



City of Keene
New Hampshire

BICYCLE PEDESTRIAN PATH ADVISORY COMMITTEE
MEETING AGENDA

Wednesday, July 14, 2021

8:15-9:30 AM

**2nd floor Conference Room
3 Washington St, City Hall
Also via Zoom Webinar**

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

- This meeting will be conducted in person and 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**. Or by calling 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) June 9, 2021 Minutes
- 3) Naming of North Bridge – MSFI/Council Referral
- 4) Old Business
 - Wayfinding: UNH Downtown Trails, Needs and Design Surveys MRRTC, MAST Grant
 - Amenities: Survey, Shade Trees
 - Sidewalks: Proposed Budget Acceleration
 - Bike/Pedestrian Counts: EcoCounter Grant
 - Big E Expo Presence
- 5) Regular Project Updates
- 6) New Business
 - Items to be included for next meeting
- 7) Adjournment
 - Next meeting date – August 11, 2021

1 City of Keene
2 New Hampshire

3
4
5 BICYCLE AND PEDESTRIAN PATH ADVISORY COMMITTEE
6 MEETING MINUTES
7

Wednesday, June 9, 2021

8:15 AM

2nd Floor Conference Room,
City Hall

Members Present:

Dillon Benik, Chair (until 9:00 AM)
Drew Bryenton, Vice Chair
Brad Dufresne
Michael Davern
Todd Horner
Dr. Rowland Russell
Dr. Chris Brehme, Alternate
Charles Redfern, Alternate

Staff Present:

William Schoefmann, GIS Technician
Andy Bohannon, Parks, Recreation, and
Facilities Director

Members Not Present:

Councilor Jan Manwaring

8
9
10 **1) Call to Order and Roll Call**

11
12 Chair Benik called the meeting to order at 8:18 AM. Roll call was conducted.
13

14 **2) May 12, 2021 Meeting Minutes**

15
16 Dr. Russell made a motion to accept the meeting minutes as submitted of May 12, 2021. Mr.
17 Horner seconded the motion, which passed by unanimous vote.
18

19 Mr. Schoefmann invited guest Alex Lacey, Antioch graduate, to introduce herself. Ms. Lacey
20 stated that she is interested in safer bike pathways. She continued that she loves cycling around
21 Keene and is curious to know where everything is going. She comes from northeast MA.
22

23 **3) Old Business**

24 **a) Public Surveys: Wayfinding Needs, Amenities, Wayfinding Design (if necessary)**

25
26 Mr. Schoefmann stated that they are working to integrate this with the UNH Downtown Trails
27 work. He continued that he and Mr. Bohannon were on a Zoom on Monday with Henry
28 Underwood at Southwest [Regional Planning Commission?]. The wayfinding needs, amenities,

29 and design all play a role, to a degree, in the MAST grant they received for improvements to a
30 number of intersection nodes. Those locations are School St. and Gilbo Ave., the intersection of
31 the Ashuelot Rail Trail and Emerald St., and West St.'s intersection with Island St. Those are
32 the infrastructure improvement nodes but they also had a component for a wayfinding pilot, but
33 the company they were going with, Walk Your City, is now defunct. They were going to use the
34 Walk Your City model to conduct some public information gathering on wayfinding and
35 possibly roll out some signs. Surveys that a working group were putting together were going to
36 hopefully fill that public information-gathering component instead of rolling out the Walk Your
37 City model. Mr. Bohannon suggested that they could use the UNH Downtown Trails
38 opportunity to leverage that to do some information gathering for that component of the grant
39 they received. He and Mr. Bohannon are due to have that conversation with the coordinator of
40 the UNH Downtown Trails group. Last time they spoke, they were trying to figure out if they
41 could do some legwork, and how much of it would be helpful for the UNH Downtown Trails
42 stuff. Mr. Underwood talked about maybe scaling down the pilot signage and looking at a local
43 vendor to come up with these plastic signs that Walk Your City was going to give them. It
44 would be a like for like substitution, not necessarily just the surveys. That will probably get
45 teased out more once they talk with the UNH Downtown Trails folks.

46
47 Dr. Russell stated that he, Mr. Redfern, and Mr. Horner were part of the South Cheshire Rail
48 Trail planning meeting through the SWRPC, and regarding the State trail system, they said
49 anything done along the trails, including any kind of signage, had to be run through them first.
50 Would that include the kind of signage Mr. Schoefmann is talking about within the city limits
51 along the rail trails?

