

KEENE INFRASTRUCTURE IMPROVEMENTS **PHASE 2 PRELIMINARY DESIGN REVIEW**

CITY COUNCIL MEETING

JUNE 11, 2024

Seat Wall

Bike Lane

Bike Rack

Public Art

Outdoor Café

KEENE PHASE 2 | MAIN STREET STREETSCAPES COMPLETED PUBLIC WORKSHOPS

DESIGN REVIEW WORKSHOPS

MARCH

06 WED
3-4:30PM & 5:30-7PM

DESIGN AREA 1: **Main St. Streetscape**

APRIL

03 WED
3-4:30PM & 5:30-7PM

DESIGN AREA 2: **Gilbo Ave./Railroad Sq.**

MAY

01 WED
3-4:30PM & 5:30-7PM

DESIGN AREA 3: **Central Square**

AT Keene Recreation Center
312 Washington St., Room 14

MSFI COMMITTEE MEETINGS

MARCH

13 WED
5:30PM

DESIGN AREA 1: **Main St. Streetscape**

APRIL

10 WED
5:30PM

DESIGN AREA 2: **Gilbo Ave./Railroad Sq.**

MAY

22 WED
5:30PM

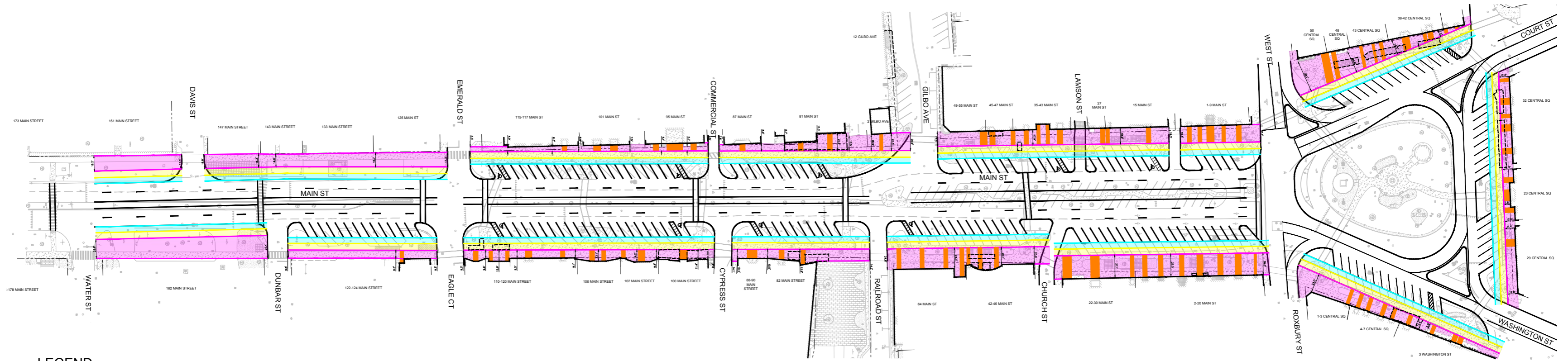
DESIGN AREA 3: **Central Square**

AT City Hall, Council Chambers
scan live-streaming QR code:



KEENE PHASE 2 | MAIN STREET STREETSCAPES

COUNCIL PREFERRED ALTERNATIVE - AUGUST 2023

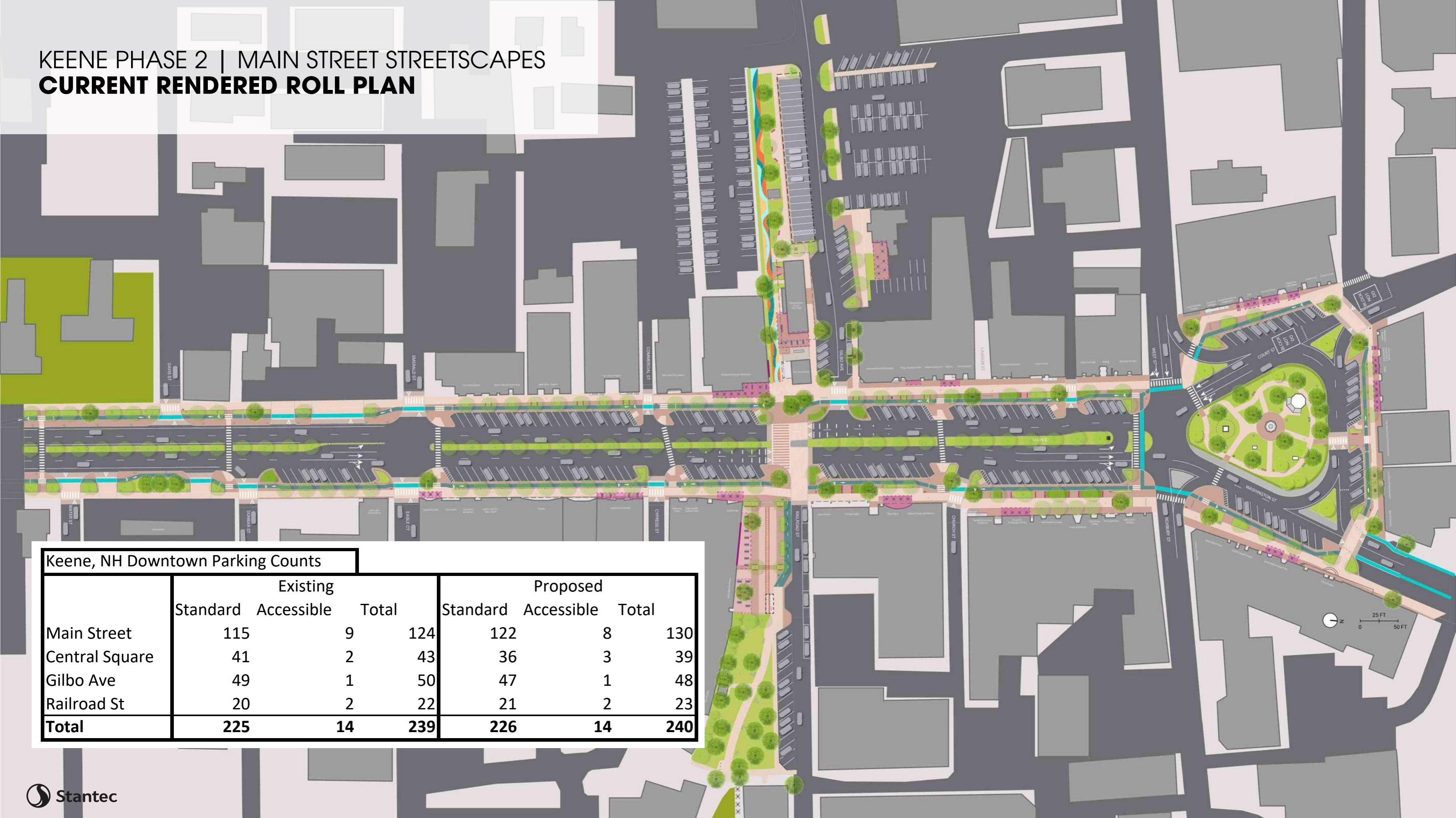


LEGEND

- BIKE LANE (7' TYP)
- SIDEWALK / UTILITY BUFFER (8' TYP)
- FLEXIBLE SPACE (WIDTH VARIES)
- EXISTING SIDEWALK PERMITS
- BUILDING ACCESS

KEENE PHASE 2 | MAIN STREET STREETSCAPES

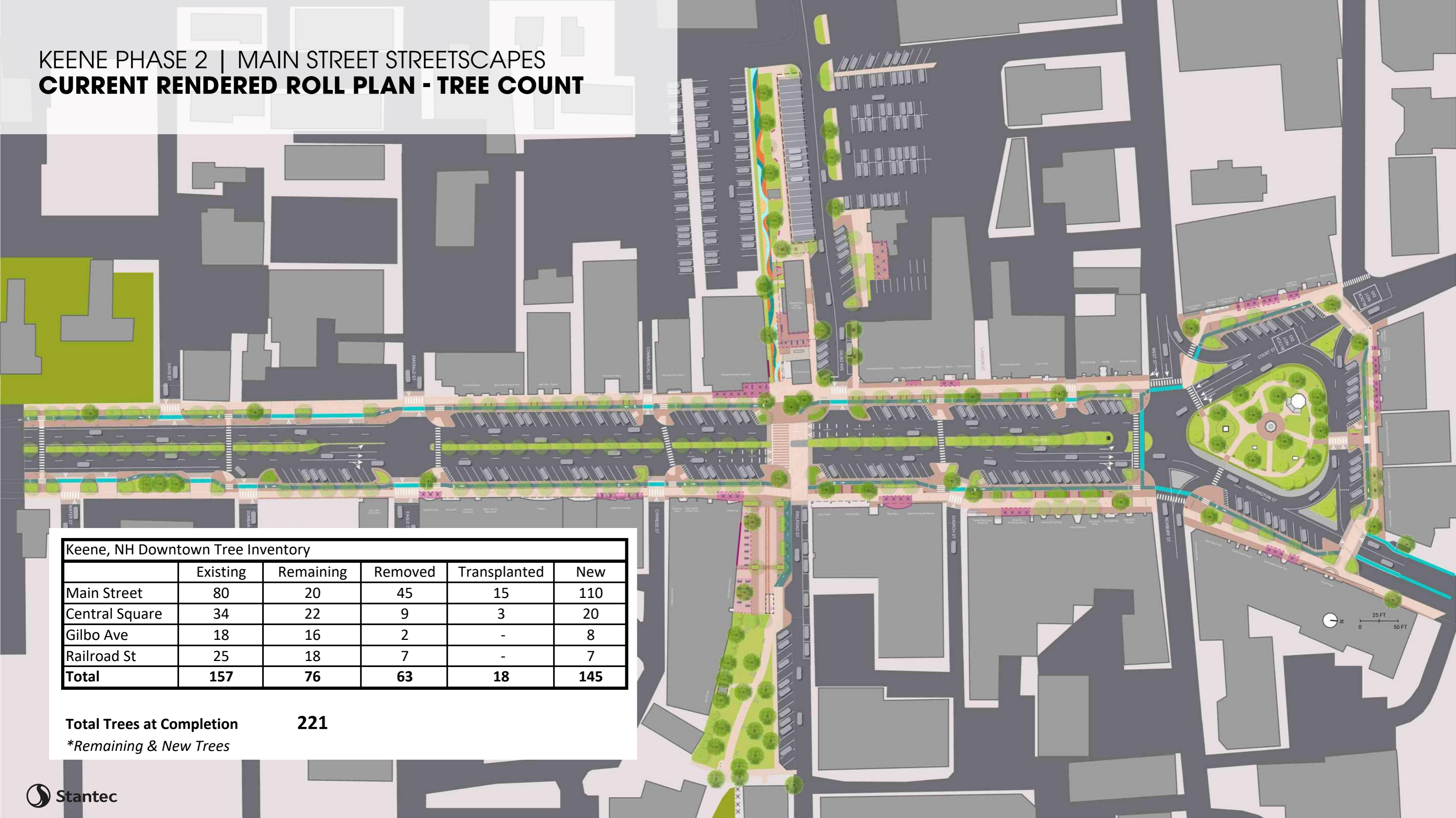
CURRENT RENDERED ROLL PLAN



	Existing			Proposed		
	Standard	Accessible	Total	Standard	Accessible	Total
Main Street	115	9	124	122	8	130
Central Square	41	2	43	36	3	39
Gilbo Ave	49	1	50	47	1	48
Railroad St	20	2	22	21	2	23
Total	225	14	239	226	14	240

KEENE PHASE 2 | MAIN STREET STREETSCAPES

CURRENT RENDERED ROLL PLAN - TREE COUNT



	Existing	Remaining	Removed	Transplanted	New
Main Street	80	20	45	15	110
Central Square	34	22	9	3	20
Gilbo Ave	18	16	2	-	8
Railroad St	25	18	7	-	7
Total	157	76	63	18	145

Total Trees at Completion 221
**Remaining & New Trees*

KEENE PHASE 2 | MAIN STREET STREETSCAPES
CURRENT RENDERED ROLL PLAN - BIKE RACK PARKING



Proposed Bike Rack Parking - 59 Total Count

MAIN STREET



KEENE PHASE 2 | MAIN STREET STREETSCAPES
FOCUS ON TREES



The **Silva Cell** Supports vehicle loading equal to 32,000 lbs, which allows use in areas that accommodate 3 - 4 axle vehicles such as those used for emergency, delivery, and maintenance. Meets AASH-TO HS-20 (USA) loading standards when used with standard paving profiles. Aug 7, 2017

