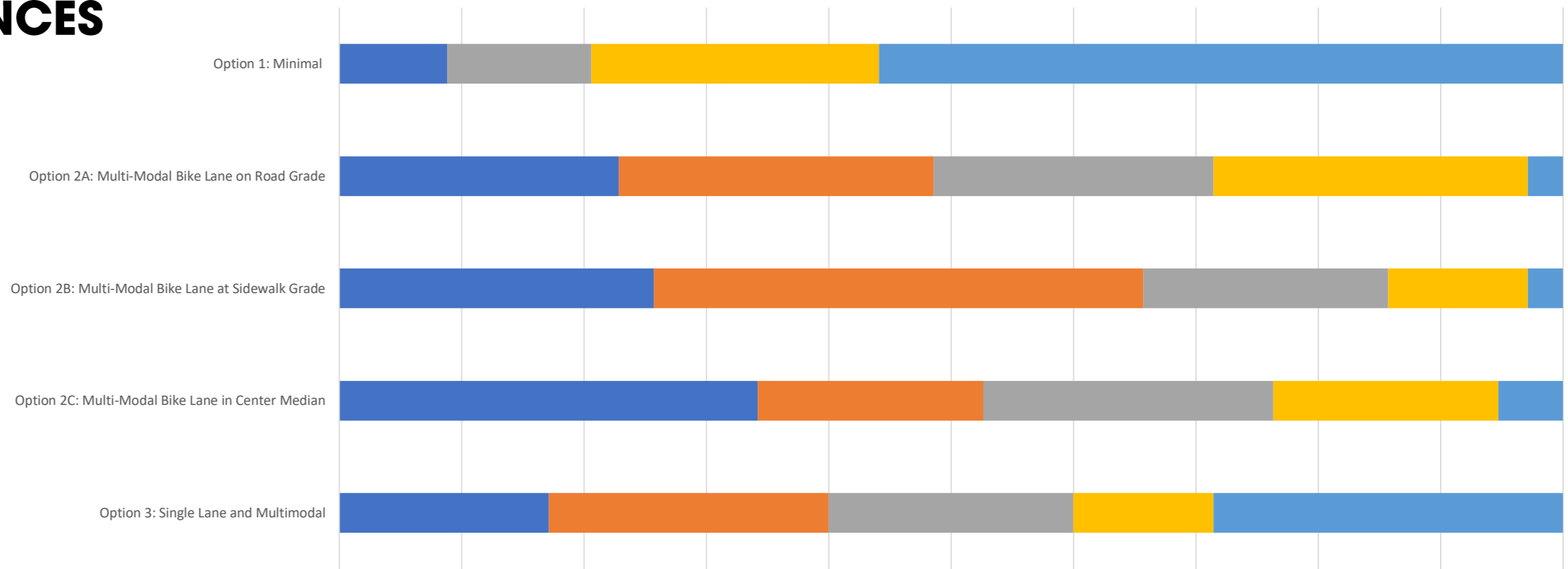
- Interactive Design Concept preference ranking/comments
- October 6th Public Meeting presentation
- Invited Comments



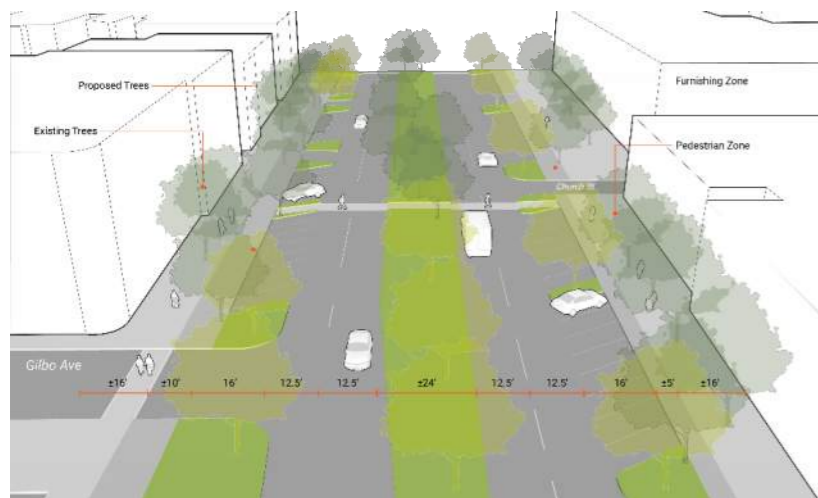
KEENE DOWNTOWN IMPROVEMENTS

MAIN STREET PREFERENCES

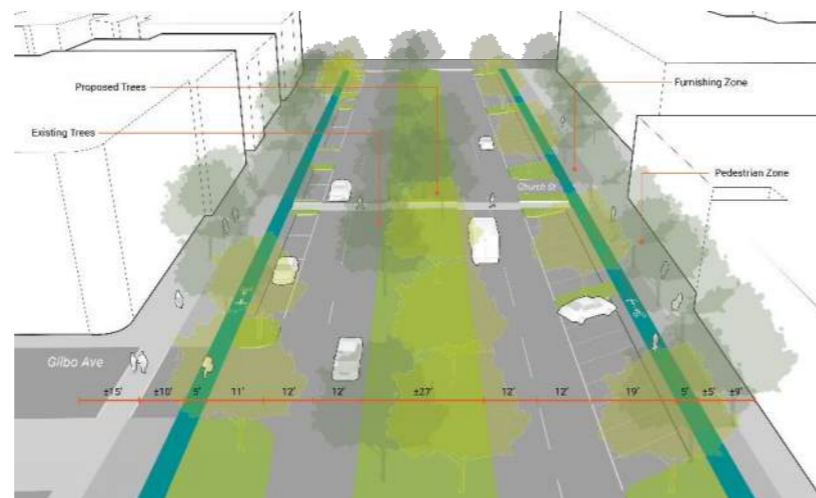
Main Street



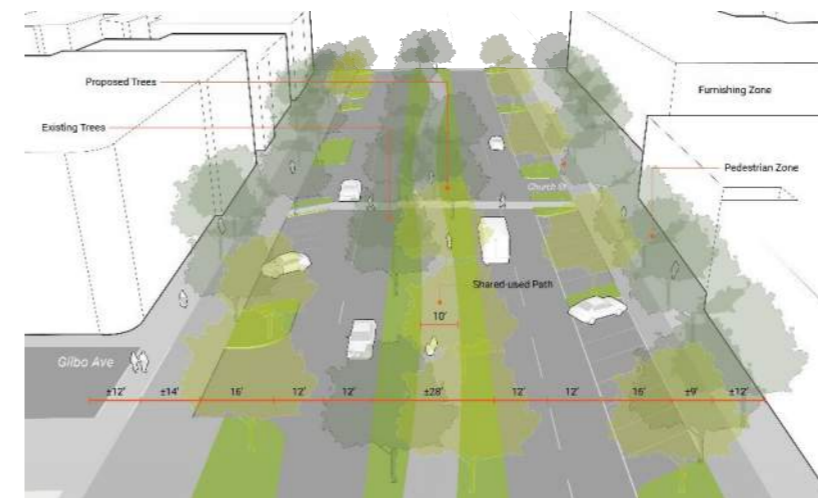
■ 1st Choice ■ 2nd Choice ■ 3rd Choice ■ 4th Choice ■ 5th Choice



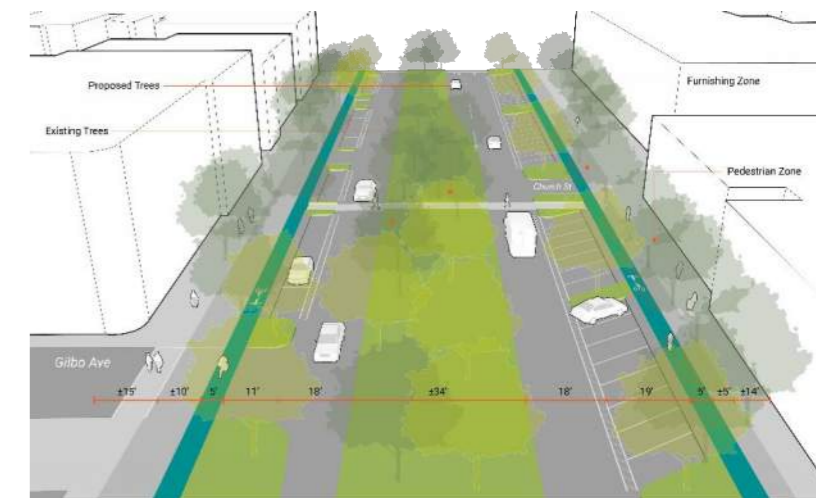
Option 1



Option 2a / 2b



Option 2c



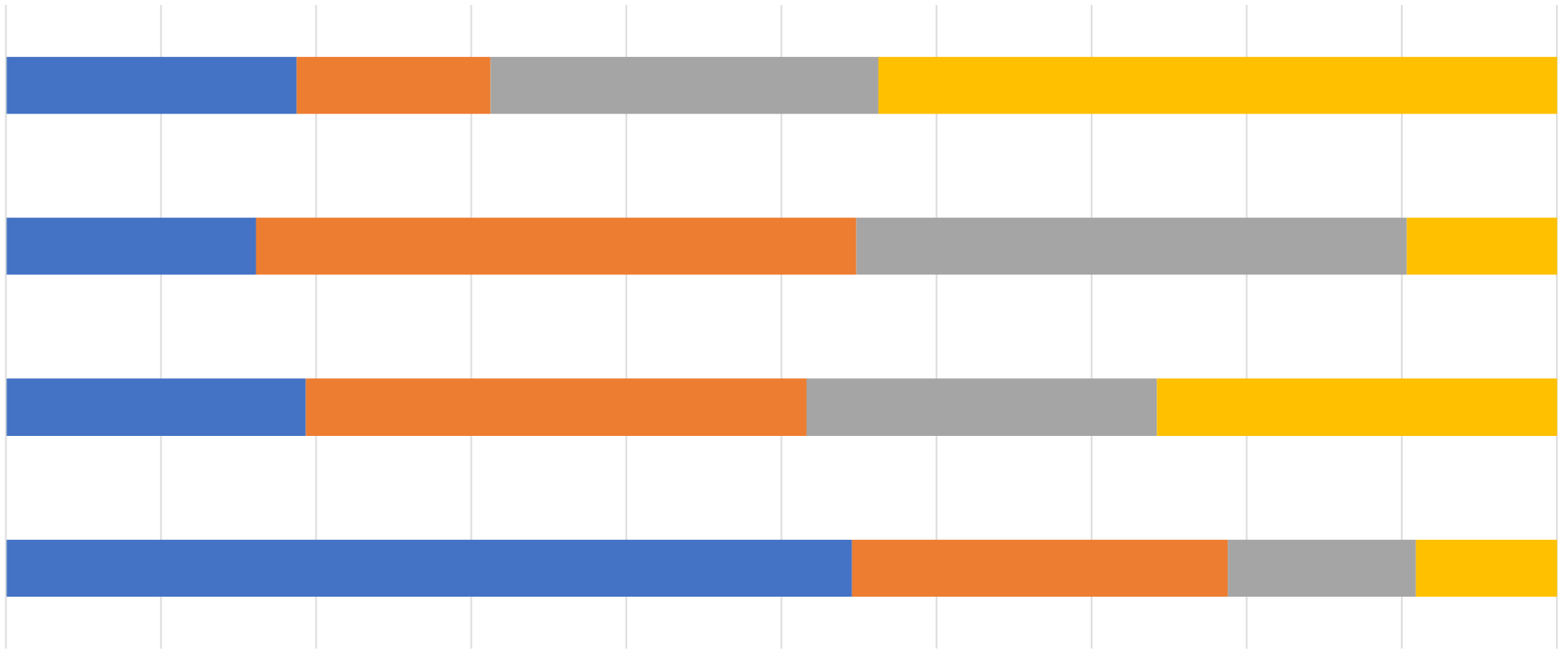
Option 3

KEENE DOWNTOWN IMPROVEMENTS

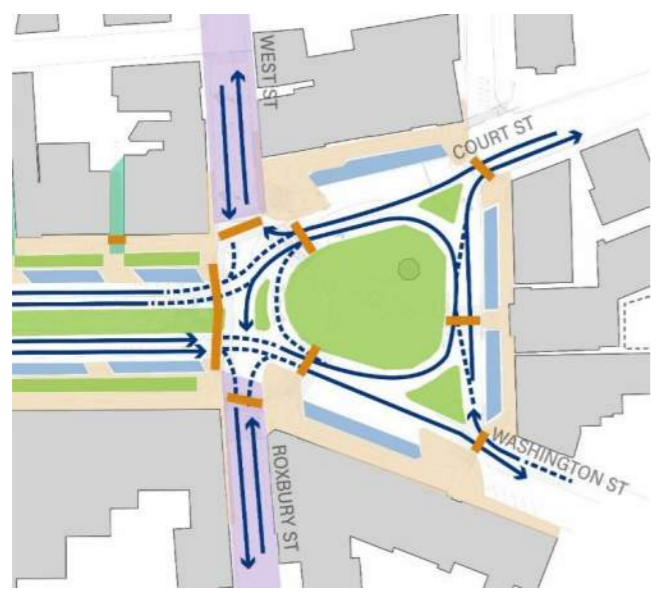
CENTRAL SQUARE PREFERENCES

Central Square

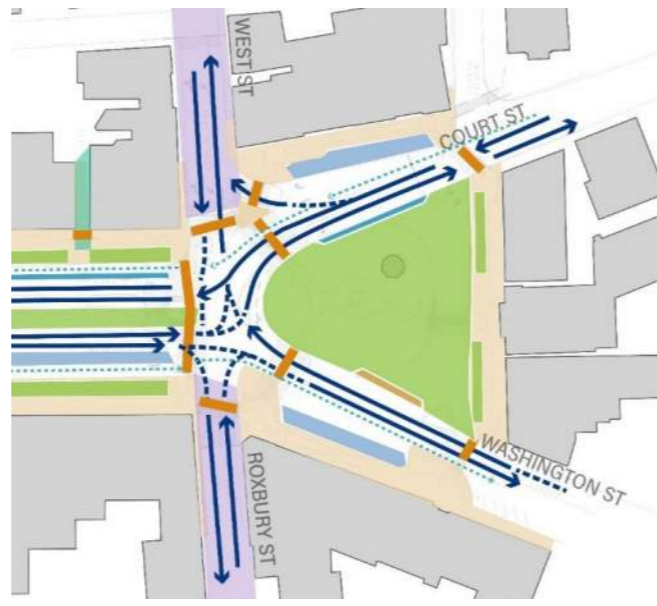
- Option 1: Smaller Circular Intersection
- Option 2: North Expansion Main Street Two Lane
- Option 3: North Expansion Main Street Single Lane
- Option 4: Mini Roundabout



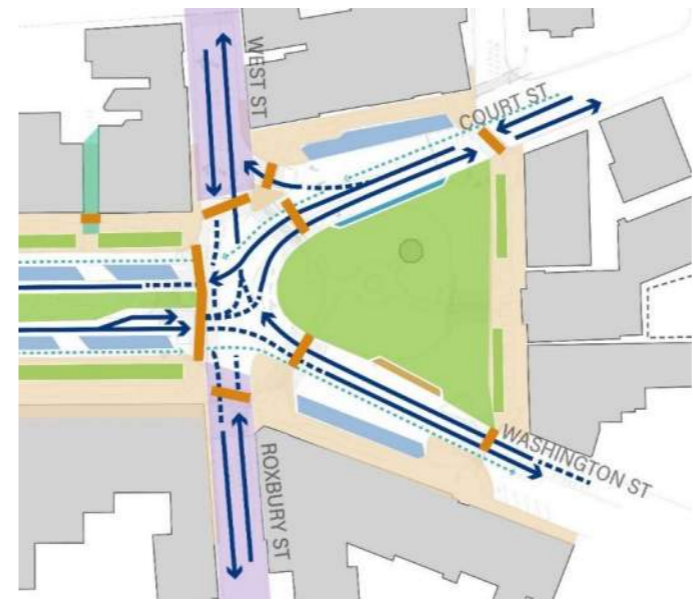
■ 1st Choice ■ 2nd Choice ■ 3rd Choice ■ 4th Choice



