



City of Keene
New Hampshire

BICYCLE PEDESTRIAN PATH ADVISORY COMMITTEE
MEETING AGENDA

Wednesday, May 12, 2021

8:15-9:30 AM

Meeting via Zoom Webinar

Link: <https://us02web.zoom.us/j/86374413889>

- This meeting will be conducted using the online meeting platform, Zoom. The public may view the meeting online by visiting www.zoom.us/join and enter the **Webinar ID: 863 7441 3889**.
- If you are unable to attend the meeting online, you may call the toll-free **(888) 475-4499** and enter **Webinar ID: 863 7441 3889** to listen to the meeting.
- More info on how to access this meeting is available on the Bicycle Pedestrian Path Advisory Committee webpage at ci.keene.nh.us/bicycle-pedestrian-path-advisory-committee.
- If you encounter any issues accessing this meeting, please call **(603) 209-4697** during the meeting.

Members:

Dillon Benik, Chair

Drew Bryenton, Vice Chair

Brad Dufresne

Councilor Jan Manwaring

Michael Davern

Todd Horner

Rowland Russell

Dr. Chris Brehme, Alternate

Charles Redfern, Alternate

- 1) Call to Order and Roll Call
- 2) April 14, 2021 Minutes
- 3) Old Business
 - Wayfinding: UNH Downtown Trails, MAST Grant, MRRTC, Survey
 - Amenities: Public Survey
 - Bike/Pedestrian Counts: EcoCounter Grant
 - Big E Expo Presence
- 4) Regular Project Updates
- 5) New Business
 - Items to be included for next meeting
- 6) Adjournment
 - Next meeting date – June 9, 2021



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Dr. Rowland Russell
Dr. Chris Brehme, Alternate
Charles Redfern, Alternate

Staff:

Andy Bohannon
Kürt Blomquist
William Schoefmann, GIS technician

Guests:

Mike Kowalczyk

Chair Benik called the meeting to order at 8:15 AM.

1) **Roll Call**

Mr. Schoefmann read the Zoom meeting platform rules aloud and roll call was conducted.

2) **March 10, 2021 Minutes**

Councilor Manwaring moved to accept the March 10, 2021 minutes with amendments, Mr. Horner seconded, and the motion was passed by unanimous vote.

Amendments are as follows:

-Remove Councilor Manwaring's name from the attendee list for last month.

-Moving forward, refer to Mr. Brehme and Mr. Russell as Dr. Brehme and Dr. Russell.

3) **Old Business**

-Wayfinding- Mr. Bohannon stated that he had a good conversation with Ms. Sharon from UNH Extension and it appears that they will need a simple contract between the UNH Extension and the City of Keene to cover the cost of \$3,000 to for the work and

training that will be performed by the UNH Extension office. He said the Downtown and Trails program will involve the UNH Extension office coming in to create a committee similar to BPPAC and train those members to perform intercept surveys for people using the trails and determine the connections of Downtown. He stated that the town of Bristol did this a few years ago with success and the City of Keene is ripe for this sort of program as the City currently does not have information about the economic impact of trails on the Downtown area and if they want to improve infrastructure and connectivity this is one approach.

Mr. Bohannon shared that Mr. Redfern had a survey conducted to him on the rail trail off of Island or Pearl Street and that was part of a statewide initiative. This project would be more local to Keene and he is hoping to get it done this fall. Mr. Redfern asked if the surveyors can be identified by their clothing, for example, by donning bright orange vests and clipboards. Mr. Bohannon replied that they will ensure that volunteers are recognized as surveyors, as well as be conducting a widespread media campaign to create awareness. Dr. Russell suggested placing signage to give cyclists a heads up that feedback is being requested. Chair Benik asked Mr. Bohannon how many volunteers they are looking for in how many locations. Mr. Bohannon replied that those details have not been fully worked out yet with UNH, however, they will probably want at least 6-12 individuals engaged in the process from start to finish. He noted that BPPAC members will likely be key participants in the process, including a few other members of the community. Dr. Russell asked what the timing is for the survey and Mr. Bohannon replied that it should take place in the fall.