52
53 Mr. Horner replied that he cannot say for all the trails, but his understanding is that at least for
54 some of the rail trail segments within the city, the City has an MOU with either the Bureau of
55 Trails or the NH Department of Transportation (NHDOT) directly that grants them authority to
56 manage the trails, and he believes that includes signage. He continued that the Bureau of Trails
57 staff person that was on the phone call was speaking more generally about the rail trail system,
58 and in most cases, the Bureau of Trails is charged with stewarding the trail system. He thinks in
59 the city limits it might be a bit different, at least for certain trail segments. That would have to be
60 confirmed with Mr. Bohannon.

61
62 Dr. Russell replied that that is helpful. He continued that the example that was brought up was
63 the signage Michael Kowalczyk had been championing through the Monadnock Region Rail
64 Trail Collaborative (MRRTC). They had to renegotiate that because the new organization does
65 not have an MOU yet.

66
67 Mr. Schoefmann asked Mr. Bohannon if he had anything to add. Mr. Bohannon replied no.

68
69 Chair Benik asked if Mr. Schoefmann knows of a local vendor who could make some plastic
70 signs to take over for the Walk Your City ones they had planned on. Mr. Schoefmann replied

that Gemini on Marlborough Street will do signs. He continued that there are some other options, like Beeze Tees or Bulldog.

Mr. Dufresne asked if there is a City approval process, in terms of locations, hanging, and upkeep, that the BPPAC should keep in mind. Mr. Bohannon replied that the signs will be on the rail trails within the city limits, and they should be fine on that front. The Parks, Recreation, and Facilities Department maintains the trails.

Mr. Schoefmann stated that one of the next steps is for him to contact a few of these places and see what they can get. He continued that they only have \$1,000 to do the signs, because Walk Your City's model was pretty affordable. He does not think that hits the threshold of having to do an RFQ. They should be able to just expend the money out of the grant, if it is something that is affordable locally. Otherwise, they will have to try and make a proposal for something else to Southwest and MAST regarding that portion of the grant. Luckily, it is not a massive component financially. He hopes to have an update for the BPPAC next month.

Mr. Horner suggested Mr. Schoefmann show the print shops they are reaching out to the Walk Your City example and see how they would approach replicating something like that. He continued that it looks like they could probably get four Walk Your City signs out of one standard, political advertising sign. Discussion continued about printing methods, both local and online. Mr. Schoefmann asked people to send him information about online printing options they come across. Others mentioned Keene Sign Works.

4) Wayfinding: UNH Downtown Trails, MRRTC, MAST Grant

Mr. Schoefmann stated that they already touched on wayfinding. He continued that they have a couple MRRTC signs up on the Swanzey border, on the Cheshire Rail Trail headed south. Mr. Bohannon stated that is correct. Committee members gave positive feedback about the signs.

Amenities: Other

Dr. Russell stated that he thought one of the advance things they could do would be inventory the current amenities. He continued that that sets them up so that if part of the UNH work is determining what people are desiring, they would be able to see what currently exists. They could ask, what else do we need, and where do we need it? Developing this baseline could be something they do in the interim until the UNH project starts.

Mr. Redfern stated that he is not sure where to bring up the discussion for signage for the two bridges that have about 20,000 vehicles pass under them daily. He continued that nobody knows what those bridges really are. Some assume they are road bridges, and others assume they are pedestrian bridges. People who are not local do not know they are part of a rail trail system. They should figure out a way to get signage on those two bridges, now known as North Bridge and South Bridge. If [the City] is going to change the name of the bridge, they

could put the new name on there and also “Cheshire Rail Trail North” and in the case of South Bridge it would be the “Ashuelot Rail Trail.” This might fit in the amenities category because it is sort of wayfinding and amenities.

Mr. Schoefmann replied yes, they can talk about it here. He continued that in 2019 someone, maybe Mr. Redfern, approached the NHDOT and got the ball rolling for some signs that would say what trail it was. He continued that he is not sure where that ended up. He thinks Kürt Blomquist, Public Works Director had submitted the “okay” that they required. He is not sure where that ended up at the NHDOT. Mr. Redfern replied that it ended up in COVID-19. He continued that regarding the people who were working on the signs, the Bureau was working from home, unless it was emergency work. Mr. Schoefmann asked if he remembers who that was. Mr. Redfern replied that he could probably research it in his computer and find out, and bring it up again. He continued that now the NHDOT is saying they do not have money, in response to him (Mr. Redfern) asking if they could get started on this when COVID-19 cleared up. It is typical for the State to tell municipalities what they cannot do or must do and also say they have no money or staff to help. Discussion ensued and committee members talked about getting a quote to see how much it would cost.