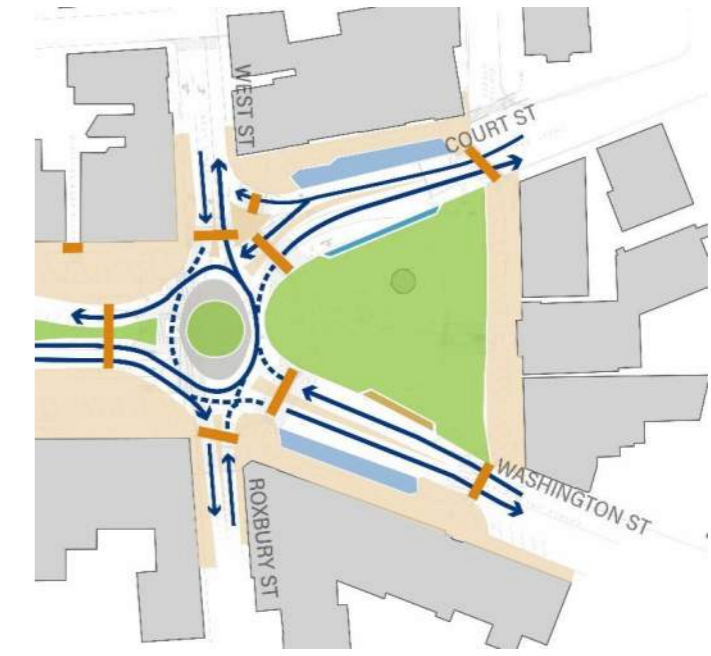
Option 1



Option 2



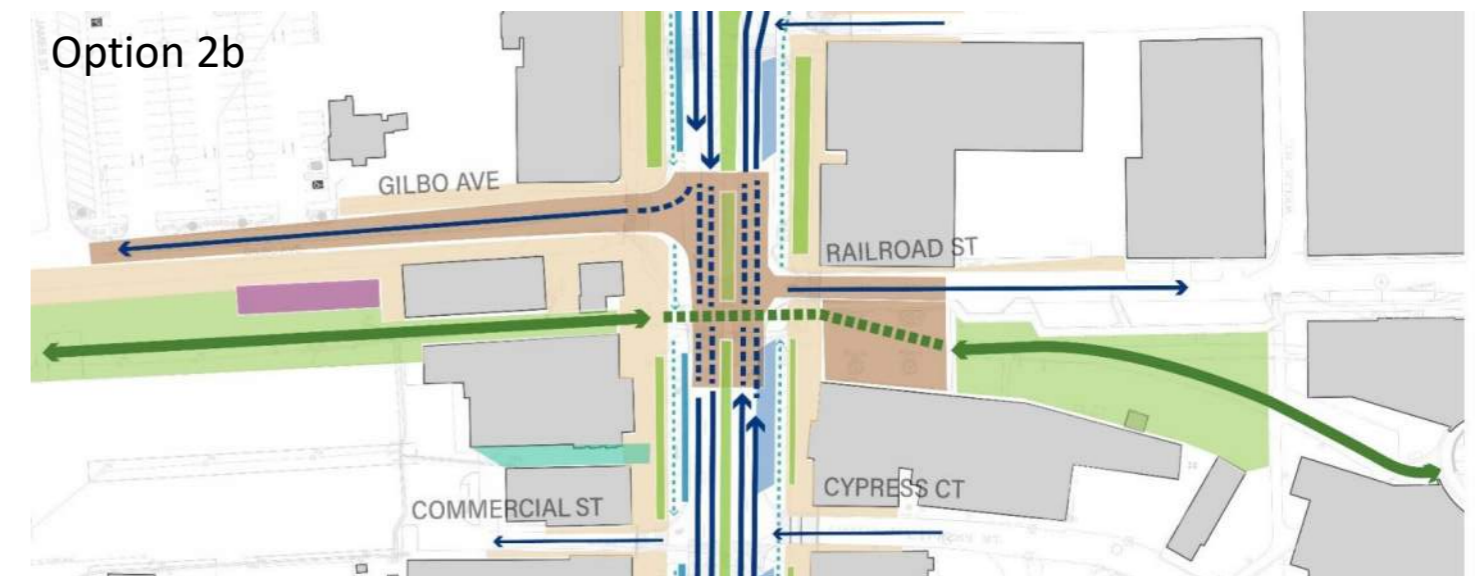
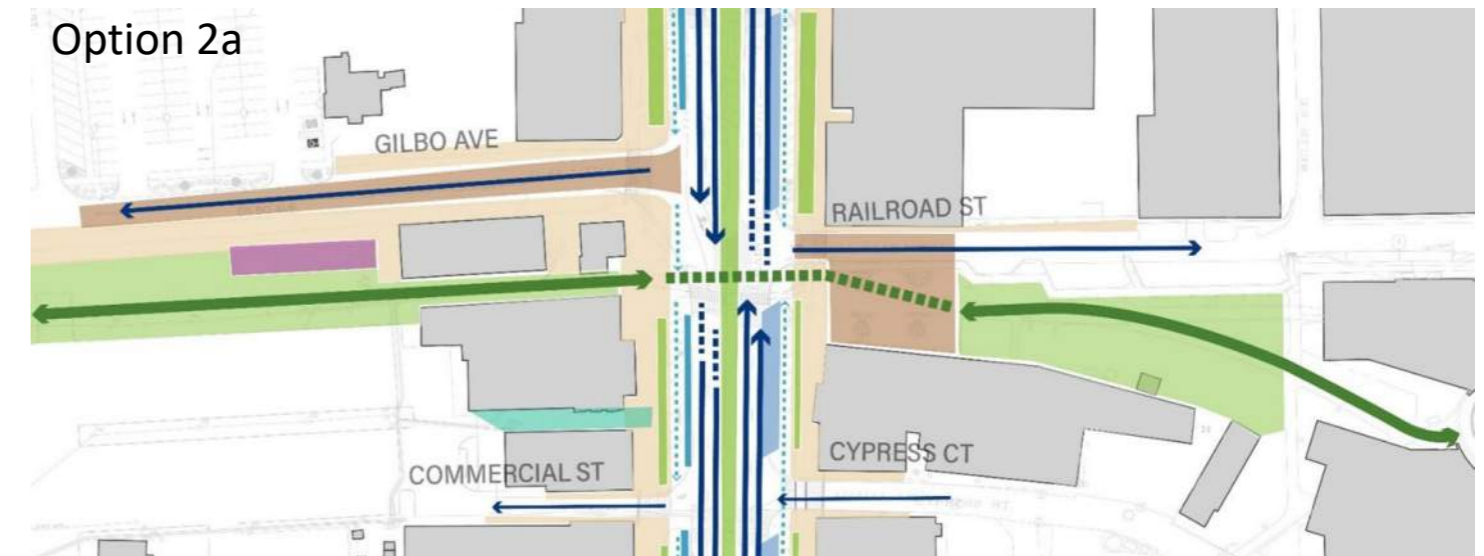
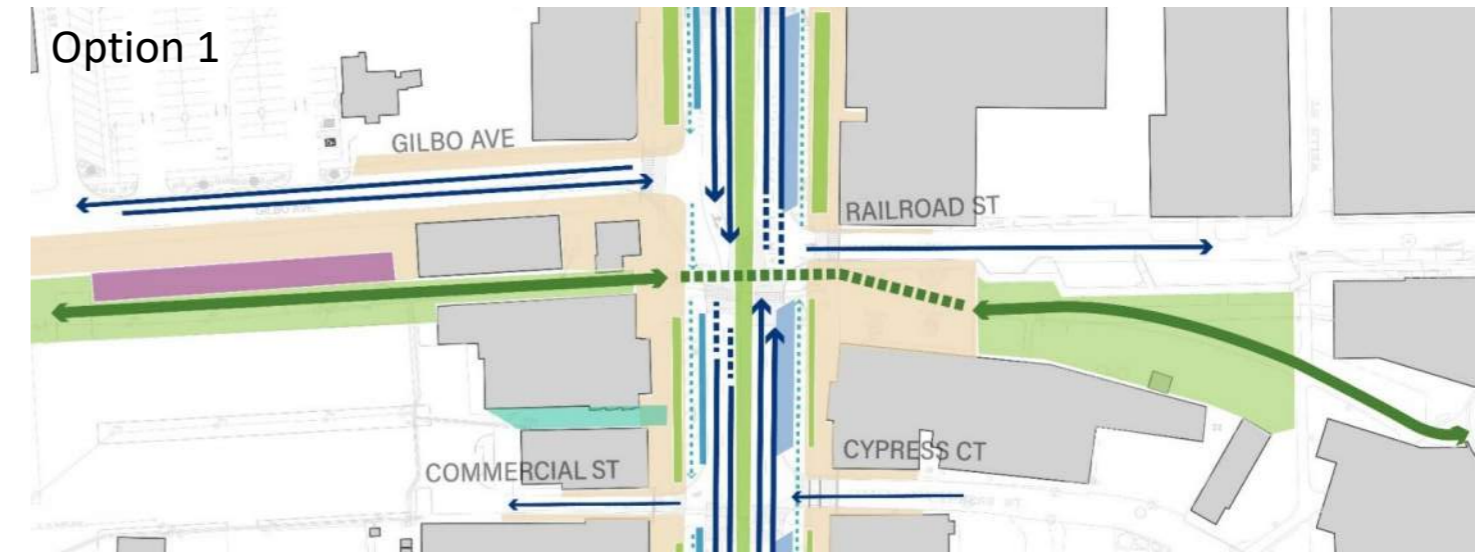
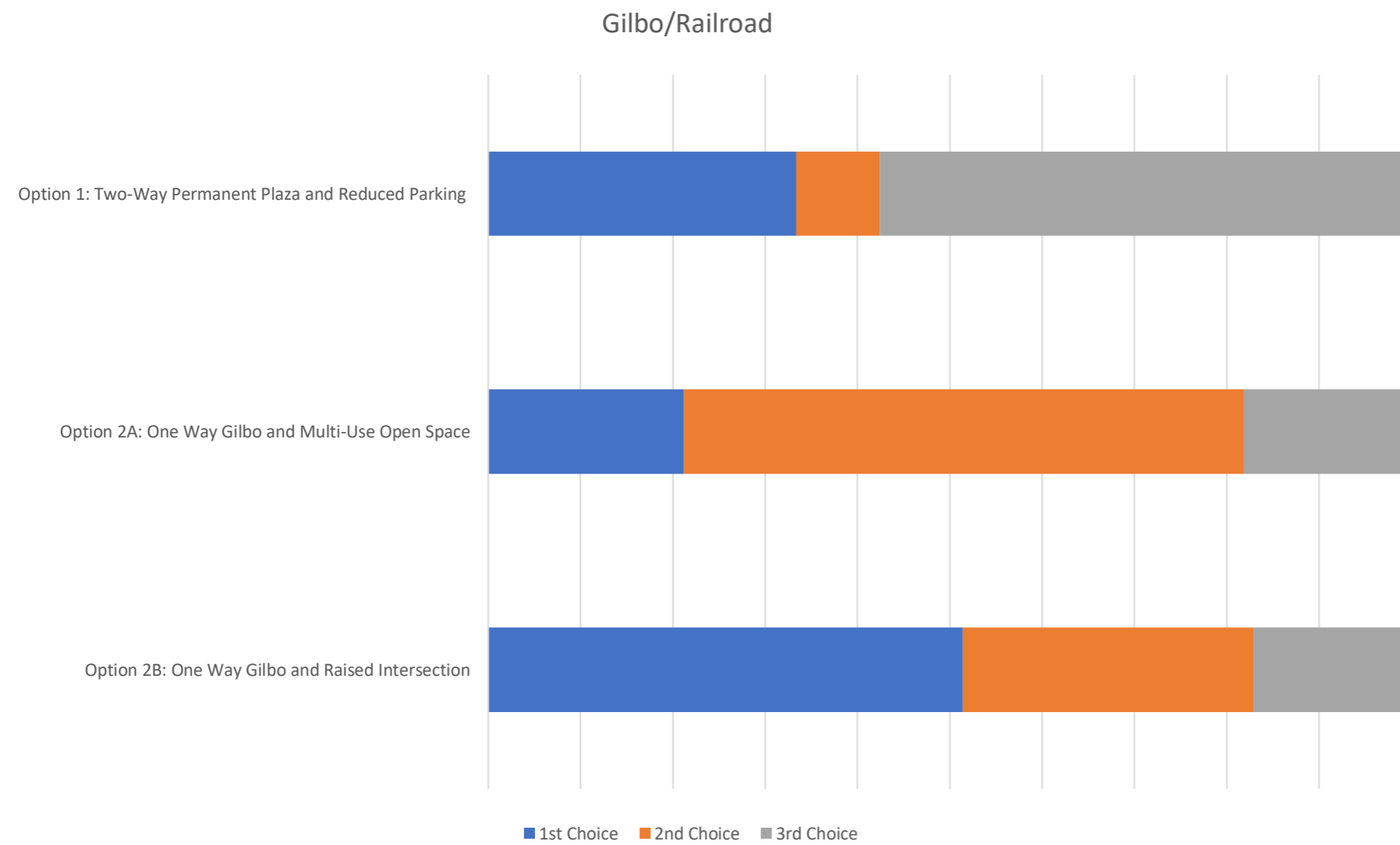
Option 3



Option 4

KEENE DOWNTOWN IMPROVEMENTS

GILBO/RAILROAD SQUARE PREFERENCES

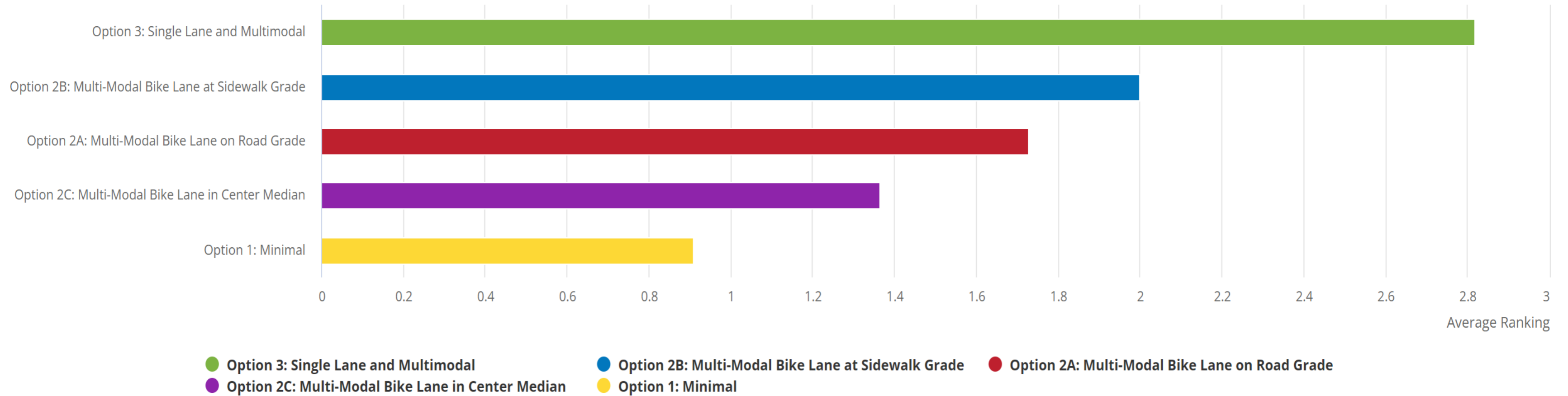


KEENE DOWNTOWN IMPROVEMENTS

DOWNTOWN PREFERENCES (WEB PAGE)

Q1. Main Street Design Options

19 answers

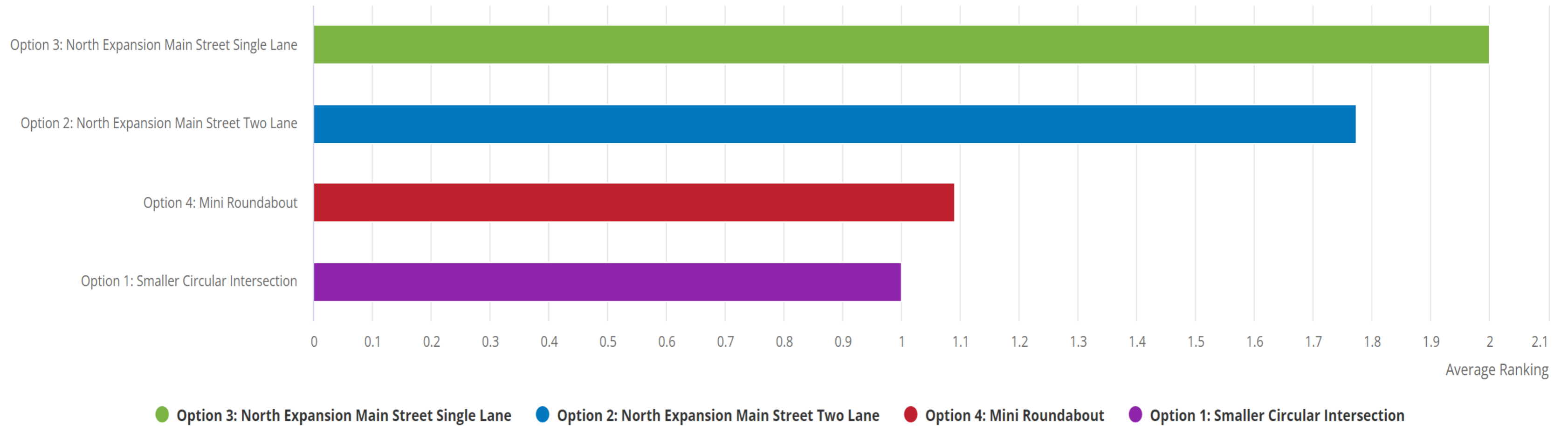


KEENE DOWNTOWN IMPROVEMENTS

DOWNTOWN PREFERENCES (WEB PAGE)

Q3. Central Square Design Options

18 answers

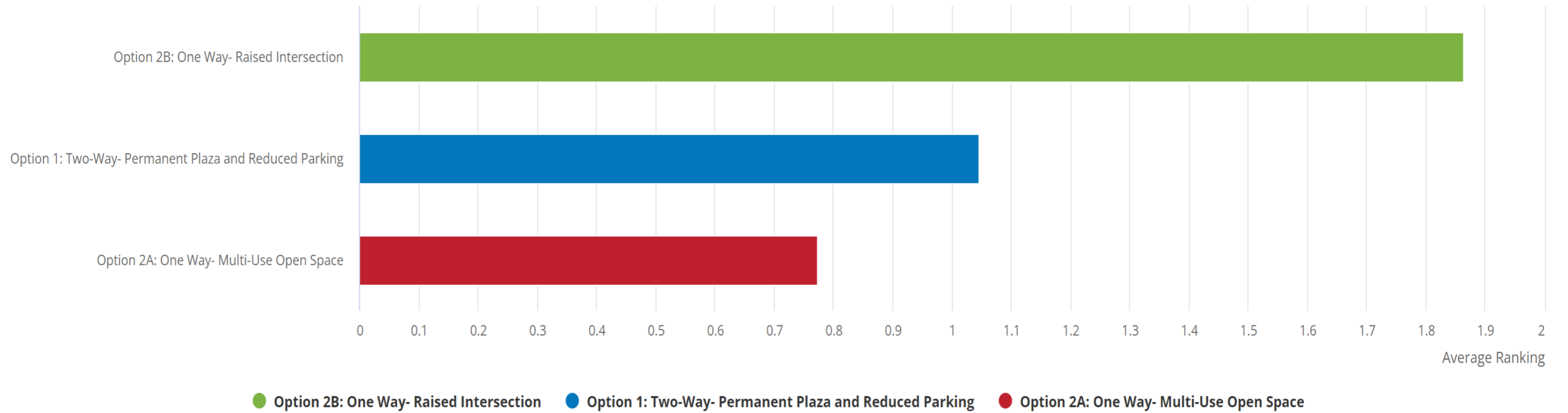


KEENE DOWNTOWN IMPROVEMENTS

DOWNTOWN PREFERENCES (WEB PAGE)

Q5. Gilbo Avenue Design Options

18 answers



KEENE DOWNTOWN IMPROVEMENTS

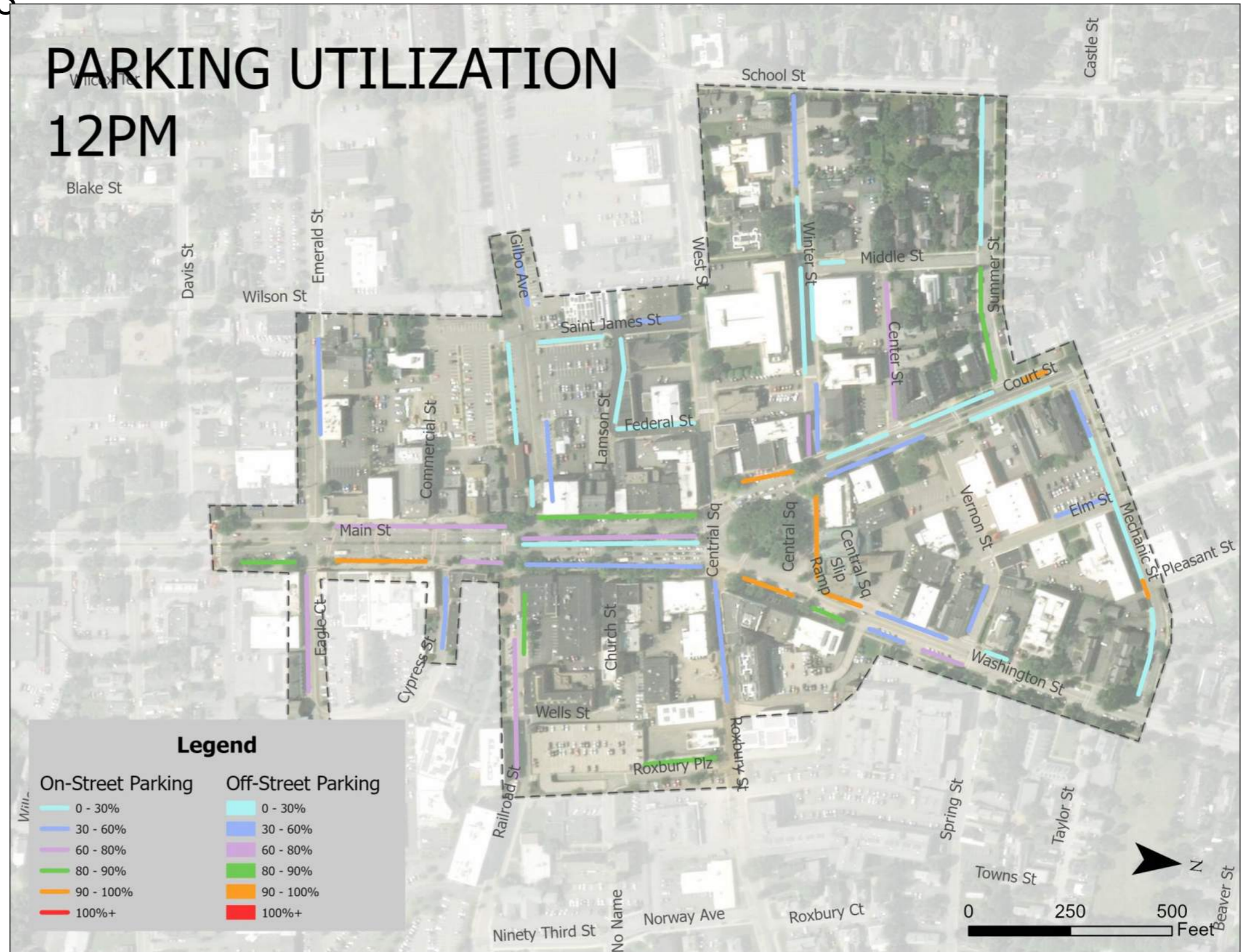
PARKING UTILIZATION ANALYSIS

Type	Inventory	Count12PM	Rate12PM	Count3PM	Rate3PM	Count7PM	Rate7PM
On-Street Parking	493	257	52%	217	44%	286	58%
Off-Street Parking	239	105	44%	86	36%	81	34%
Total	732	362	49%	303	41%	367	50%

Main Street Segment	Inventory	Utilization							
		12PM		3PM		5PM		7PM	
		Count	Rate	Count	Rate	Count	Rate	Count	Rate
Main St (W)	34	27	79%	19	56%	23	68%	22	65%
Median (W)	17	12	71%	6	35%	8	47%	13	76%
Median (E)	14	3	21%	5	36%	11	79%	10	71%
Main St (E)	47	33	70%	20	43%	39	83%	26	55%
Total	112	75	67%	50	45%	81	72%	71	63%