-MAST grant- Mr. Schoefmann reiterated that the City of Keene was awarded the MAST grant, however, they recently discovered that the Walk Your City campaign and website seems to be defunct. Mr. Schoefmann shared that he was not able to access information or get a hold of anybody even after creating an account on the website. He proposed that BPACC consider alternative options that they can then bring to the Southwest Regional Planning Commission (SWRPC) and MAST. He asked Mr. Horner for his thoughts on the situation as he had suggested that the services they were providing are not too hard to replicate, however, Walk Your City did provide a one-stop-shop. Mr. Horner replied that the Walk Your City social media channels have gone dark as well. Chair Benik asked if members know of any similar organizations or would they be starting from square one to find those resources and piece them together. Mr. Schoefmann replied that one option is to conduct the test signs with a local sign vendor, however, they would need to utilize City staff or SWRPC staff in order to organize the campaign. He proposed that the other option is to conduct a public outreach survey like they were going to do anyway, however, they would not put up temporary plastic signs and instead they would launch a survey to leverage the outreach and garner public interest. He said the amenities survey is also aligned with this sort of approach so it could provide a twofer opportunity. For example, the survey content could solicit feedback about what locations are important in town to direct people to, the mileage and also provide some designs that people could offer feedback about. Mr. Schoefmann stated that they could still use the Walk Your City survey, but it would not be pushed out through temporary plastic signs. Mr. Bohannon stated that they can take advantage of the synergy and utilize the signs that are created

through this project for a secondary project and explore ways to garner information about usage, economic impact, amenities and other ways to achieve gold status for the City. Mr. Schoefmann clarified that the signs Mr. Bohannon is talking about are the signs on the periphery of the system, for example, regional trails identifying signage with logos for the City Parks and Recreation and Pathways for Keene (PFK) and there may be an opportunity to place a QR code sticker for people to access surveys. Mr. Schoefmann stated that hammering out a good public outreach survey is a better use of resources and development of more permanent signs. Mr. Kowalczyk asked what the MAST grant is covering. Mr. Schoefmann replied that it would provide about \$1,000 to cover the temporary, plastic signs.

Dr. Russell stated that he likes the idea of combining the surveying because they are both centered on information gathering and publicizing. He said temporary signs seem less important than acquiring good information about where they want permanent signage placed. Chair Benik asked if they could combine all three surveys or would they need to be conducted the UNH survey separately. Dr. Brehme asked if they could use the UNH intercept survey to ask participants about what points of interest they would want directions and time distance to and asked if survey sites could be located at places where signs are likely to go. Mr. Bohannon replied that the UNH survey is very focused on the economic impacts of the trails for the Downtown area, therefore, they may not want to put too much else into that survey. However, he understands that there is an opportunity to garner information for that piece and to work with students or interns related to the opportunity. Dr. Russell noted that it is advantageous to have more than one survey point with the UNH survey that is driven by social media and electronic outreach with the signage and combining the information from the MAST and amenities surveys. Mr. Schoefmann agreed that the opportunity for the signage and amenities pair well together, and the more economic impact and Downtown information that UNH will do in the fall provides a good timeframe. He proposed that they launch the signage and amenities survey by late May and close that by mid-summer, that way they can prevent bleed over and information overload for the public.

Dr. Russell asked to hear more from Mr. Kowalczyk and Mr. Horner about whether it makes sense to coordinate these surveys on a regional level and not just centered on the City of Keene. Mr. Kowalczyk replied that surveys should be kept short and perhaps change over time to gather different types of information, for example, questions about the City of Keene and about the region are pertinent. He said if they surveys include a few questions about the local municipality and the region that would be beneficial. Mr. Schoefmann asked Mr. Kowalczyk if he could send a template of one or two questions focused on the region, as that might help the case regarding SWRPC and MAST in terms of integrating the local municipality and the region. Mr. Horner stated that in terms of using a survey to identify appropriate locations for signs, they would need to be very creative about how they develop the survey because signs are needed where people are perhaps unaware of the need for a sign, therefore, questions aimed at testing respondents' awareness of nearby destinations would provide information about respondents' familiarity with a given location and spatial awareness of how a sign could help connect the trail with nearby locations. He added that in terms of how to connect MAST funding

from Walk Your City to something else, the City staff should have a good sense of what the design would look like and if further design work is needed in order to land on an appropriate design that could work both for the City and also be potentially adapted to other locations on the regional trail network. Mr. Bohannon replied that the City has a fairly solid concept of the signage, however, they still need to work out further details.