Dr. Russell stated that since the Transportation Heritage Trail will have a third bridge, the impetus for signage, that would be a time, perhaps, to look at doing all three around the same time as part of that larger project.

Dr. Brehme stated that he thinks this is another opportunity where they could involve artists and think about promoting Keene as a whole, with a theme around recreation. He continued that they had talked about a brown or green sign that names the trail, but if you think about how much traffic is going through there, it might also be an opportunity to involve artists in some sort of promotional display. Discussion ensued and others named Peter Poanessa and Friends of Public Art as potential resources/contacts. Dr. Russell stated that he is chair of the Friends of Public Art’s board. He continued that they have had proposals over the years, nothing solid, regarding murals along the abutments of those bridges, which would be another possibility. For the sign itself there is not a lot of creative opportunity, but they could look at something like themed murals along the abutments.

Mr. Bohannon stated that the signage that goes on the bridge structure itself, because North Bridge was built with some NHDOT funds and South Bridge is probably the same, requires the standard, green sign with white lettering that meets all of the standards of the Federal Highway Administration. They do not have any leeway there. He continued that the City owns the North Bridge but not the South Bridge. To bring in Dr. Brehme’s and Dr. Russell’s thought concept, he thinks it would be great to have some type of mural on the abutments that represents Keene. It would probably also prevent a lot of graffiti, which City staff goes out and cleans up on a regular basis. Others agreed.

Mr. Schoefmann stated that regarding the South Bridge, the NHDOT saw the design of North Bridge and asked the City if they could adjust the design. He continued that you never know, the NHDOT might see the City doing murals on the North Bridge and ask for murals on the South Bridge, too.

Mr. Schoefmann stated that he will ask Mr. Blomquist where things left off and who the contact is at the NHDOT for the signs. Dr. Russell stated that he will talk with Georgia Cassimatis and some other people in the arts world. He continued that he thinks there was an idea for a wrap-around mural on the ramp going up to the bridge, for one part of it, with the other part of it facing the highway. He thinks there is a good opportunity to do something cool along that stretch.

Sidewalks: Proposed Budget Acceleration

Mr. Horner stated that about a week ago there was an article in the Keene Sentinel about how Councilor Raleigh Ormerod presented at the Municipal Services, Facilities, and Infrastructure (MSFI) Committee about perhaps augmenting the budget allocation for sidewalk maintenance. He continued that Councilor Ormerod talked about how we have to consider how we maintain our roads, but sidewalks are another important piece of our transportation infrastructure that we should be not scrimping on. He (Mr. Horner) reached out to Chair Benik, Mr. Schoefmann, and Vice Chair Bryenton about sending a note to Councilor Ormerod to remind him about this committee and how the BPPAC can act as a resource for discussions like this. He thinks this committee would be interested in a discussion about the City's Sidewalk Asset Management Plan, which, from the article, sounds like is under development. That is what this committee is for. The note invites Councilor Ormerod to reach out and be in discussion with this committee on the topic. He sent the note yesterday, thus, he has not heard back yet. He made it clear that he was speaking for himself, but that he suspected that most, if not all of this committee's members would be interested in having the opportunity to weigh in on that discussion as it progresses. Others agreed and thanked Mr. Horner.

Mr. Horner stated that he thinks it would be helpful if Councilor Ormerod and City staff joined a future BPPAC meeting to talk about this Sidewalk Asset Management Plan so the BPPAC can better understand what the conversation has been to date. Then they can determine how the BPPAC could help in that process moving forward.

Mr. Bohannon stated that tonight's MSFI Committee agenda includes the Sidewalk Asset Management Plan. He continued that the BPPAC can look at it in the agenda packet, and/or tune into the MSFI Committee meeting, and/or look at the meeting minutes afterward. Don Lussier, City Engineer, has been spearheading the initiative. They could invite him to the next meeting to talk about it. Mr. Schoefmann replied that he is not sure how much of the work he (Mr. Schoefmann) has been doing is integrated into that, but there are some scorings for certain sidewalk elements that are currently in the GIS layers used in the Asset Management Program that are from a program that was run a couple years ago. There was a Public Works employee

going around with an iPad and looking at cracking and other things that were going on. He has been in the process of correlating Complete Streets designations with the sidewalks in the city. That is what is going on from a data management side. That is some of what will be addressed at the MSFI Committee meeting tonight. He will get the agenda packet out to everyone.