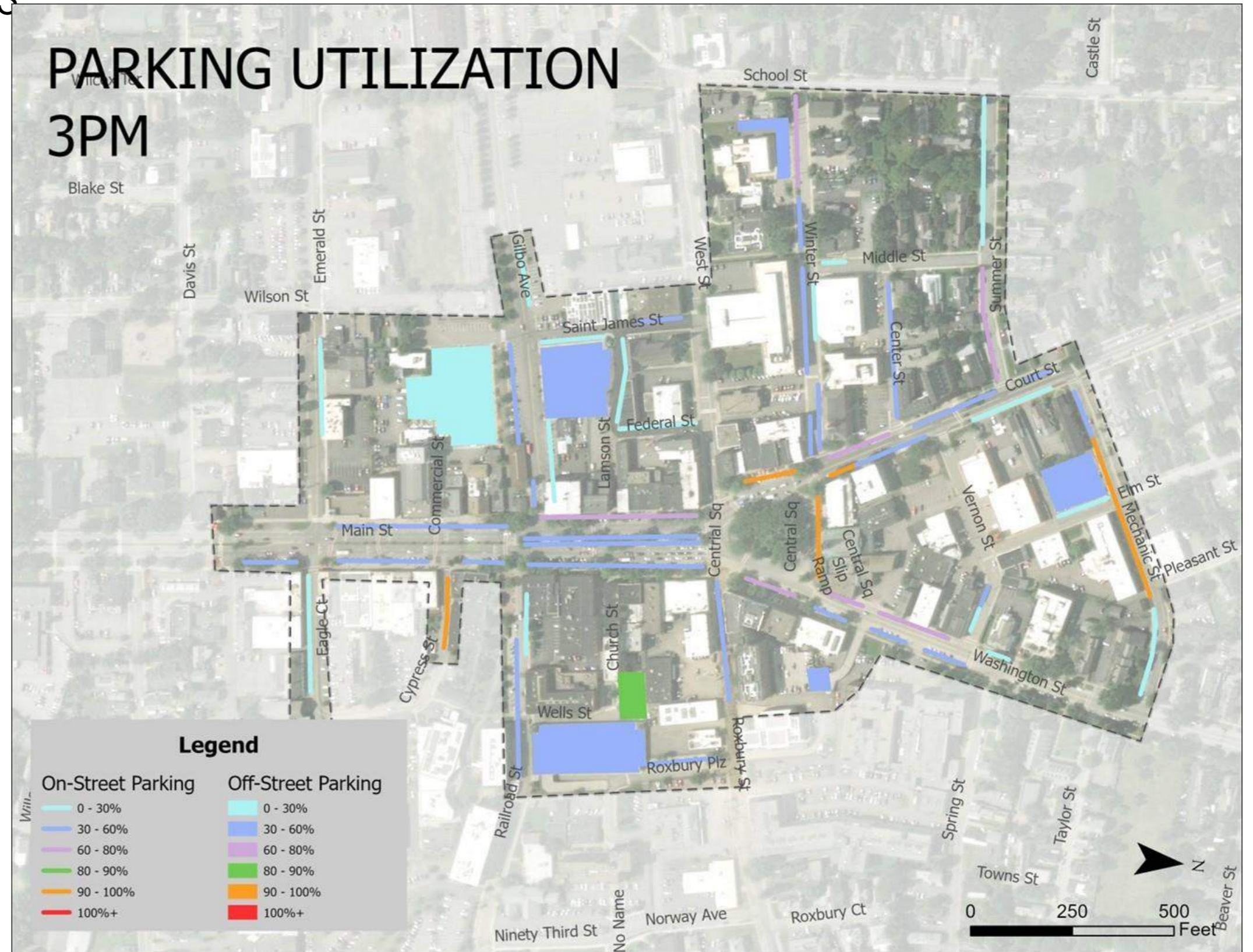
KEENE DOWNTOWN IMPROVEMENTS

PARKING UTILIZATION: 12PM



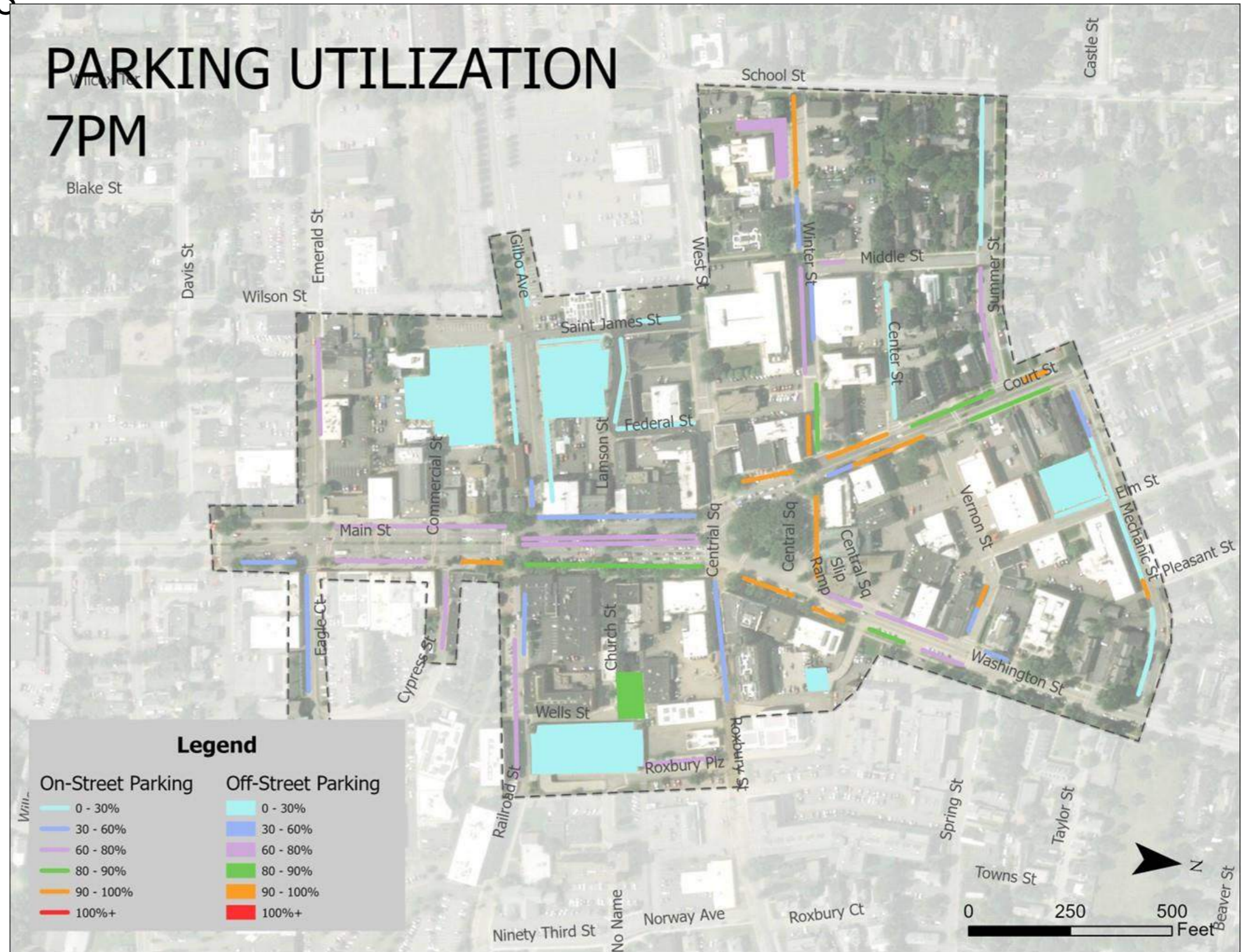
KEENE DOWNTOWN IMPROVEMENTS

PARKING UTILIZATION: 3PM



KEENE DOWNTOWN IMPROVEMENTS

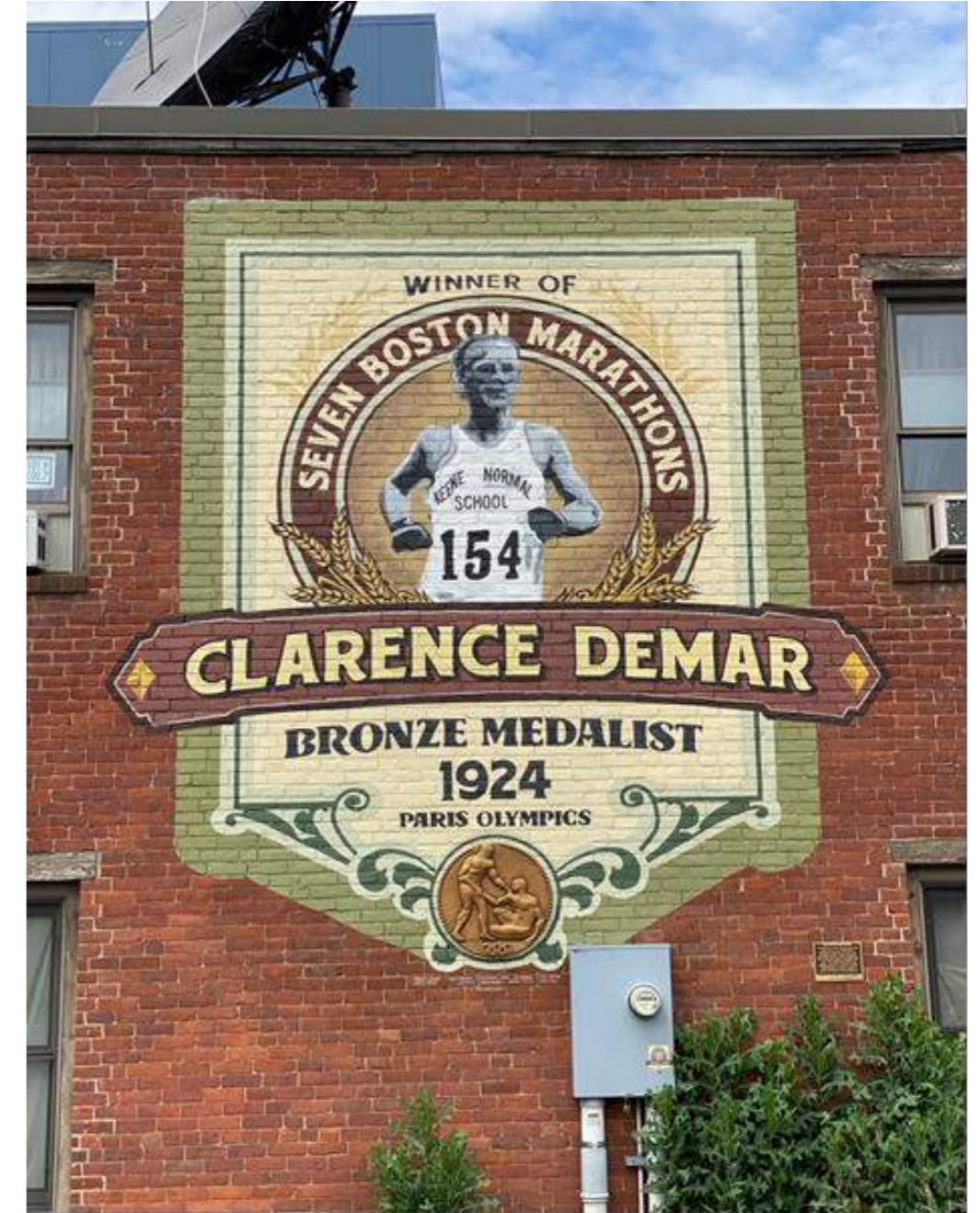
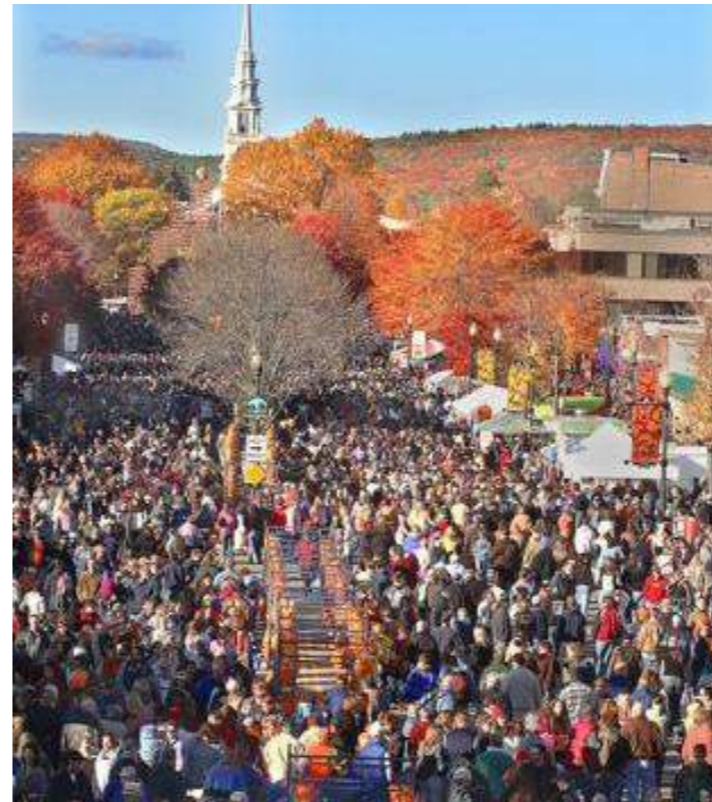
PARKING UTILIZATION: 7PM



KEENE DOWNTOWN IMPROVEMENTS STEERING COMMITTEE CONSIDERATIONS

Alternatives Concepts to Consider – 5 Takeaways

- Gilbo/Railroad Square Design Approach
 - Two-way, one-way, and raised intersection
- Main Street Design Parking
 - Median, Angled and Parallel Parking
- Main Street Bike Facilities
 - Shared Street, Bike Lanes (2 or 1 Cycle Track)
- Main Street Single-Lane or Two-Lane Operation
- Central Square North Expansion



KEENE DOWNTOWN IMPROVEMENTS

STEERING COMMITTEE CONSIDERATIONS

October 18 Steering Committee Meeting

- review results of Public Workshop #2
- review key concept takeaways
- take action/recommendation on some or all takeaways

November 15 Steering Committee Meeting

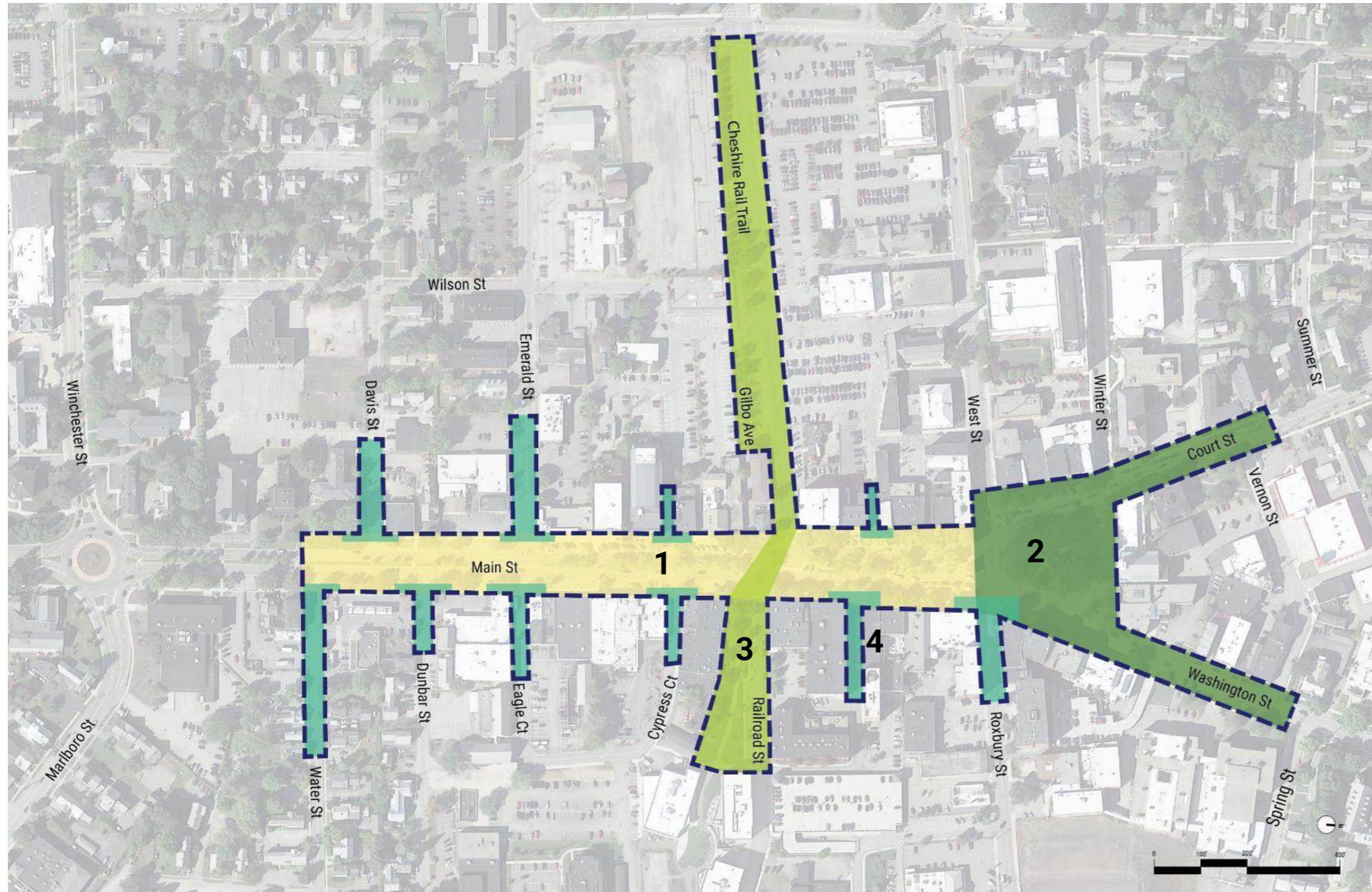
- review key concept takeaways continued from previous meeting
- review refined alternative concepts
- take action/recommendation on some or all takeaways

January 16 Steering Committee Meeting

- review any key concept takeaways continued from previous meetings
- review final alternative concepts
- make final recommendation to City Council

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

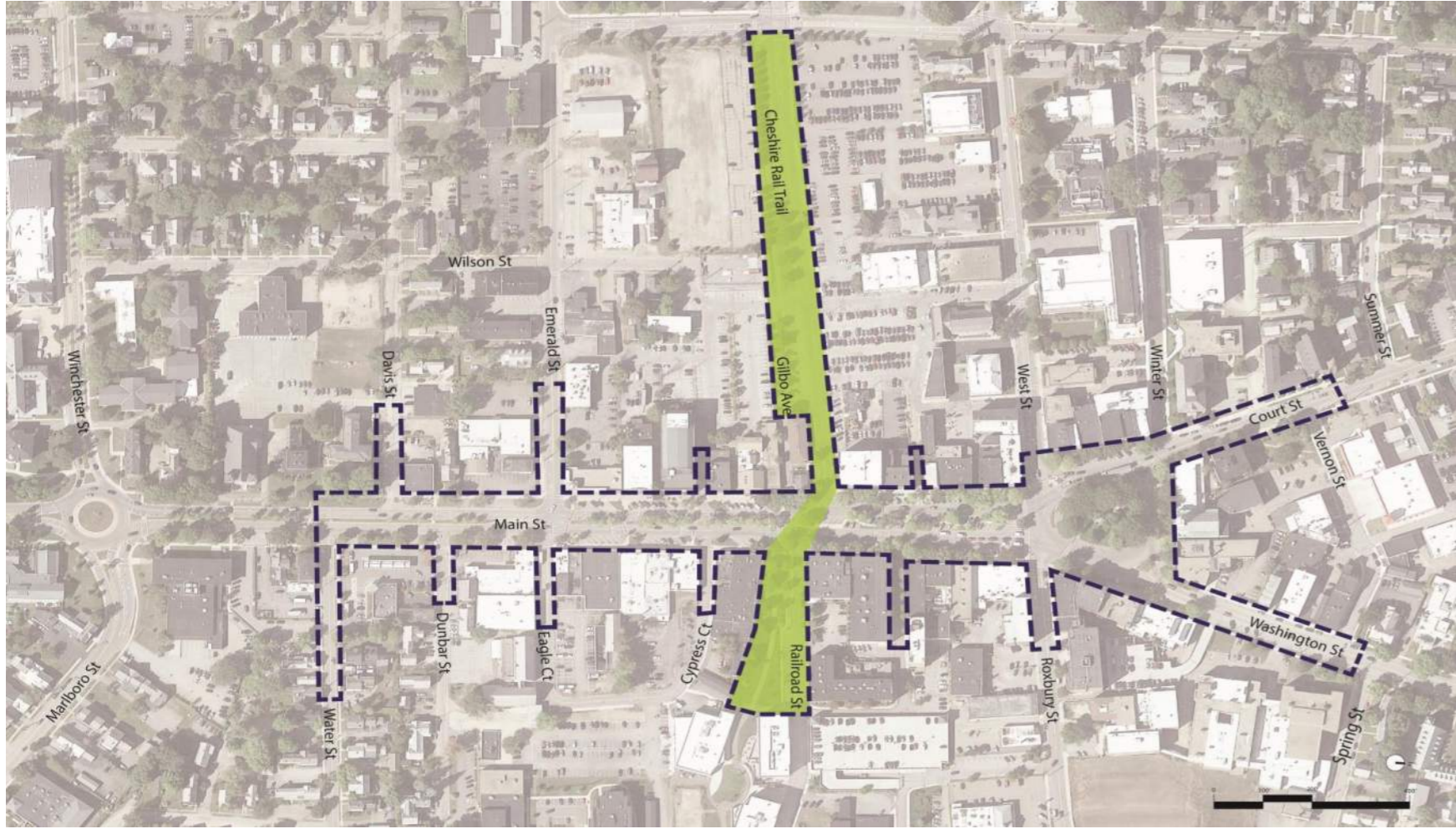


3
Pulaski Park – Northampton, MA



4
Downtown Frederick – Frederick, MD

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



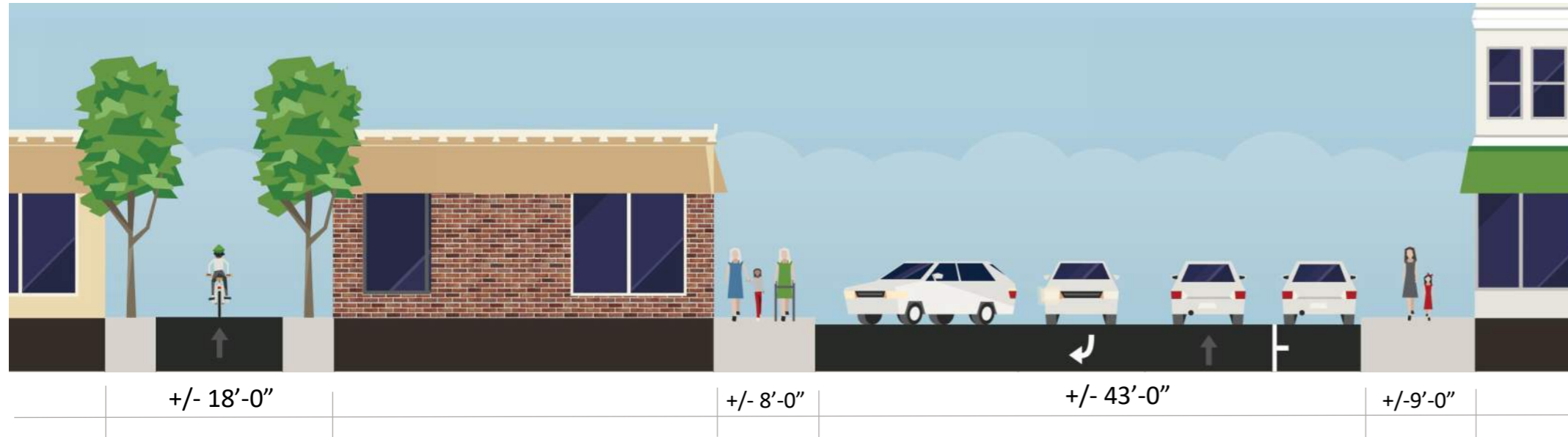
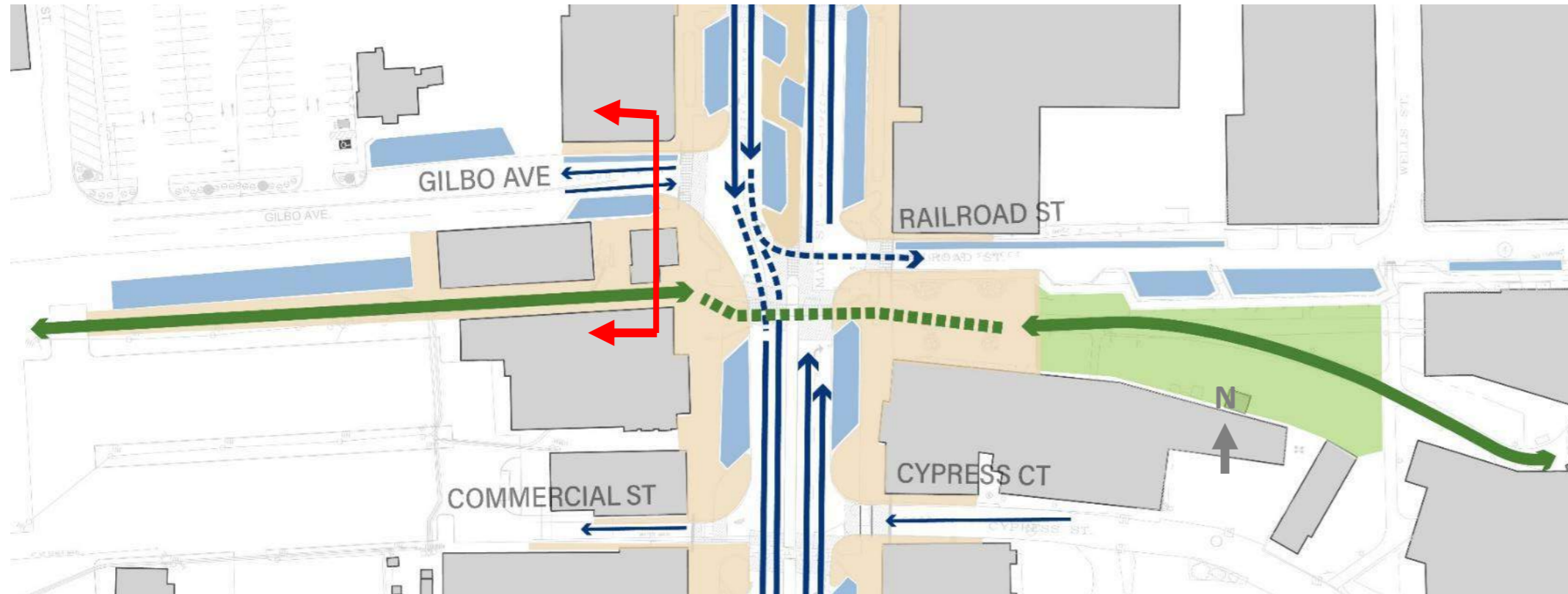
KEENE DOWNTOWN IMPROVEMENTS

GILBO AVE / RAILROAD ST

Key Takeaways:

- Prioritizes pedestrians
- Similar traffic operations to today
- Closest to status quo