Mr. Schoefmann promoted Mr. Kowalczyk as a co-host in order to share a photo of the sign design as it appears now, without the PFK logo included. He said the sign is a wayfinding sign and the top shows the trail location, as well as the road that is being approached and also the next three points of interest down the trail. He said the sign also includes three places on the bottom for information: regional information, and two spaces for information from the local municipality in which the sign is located, for example, the Town of Swanzy, where the sign he presented is located. He stated that every municipality can decide what they want to do with that information. Mr. Kowalczyk stated that this wayfinding sign is an experiment that they put up on the Cheshire Rail Trail and they have already received feedback from the snowmobile club and the State, and they will be gathering this feedback to do a spin of this for people to provide feedback on. Mr. Schoefmann asked what other towns are using this template and Mr. Kowalczyk replied that Marlborough is using it. Mr. Kowalczyk stated that they are already placing Townline signs so that people on the trail are aware of what town they are in. He encouraged members to go out and take a look at the signs that are already up and provide him with feedback regarding size, font, color, etc.

-Amenities- Dr. Russell stated that there is software that allows people to interact with and provide feedback on where they would like to see amenities located. He said this is an important tool in the public outreach campaign in mapping out amenities. Chair Benik asked how the software works. Mr. Schoefmann replied that the software includes a Google map of an area and it records where users ping the image and then those locations can be integrated into Arc GIS or other mapping software. He said there a few ways to use the software to create a visual map of where the locations are and determine which locations are most identifiable and select locations closest to the trailheads and have people rank file them in order of importance. He noted that this can increase the length of the survey so they may need to break apart the surveys, however, they can cross that bridge when they come to it.

-Public Survey Bike/Pedestrian Counts: New Locations- Mr. Schoefmann stated that Mr. Lussier would probably like for BPPAC to perform bike counts so he will reach out to him about appropriate locations. He noted, however, that there may not be enough bandwidth within the committee for bike counts at this time with the concurrent development of the surveys. Mr. Bohannon shared that he and Mr. Schoefmann are also discussing the possibility of implementing automatic bike counters which would allow them to gather a lot more data. He suggested they discuss this more at the next meeting. Mr. Schoefmann shared that he will be attending a webinar focused on automatic counters. Chair Benik stated that he would also like to join the webinar. Mr. Horner noted that the SWPRC has several eco-counters available, including two that can distinguish between bikes and pedestrians, as well as the simpler models that use infrared

technology. He strongly encouraged the City to contact Mr. Henry Underwood at SWRPC regarding borrowing the counters.

4) **Regular Project Updates**

-Bike racks- Mr. Schoefmann stated that bike racks have been set out at various locations and those locations may change based upon what the City may see as sidewalk café locations. He said he should be getting a final bike rack location list soon.

-Cheshire Rail Trail-Park Avenue Loop- Mr. Schoefmann stated that the bid was readvertised after approval by NH DOT and Federal Highway and the bids were over budget again, however, they were more in line with than with the previous attempt. He said the City Engineer will be putting together a request for additional funding that he will be taking to City Council to make up the difference.