Traditional Planter

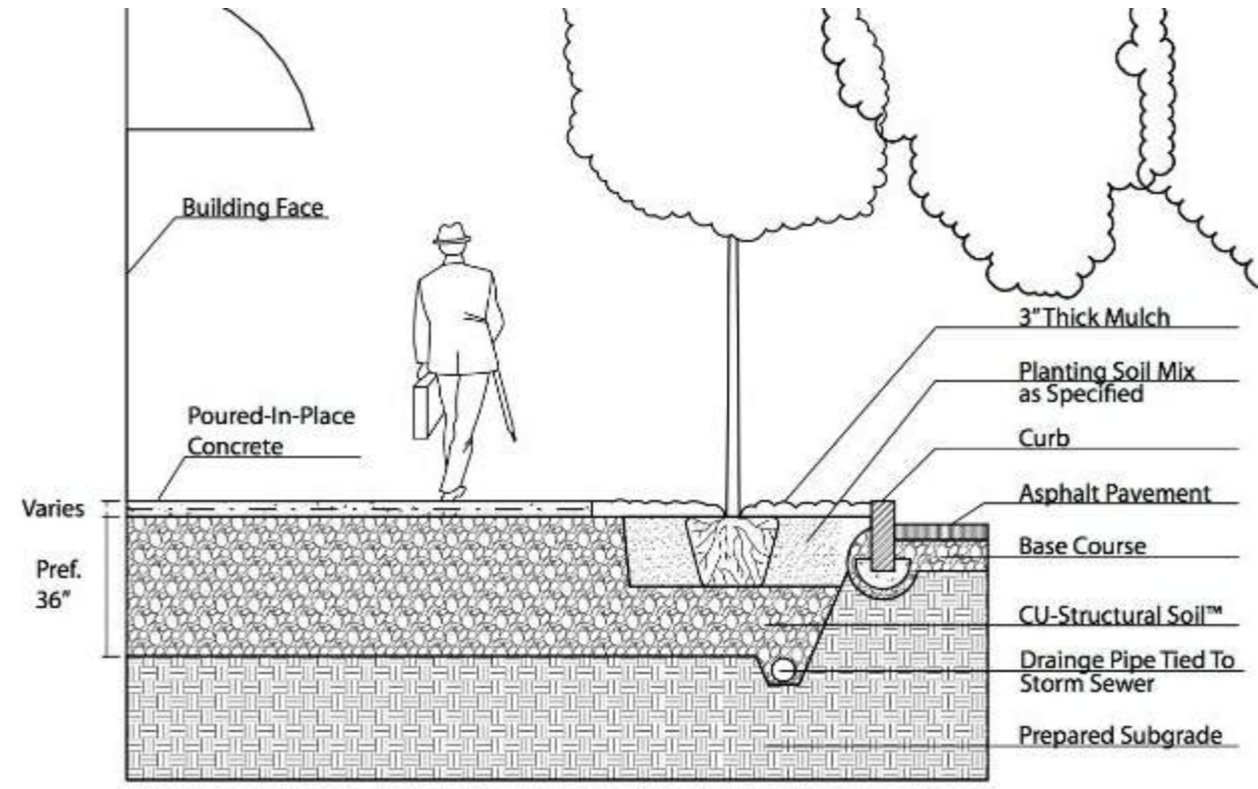
TYPICAL CAUSES OF FAILURES FOR URBAN STREET TREES

- COMPACTION
- HYDRATION (IRRIGATION)
- SOIL VOLUME

RECOMMENDATIONS

- SMALL TREE	300	CF
- MEDIUM TREE	600	CF
- LARGE TREE	1,000	CF

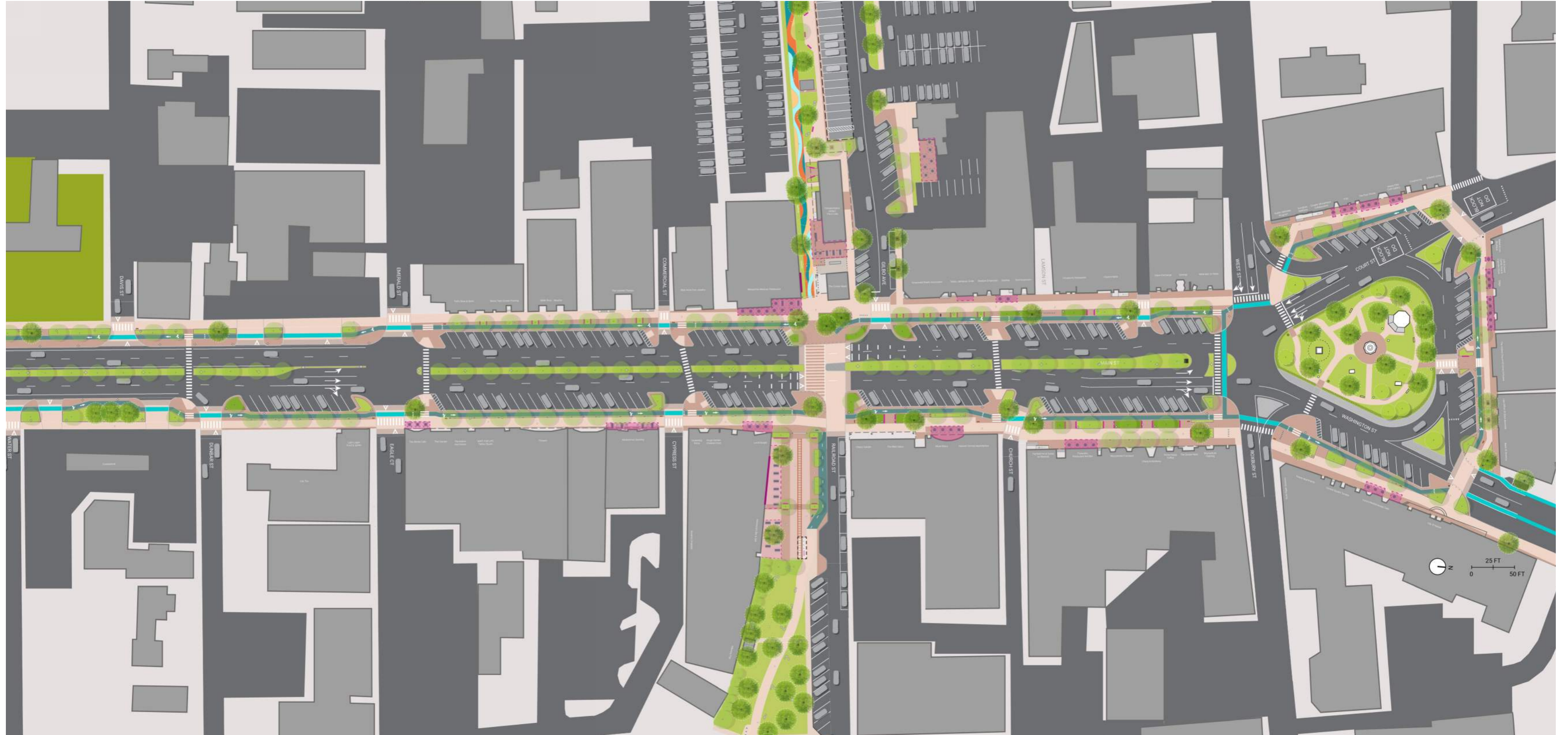
(10 X 25 X 4' DEPTH)



Structural Soil consists of crushed stone with organic materials that fill the void areas. From a bearing load perspective, it is no worse than a standard City sidewalk and in many cases it's better.