Existing Conditions | Street Closure During Events



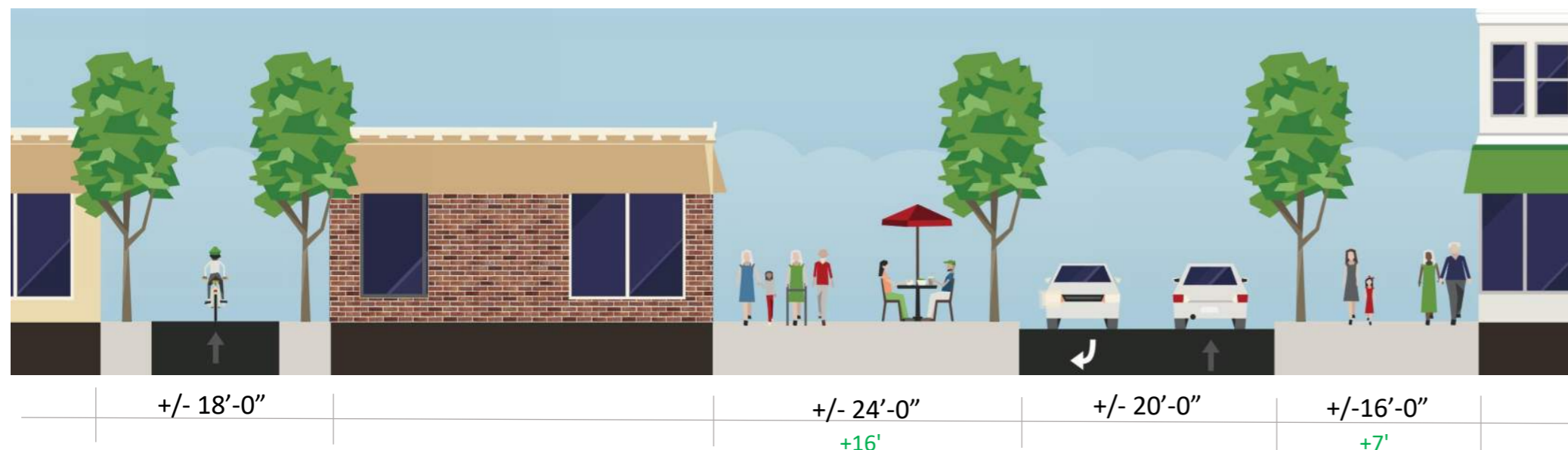
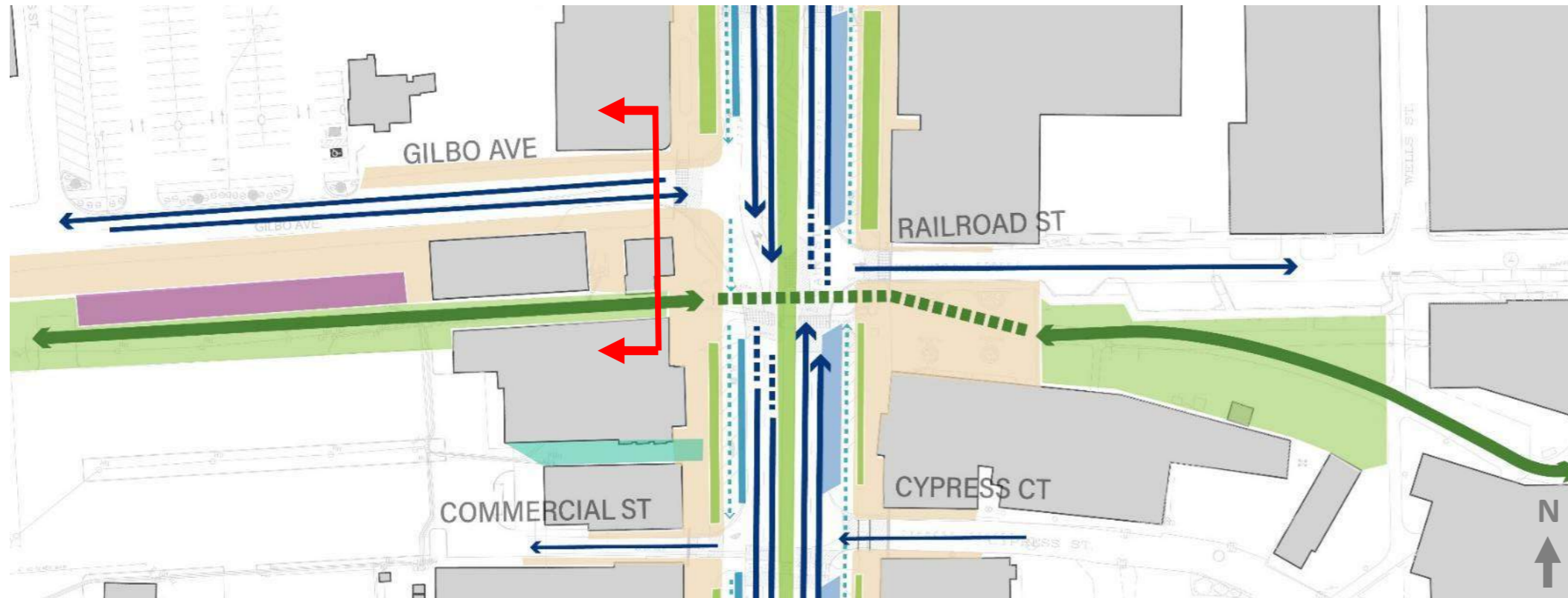
KEENE DOWNTOWN IMPROVEMENTS

GILBO AVE / RAILROAD ST

Key Takeaways:

- Prioritizes pedestrians
- Expands civic space / Downtown feel
- Similar traffic operations to today, but slower due to narrowing of street

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



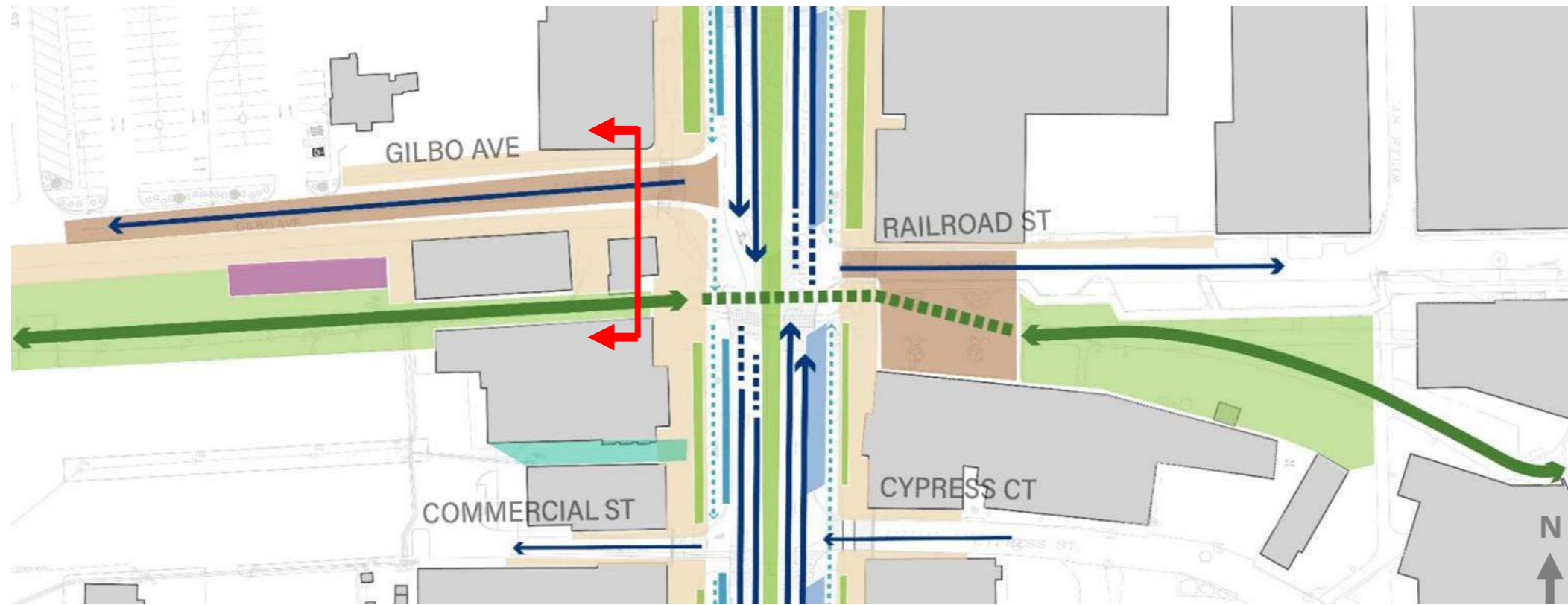
KEENE DOWNTOWN IMPROVEMENTS

GILBO AVE / RAILROAD ST

Key Takeaways:

- Prioritizes pedestrians
- Expands civic space / Downtown feel
- One-way may cut down on vehicle traffic using Gilboe One-way WB allow for access to parking at start of trip (from Main)

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



+/- 18'-0"

+/- 26'-0"
+18'

+/- 16'-0"

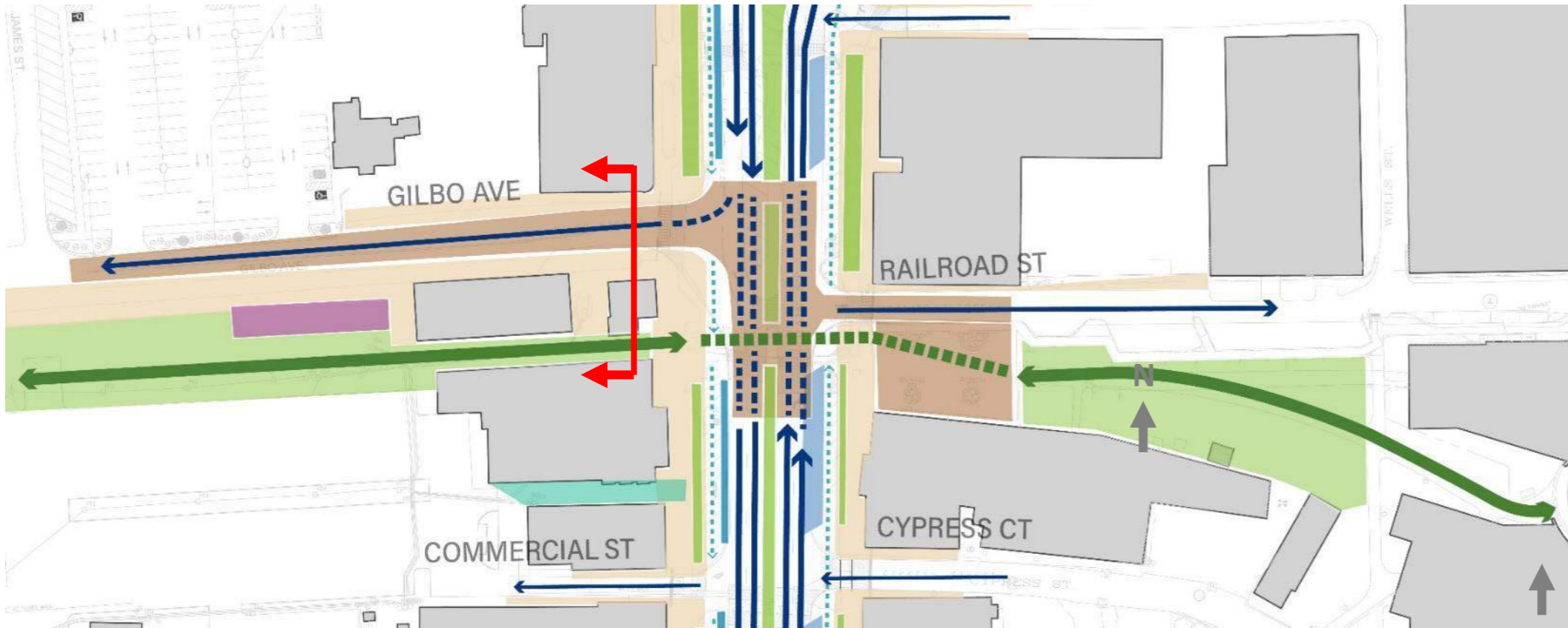
+/- 18'-0"
+9'



KEENE DOWNTOWN IMPROVEMENTS

GILBO AVE / RAILROAD ST

Option 2b – One Way Gilbo and Raised Intersection



Key Takeaways:

- Prioritizes pedestrians and people biking
- Creates safe crossing for people walking/biking to new civic space
- Expands civic space / Downtown feel and creates gateway to downtown
- One-way may cut down on vehicle traffic using Gilboe
- One-way WB allows for access to parking at start of trip (from Main)



KEENE DOWNTOWN IMPROVEMENTS

ALTERNATIVES COMPARED TO GOALS

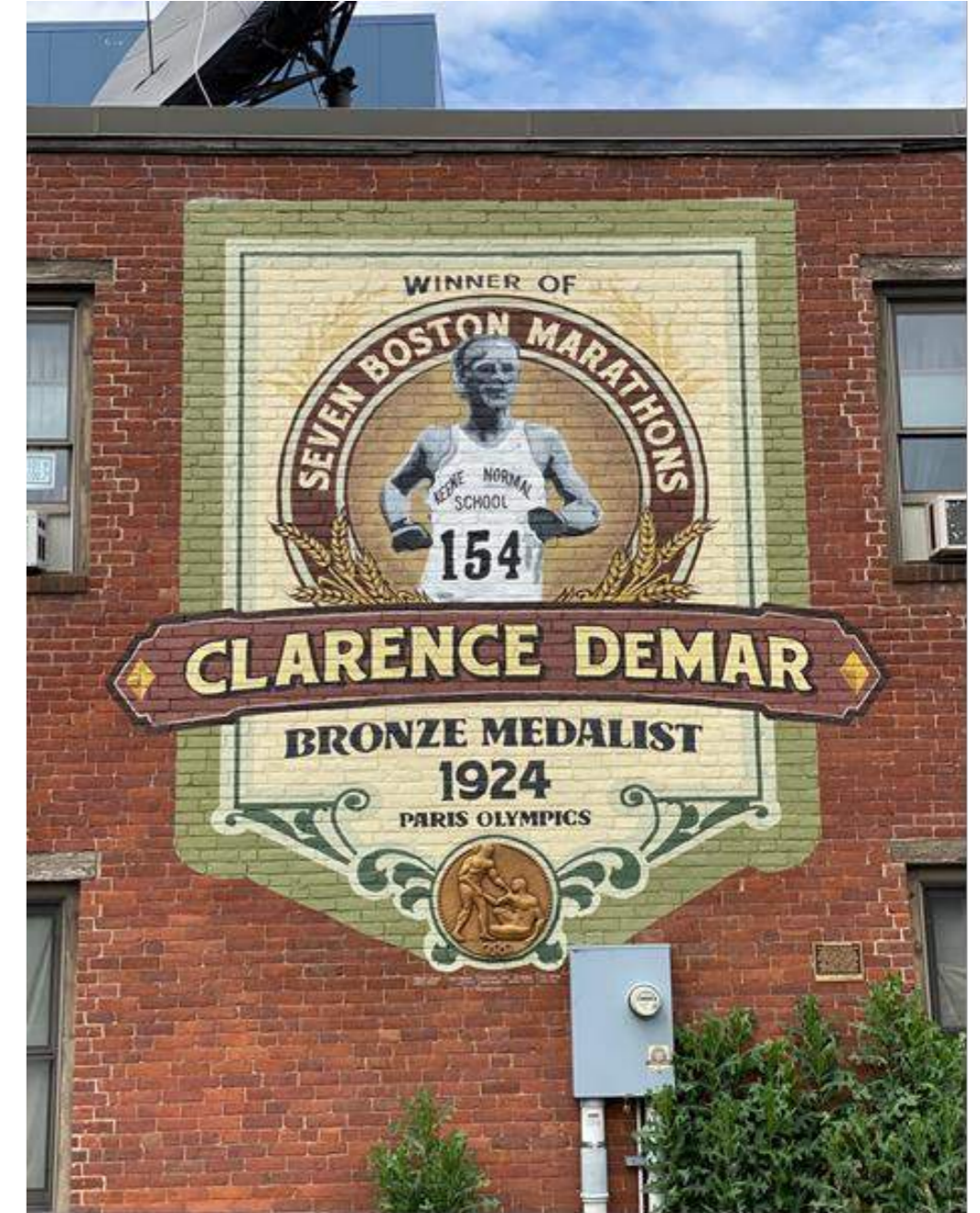
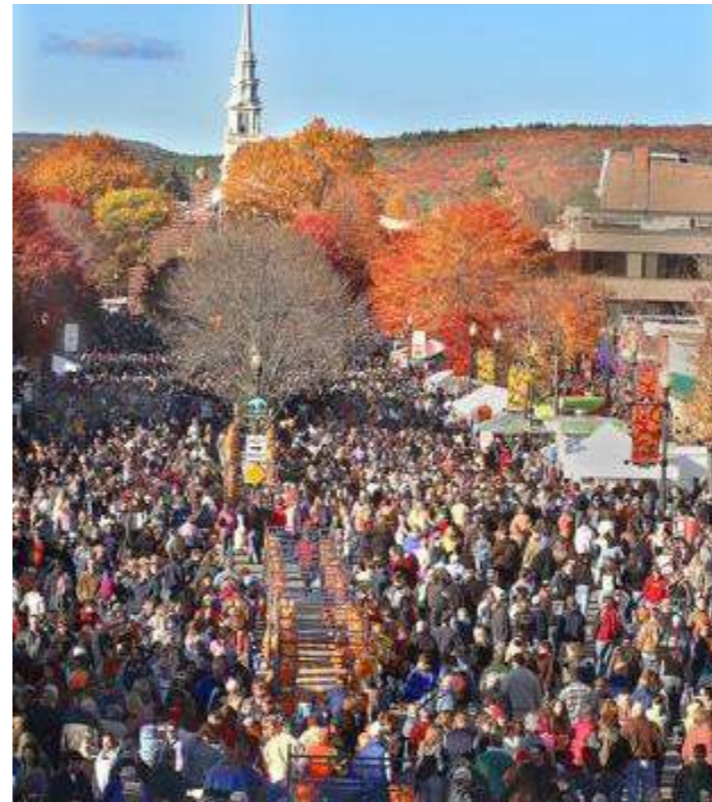
Design Goal	Alternative 1		Alternative 2a		Alternative 2b	
Define/Expand Connection to Downtown District	●●●	Extends Downtown experience beyond Main St	●●●	Extends Downtown experience beyond Main St	●●●	Extends Downtown experience beyond Main St
Support a More Sustainable Built Environment and Transportation Choices	●●○	Encourages walking and bike use beyond Main St	●●●	Prioritizes Pedestrians via multi-use open space shared driveway	●●●	Prioritizes Pedestrians via multi-use open space and enhanced crossings
Strengthen Image and Character, Including Arts and History	●●○	Plaza space provides opportunity for Art Market, Events, etc.	●●●	Expanded plaza space provides opportunity for Art Market, Events, etc.	●●●	Expanded plaza space provides opportunity for Art Market, Events, etc. Stronger Trail connection across Main St
Expand Flexible Open Space	●○○	Provides open space for planned events with road closure	●●○	Provides open space for planned events	●●○	Provides open space for planned events
Improve Multimodal Transportation Access	●○○	Sidewalk improvements	●●○	Multi-use Open Space prioritizing pedestrian movement with improved bike connections across Main St.	●●●	Multi-use Open Space prioritizing pedestrian movement with enhance level bike and ped. connections across Main St.
Provide Adequate Parking	●○○	On-street parking removed, increase utilization of parking lots nearby	●○○	On-street parking removed, increase utilization of parking lots nearby	●○○	On-street parking removed, increase utilization of parking lots nearby
Upgrade Walking Environment	●○○	Wider sidewalks, decreased crossing distance	●●○	Multi-use open space prioritizing pedestrians with improved crossings	●●●	Multi-use open space prioritizing pedestrians with enhanced crossings



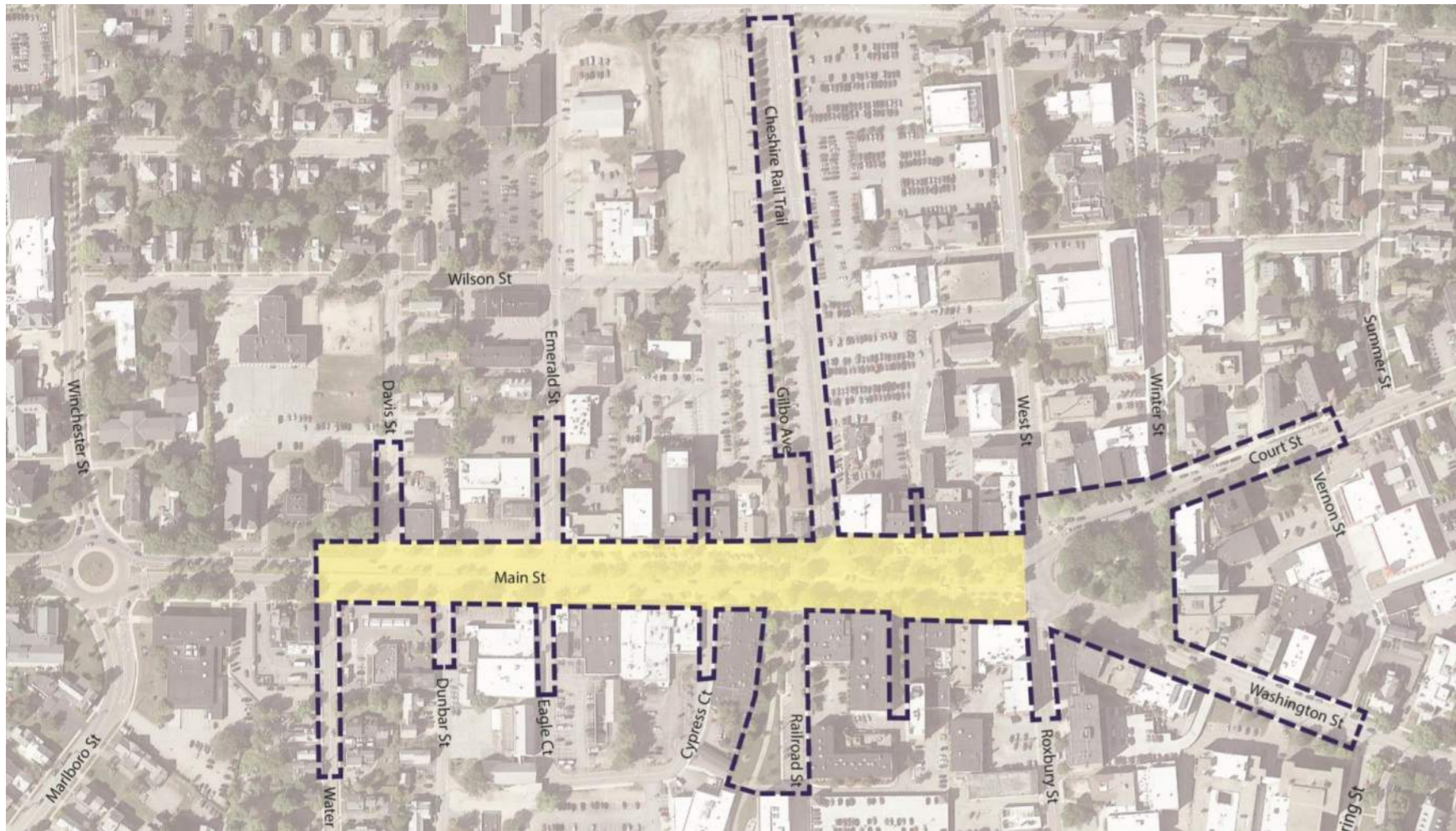
KEENE DOWNTOWN IMPROVEMENTS STEERING COMMITTEE CONSIDERATIONS

Alternatives Concepts to Consider – 5 Takeaways

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- Main Street Design Parking
 - Median, Angled and Parallel Parking
- Main Street Bike Facilities
 - Shared Street, Bike Lanes (2 or 1 Cycle Track)
- Main Street Single-Lane or Two-Lane Operation
- Central Square North Expansion