-Cheshire Rail Trail Phase Four-Transportation Heritage Trail- Mr. Schoefmann stated that the grant was submitted to the State and he is unsure when they will make announcements but will get more details from Mr. Lussier. He noted that it is time to reconsider the effort that BPPAC had considered with the Heritage Commission, because LCHIP, the historic resources grant funding source, announced that they are accepting another round of grant applications and he is working with Ms. Kessler on the grant and will probably need assistance from the Heritage Commission and BPPAC. Mr. Redfern said he would like to assist with the grant especially in terms of the Stone Arch Bridge. Mr. Schoefmann asked if other members are interested. Councilor Manwaring volunteered to assist with the grant. Mr. Schoefmann replied that he will discuss this with Ms. Kessler and identify what portions of the grant they will need assistance with and report back to the committee.

-Amenities survey- Mr. Schoefmann reminded members that there is a Google doc available to provide amenities feedback. Mr. Bohannon added that they will be installing a new kiosk at the Keene Bike Park that will also show connectivity to trail systems in the entire region. He encouraged members to check it out at the Keene Bike Park Facebook page. Mr. Kowalczyk added that Mr. Poanessa and he are talking about standardizing the local trail systems as they appear on the kiosk maps. Mr. Schoefmann asked Mr. Kowalczyk to contact him about updating the digital maps to match the look and feel of the kiosks.

5) **New Business** –

-Permanent automatic bike counters- Chair Benik asked Mr. Kowalczyk to please share literature to the Google doc for members to review.

-Wayfinding and Amenities surveys

-NH Rail Trail Coalition-Mr. Redfern stated that the NH Rail Trail Coalition will be participating in the Big E expo in Springfield, MA and they will be distributing rack cards for PFK, and perhaps the City of Keene could advertise tourism at the pavilion for tourism to promote Keene businesses. He said he will provide Mr. Kowalczyk the dimensions for the rack cards as the Granite State Ambassadors like them to be standardized.

6) **Adjournment**

Chair Benik adjourned the meeting at 9:17 AM stating “it’s been real!”

Next meeting date – May 12, 2021

Respectfully submitted by,
Ayshah Kassamali-Fox, Minute-Taker

Additional Edits by,
Will Schoefmann, Community Development Staff

Meeting Notes 4/20/21

Todd:

(From an email)

A concept for the survey or section of the survey for testing spatial awareness and potential need for wayfinding signage:

- Present a photo of an intersection or POI where we think wayfinding could be useful.
- Ask the respondent to identify the location, either from a list or a series of labeled points on a map.
- If the respondent selects the correct option, assess respondent's perception of nearby locations (e.g. "From this location, it's a 5, 15, 30 minute walk to Central Square").

At some point in the survey, we could ask respondents whether they are a resident, student, visitor, etc. to assess if different groups have different wayfinding needs.

Whatever BPPPAC lands on as an approach should be shared with SWRPC/MAST to verify that it represents a fitting alternative to the Walk You City signage included in the proposal. (Spatial Cognition)

Rowland:

Where are current amenities, A list for the potential amenities, set of possibilities and rank them

Wayfinding survey - identifying where to direct users to

Will:

Todd's Method towards core users or specific user groups (BPPAC, MCC, NEMBA, MAST, etc)

Rowland's Method towards general public for general amenities

Chris:

Google Streetview as a visual cue to integrate into survey? Integrate Greg Pregent's video clips for trail/street intersections/trail heads etc.

Todd:

Amenities Survey, send to Andy and see what he thinks, what are the current rationale for placement of amenities. Will this be a useful tool for them?

Rowland:

Trail lighting include in existing facilities and where people might like additional ones.

Chris:

Signage presented at previous meeting? Where did those originate

Will: Provided MRRTC background info

General: Not completely thrilled with the proposed designs.

Todd: Design competition for final design elements?

Will: Peter Ponessa having design ideas? MAST funds/match if Peter is assisting in design

General comments:

Something other than cross streets on the wayfinding signage if we were to use the signs.

Utilizing symbols for identifying what amenities that are associated at what locations.

To dos

Confirm with Andy!

Chris - Basemap for Qualtrics survey for general amenities and wayfinding survey

Will - Provide locations of current amenities (Parking, Repair Stations, Lights, etc.)

Will - Wayfinding Survey - Check in with Henry regarding pivoting away from Walk your City, proposed use versus new use of 1k towards Walk your City.