KEENE PHASE 2 | MAIN STREET STREETSCAPES

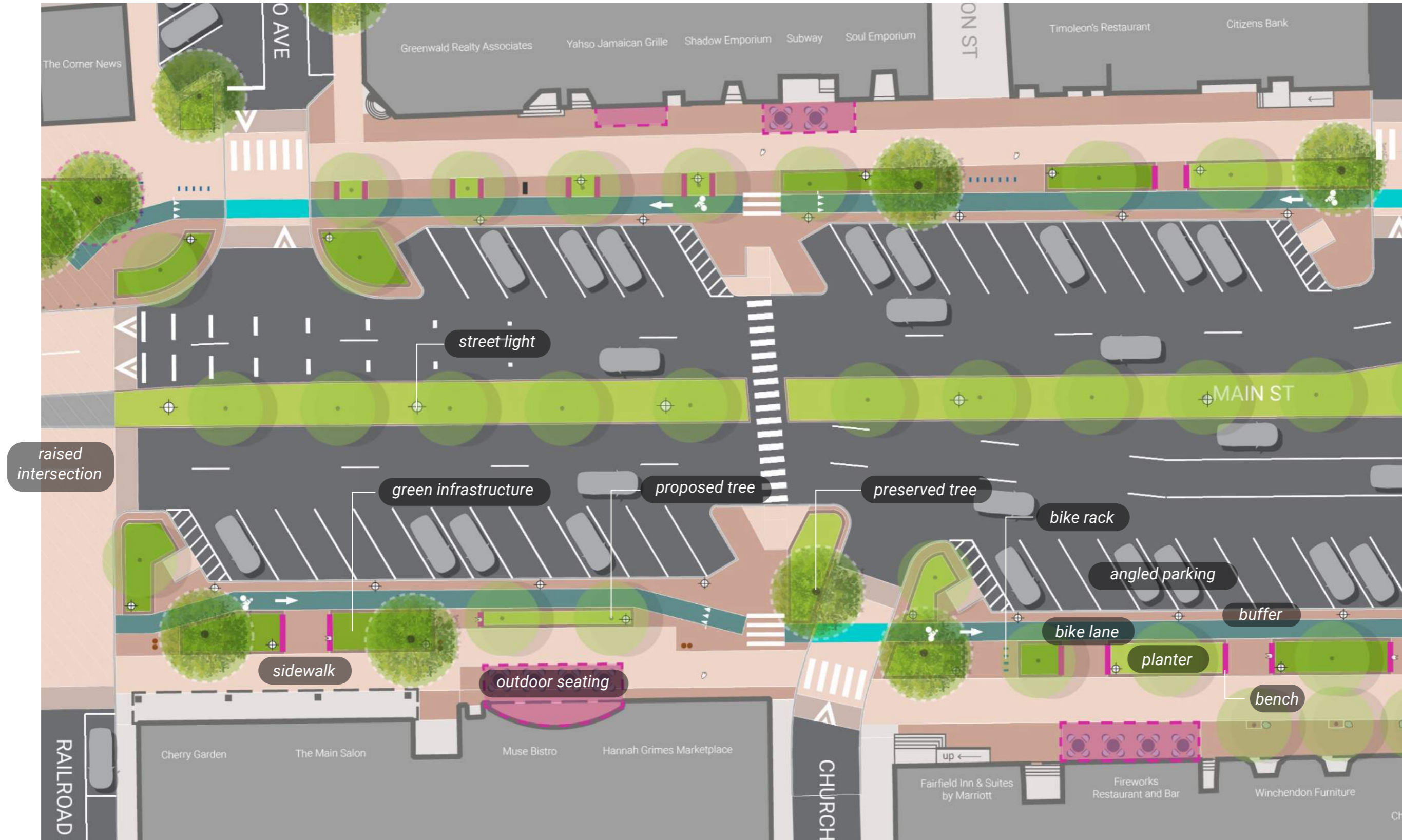
OVERALL CONCEPT PLAN



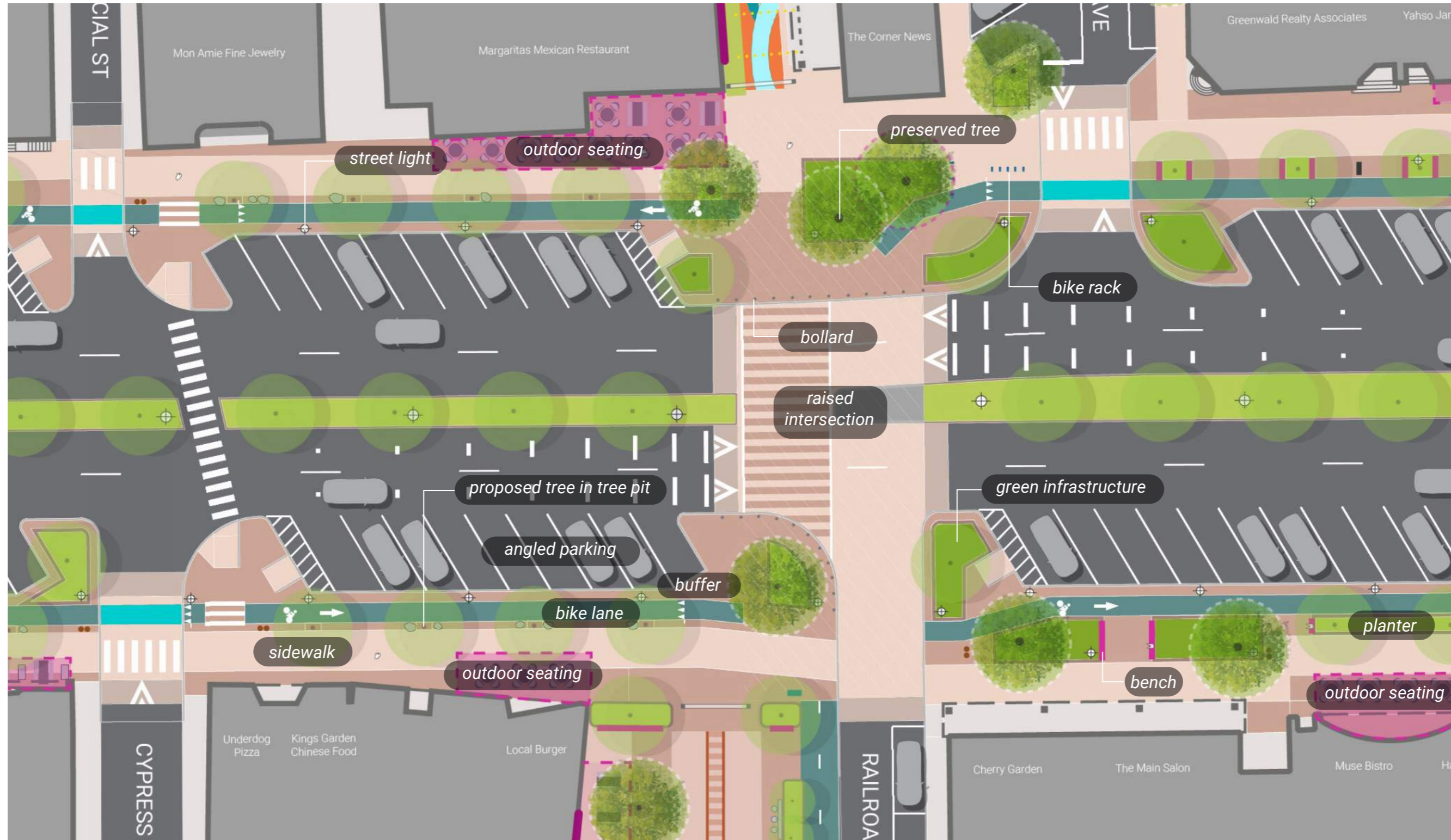
KEENE PHASE 2 | MAIN STREET STREETSCAPES CONCEPT PLAN - CHURCH ST TO ROXBURY ST



KEENE PHASE 2 | MAIN STREET STREETSCAPES CONCEPT PLAN - RAILROAD ST TO CHURCH ST



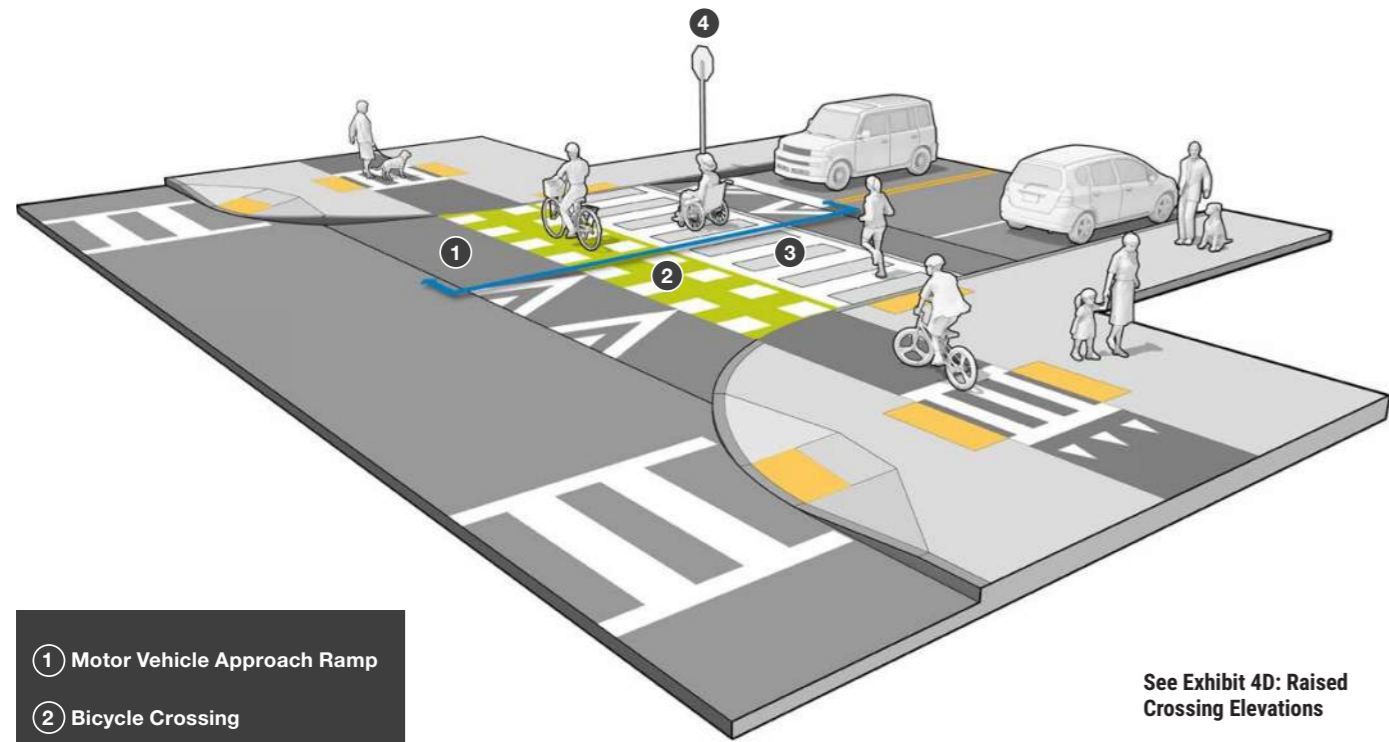
KEENE PHASE 2 | MAIN STREET STREETSCAPES CONCEPT PLAN - CYPRESS ST TO RAILROAD ST



KEENE PHASE 2 | MAIN STREET STREETSCAPES

CROSSINGS

EXHIBIT 4E: RAISED SIDE STREET CROSSING



- ① Motor Vehicle Approach Ramp
- ② Bicycle Crossing
- ③ Pedestrian Crossing
- ④ Stop Sign

See Exhibit 4D: Raised Crossing Elevations



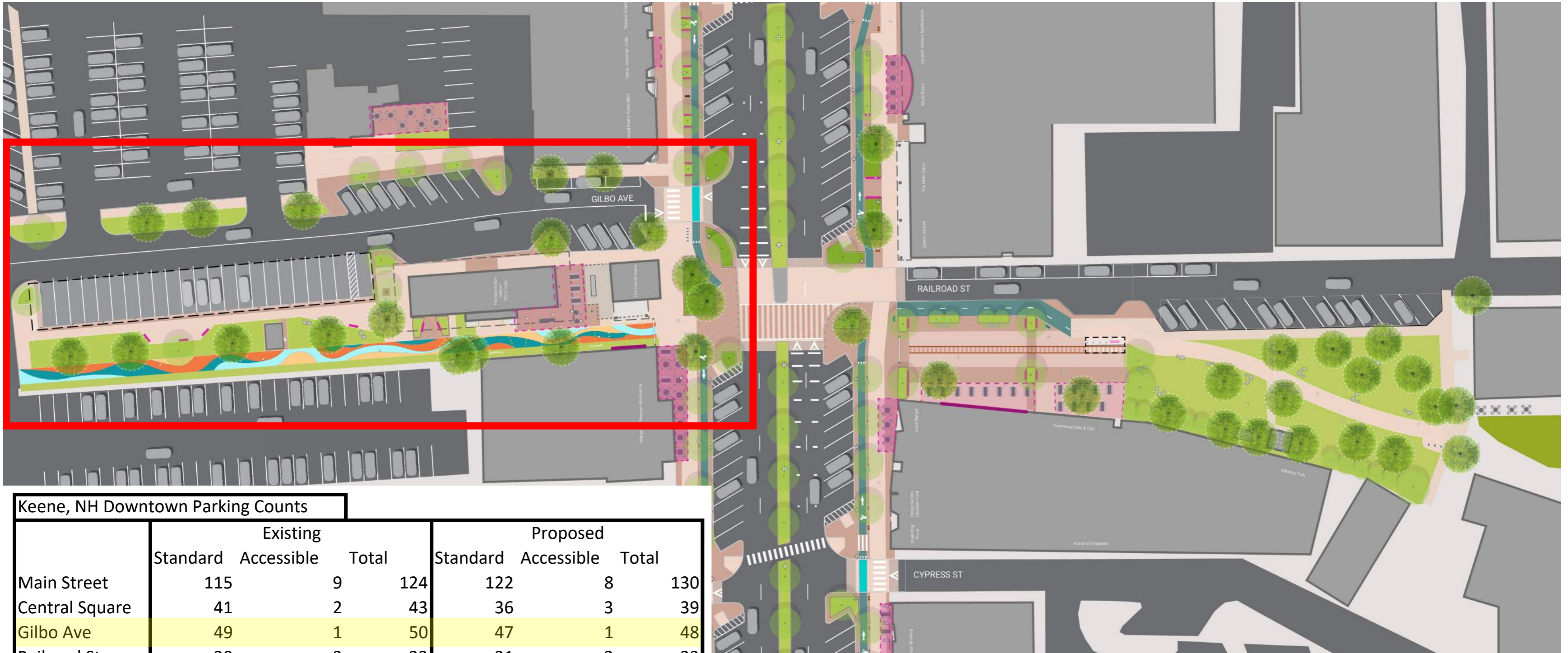
360 VISUALIZATION

MAIN STREET

GILBO AVE / RAILROAD ST

KEENE PHASE 2 | GILBO AVE/RAILROAD SQ

SITE PLAN - GILBO/RAILROAD



Keene, NH Downtown Parking Counts

	Existing			Proposed		
	Standard	Accessible	Total	Standard	Accessible	Total
Main Street	115	9	124	122	8	130
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Railroad St	20	2	22	21	2	23
Total	225	14	239	226	14	240