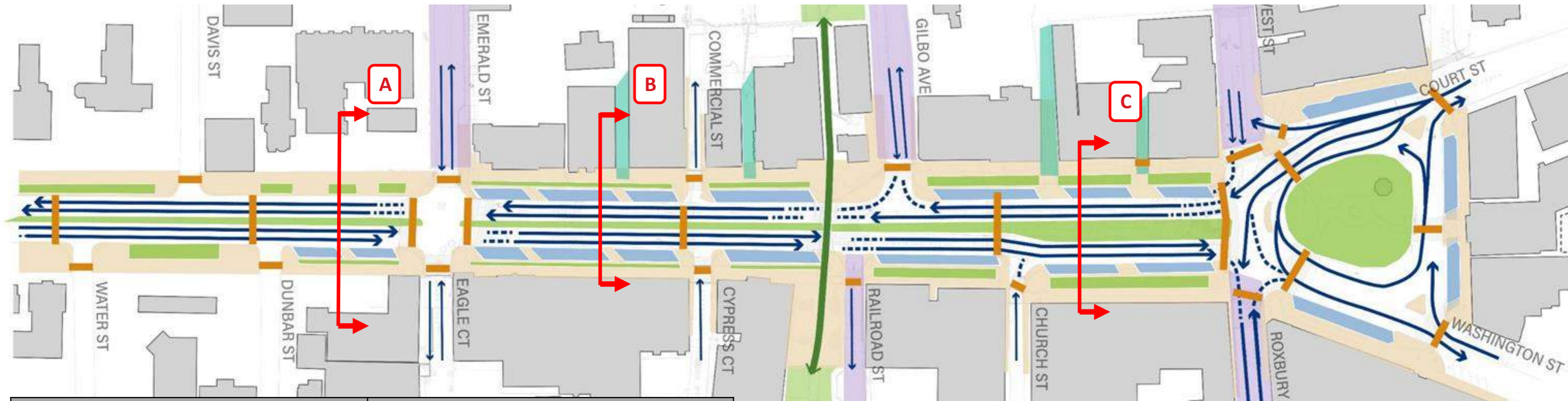
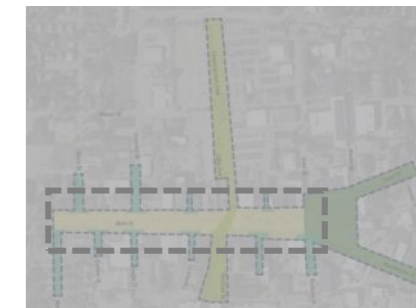
CHARACTER AREA | MAIN STREET *Vibrant / Charming / Inclusive / Welcoming/ Multi-Modal*



KEENE DOWNTOWN IMPROVEMENTS

MAIN ST OPTION 1 - MINIMAL

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



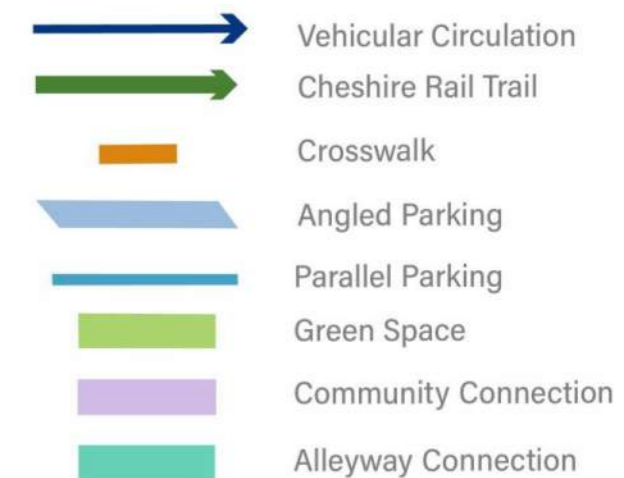
Design Goal	Progress to Goal	
Define/Expand Connection to Downtown District	●○○	Better walking connection at Gilbo Expanded sidewalk to south
Support a More Sustainable Built Environment and Transportation Choices	●○○	Improvements to walking, esp. near bus stop at Gilbo
Strengthen Image and Character, 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'±

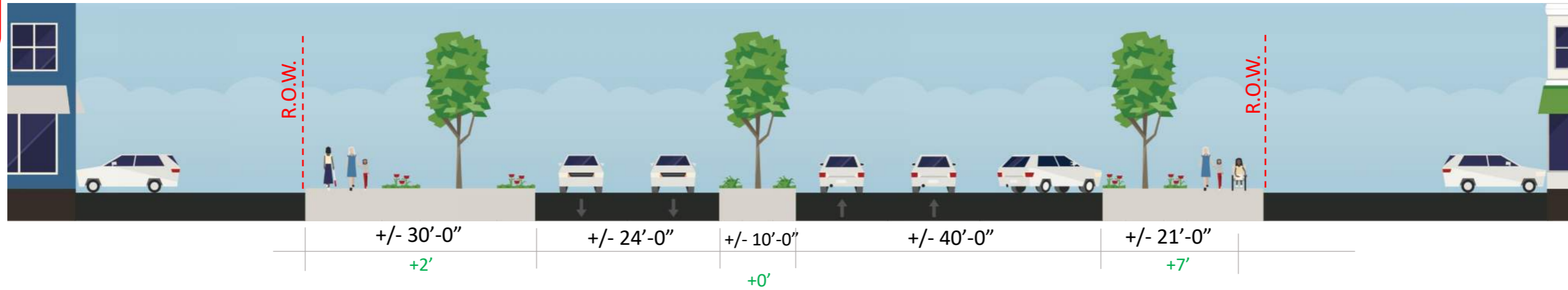


KEENE DOWNTOWN IMPROVEMENTS

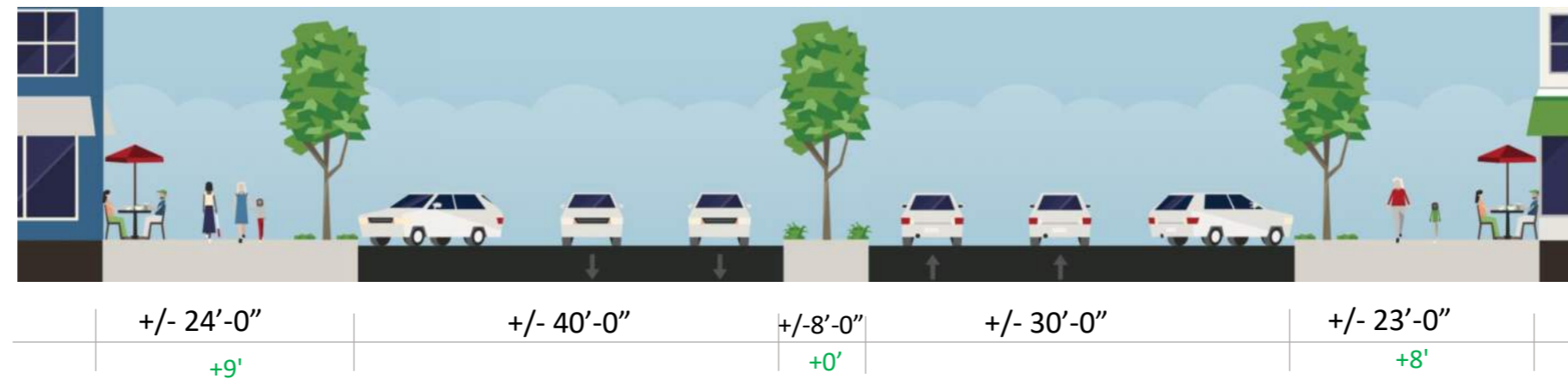
OPTION 1 SECTIONS



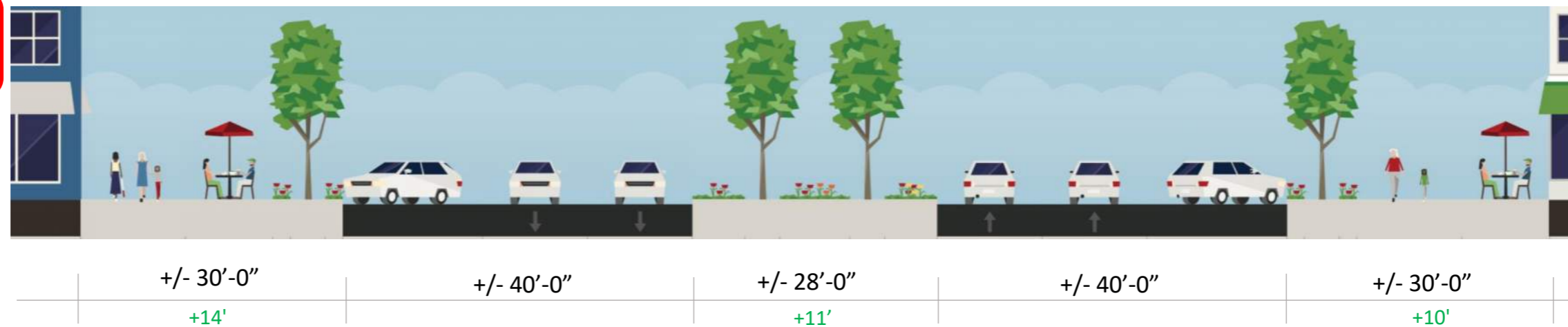
A – Dunbar to Eagle



B – Emerald / Eagle to Commercial / Cypress



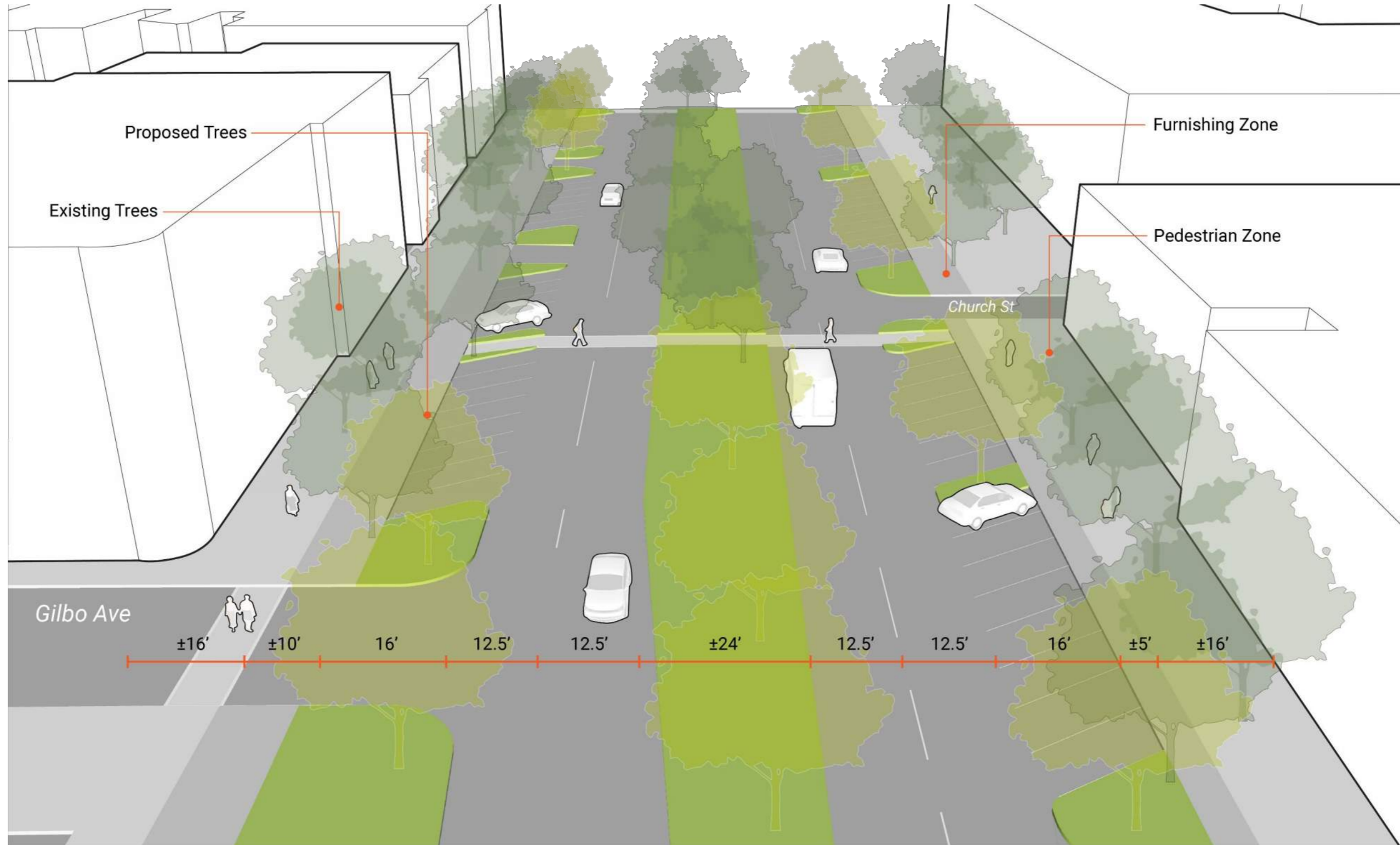
C – Gilbo to West / Roxbury



KEENE DOWNTOWN IMPROVEMENTS

OPTION 1 MINIMAL | PERSPECTIVE SECTION

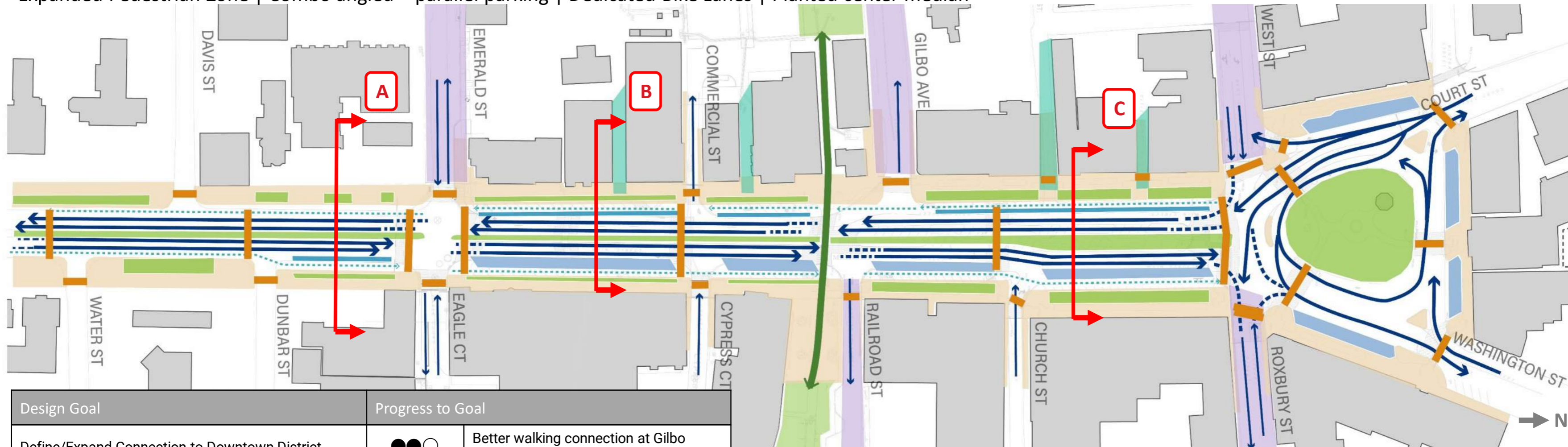
Expanded Pedestrian Zone | Angled Parking | Parking Removed in Center Median



KEENE DOWNTOWN IMPROVEMENTS

MAIN ST OPTION 2 - MULTI-MODAL

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



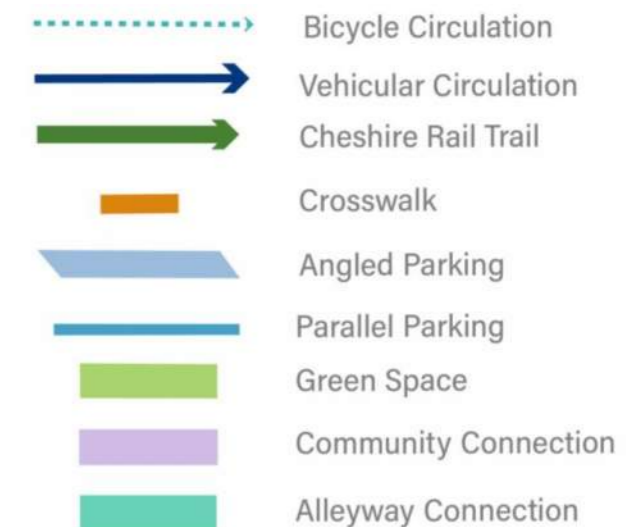
Design Goal	Progress to Goal	
Define/Expand Connection to Downtown District	●●○	Better walking connection at Gilbo Bicycle connection
Support a More Sustainable Built Environment and Transportation Choices	●●●	Improvements to walking, esp. near bus stop at Gilbo Elevates biking access
Strengthen Image 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 – 140± spaces