Three Phases

1)General Amenities Survey

2)Targeted Wayfinding Survey

3)Design Concept Survey

Notes compiled by Will Schoefmann, Community Development Staff

Meeting Notes 5/4/21

Qualtrix vs ESRI GeoForms or Survey 123

Predefine locations quadrants (N,S,E,W)

Where am I? - Anchors (Downtown and other Trailhead/Kiosk locations) Where is the trail?

Where are the nearby POIs? - send pre populated list to spur ideas

List of destinations we want to direct users to (BPPAC)?

Signage should include a combination distance/time

Utilize symbols to indicate amenities at destinations

Order of Operations:

1) Targeted Wayfinding Survey

2) General Amenities Survey

3) Design Concept Survey

To dos:

ESRI Geoforms/Survey 123 example (Chris/Will)

Pre populated list of destinations google doc for BPPAC (see below)

Anchor Points (Kiosk/Trailheads)

Primary:

Railroad Square/Main Street

Emerald Street/Ashuelot Rail Trail

Krif Road

Whitcombs Mill Road

Summit Ridge/Summit Road

Ashuelot River Park

Eastern Avenue

Wheelock Park/Bike Park

Secondary:

West Street (Extension toward Country Club)

Court St/Appel Way

JD Trail/Appel Intersection

Goose Pond/Drummer Hill

Pearl Street

Island Street/Cheshire RT

End of CRT/West Street "Dog Leg"

End of Marlboro Street/Route 101

Ammi Brown/Cheshire RT

Midpoint Intersections:

Thom Little Way
Emerald Street/School/Gilbo Connection
Water Street
By-Pass underpass (KSC)
Bradford Road
Hurricane Road
Winchester Street

Destinations:

Main Street/Downtown
Drummer Hill
Keene Bike Park/Wheelock Park
Horatio Colony Preserve
Ashuelot River Park
Monadnock Market Place
Trails/Trailhead Locations (Anchor Points)
Stonewall Farm
YMCA
Rec Center
Library
Keene State College
Antioch NE
Outlying Towns (Swanzy, Westmoreland, Walpole, Troy)
Vermont/Winchendon Mass
Streets? Emerald, West, Washington, Court
Keene ICE
Patricia Russell Park
RailRoad Square/Walldogs Keene
North/South Bridge
Old Stone Arch Bridge

Meeting notes compiled by,
Will Schoefmann, Community Development Staff

Google Doc

Brainstorm Sheet for Trail Amenities Survey

City of Keene

Bicycle Pedestrian Path Advisory Committee

March-April 2021

About:

This public survey is being formulated to garner public attitude towards trail system amenities such as seating, potable water stations, bicycle repair stations, bathrooms, public art and other such facilities. Please leave your sample questions below the example.

Example:

Are there enough trail user amenities along the City of Keene's Bicycle/Pedestrian Path System? Please select one of the following:

Too many / the Right amount / Not enough

Here are some of my ideas for the amenities survey

The following amenities are currently available on the trails:

Benches

Bicycle repair stations

Kiosks with maps

Trash receptacles

Shaded rest areas

Water stations

Which ones do you use?

Are the available amenities sufficient? What/where would you see additions?

The following amenities are often seen on trails in the US:

Wayfinding signs

Bike Racks

Picnic Tables

Public Bathrooms nearby

Bicycle skills features

Which ones would you like to see on area trails?

When using the trails in Keene, are you usually walking

biking
other

Do we want to consider a spatial component - where would you like to see...? I think the safety survey had something along those lines.

Questions from Drew:

1. Where did you park to access the trail head?
2. Was there an adequate amount of parking available?
3. Would you increase usage of this trail if there were more amenities available?
4. If so, which amenities would increase your usage of this trail?
Bathrooms, bike repair stations, water fountain, lighting, parking, etc.

I found these two survey templates; however, they are more focused on overall trail utilization and the type of user. Amenities seem to fall under a specific category w/in trail usage.