KEENE PHASE 2 | GILBO AVE PROGRAMMING MATRIX

ART/FARMERS' MARKET: 30-35 VENDORS | 3-6 TENTS



FOOD EVENT: 8-11 FOOD TRUCKS



KEENE PHASE 2 | GILBO AVE
MSFI PREFERENCE

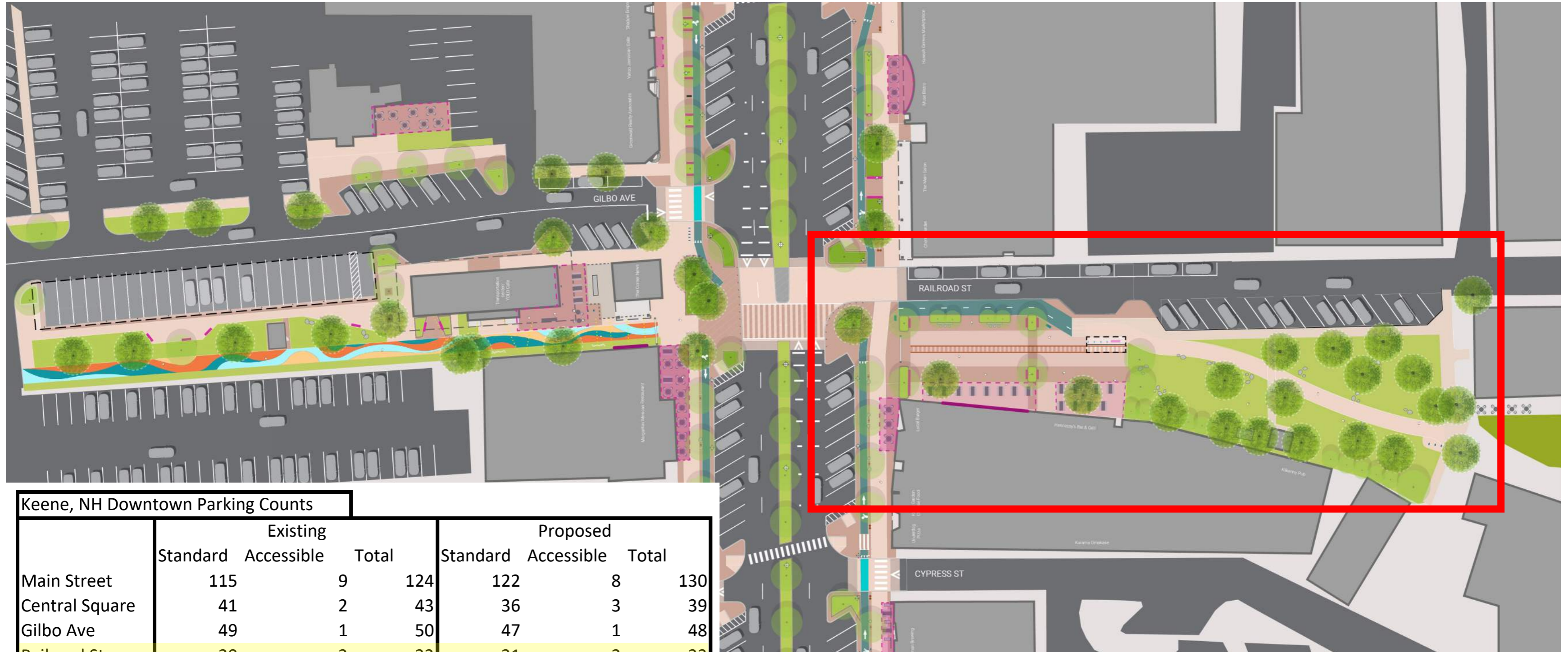


360 VISUALIZATION

GILBO AVENUE

KEENE PHASE 2 | GILBO AVE/RAILROAD SQ

SITE PLAN - GILBO/RAILROAD



Keene, NH Downtown Parking Counts

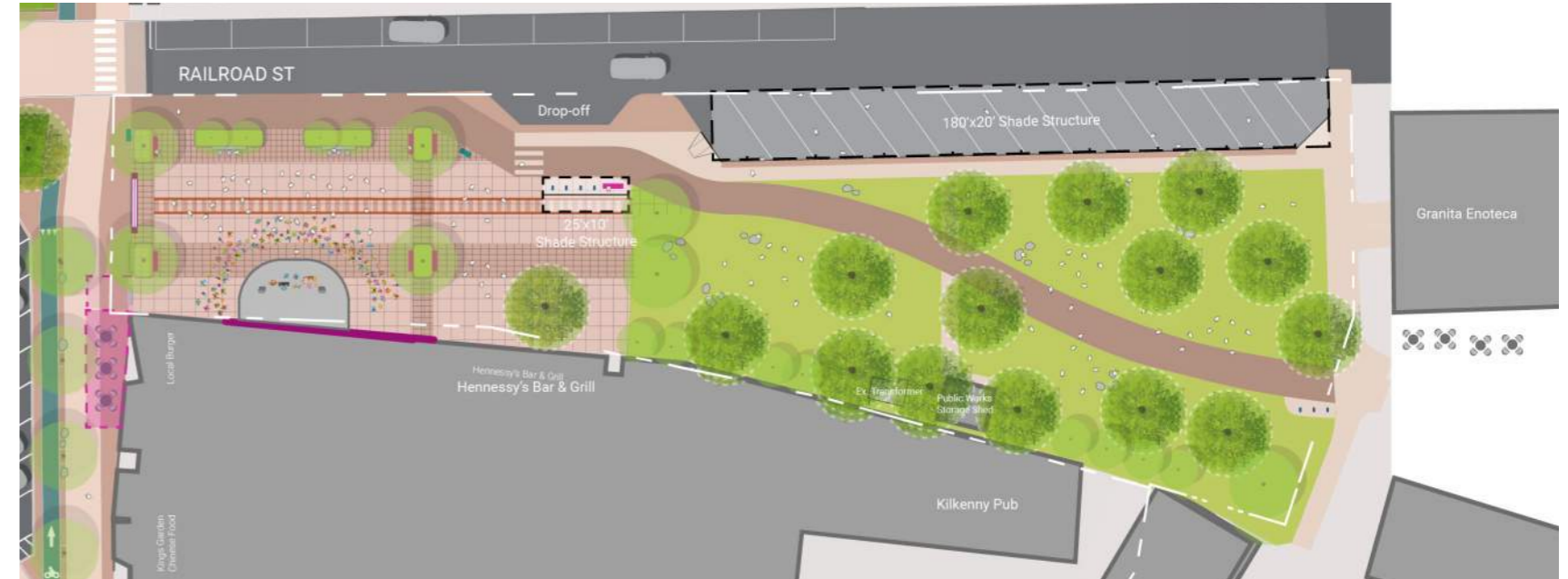
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KEENE PHASE 2 | GILBO AVE PROGRAMMING MATRIX

ART/FARMERS' MARKET: 30-40 TENTS | 40-64 VENDORS | 400-600 PEOPLE



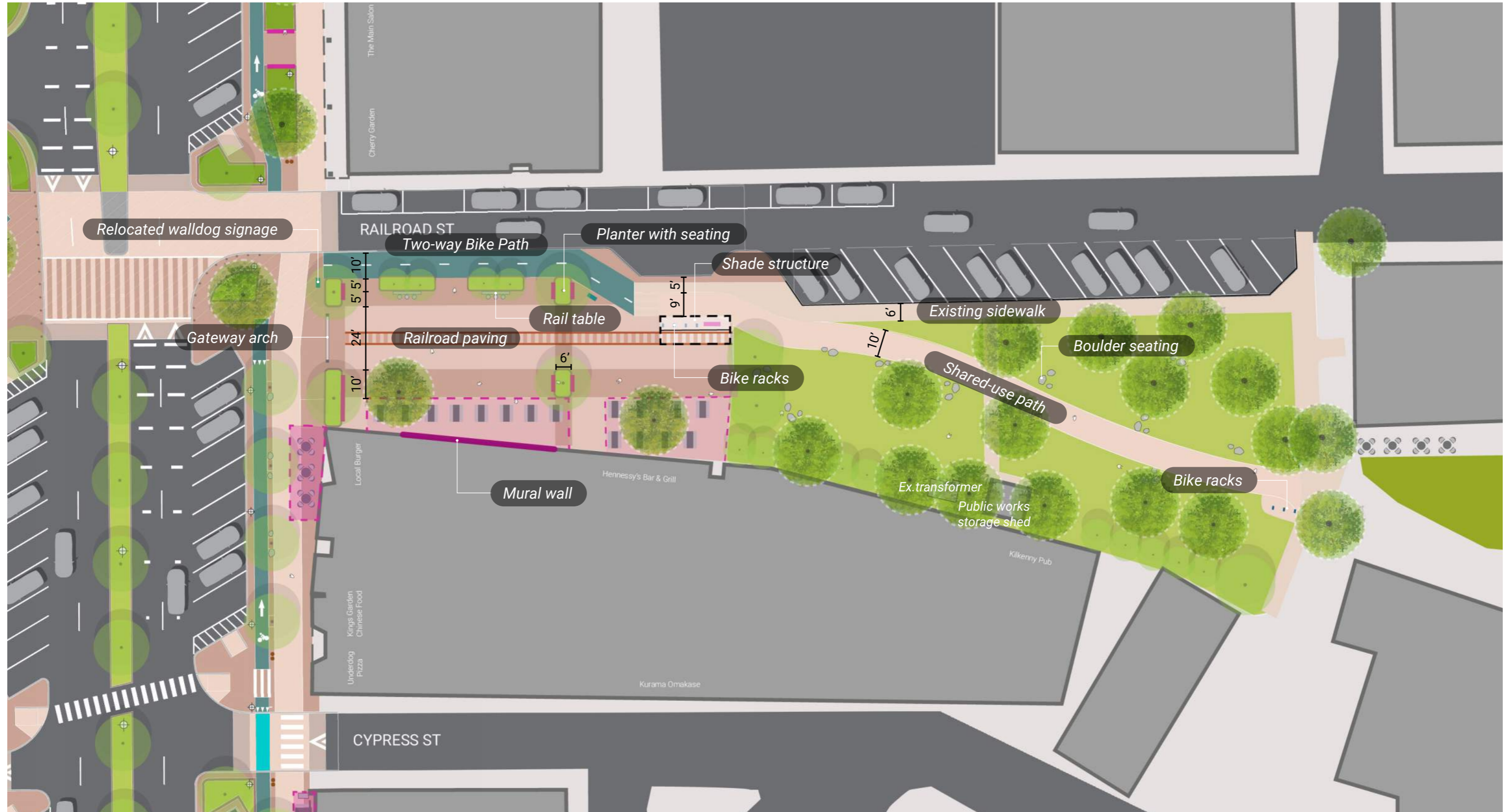
PERFORMANCE: 400-600 STANDING/SITTING PEOPLE