Chair Benik asked if they should invite Councilor Ormerod to the next meeting. He asked how the BPPAC should assert themselves further, in terms of making sure they stay in the loop. Mr. Schoefmann replied that Mr. Bohannon suggested inviting Mr. Lussier. He continued that he can see if Mr. Lussier is available. Mr. Redfern stated that he thinks Councilor Jan Manwaring is chair of the MSFI Committee. He continued that she is a member of this committee, too, so that is a natural connection there. They could invite Councilor Ormerod, too, since this is a subject near and dear to his heart. Others agreed.

Ms. Lacey asked what it is about the sidewalks that the BPPAC wants to change or happen. Mr. Schoefmann replied that West St. is a good example. Chair Benik agreed and stated that it has “all of the bad things you could imagine” in a sidewalk – they are too narrow, have utility poles in the center of areas, are broken up, incomplete, and so on and so forth. He continued that it is a big project with so many moving parts – the utility companies would be involved, and the sidewalk expansion would involve taking land from business owners, and there is a huge amount of traffic on the road. There needs to be better disability access on West St. That is a big social justice issue there. Other sidewalks around town, too, are falling behind, in his opinion, in upkeep and repair. The goal is to get the discussion going and see the different Councilors have in mind.

Mr. Horner asked Mr. Schoefmann, regarding West St., if the counting they have done is in a place where they can at least present some amount of it to Councilor Ormerod to show that there are data sets on utilization of certain sidewalks. Mr. Schoefmann replied probably; he will have to look into that.

Dr. Russell stated that getting those people in the room with the BPPAC is also a good opportunity to bring up some of the safety crossing issues that have been on their mind. He continued that it is about accessibility, quality, and safety.

Mr. Redfern asked if the next meeting will be in-person or hybrid. Mr. Schoefmann replied that the current scenario is hybrid mode. He continued that they are still offering virtual participation, but the rules for that will be slightly different. Members participating remotely cannot fulfill the quorum requirement or vote. Mr. Bohannon replied that Mr. Schoefmann is correct, but he believes the voting piece may have changed. He continued that a quorum of the body needs to be present in the room, and then others can be virtual. If a quorum is not physically present, the meeting cannot be held, as the Emergency Order expires. Mr. Schoefmann replied that he can find out about the voting. Mr. Redfern replied that he thinks the City Attorney addressed that, so he might have a quick answer for Mr. Schoefmann.

At 9:00 AM, Chair Benik stated that he needs to leave. He continued that Vice Chair Bryenton can facilitate the rest of the meeting.

Bike/Pedestrian Counts: EcoCounter Grant

Mr. Davern stated that after the last meeting he submitted the grant application and he thanks them for all the letter of support. He continued that he has not heard back one way or the other that the grant had been awarded. He is not on the grant committee. He reached out this morning to see when they expect to make the announcement and has not heard back yet. He will update the group separately when he knows more. Mr. Schoefmann thanked Mr. Davern for taking the lead on that.

Big E Expo Presence

Mr. Redfern stated that he has questions and answers that he submitted to the Granite State Ambassadors, and they responded to that. He continued that they are asking him to hold the information until July's meeting. He can disseminate it in print to Mr. Schoefmann and then Mr. Schoefmann can disseminate it to the committee members before the July meeting, if that is okay with Mr. Schoefmann and the chair. Mr. Schoefmann replied yes and asked Mr. Redfern to send him that note. Mr. Redfern added that it goes into detail, and there is a dress code of green polo shirt and khaki shorts or pants. NH has a theme color they want to maintain.

5) Regular Project Updates

Cheshire Rail Trail – Park Avenue Loop

Mr. Schoefmann stated that Park Ave. re-paving has happened, but he is not sure when the re-striping will happen. He continued that it is probably part of the re-striping contract in town. He will get an update on that from Mr. Lussier or Mr. Byrne. Committee members asked if that will include sharrows on Park Ave., and when construction begins on the trail. Mr. Schoefmann replied that there are full-blown bike lanes, with sharrows at certain pinch points. He continued that Mr. Lussier would be the one to give an update on when trail construction starts. He continued that the City Council approved the difference in the project costs and he believes it has been awarded but is not positive. He has to get that affirmative from Mr. Lussier. Mr. Redfern asked if Mr. Schoefmann wants him to contact Mr. Lussier and then send out an email. Mr. Schoefmann replied that it is probably easier for him to call Mr. Lussier himself and then he will update the committee.