<https://www.railstotrails.org/resourcehandler.ashx?id=3543>

<http://www.trailtowns.org/wp-content/uploads/2015/08/2015-General-Trail-User-Report-1.pdf>

Project	PRIORITY	Master Plan Project #	Status	Budget *		Schedule			Updates (status changes and project notes)
				Cost	Status	Start	Finish	Status	
Master Plan	N/A	N/A	Delayed	City Staff \$5K	N/A	Spring14	Fall 2021	Behind	Introduction and Background available for BPPAC Review, Trail Specific Maps and details regarding North Bridge inserted. Developing a scope of work and seeking funding to work with Southwest Regional Planning Commission to finish work on the plan in 2021
Jonathan Daniels Trail Maintenance	N/A	P3	Planning	\$25K	Even	Summer20	Fall 21	N/A	\$25k set aside in CIP FY' 21
Bike Racks	AMENITIES	P21	Working	N/A	N/A	ongoing	N/A	N/A	Bike racks have been set out in the downtown footprint but may need adjusting once outdoor patio applications are processed. Brewbakers/Tera Nova rack request addressed.
Lighting	AMENITIES	P22	Completed	City Staff, PFK	Even	complete	N/A	On Schedule	Appel Way lights installed. Lighting program on hold pending Amenities Survey results and further observation of product.
Cheshire Rail Trail - Park Ave. Loop	N/A	N/A	Working	\$411,615.51	Over	Spring19	Fall 21	Behind	Engineering division of DPW is managing this project now. Engineering Bids received all over budget again. City Council Resolution to expend \$20k difference referred to FOP Thur. 5/13. Park Ave repaving commenced.
NHDOT TAP Grant 2018	N/A	BE22	Submitted	\$674K	N/A	Winter 2018	Summer 19	On Schedule	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. Funding issues between FHWA and NHDOT possibility of longer range date of completion.
Arts and Culture Corridor	NA	N/A	Planning	N/A	N/A	Planning	N/A	N/A	Monadnock Economic Development Corporation has begun the community input/visioning process for an Arts and Culture Corridor from the Railroad Land Development Area on the east side of Main Street westerly down Gilbo Avenue to School Street. Downtown infrastructure funds being associated with some elements of this more planning is underway.
Bicycle Mayor	N/A	N/A	Working	Safe Routes to School	Even	Winter 2018	Fall 2019	On Schedule	Project is inactive, program has material that could be incorporated in current websites of the City but outreach must occur to Tiffany Mannion for access to the safe routes to school material.
MASTER PLAN PROJECTS									
Wayfinding Signage Facilities and Plan	TOP 5	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. Complete Street Grant Awarded; Pilot Program being funded with temporary signage Walk Your City appears to be no more, alternative plans needed with MAST Complete Street Grant funds for 2020. Survey to targets user groups on wayfinding signage. Work group report in packet. Regional sign design pilot through MRRTC.

CONTINUED ON NEXT PAGE

Transportation Heritage Trail									
Old Stone Arch Bridge - Transportation Heritage Trail	TOP 5	P4	Planning		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. Letters of intent submitted for LCHIP and Moose Plate Grants for Planning Study phase
Cheshire Rail Trail Phase 4 - CRT Eastern Ave to NH 101 Transportation Heritage Trail	TOP 5	P1	Planning	\$ 587,000.00	Even	2026	N/A	N/A	Project submitted as a supplemental CIP - unfunded but in the plan book. Project includes from Eastern Ave - 101, Bridge to Span 101, improvements to Old Stone Arch Bridge and potential crossing at Swanzey Factor Rd. Letter of Intent submitted to NHDOT for 2021 TAP round. Application submitted.
Prowse Bridge - CRT NH 101 Overpass to Stone Arch Bridge Transportation Heritage Trail	TOP 5	P4	Planning	\$ 1,470,000.00	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
West Street - Complete Street	TOP 5	P19	Planning	City Staff Unknown	N/A	Planning	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. Spring, Summer and Fall Counts completed for 2020. City submitted West Street improvement project into the DOT 10 Year Plan.
AMENITIES	TOP 5	P21	Working	City Staff, Facility and Maintenance Costs	Under	Planning	N/A	On Schedule	Staff should establish a base line of existing amenities and propose types and locations of future amenities in a plan. These should include Kiosk/Trailhead facilities, Trailside Facilities such as bathrooms, potable water and tune up stations and efforts should be made to engage the artist community to create spots along the trails for public art which will enhance the unique qualities of our system. BPPAC/Staff to draft public survey, draft questions in Google doc linked via email. Work group report in packet.