FOOD EVENT: 5-8 FOOD TRUCKS | 400-600 PEOPLE



KEENE PHASE 2 | RAILROAD SQUARE MSFI PREFERENCE

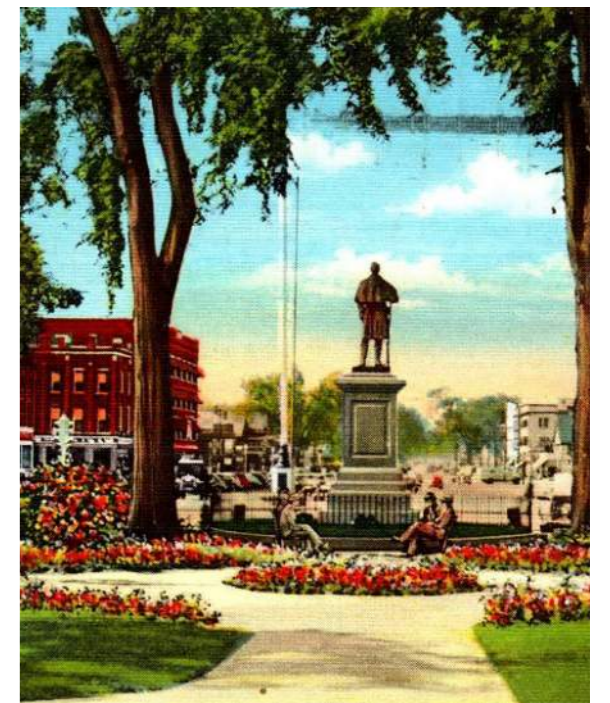
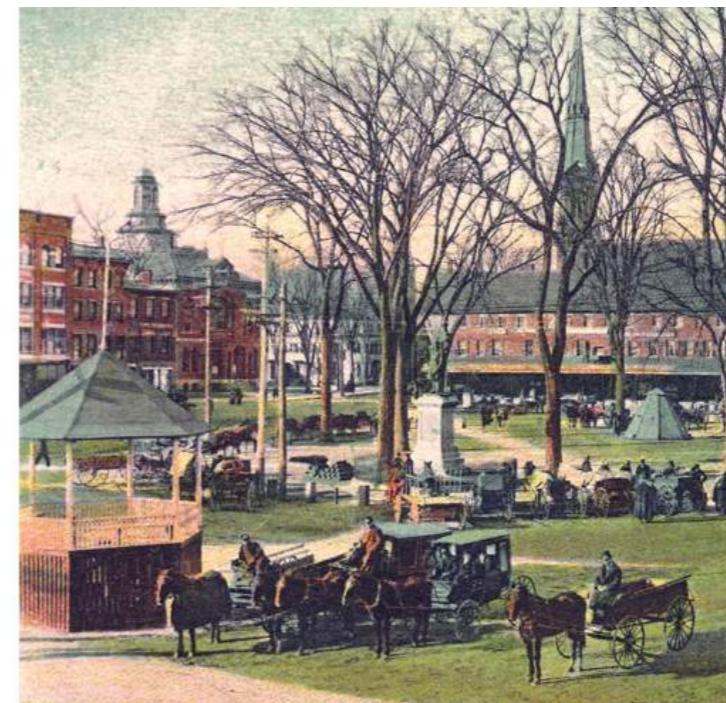
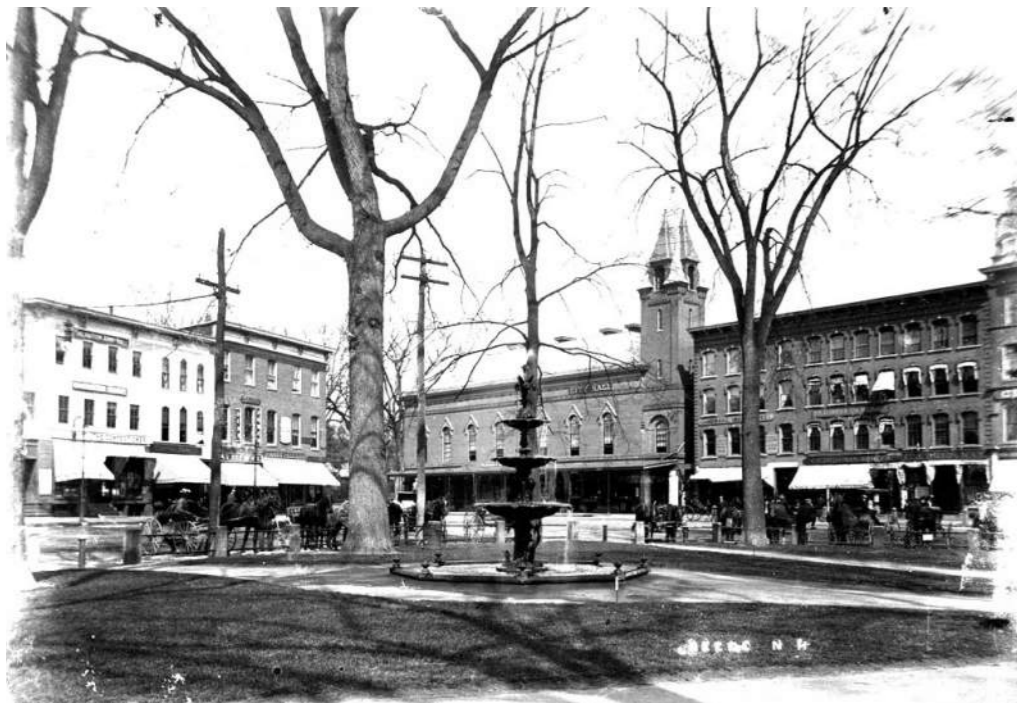
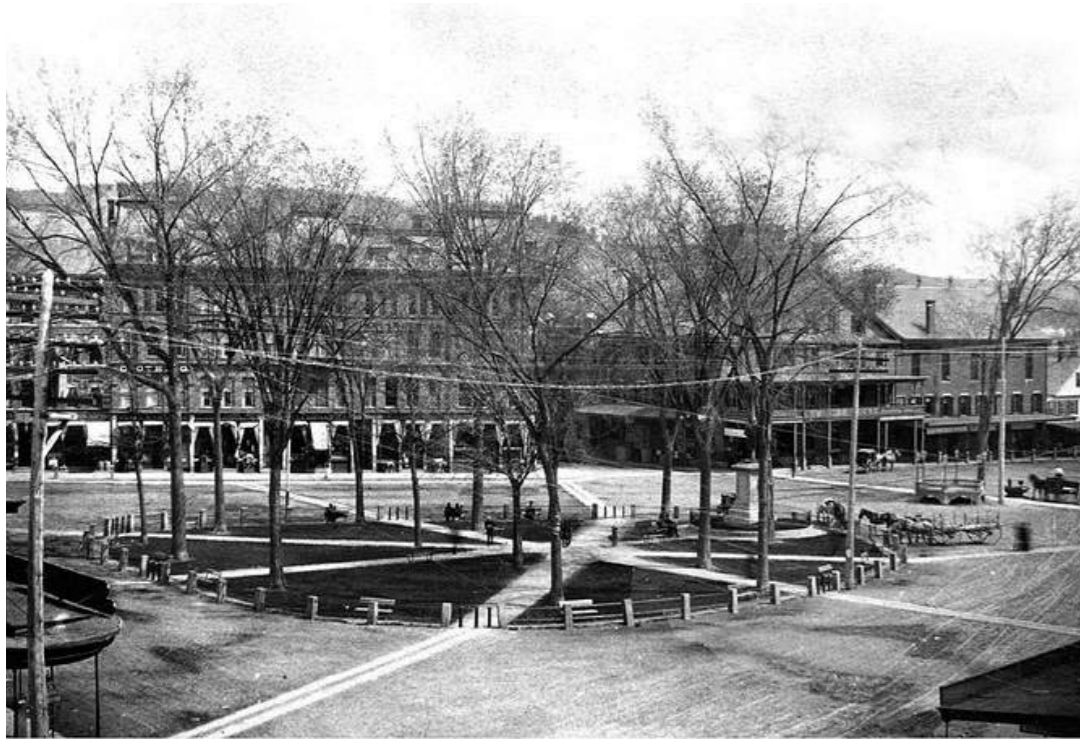


360 VISUALIZATION

RAILROAD SQUARE

CENTRAL SQUARE

KEENE PHASE 2 | CENTRAL SQUARE COMMON HISTORIC PHOTOS



KEENE PHASE 2 | CENTRAL SQUARE COMMON

EXISTING ELEMENTS



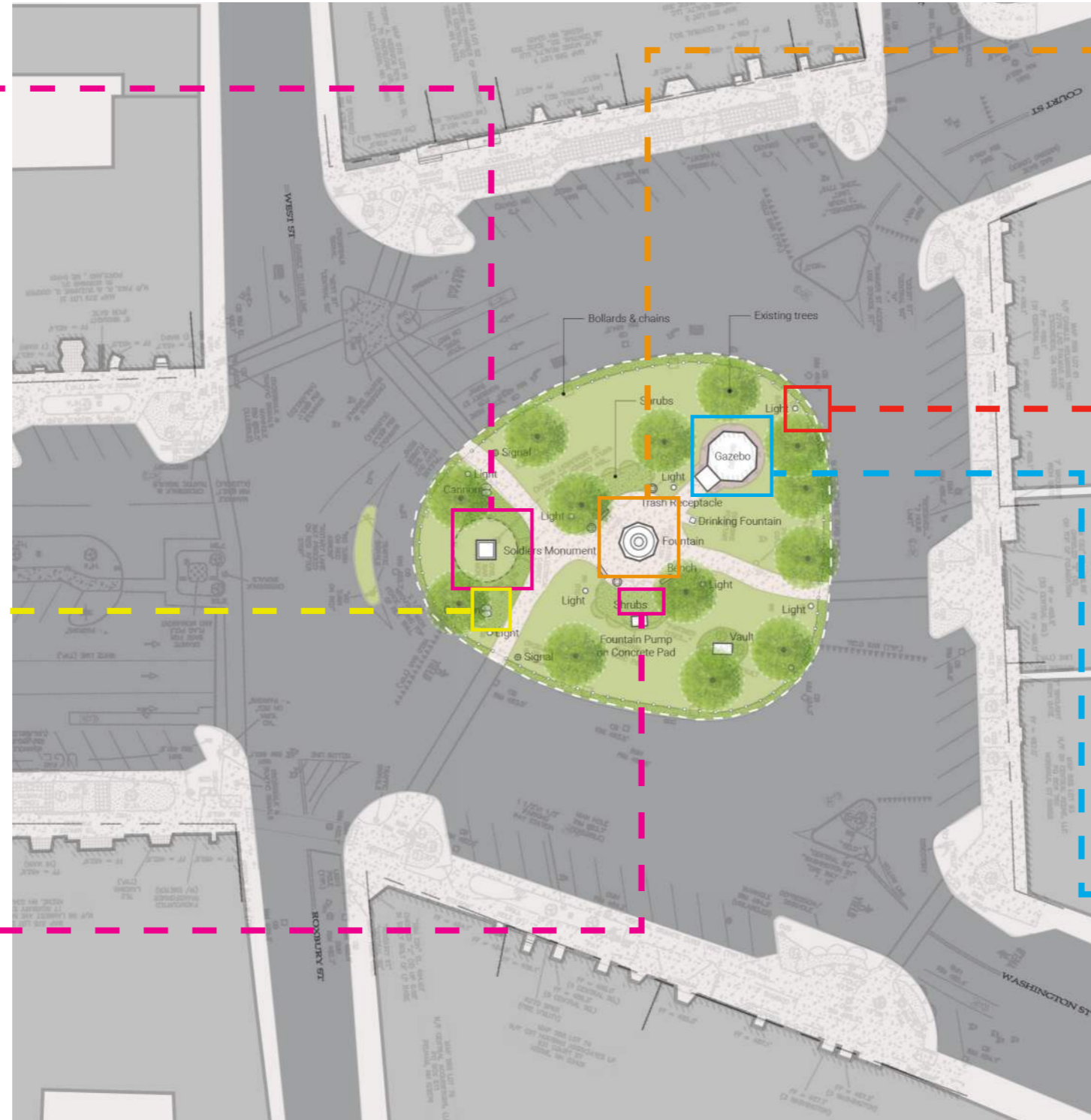
Soldiers' Monument - Should statue be moved out to the nose to be more prominent?



Cannon - Should cannon/cannonballs be moved out to the nose to be more prominent?



Bench - Should more bench seating be provided?



Water Feature



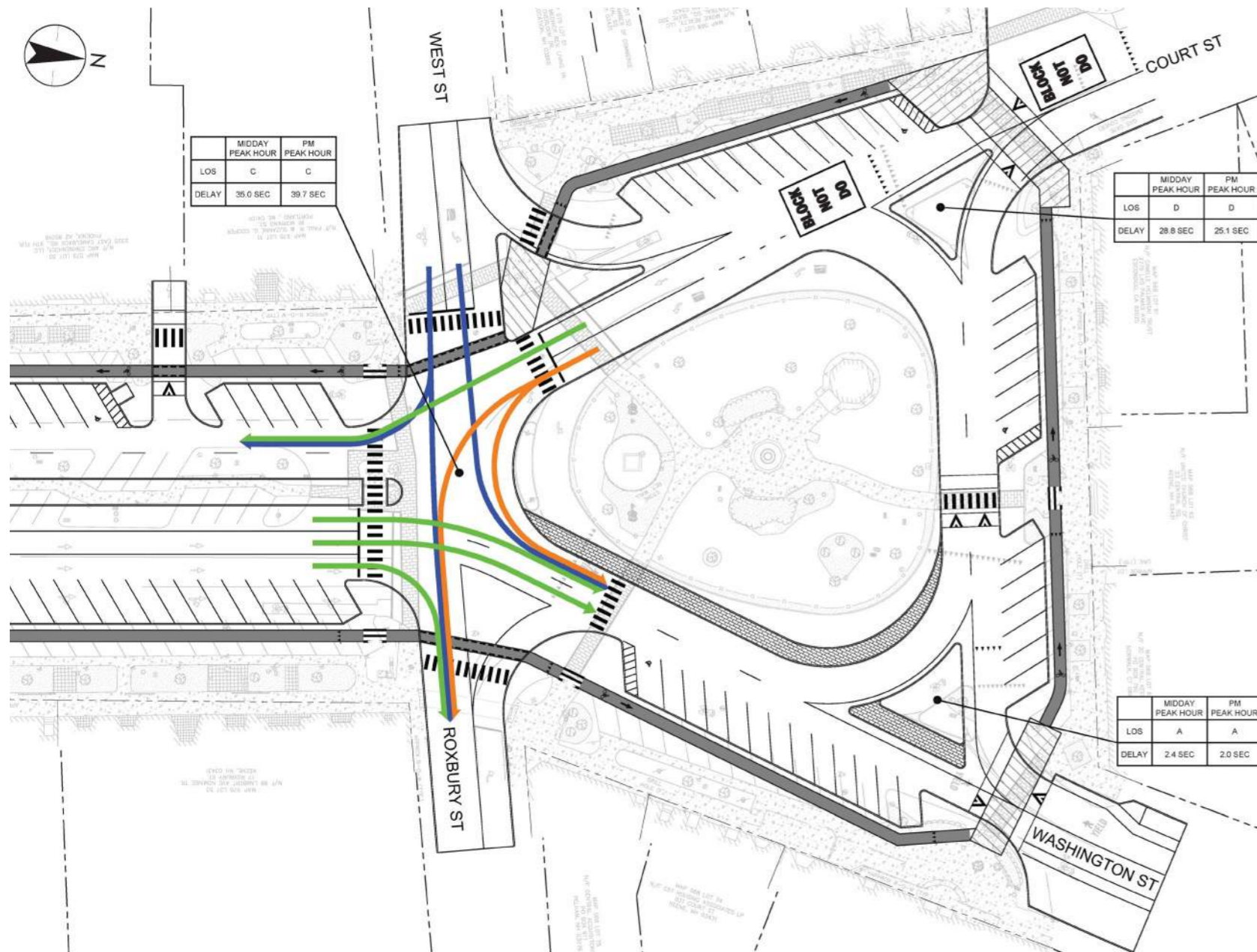
Bollard - Granite post and chain detail to be moved to perimeter?