Arts and Culture Corridor

Mr. Schoefmann stated that this project is stalled. He continued that there are some alternative plans coming into play, potentially. He asked if Dr. Russell had anything to share on this. Dr.

Russell replied that he has talked with a couple people involved in the arts. He continued that the new owner of the building where the St. James thrift shop used to be asked Georgia Cassimatis to run an art center there. There will be studio space and the upstairs will be live/work space for area artists. There are not a lot of other concrete things. People may have seen the Keene Sentinel article about there being an arts market near the farmer's market. There is still a lot of interest from people he has talked with about a covered pavilion area, next to the skate park or maybe another location, with electrical hook-up and possibly a restroom. It would be where the farmer's market and arts market is. He has not heard any updates on the transportation center idea, but there was a desire for there to be restrooms. If any of that starts getting under way, he could see the BPPAC becoming an advocate and speaking in support. The BPPAC has talked about having public facilities available. There would be a water station, perhaps, if there were a restroom as part of it. There could be a covered rest/stopping area. As this progresses, he suggests the BPPAC keep on top of it and be open to collaborating with some of the other arts groups. He asked if Mr. Bohannon had anything to add.

Mr. Bohannon stated that the whole space is owned by Keene State College (KSC) and MGM, and they are under contract. He continued that they are not interested in talking to any other groups. He continued, they were open to the Arts Corridor but not alternatives at this point. Mr. Bohannon replied no, they are no longer open to any conversation. From the communication he has had with them, it was clear that the Arts & Culture Corridor was never really part of a conversation. Mr. Russell replied that that means that whatever happens with the skate park will happen on the current location. Mr. Bohannon replied yes. Committee members expressed disappointment and stated that those with personal connections to KSC or MGM should privately lobby for this. Mr. Bohannon replied that it is not KSC; Dr. Melinda Treadwell was very supportive, but MGM is not.

Mr. Schoefmann stated that regarding other projects, they are waiting to see where the chips fall on the TAP application for the Cheshire Rail Trail Phase 4, the Eastern Ave. to NH Rt. 101 segment of trail. Those are all the regular updates he has.

Vice Chair Bryenton asked if he knows when they might hear something. Mr. Schoefmann replied that he assumes fall, based on previous TAP grant rounds and the amount of time it takes for them to meet and sort through and rank. He continued that he can find out if Mr. Lussier has heard anything about when the anticipated announcement date might be. Dr. Russell stated that obviously that section of trail needs a lot of work. He asked if the grant would be to hire contractors to do that work, or if there would be volunteer opportunities. He would be willing to get out there with tools. Mr. Schoefmann replied that it is more of a design bid like you would traditionally see, but they will see what sort of opportunities there might be for local volunteers. He will let Mr. Lussier know that there is interest.

Mr. Redfern stated that Mr. Bohannon sent him and a few others a link to an overview of the bridges. He asked if that can be shared with the committee, or if Mr. Bohannon needs to share it with the City Council first. Mr. Bohannon replied that he shared it with Mr. Redfern because

Pathways for Keene (PFK) invested money into the project. He continued that it is nothing to hide. The contractor they hired for the conceptual design of the Prowse Bridge and Stone Arch Bridge and the Heritage Trail created a website that still needs a lot of editing. They are about 80% done. When that page is live PFK can promote it and use it for fundraising purposes. It will be a community page that will highlight the project. They can share it with the committee but it is not yet ready to be fully public, as there are errors to correct. Staff will get it out to the BPPAC members before the next meeting.

Vice Chair Bryenton asked, regarding the Arts & Culture Corridor project, if this is a time to try and leverage anything they have to try and encourage that to develop with rail trail visibility in mind, or if it is just dead in the water and they need to move on. Mr. Schoefmann replied that the major property owner is just not interested in playing ball, so he does not know what anyone could do about that. Dr. Russell replied that they might want to connect with the group that is doing the skate park rebuild, as they get their funding. The BPPAC might be able to advocate for something like a water station as part of that, and maybe a bike repair station. Discussion continued about the possibility of some sort of Arts Corridor taking shape without the MGM property. Dr. Russell stated that Arts Alive received a grant recently from the Citizens Institute on Rural Design to do further design work and community engagement around the Arts & Culture Corridor. It might look different from the original concept but that does not mean that nothing is going to happen. Vice Chair Bryenton asked for it to stay on the project update list. Mr. Schoefmann replied yes, there is a pivoting happening around it; it is not necessarily going away.