Crosswalk Analysis

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

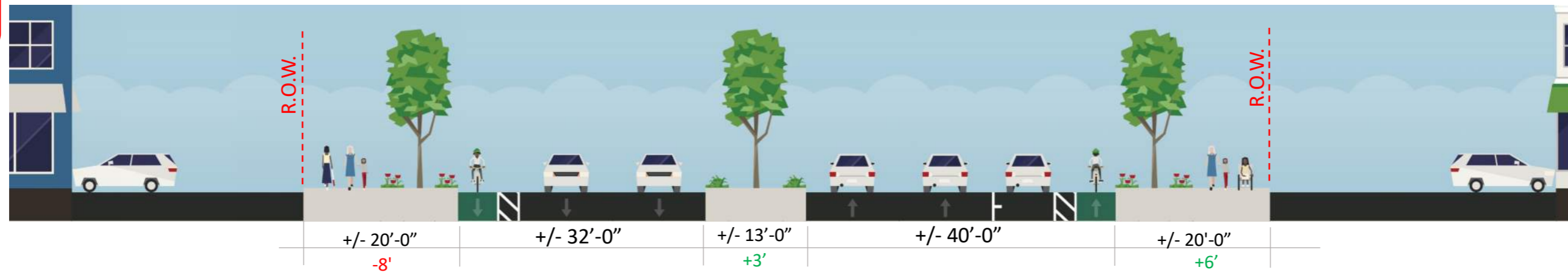


KEENE DOWNTOWN IMPROVEMENTS

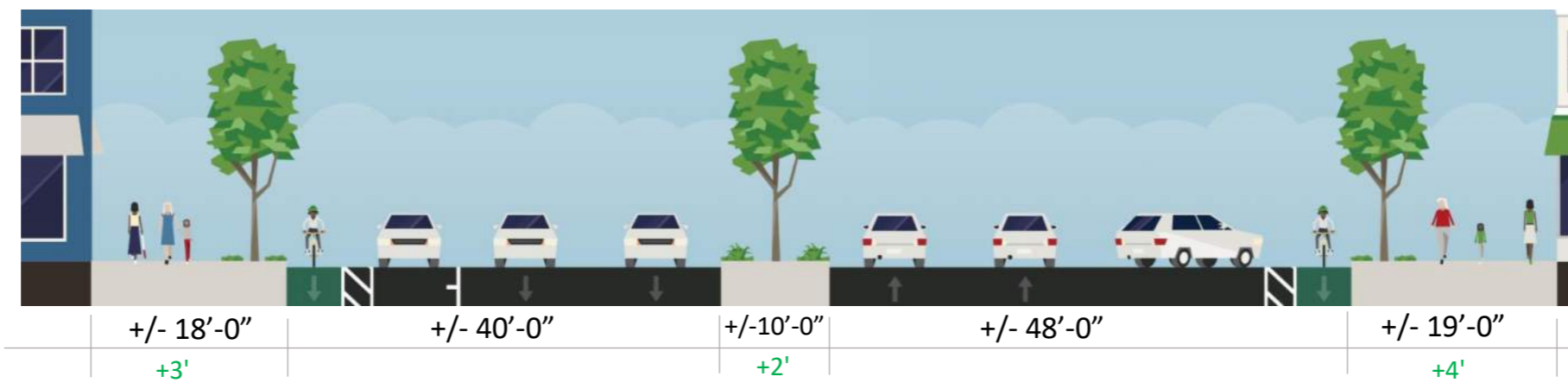
OPTION 2 SECTIONS



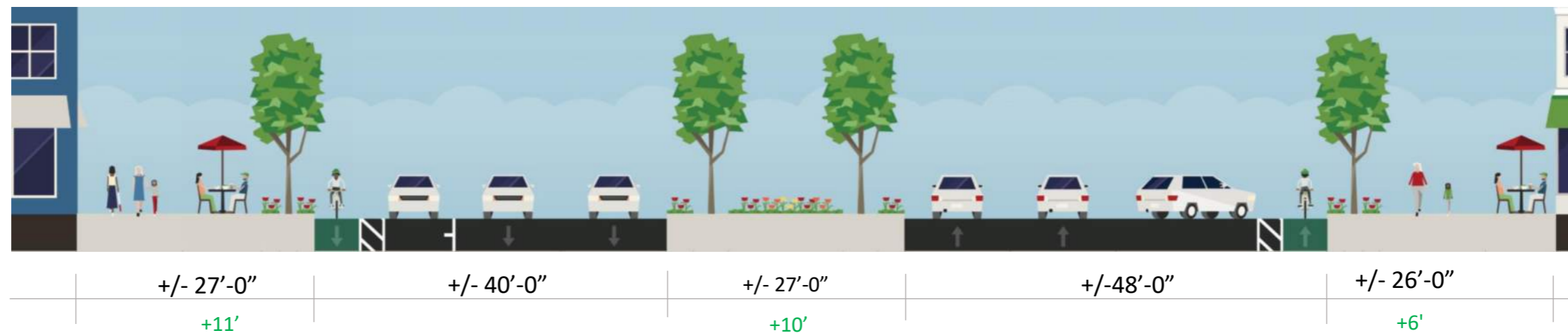
A – Dunbar to Eagle



B – Emerald / Eagle to Commercial / Cypress



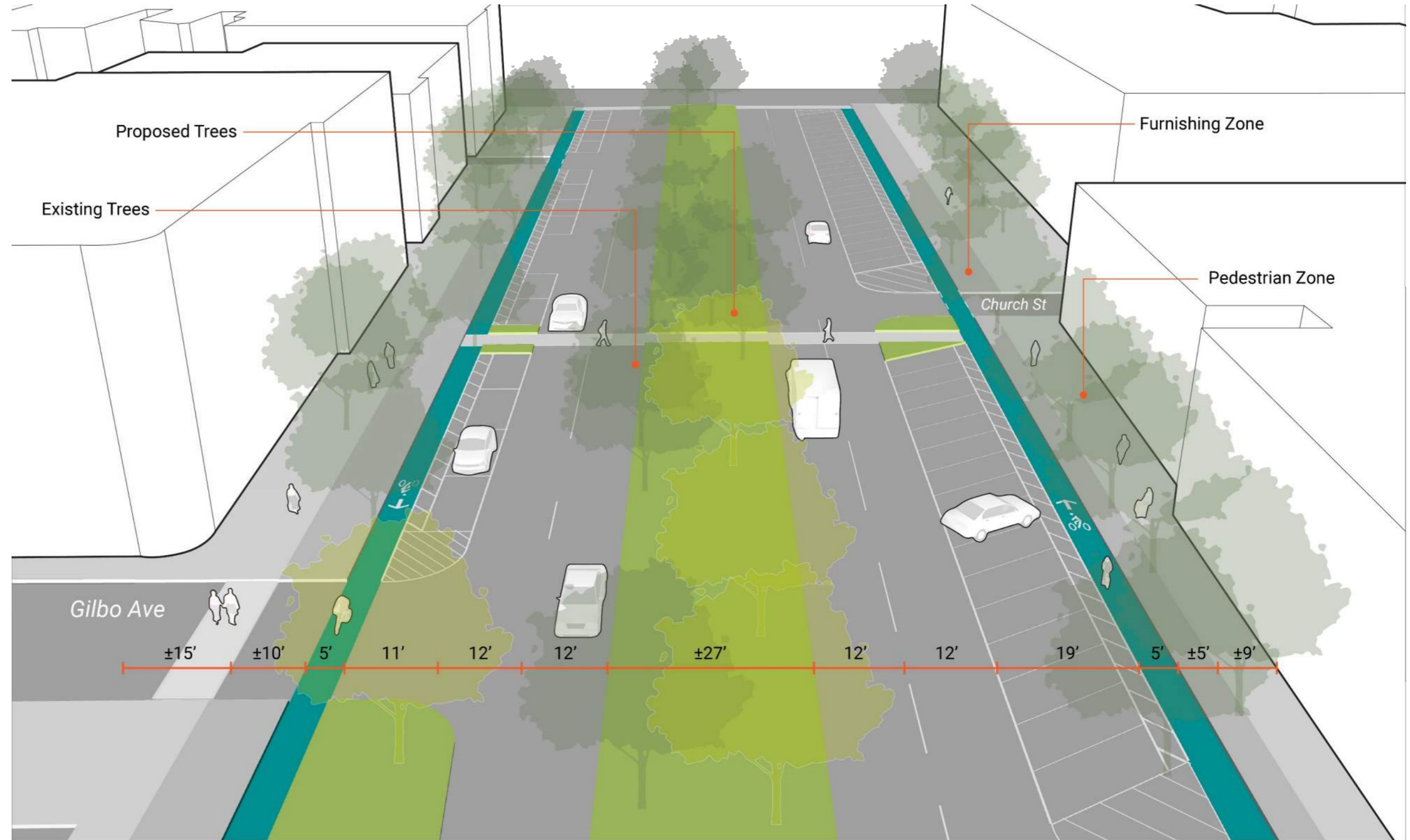
C – Gilbo to West / Roxbury



KEENE DOWNTOWN IMPROVEMENTS

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

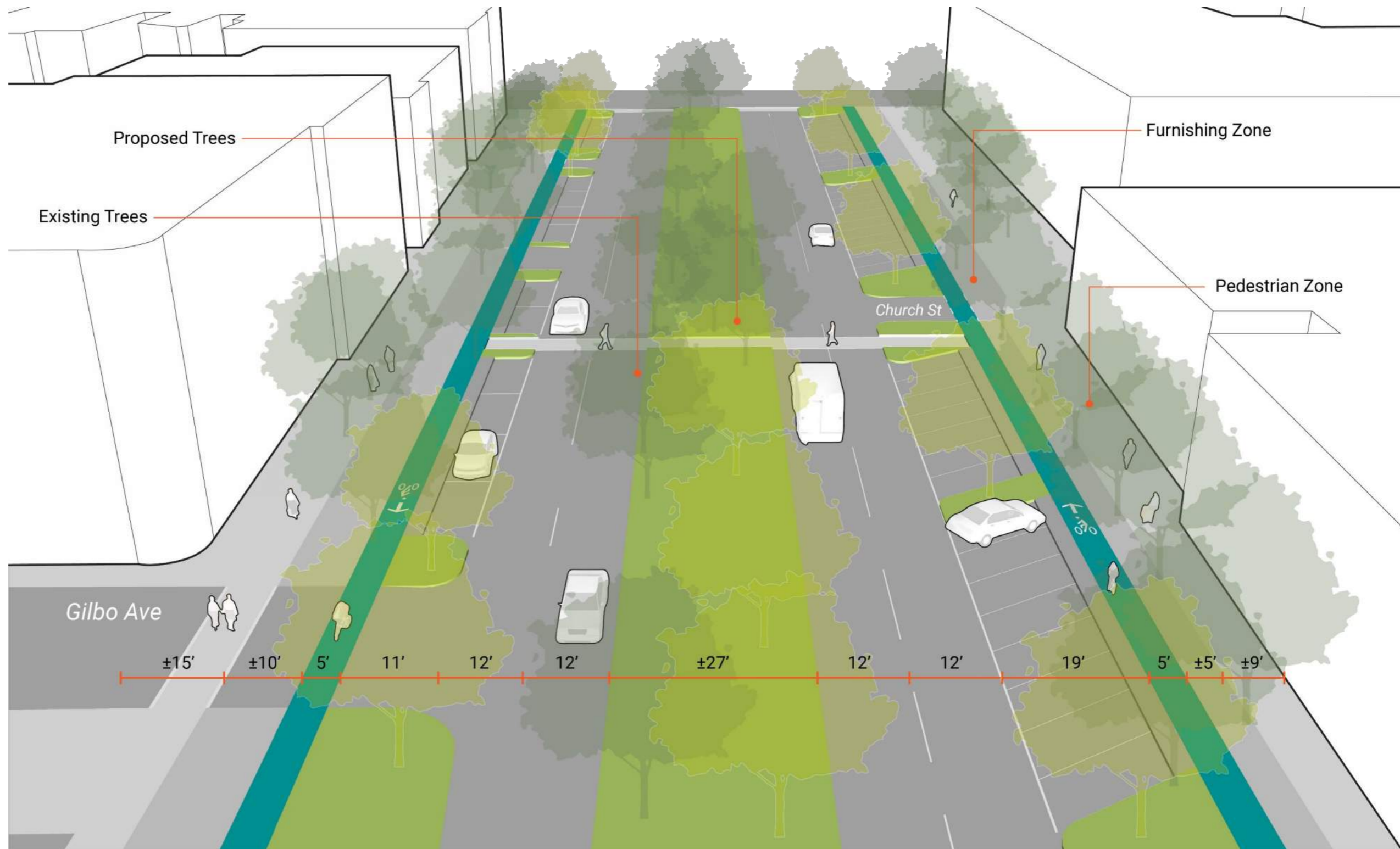
Expanded Pedestrian Zone | Combo angled + parallel parking | Protected Bike Lane on Road Grade | Planted center median



KEENE DOWNTOWN IMPROVEMENTS

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

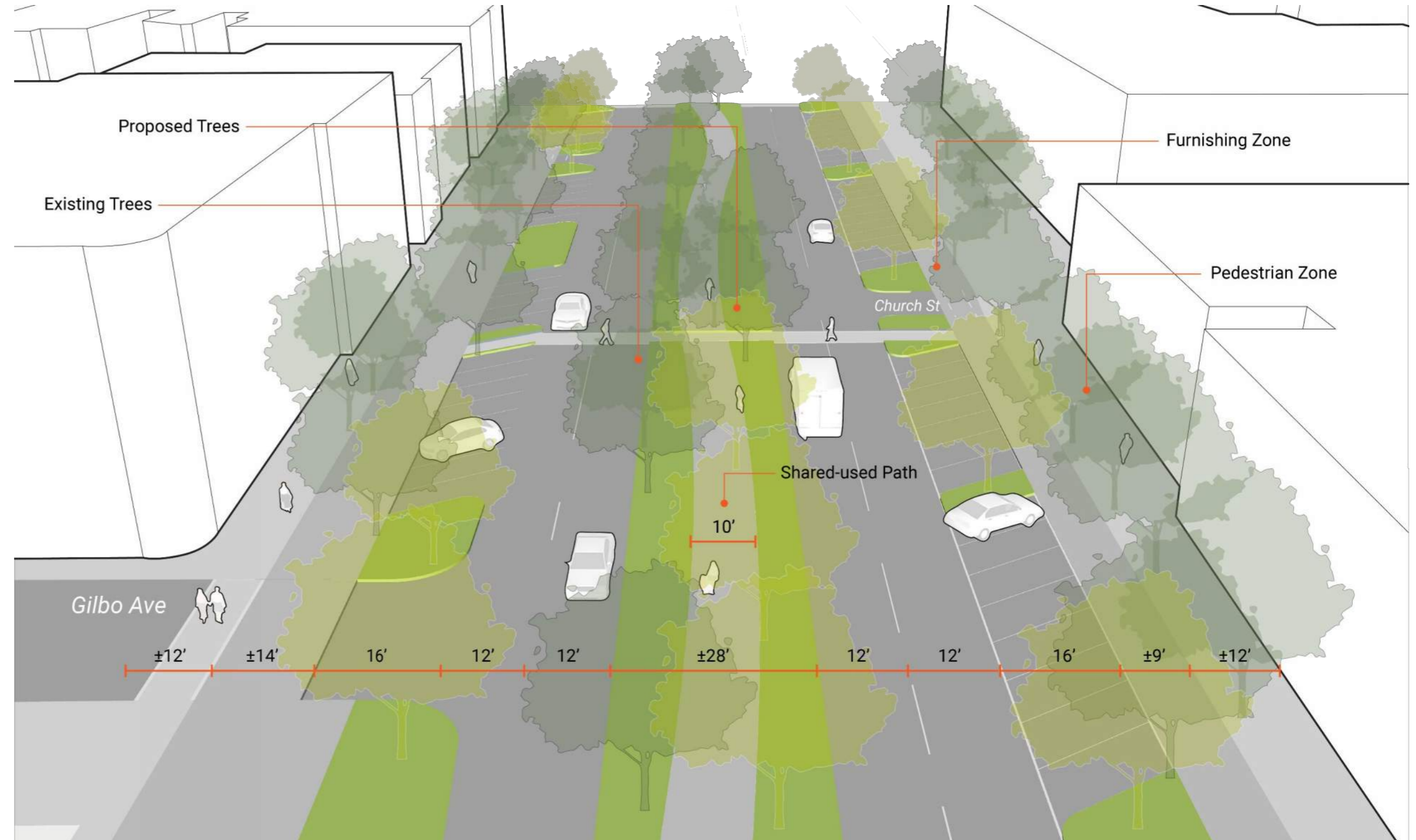
Expanded Pedestrian Zone | Combo angled + parallel parking | Protected Bike Lane on Sidewalk Grade | Planted center median



KEENE DOWNTOWN IMPROVEMENTS

OPTION 2C MULTI-MODAL | PERSPECTIVE SECTION - Bike Lane in Center Median

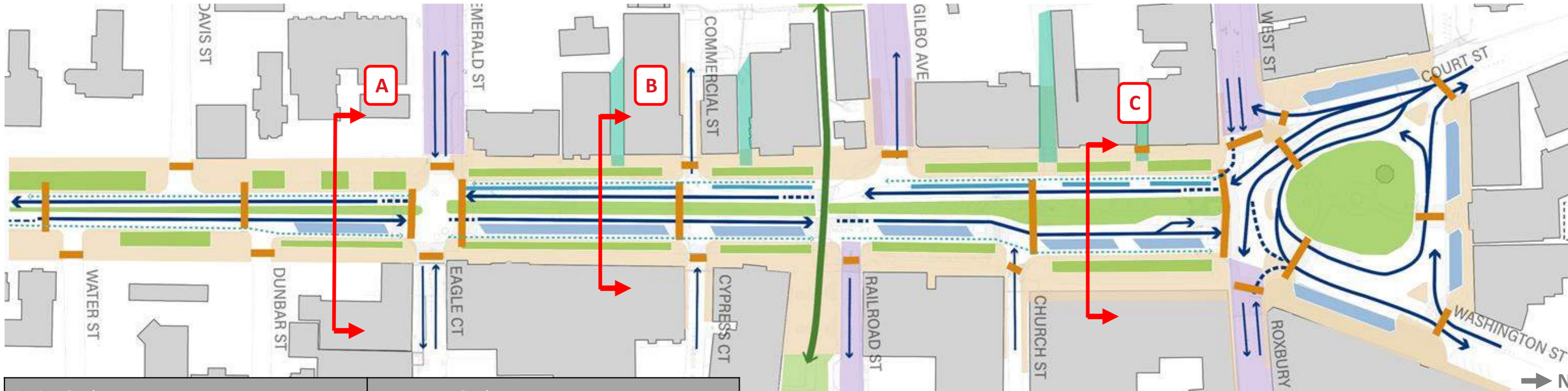
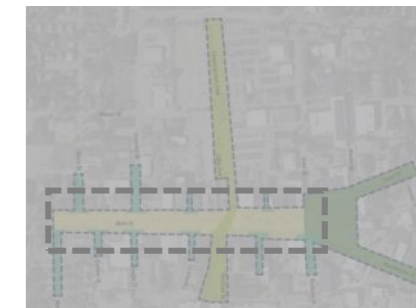
Expanded Pedestrian Zone | Angled parking | Protected Bike Lane in Center Median | Planted center median



KEENE DOWNTOWN IMPROVEMENTS

MAIN ST OPTION 3 - SINGLE LANE + MULTI-MODAL

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



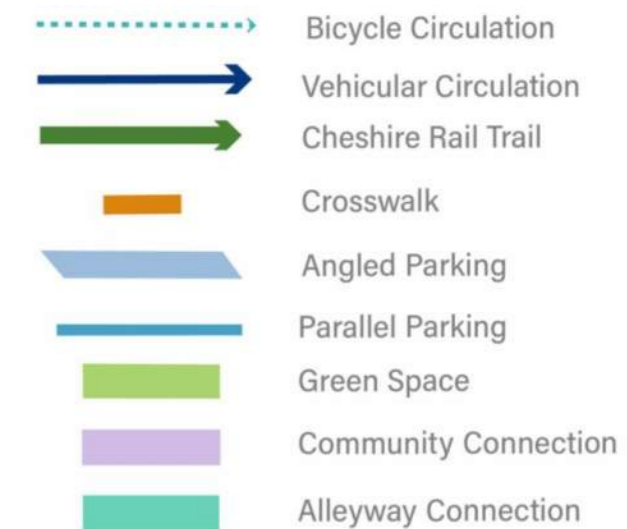
Design Goal	Progress to Goal	
Define/Expand Connection to Downtown District	●●●	Better walking connection at Gilbo Bicycle connection to rail-trail
Support a More Sustainable Built Environment and Transportation Choices	●●●	Improvements to walking, esp. near bus stop at Gilbo Elevates biking access
Strengthen 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'±