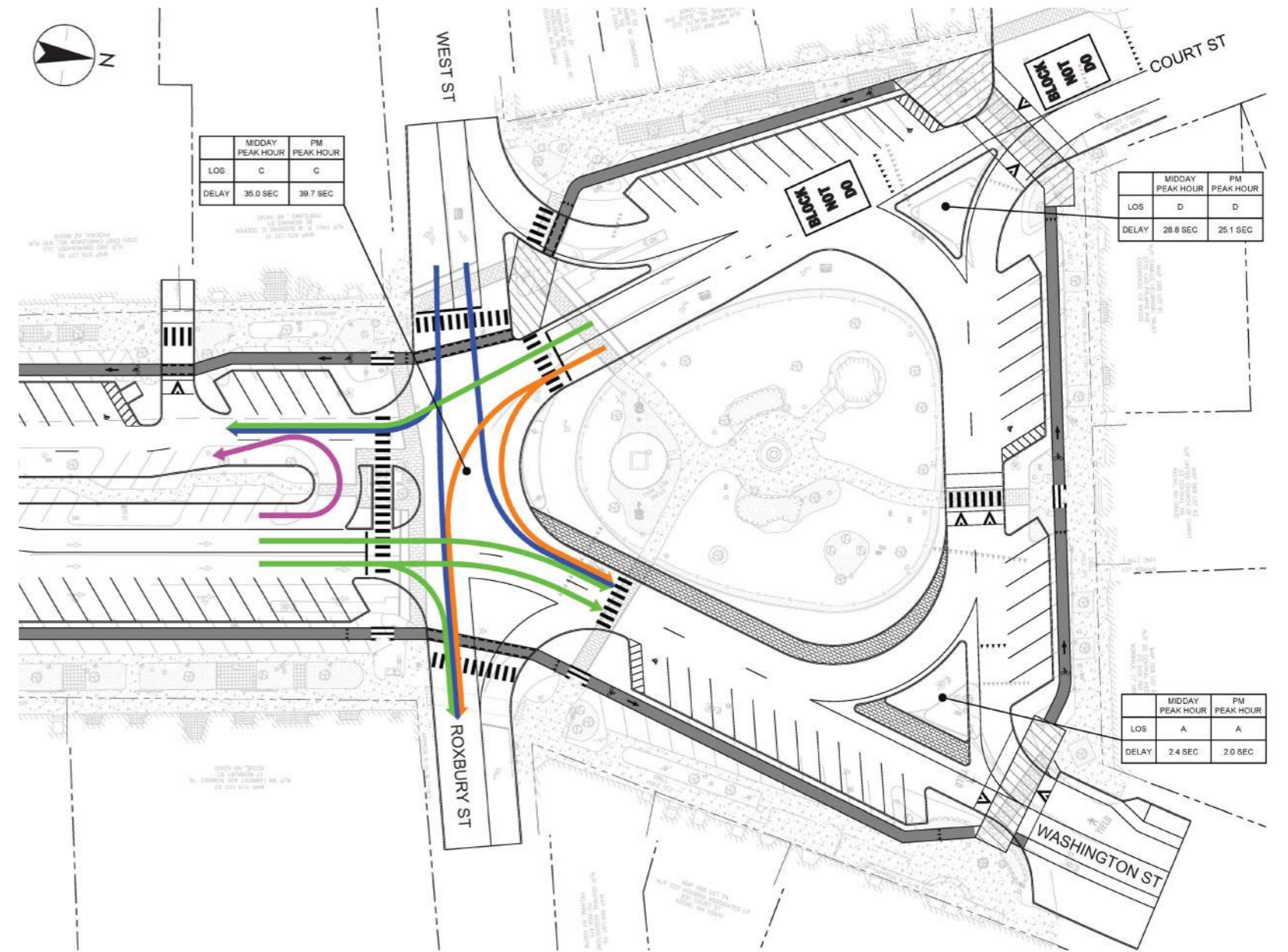
Gazebo/Bandstand - Should Gazebo/bandstand be moved to provide more space around it? prominent?