6) New Business

Vice Chair Bryenton stated that they have already mentioned many things for the next meeting. Mr. Schoefmann replied that it sounds like sidewalks are a priority. He continued that he will see what Mr. Lussier's and Councilor Ormerod's availability might be, to see if they could attend the next BPPAC meeting. They should have news on most of the topics under "old business."

Dr. Russell stated that between now and the next meeting he will reach out to arts contacts about both the potential for murals on the North Bridge abutment and about interfacing with whatever Arts Alive might be doing, and some of the other arts organizations. Mr. Schoefmann replied that he will try and make note of that specifically and re-shuffle how things fall in the agenda so they can be sure to talk about State signage on the bridges and the potential for the murals.

Vice Chair Bryenton stated that at the next meeting they will be halfway through the year, so when they go through project updates, maybe they can touch upon the top five, to make sure they have continued visibility. They spent a lot of time ranking and choosing the ones they wanted. Mr. Schoefmann agreed. Vice Chair Bryenton asked if anyone else had anything to add for next month.

Mr. Horner replied that he was thinking about amenities, although it could spin off into a different conversation – with the intense heat lately, he has been thinking that they should talk about shade and street trees. He cannot remember whether he, Dr. Russel, Mr. Redfern, and Dr. Brehme talked about that in their subcommittee conversation on amenities. Maybe they could dedicate some time to this, although it does not have to be at the next meeting. It could be part of the amenities conversation, or separate. Mr. Schoefmann replied that it could be a “more time” section, depending on how quick they get through the July meeting. Then it could be a reminder for the August meeting.

Vice Chair Bryenton stated that Mr. Davern [stated in the chatbox that he] just heard back from NEMBA that they are excited to move forward with the Eco-Counter grant. That sounds promising. Mr. Davern stated that he will share more information when he gets it.

7) Adjournment

There being no further business, Vice Chair Bryenton adjourned the meeting at 9:21 AM.

Respectfully submitted by,
Britta Reida, Minute Taker

Reviewed and edited by,
Will Schoefmann, Community Development Staff

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 as separate project.
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. Project is earmarked for funding as part of the new Federal Infrastructure Bill for NH
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. Project stalled - per Keene Sentinel article, alternative plans in works.
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. LCHIP grant planned for 2022 to fund 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.

BPPAC Project Updates 2021

JUNE

ITEMS WITH UPDATES

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 as separate project.
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. Project stalled - per Keene Sentinel article, alternative plans in works.
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 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.



Due to the COVID-2019 State of Emergency, the Municipal Services, Facilities and Infrastructure Committee will be holding its meeting remotely using the web-based program, Zoom. Members of the public will be able to access this public meeting through a variety of options, described below. If you encounter any issues accessing this meeting, please call 603-757-0622 during the meeting. To access the meeting online navigate to [Zoom.us](https://zoom.us) and enter the Webinar ID # 884 5178 7908. To listen via telephone call 877-853-5257 and enter the Webinar ID: #884 5178 7908. When the meeting is open for public comment, callers may press *9 if interested in commenting or asking questions.

City of Keene

New Hampshire

**MUNICIPAL SERVICES,
FACILITIES AND INFRASTRUCTURE
COMMITTEE
AGENDA
Council Chambers B
June 9, 2021
5:30 PM**

Janis O. Manwaring, Chair
Michael Giacomo, Vice Chair
Randy L. Filiault
Robert C. Williams
Andrew M. Madison

1. Councilor Williams - Renaming of the North Bridge
2. Presentation – Sidewalk Asset Management Plan – Public Works Director

MORE TIME ITEMS:

- A. Maintenance of the Wilson Pond Dam - City Manager

Non Public Session
Adjournment



City of Keene
Transmittal Form

June 1, 2021

TO: Mayor and Keene City Council

FROM: Councilor Robert Williams

THROUGH: Patricia A. Little, City Clerk

ITEM: 1.

SUBJECT: Councilor Williams - Renaming of the North Bridge

COUNCIL ACTION:

In City Council June 3, 2021.

Referred to the Municipal Services, Facilities and Infrastructure Committee.