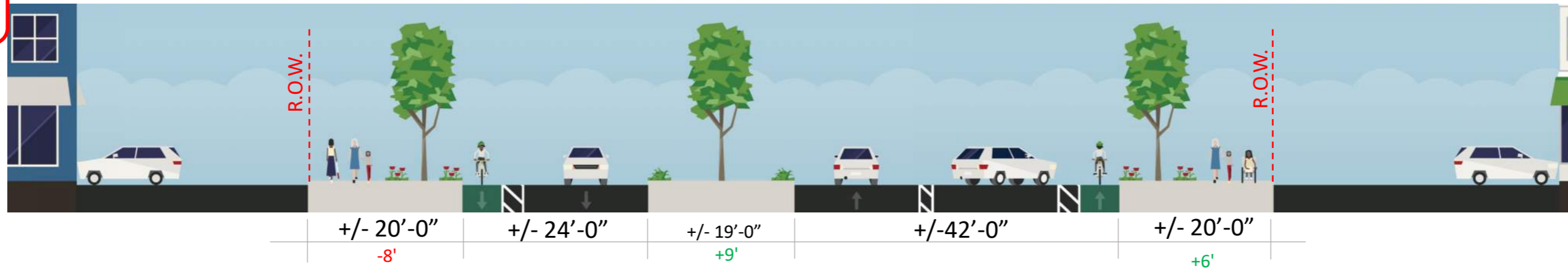


KEENE DOWNTOWN IMPROVEMENTS

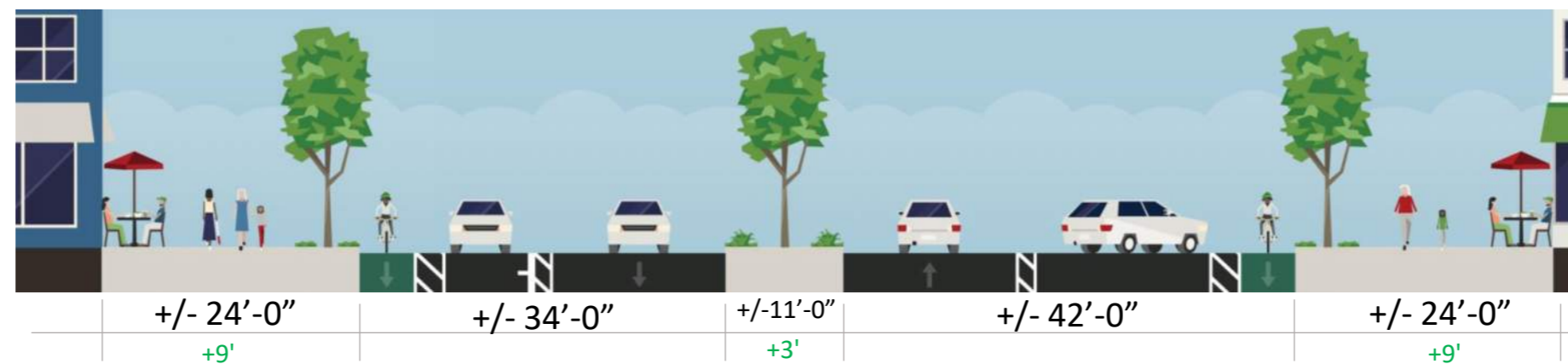
OPTION 3 SECTIONS



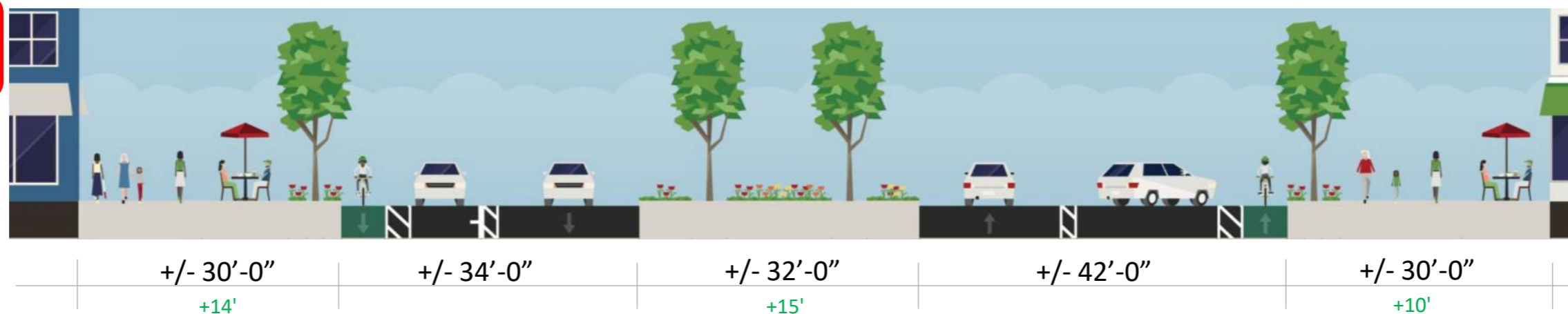
A – Dunbar to Eagle



B – Emerald / Eagle to Commercial / Cypress



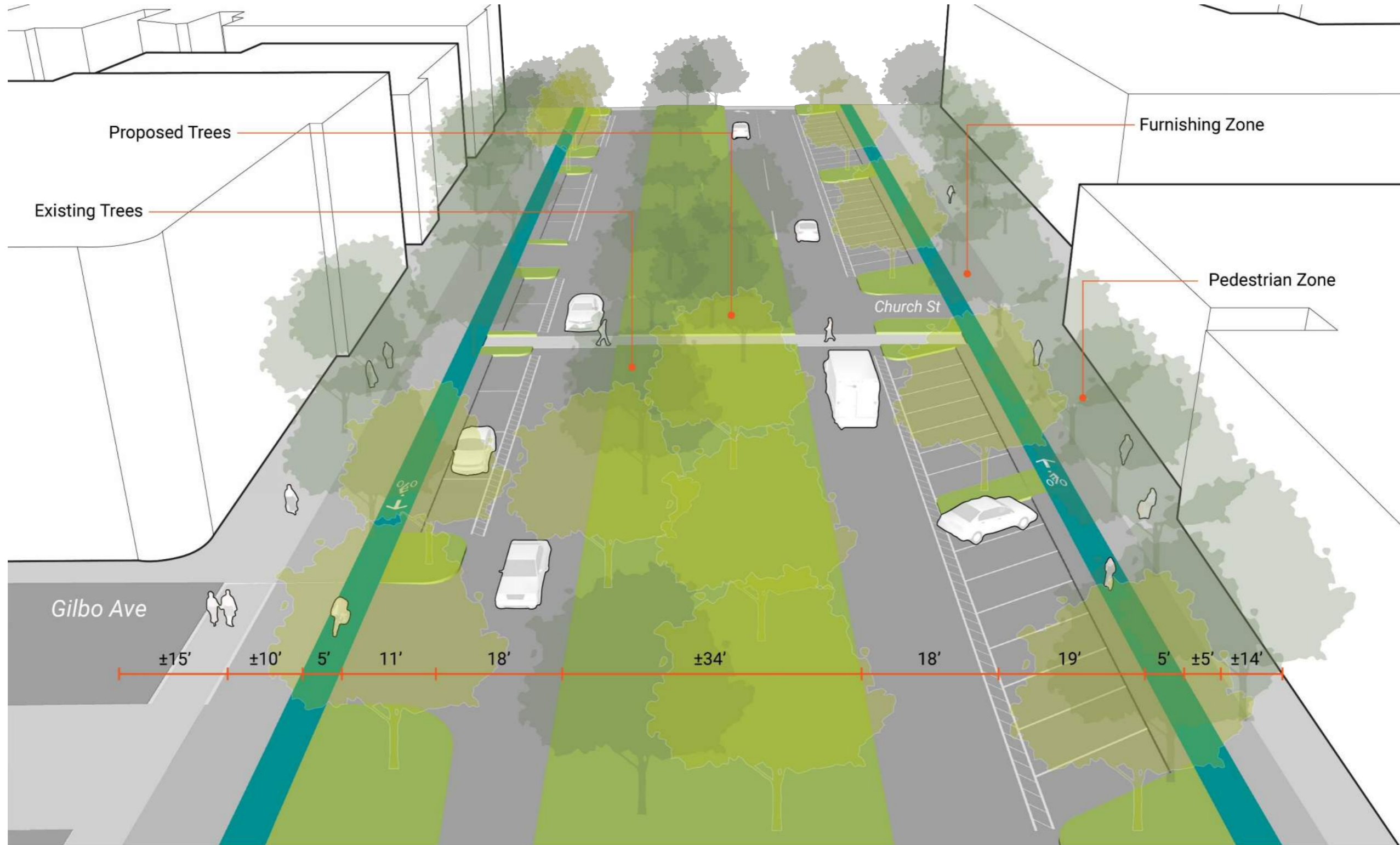
C – Gilbo to West / Roxbury



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

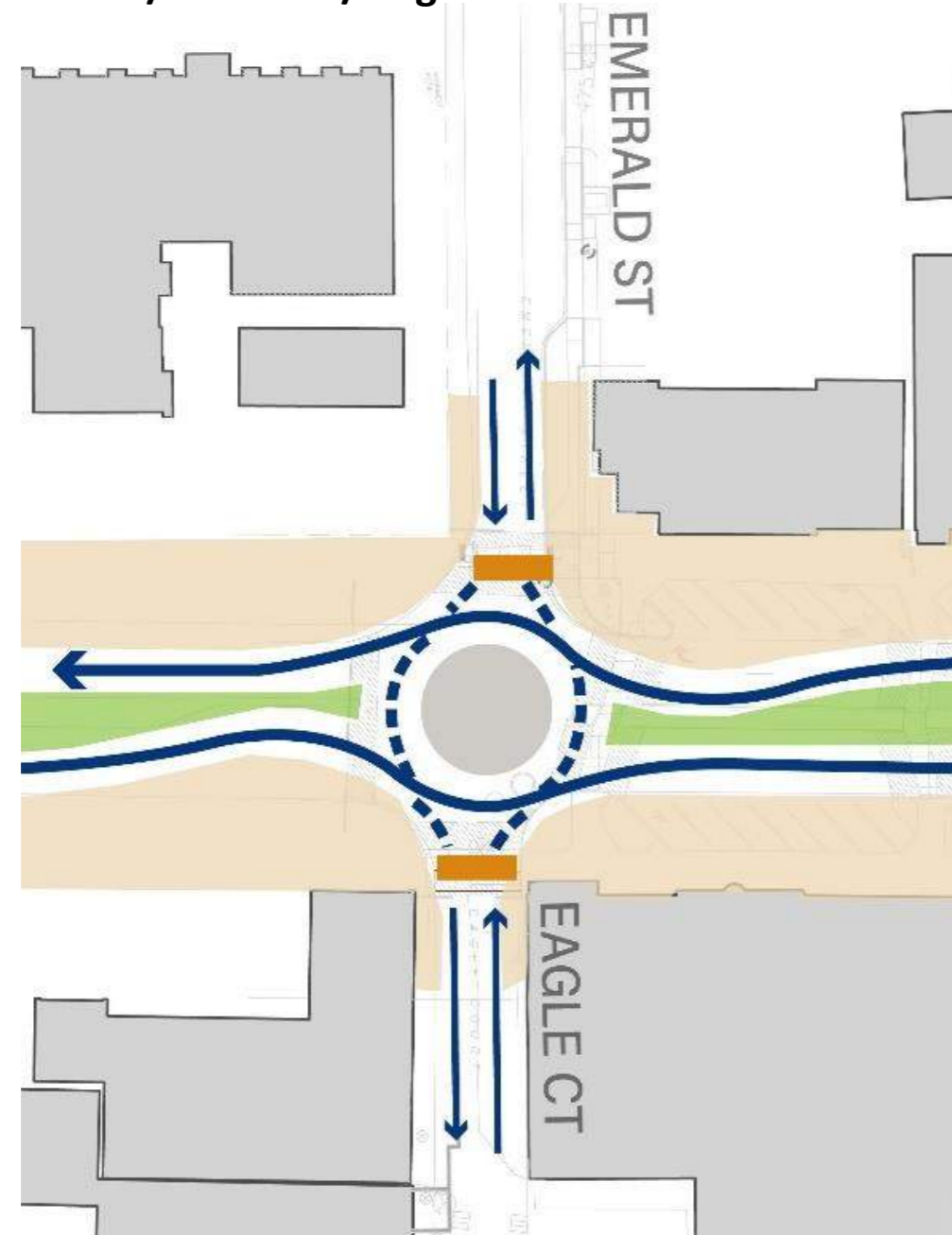


KEENE DOWNTOWN IMPROVEMENTS

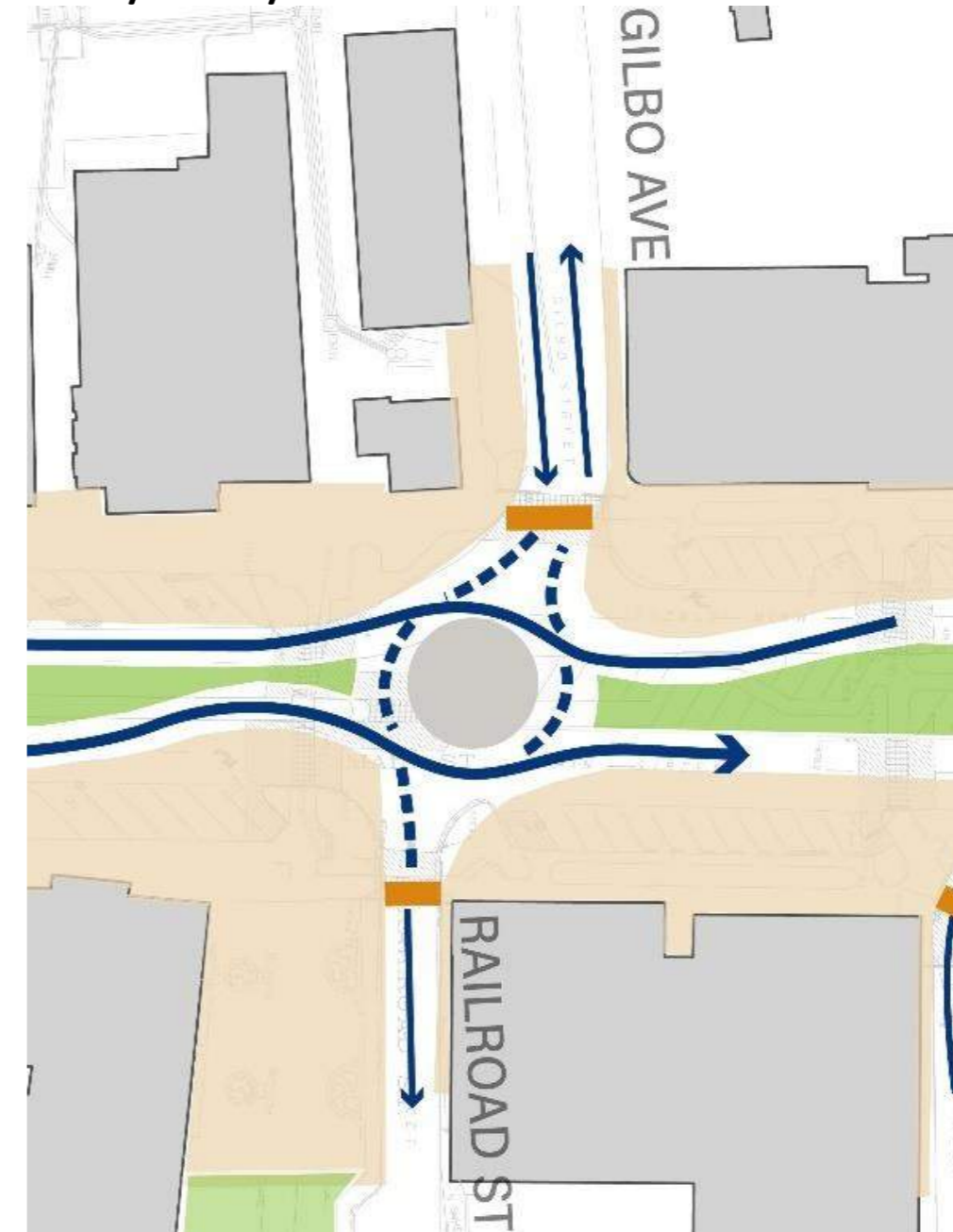
SINGLE LANE INTERSECTION ALTERNATIVES

Compact Roundabouts for Single Lane Operation Only

Main / Emerald / Eagle



Main / Gilbo / Railroad



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
 +/- 140 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

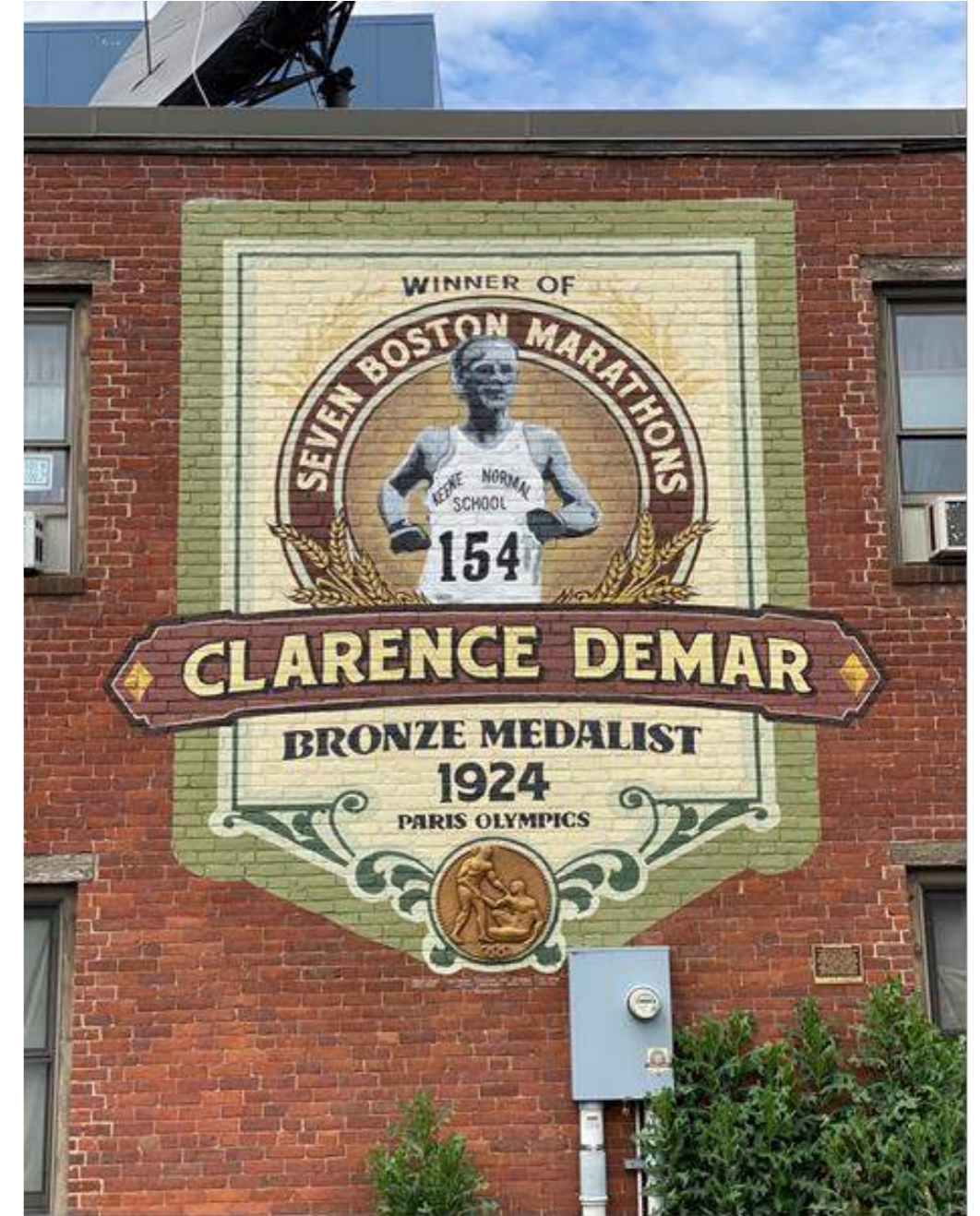
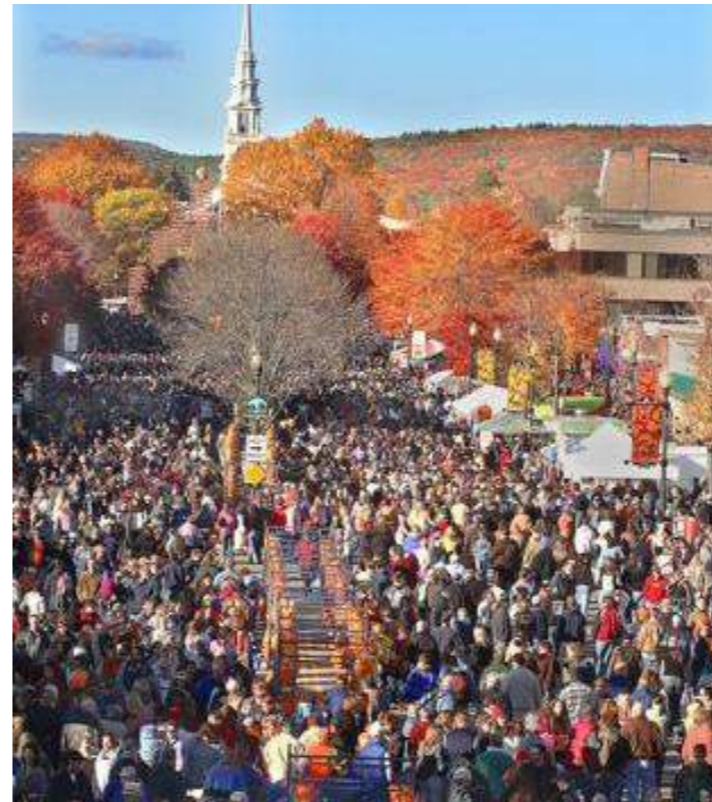
Angled Parking East Main + Parallel Parking West Main
 +/- 145 spaces

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

KEENE DOWNTOWN IMPROVEMENTS STEERING COMMITTEE CONSIDERATIONS

Alternatives Concepts to Consider – 5 Takeaways

- Gilbo/Railroad Square Design Approach
 - Two-way, one-way, and raised intersection
- Main Street Design Parking
 - Median, Angled and Parallel Parking
- Main Street Bike Facilities
 - Shared Street, Bike Lanes (2 or 1 Cycle Track)
- Main Street Single-Lane or Two-Lane Operation
- Central Square North Expansion

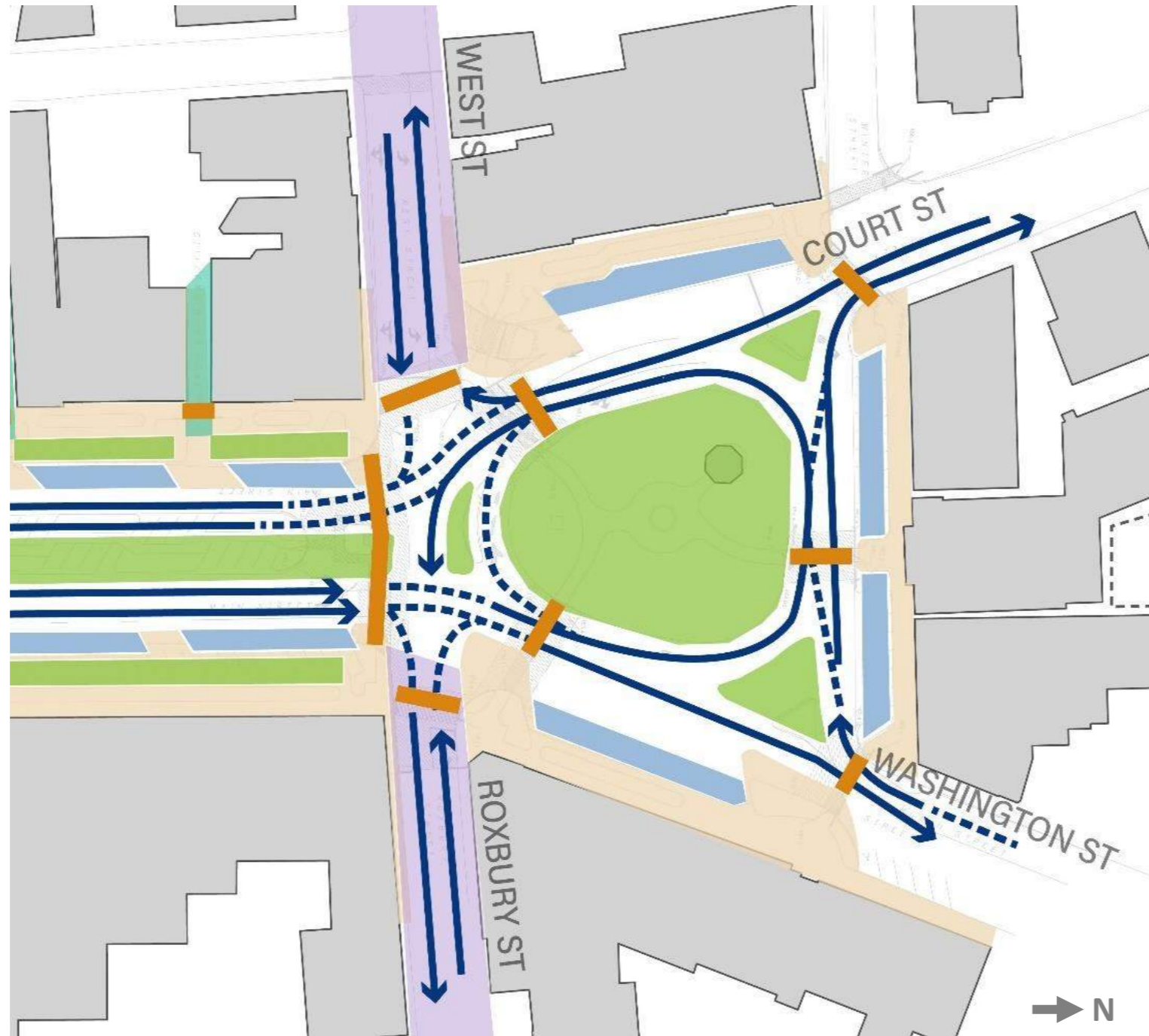


CHARACTER AREA | **CENTRAL SQUARE** *Civic / Formal / Village Center*



KEENE DOWNTOWN IMPROVEMENTS

CENTRAL SQUARE OPTION 1 - SMALLER CIRCULAR INTERSECTION

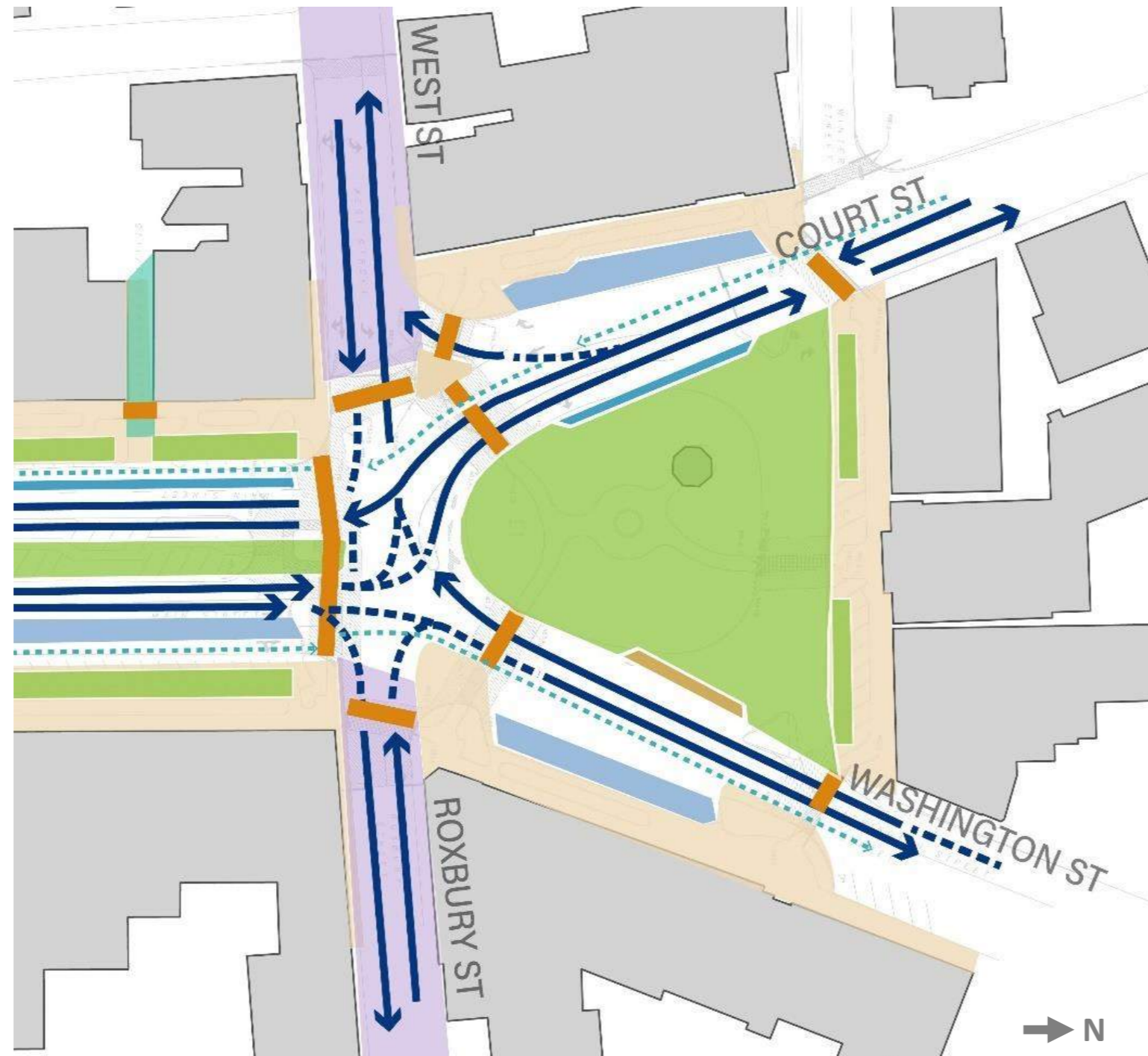


Design Goal	Progress to Goal	
Define/Expand Connection to Downtown District	●○○	Better walking connections but still relatively hard to cross
Support a More Sustainable Built Environment and Transportation Choices	●●○	Improves walking comfort, decreases x-ing distances
Strengthen Image and Character, Including Arts and History	●○○	More space for art on sidewalk
Expand Flexible Open Space	●○○	Increase in green space
Improve Multimodal Transportation Access	●●○	Improves walking comfort
Provide Adequate Parking	●●●	Remains consistent
Upgrade Walking Environment	●●○	Decreased crossing distances