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MASTER PLAN PROJECTS									Cont. on following page
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Prowse Bridge - CRT NH 101 Overpass to Stone Arch Bridge Transportation Heritage Trail	TOP 5	P4	Planning	\$ 1,470,000.00	N/A	Planning	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
West Street - Complete Street	TOP 5	P19	Planning	City Staff Unknown	N/A	Planning	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. Spring, Summer and Fall Counts completed for 2020. City submitted West Street improvement project into the DOT 10 Year Plan.
AMENITIES	TOP 5	P21	Working	City Staff, Facility and Maintenance Costs	Under	Planning	N/A	On Schedule	Staff should establish a base line of existing amenities and propose types and locations of future amenities in a plan. These should include Kiosk/Trailhead facilities, Trailside Facilities such as bathrooms, potable water and tune up stations and efforts should be made to engage the artist community to create spots along the trails for public art which will enhance the unique qualities of our system. BPPAC/Staff to draft public survey, draft questions in Google doc linked via email



City of Keene, N.H.
Transmittal Form

May 3, 2021

TO: Mayor and Keene City Council

FROM: Donald R. Lussier, P.E., City Engineer

THROUGH: Elizabeth A. Dragon, City Manager

ITEM: K.4.

SUBJECT: Cheshire Rail Trail Phase III - Appropriation of Funds

COUNCIL ACTION:

In City Council May 6, 2021.

Referred to the Finance, Organization and Personnel Committee.

RECOMMENDATION:

Move that Resolution R-2021-24 be referred to the Finance, Organization and Personnel Committee for consideration and a recommendation.

ATTACHMENTS:

Description

Resolution R-2021-24

BACKGROUND:

On April 8, 2021 the City received bids for the construction of the Cheshire Rail Trail (CRT) Phase III Project. This project is funded with a Federal Highway Administration (FHWA) "Transportation Alternative Program" (TAP) Grant. Under the TAP Grant program, the federal government reimburses 80% of eligible project costs. The City is responsible for the remaining 20% of eligible costs.

With the receipt of the bids and based on the low-bid price for construction, all cost incurred to date and estimated expenses for construction administration services and project contingency the total project cost is estimated to be approximately \$700,000. This would require a match of \$140,000.

In the FY16 Capital Improvement Program, the City Council appropriated \$50,000 from Capital Reserves for this project. The Project received donations of \$30,000 from Pathways for Keene and \$15,000 from the Monadnock Conservancy for a total of \$95,000. Based on the estimated total project cost there is a shortfall of \$45,000.

To meet the match shortfall the Public Works Department is recommending that \$23,591 remaining in the

Cheshire Rail Trail Phase II Project, which is completed, be reallocated to the CRT Phase III project. This particular action will be submitted under a separate memorandum. The Department recommends that the remaining \$21,500 be appropriated from the Transportation Improvement Capital Reserve (620) for the Cheshire Rail Trail Project, Phase III (90057-F).



CITY OF KEENE

R-2021-24

Twenty-one

In the Year of Our Lord Two Thousand and
Relating to the Appropriation of Funds for the Cheshire Rail Trail Phase III

A RESOLUTIONconstruction project.....

Resolved by the City Council of the City of Keene, as follows:

That the sum of Twenty One Thousand, five hundred Dollars and no cents (\$21,500) be appropriated from the Transportation Improvements Capital Reserve (620) for the Cheshire Rail Trail Phase III project (90057-F).

George S. Hansel, Mayor

In City Council May 6, 2021.
Referred to the Finance, Organization
and Personnel Committee.


City Clerk