KEENE PHASE 2 | TRAFFIC/CIRCULATION

SIGNAL PHASING - ALTERNATIVE LAYOUTS

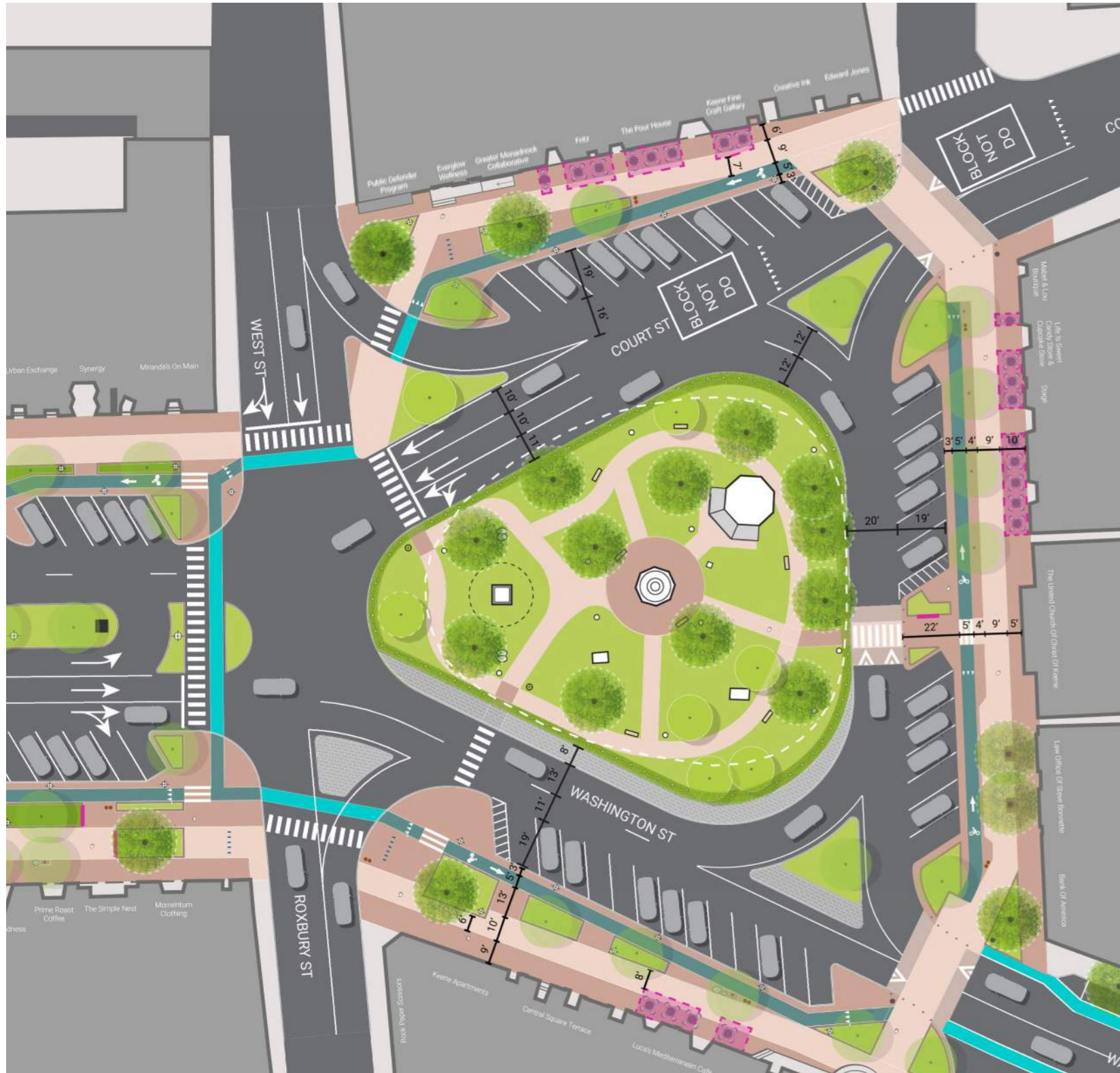


BASE ALTERNATIVE

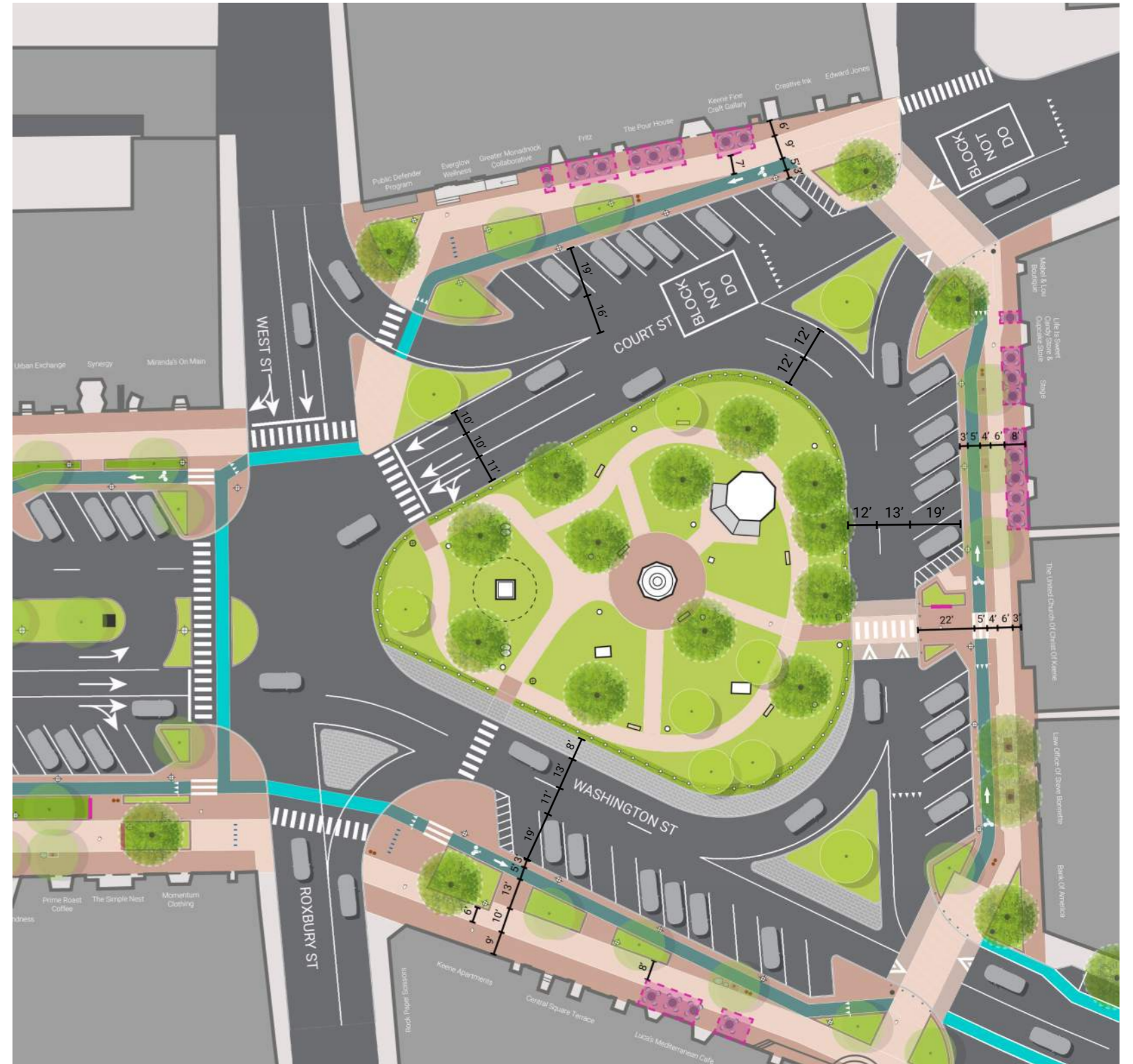


U-TURN ALTERNATIVE

KEENE PHASE 2 | SIDEWALK/STREETScape NORTH OF SQUARE



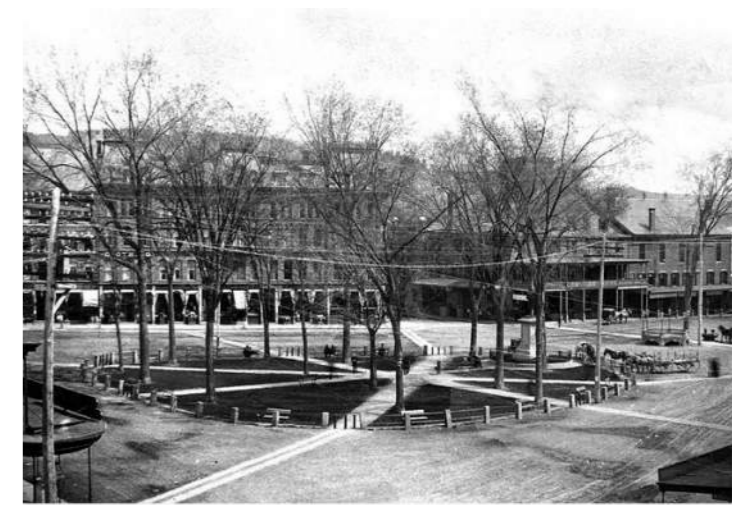
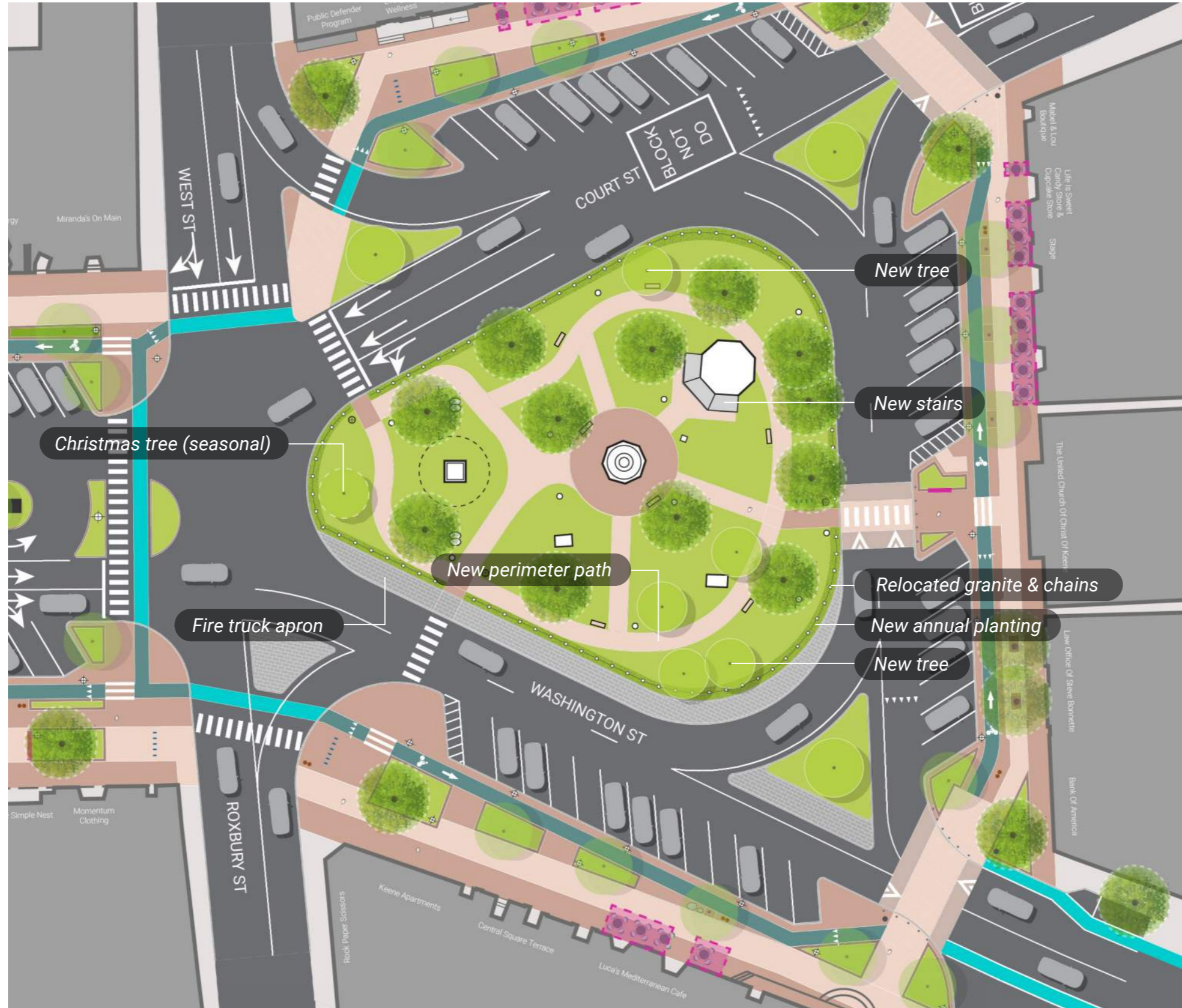
ONE LANE



TWO LANES

KEENE PHASE 2 | CENTRAL SQUARE COMMON

MSFI PREFERENCE



360 VISUALIZATION

CENTRAL SQUARE

Design Element

- Left turn lane at Main St to Emerald St
- Vehicle access to Lamson St
- Left turn access from Main St to Railroad St

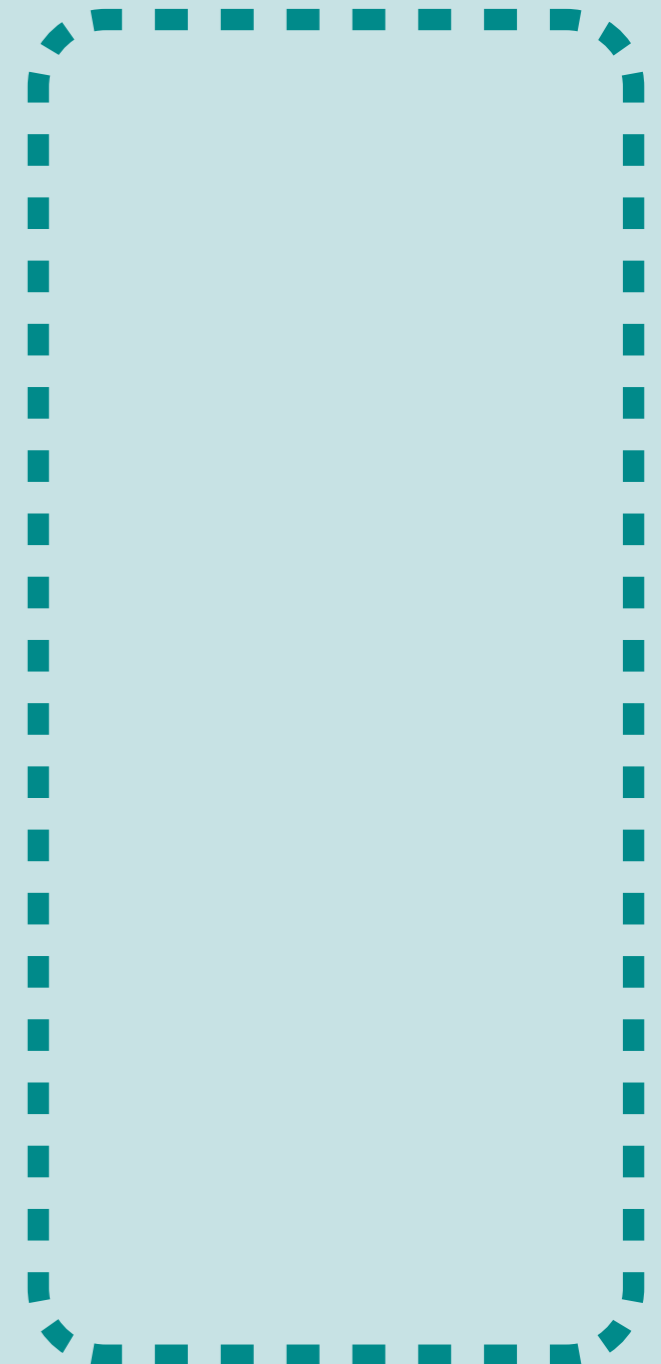
Staff/Design Team Recommendation

- **Relocate crosswalk to south, no left turn lane**
- **Recommended prohibiting vehicle access to Lamson St**
- **Recommended prohibiting left turn access from Main St to Railroad St**

MSFI Preferences

- **Preferred to provide left turn lane, relocate crosswalk to north side**
- **Preferred prohibiting vehicle access to Lamson St and adding on-street parking**
- **Preferred prohibiting left turn access from Main St to Railroad St**

City Council Consideration



Design Element

- Shade structure / solar PV supported structure over parking spaces on Gilbo Ave
- On-street parking at intersection of Main St/Gilbo Ave
- Gateway structure at entrance to Gilbo Ave corridor

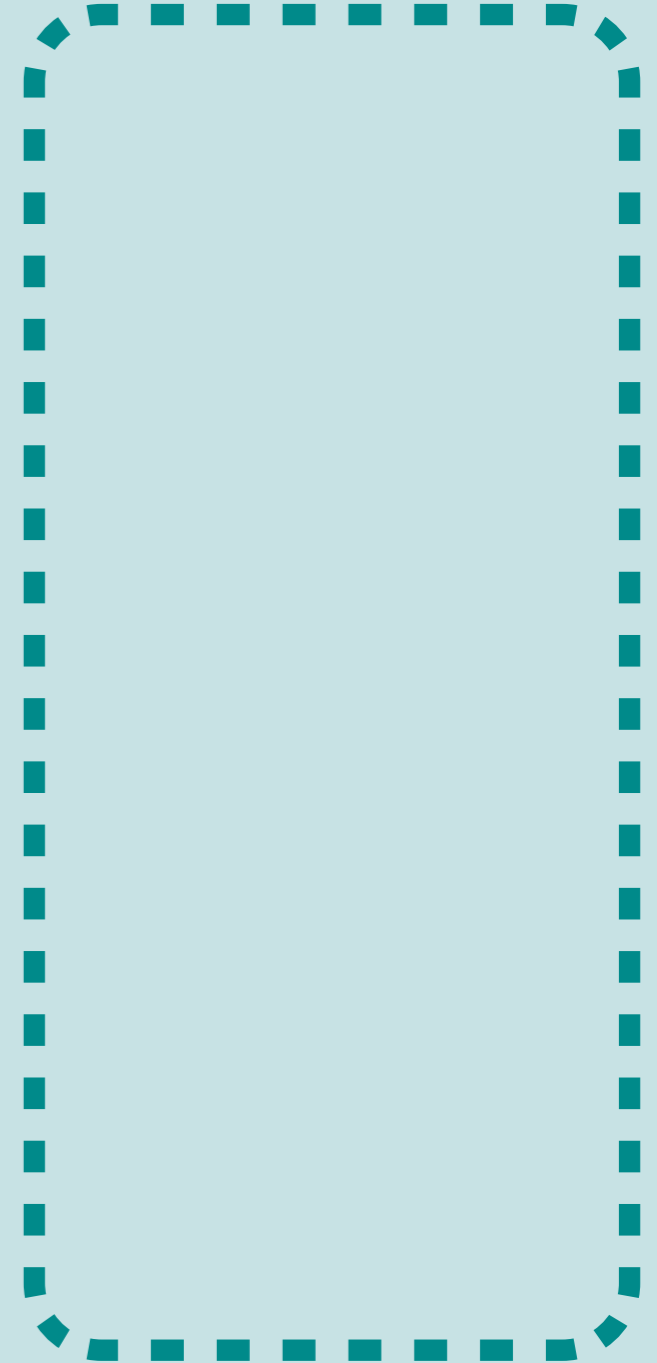
Staff/Design Team Recommendation

- **Recommended maximum size structure over parking spaces for flexible use**
- **Recommended eliminating 7 parking spaces on Gilbo Ave to maximize sidewalk flexible use space at Main St**
- **Recommended gateway structure at entrance to Gilbo Ave corridor**

MSFI Preferences

- **Preferred maximum size structure over parking spaces for flexible use**
- **Preferred keeping parking spaces on Gilbo Ave at Main St**
- **Preferred gateway structure at entrance to Gilbo Ave corridor**