KEENE DOWNTOWN IMPROVEMENTS

CENTRAL SQUARE OPTION 2 - NORTH EXPANSION MAIN ST TWO LANE

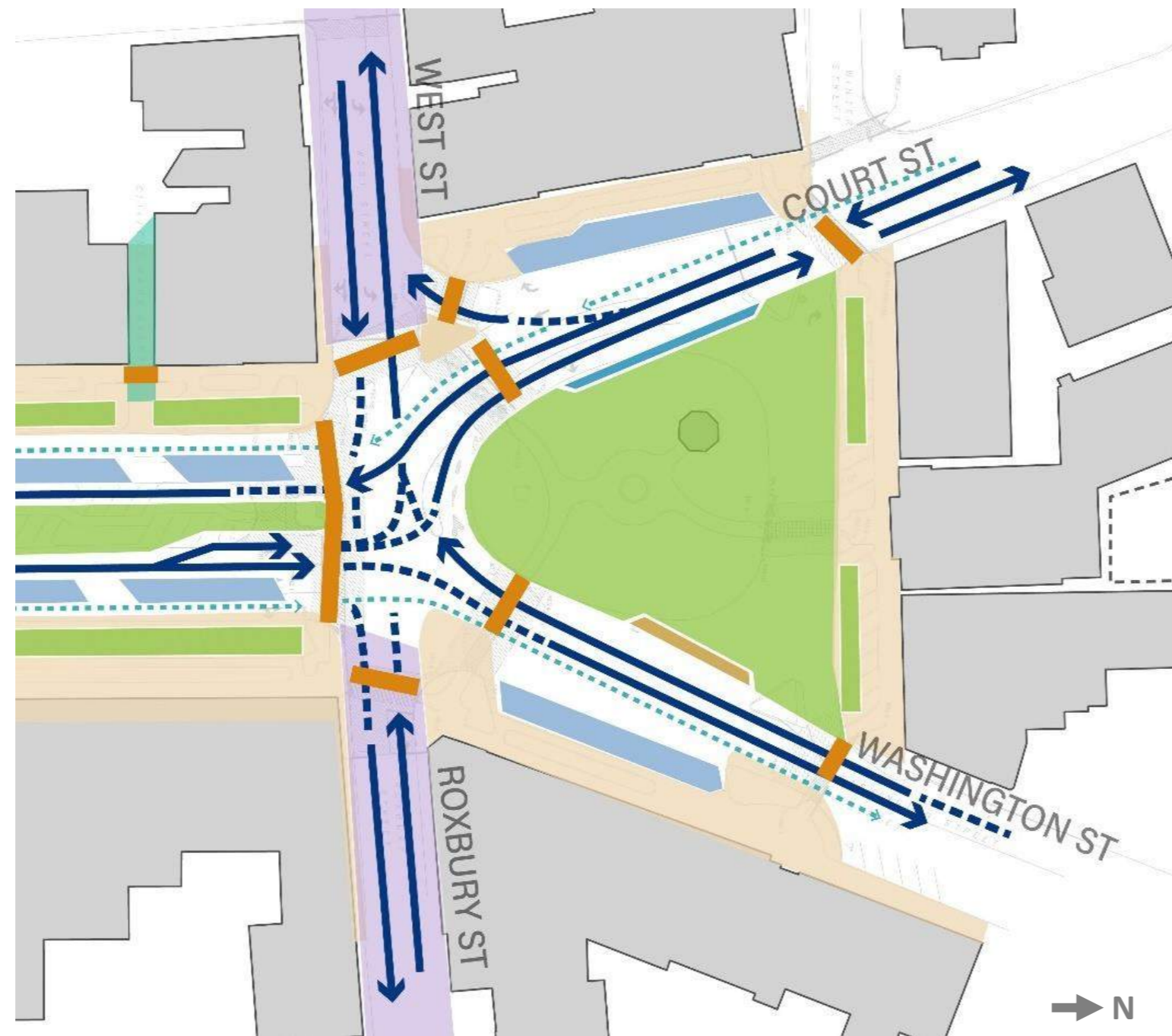


Design Goal	Progress to Goal	
Define/Expand Connection to Downtown District	●●○	Better walking connections More space to gather
Support a More Sustainable Built Environment and Transportation Choices	●●○	Improves walking comfort, decreases x-ing distances
Strengthen Image and Character, Including Arts and History	●●○	More space for art on sidewalk Changes historic street
Expand Flexible Open Space	●●●	Creates new green space
Improve Multimodal Transportation Access	●●○	Improves walking comfort
Provide Adequate Parking	●●○	Slight decrease in parking, parking available nearby
Upgrade Walking Environment	●●●	Decreased and less crossings required in the area

-  Bicycle Circulation
-  Vehicular Circulation
-  Crosswalk
-  Angled Parking
-  Parallel Parking
-  Green Space
-  Community Connection
-  Alleyway Connection

KEENE DOWNTOWN IMPROVEMENTS

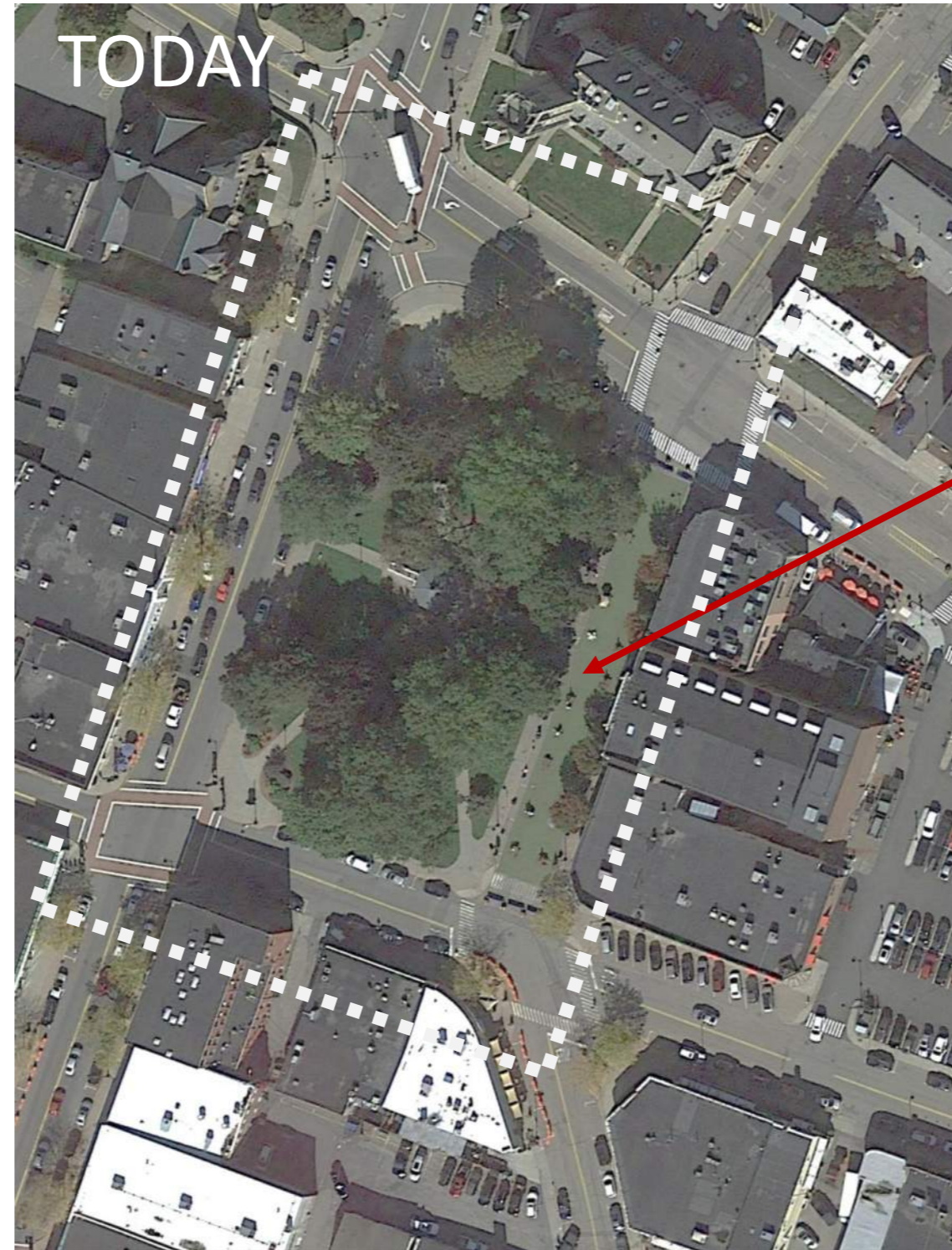
CENTRAL SQUARE OPTION 3 - NORTH EXPANSION MAIN ST SINGLE LANE



Design Goal	Progress to Goal	
Define/Expand Connection to Downtown District	●●○	Better walking connections More space to gather
Support a More Sustainable Built Environment and Transportation Choices	●●○	Improves walking comfort, decreases x-ing distances
Strengthen Image and Character, Including Arts and History	●●○	More space for art on sidewalk Changes historic street
Expand Flexible Open Space	●●●	Creates new green space
Improve Multimodal Transportation Access	●●○	Improves walking comfort
Provide Adequate Parking	●●○	Slight decrease in parking, parking available nearby
Upgrade Walking Environment	●●●	Decreased and less crossings required in the area

- Bicycle Circulation
- Vehicular Circulation
- Crosswalk
- Angled Parking
- Parallel Parking
- Green Space
- Community Connection
- Alleyway Connection

KEENE DOWNTOWN IMPROVEMENTS PRECEDENT | NORWOOD COMMONS - NORWOOD, MA

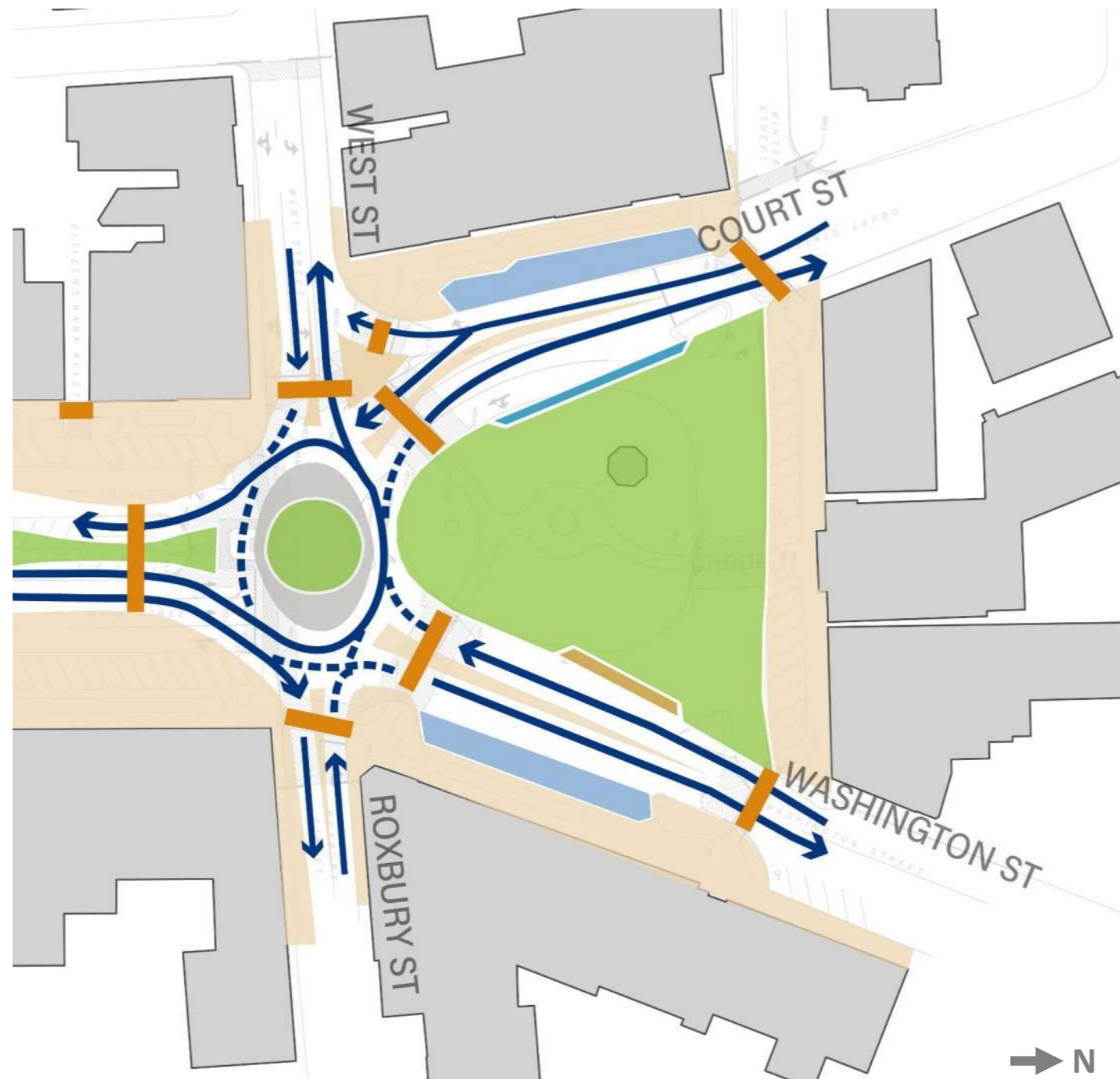


KEENE DOWNTOWN IMPROVEMENTS PRECEDENT | UNION STREET - BOSTON, MA

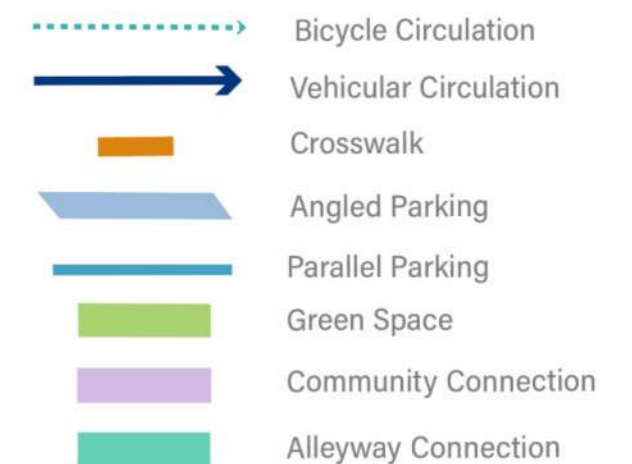


KEENE DOWNTOWN IMPROVEMENTS

CENTRAL SQUARE OPTION 4 - MINI ROUNDABOUT



Design Goal	Progress to Goal	
Define/Expand Connection to Downtown District	●●○	Better walking connections More space to gather
Support a More Sustainable Built Environment and Transportation Choices	●●○	Improves walking comfort, decreases x-ing distances
Strengthen Image and Character, Including Arts and History	●●○	More space for art on sidewalk Changes historic street
Expand Flexible Open Space	●●○	Creates new green space, space in roundabout not really useable
Improve Multimodal Transportation Access	●●○	Improves walking comfort
Provide Adequate Parking	●●○	Slight decrease in parking, parking available nearby
Upgrade Walking Environment	●○○	Makes more challenging ped environment where cars don't necessarily stop



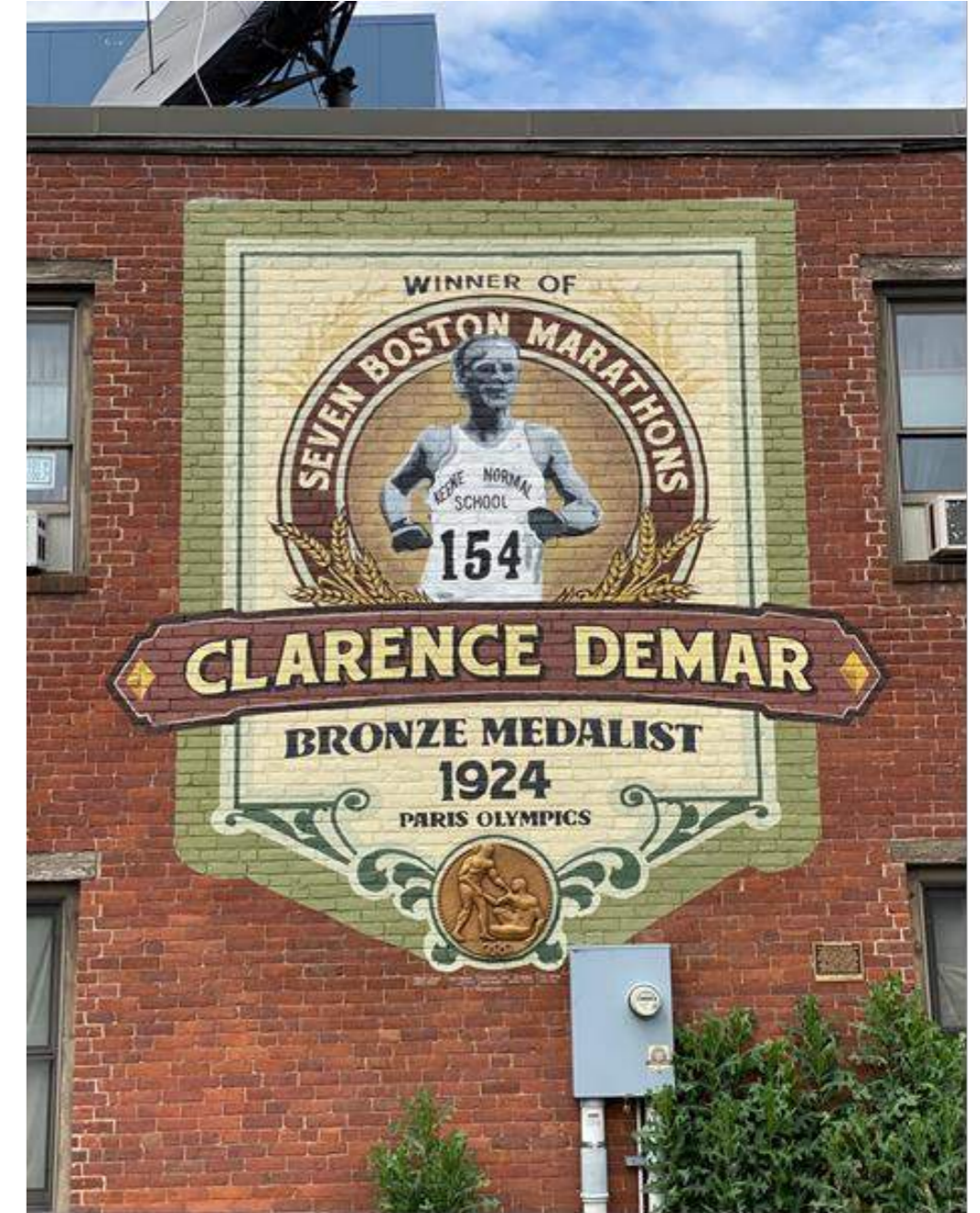
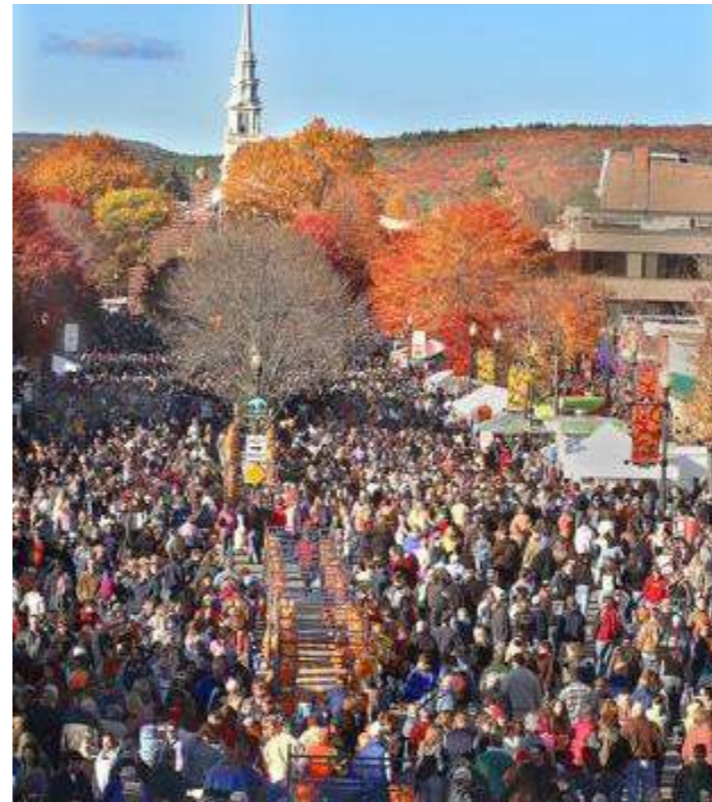
KEENE DOWNTOWN IMPROVEMENTS ALTERNATIVES COMPARED TO GOALS

Design Goal	Alternative 1	Alternative 2	Alternative 3	Alternative 4
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	●●○	●●●	●●●	●○○

KEENE DOWNTOWN IMPROVEMENTS STEERING COMMITTEE CONSIDERATIONS

Alternatives Concepts to Consider – 5 Takeaways

- Gilbo/Railroad Square Design Approach
 - Two-way, one-way, and raised intersection
- Main Street Design Parking
 - Median, Angled and Parallel Parking
- Main Street Bike Facilities
 - Shared Street, Bike Lanes (2 or 1 Cycle Track)
- Main Street Single-Lane or Two-Lane Operation
- Central Square North Expansion



KEENE DOWNTOWN IMPROVEMENTS

OTHER DESIGN CONSIDERATIONS

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