City Council Consideration



Design Element

- Expansion of plaza space for public seating, lighting improvements, and gateway arch to Cheshire Rail Trail
- Railroad Square Design Options: 1-Minimal, 2-Max. Green Space, 3-Improving Connection to Square
- Sustainable Green Infrastructure

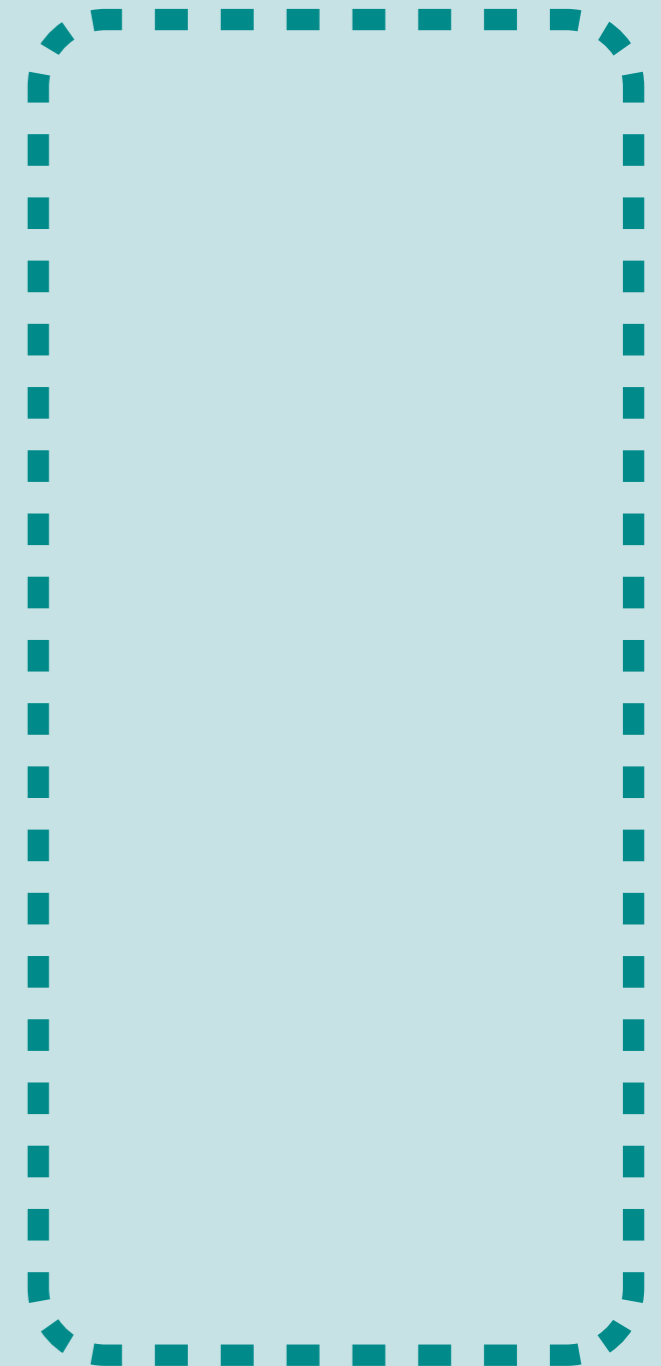
Staff/Design Team Recommendation

- **Recommended expansion of plaza space for public seating, catenary lighting improvements, and gateway arch in Cheshire Rail Trail**
- **Recommended Option 3-Improving connections to Square including separation of shared path through plaza space and shade structure over parking on Railroad St**
- **Recommended stormwater treatment and bioretention swales throughout downtown infrastructure**

MSFI Preferences

- Preferred expansion of plaza space for public seating, catenary lighting improvements, and gateway arch in Cheshire Rail Trail
- Preferred Option 3-Improving Connections to Square including separation of shared path through plaza space
- Preferred maximizing sustainable stormwater strategies where best possible

City Council Consideration



Design Element	Staff/Design Team Recommendation	MSFI Preferences	City Council Consideration
<ul style="list-style-type: none"> • Signal Phasing - maintain similar traffic operations from Central Sq to Main St • Main St U-turn Alternatives • 2 lane operation at North of Square between Washing St and Court St • 2 lane operation at North of Square ramp to SB lanes 	<ul style="list-style-type: none"> • Recommended to provide 2 lanes (SB/LT) from Central Sq to Main St and 1 lane to West St • Recommended to not include U-turn movement from NB to SB Main St traffic • Recommended single-lane operation at the top of Central Square between Washington St and Court St • Recommended single-lane operation from North of Square to SB lanes 	<ul style="list-style-type: none"> • Preferred to include 2 SB thru lanes and LT lane from Central Square to Main St and 1 lane to West St • Preferred to maintain similar U-turn movement • Preferred to maintain 2 lane operation at the top of Central Square between Washington St and Court St • Preferred multi-lane operation from North of Square to SB lanes 	

Design Element

- Raised crosswalk tables at North of Square, Washington St and Court St
- Pedestrian flashing beacon signage at mid-blocks crosswalks
- Central Square Common improvement options

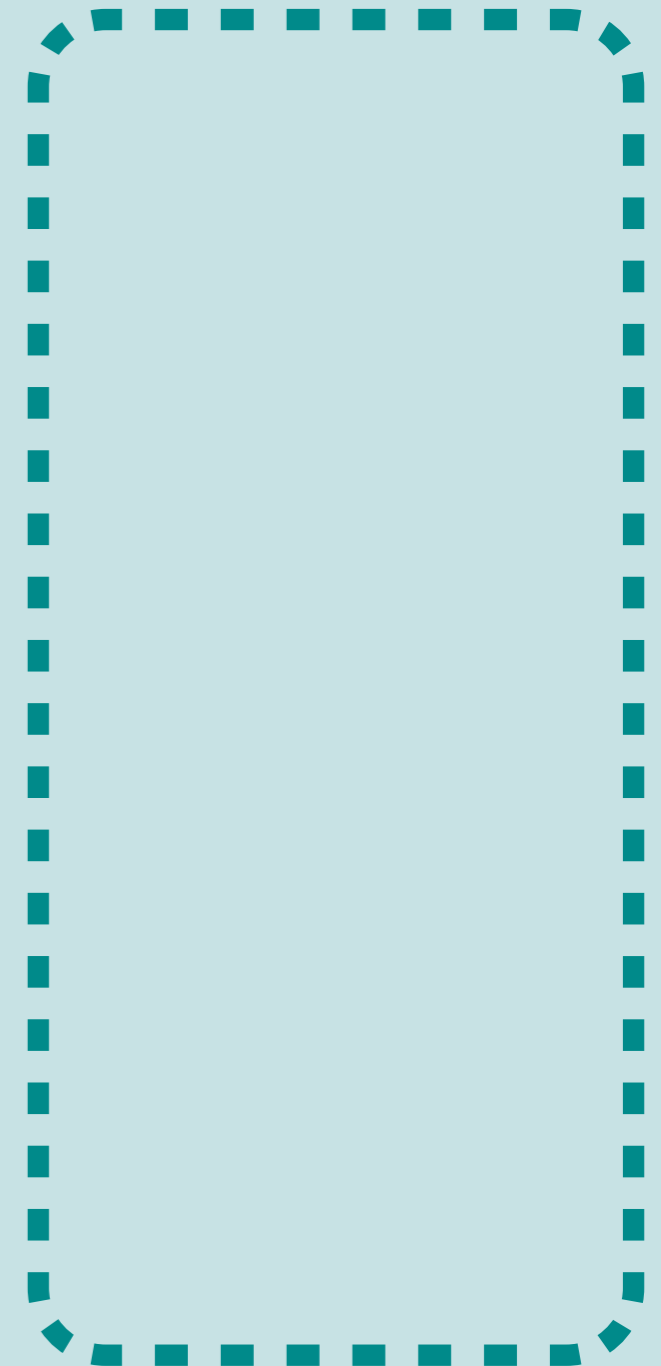
Staff/Design Team Recommendation

- **Recommended raised crosswalk tables at North of Square, Washington St and Court St**
- **Recommended pedestrian flashing beacon signage at Washington St and Court St crosswalk only**
- **Recommended Option 1 - Minimal improvements**

MSFI Preferences

- Preferred raised crosswalk tables at North of Square, Washington St and Court St
- Preferred pedestrian flashing beacon signage at Washington St and Court St crosswalk only
- Preferred Option 2 - Enhanced improvements to include perimeter path without brick paver connections

City Council Consideration



KEENE PHASE 2 | CENTRAL SQUARE
NEXT STEP

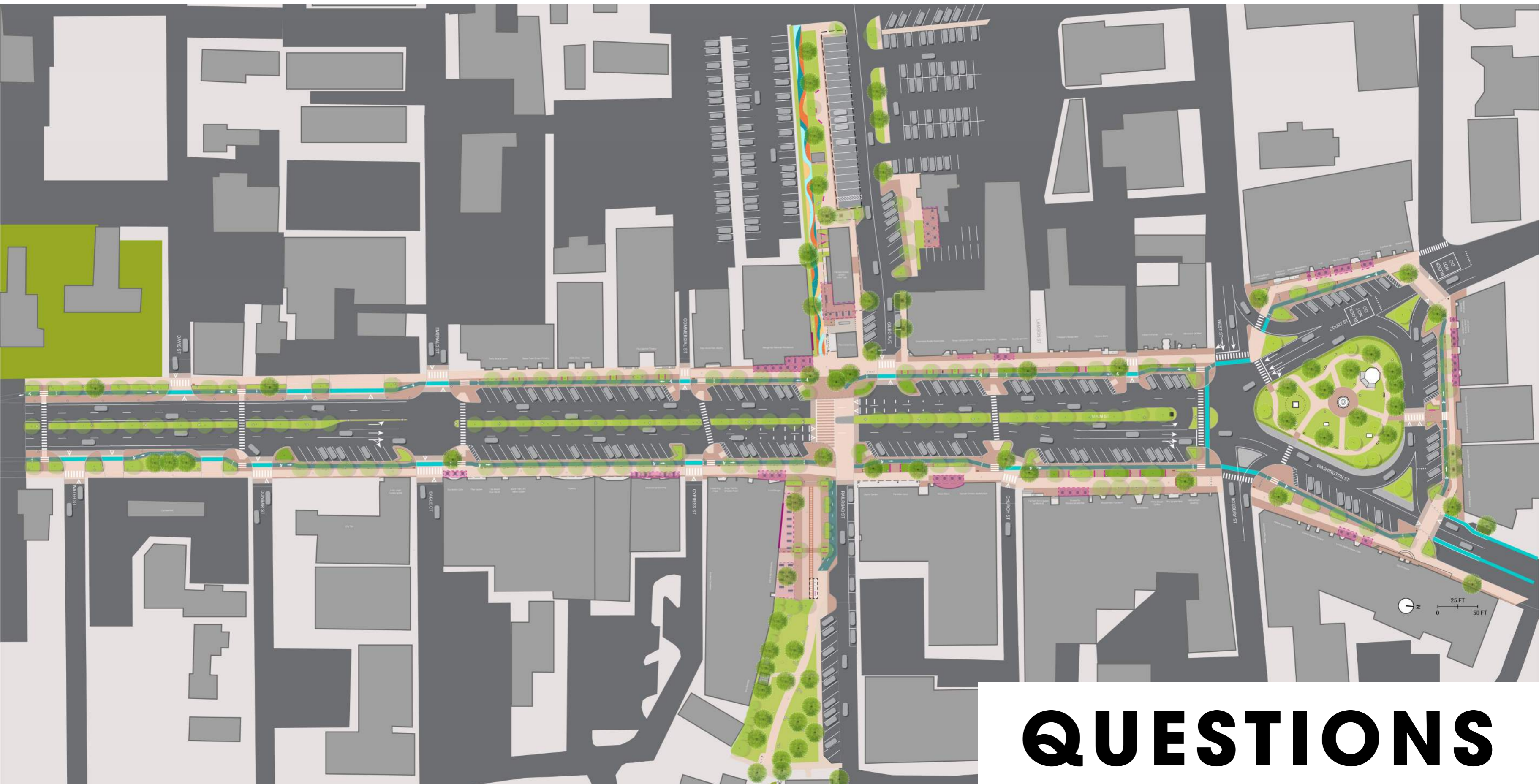
WEDNESDAY, JUNE 26TH

MSFI MEETING

THURSDAY, JULY 18TH

FINAL CITY COUNCIL VOTE





QUESTIONS