ATTACHMENTS:

Description

Communication_Williams

BACKGROUND:

Councilor Williams is recommending the North Bridge be named after former Mayor, Philip (Dale) Pregent.

1 June 2021

Bobby Williams
66 North Lincoln Street
Keene, New Hampshire
03431

Keene City Council
3 Washington Street
Keene, New Hampshire 03431

To the Honorable Mayor and City Council,

In honor of our late former Mayor, I propose that North Bridge be renamed the Philip 'Dale' Pregent Bridge.

Sincerely,



Robert Crane Williams
City Councilor, Ward 2

In City Council June 3, 2021.
Referred to the Municipal Services, Facilities and
Infrastructure Committee.



City Clerk

City of Keene
New Hampshire

MUNICIPAL SERVICES, FACILITIES AND INFRASTRUCTURE COMMITTEE
MEETING MINUTES

Wednesday, June 9, 2021

6:00 PM

**Hybrid Meeting –
Council Chambers B/Zoom**

Members Present:

Janis O. Manwaring, Chair
Michael Giacomo, Vice Chair
Randy L. Filiault
Andrew M. Madison
Robert C. Williams

Staff Present:

Elizabeth A. Dragon, City Manager
Thomas P. Mullins, City Attorney
Rebecca Landry, IT Director/ Assistant City
Manager

Members Not Present:

All Present

Chair Manwaring called the meeting to order at 5:30 PM and read the executive order authorizing a remote meeting: Emergency Order #12, issued by the Governor of the State of New Hampshire pursuant to Executive Order #2020-04. Pursuant to this Order, Committee members stated their locations and whether alone.

1) Councilor Williams – Renaming of the North Bridge

Chair Manwaring recognized Councilor Williams, who explained that former Mayor Philip (Dale) Pregent passed away in March 2021. Mr. Pregent was Mayor of Keene from 2008-2011 and served as a City Councilor both before and after his tenure as Mayor. Councilor Williams thought it was fair to say that Mr. Pregent served as Mayor during the difficult 2008 economic crisis that hurt the City's budget, in addition to the parking vigilantes, and related disruptions later during his Mayoral tenure. Despite those challenges, Councilor Williams said that Mr. Pregent also had impressive achievements, including release of the Keene Comprehensive Master Plan while he was Mayor, as well as converting the City's vehicles to biodiesel, and contributing to the Monadnock Food Co-op's opening.

During a conversation with Councilor Williams, Mr. Pregent said that he was satisfied with his time in public life, feeling as though he made a positive impact, citing particularly that he used his leadership as Mayor to promote developing Keene's bicycle and pedestrian network, and noting the planning and development of the North Bridge on the Cheshire Rail Trail as an example. At that time, Councilor Williams said that North Bridge was somewhat controversial because the economy was in a tough spot and the public was divided about building a new pedestrian bridge, with many

considering it a boondoggle, or a bridge to nowhere. Still, he said Mr. Pregent championed the North Bridge and other pedestrian projects because he saw value in building transportation infrastructure, so people do not need to own a car.

Councilor Williams said that as Mayor, Mr. Pregent used his leadership in this area, which became a legacy that continues growing in Keene, with an extraordinarily strong trail network that has undergone multiple upgrades over the past decade, including addition of the South Bridge and soon the extensions of the Transportation Heritage Trail, as well as construction of two restored historical bridges. Due to former Mayor Pregent's legacy of stewarding Keene's trail systems, Councilor Williams suggested honoring him by renaming the North Bridge in his honor as the Philip (Dale) Pregent Memorial Bridge. Councilor Williams said this would be a way for the City to demonstrate its gratitude for former Mayor Pregent's years of service and to honor his vision for the bicycle and pedestrian trail networks in Keene.

Chair Manwaring welcomed Andy Bohannon, Director of Parks, Recreation, & Facilities, to provide history of the North Bridge's naming. In May 2012, the City Council established an Ad Hoc Committee to carry-out the naming process and the Committee returned quickly with a decision in July 2012. An email was set-up on the City website for the public to submit nominations for the bridge name, which the Ad Hoc Committee reviewed and found 40 names suggested. The Committee followed specific criteria outlined in sections 80-97 in the City Code and Mr. Bohannon said that Councilor Williams' suggestion met those criteria. Mr. Bohannon thought it would be good for the public to have input again when considering changing the name of a public facility. The process for naming would be for an individual citizen, local organization, or City Department to submit a letter suggesting a different name to this MSFI Committee of the City Council. Any unanimous decision by the MSFI Committee would be sent to City Council for approval/denial. Any renaming would be memorialized by a resolution that would be presented to the individual or their family. Mr. Bohannon continued reading a portion of City Code Sections 80-97 with the criteria for naming a public facility:

In naming a public facility after an individual, qualifying facilities must be under the ownership of and funded through the city. The criteria for naming a facility after an individual will require that at least one of the following requirements is fulfilled: (1) A well-known community leader, either elected, appointed or volunteer. (2) A person who has positively influenced a large populace of the city through a significant contribution of money, time, material, or land. (3) An individual who has had a major involvement in the acquisition or development of the facility. (4) An individual whose civic leadership or volunteerism clearly has contributed to the betterment of the city. (5) An individual who is deceased and whose personal attributes symbolized the principles and standards of a community organization.

Mr. Bohannon continued stating that seven of the 40 names submitted fit those criteria. Therefore, the Ad Hoc Committee voted unanimously supporting the North Bridge name, which is the direction the trail leads. Some disputed the name, stating that the bridge faces west, but Mr. Bohannon said if

following the Cheshire Rail Trail, the bridge takes a user north. Chair Manwaring thanked Mr. Bohannon for the history.

Vice Chair Giacomo asked Mr. Bohannon whether he could cite the other six names that were considered for the bridge. Mr. Bohannon did not have that reduced list with him, but said there was a lot of support for one name that did not meet the criteria. Mr. Bohannon recalled that the American Legion proposed naming the bridge in honor of all veterans as opposed to just one veteran, and in general, the 40 names varied. So, as Councilor Williams mentioned, it was a controversial time when naming the bridge and community support was divisive. Mr. Bohannon thought the City Council had remained steadfast in what an impact that project had over the years, and what it is today.

Chair Manwaring opened the hearing to public comment.

Greg Pregent of 29 Page Street, former Mayor Philip (Dale) Pregent's son, thanked Councilor Williams for his proposal and the other Councilors for listening. Mr. Greg Pregent appreciated this sentiment in honor of his dad, who believed in Keene, lived here his whole life, and tried to help people as much as he could through infrastructure for those without cars. He remembered people perishing crossing that road before the bridge project his father stewarded and therefore, he said this would be a nice and appreciated the honor for his father.

Chuck Redfern of 9 Colby Street provided further background. He recalled a former Committee chaired by Mr. Greg Pregent, who Mr. Redfern said understood the importance of submitting matters to Council and came many times to the Bicycle and Pedestrian Path Advisory Committee (BPPAC), which assists the Keene City Council in collecting data or information for input into a process. Mr. Redfern felt this would be such an issue to engage the BPPAC. He did not have a preference for the bridge name, but felt it would be a worthy community discussion via BPPAC as the conduit. Mr. Redfern recalled the North Bridge name developed from a NH Department of transportation project, stating the name was not intended to be permanent, but later during the community input, an individual advocated the North Bridge name that exists today. Mr. Redfern said he was not criticizing nor endorsing the name, and he was not proposing a new name. He said a renaming should be overseen by the BPPAC Committee to ensure community input. Chair Manwaring thanked Mr. Redfern for the idea.

Councilor Filiault stated that during his tenure as Councilor, he had been involved with many proposed naming/re-naming projects for municipal facilities, including bridges, and said it does bring out a lot of emotion. With 23,000 people you get 23,000 different opinions. He said that former Mayor Pregent's name would be an honorable one for the North Bridge, but he thought the matter should be placed on more time so the Committee could take its time hearing from the public and other Councilors. He agreed with Mr. Redfern about opportunities for the public process through BPPAC. Councilor Filiault also mentioned Pathways for Keene and said there are other organizations that could be involved. He said such a public process could lead ultimately to honoring

Mr. Pregent, but that more time should be given to hearing opinions from the various North Bridge stakeholders.

Vice Chair Giacomo agreed that honoring former Mayor Pregent was a great idea given his enthusiasm for this infrastructure. Still, from the history presented, he said it seemed there was quite an ordeal with choosing a name in 2012 and therefore, he did not think it wise to simply change the bridge name without similar public input; doing so as just the MSFI Committee would be rushed. Vice Chair Giacomo supported putting the matter on more time and seeking input from the BPPAC. He thought everyone was in consensus about the merit of honoring former Mayor Pregent in some way.

Councilor Madison also supported putting the matter on more time because there is more to changing a name than this Committee simply doing so. He was happy for this to go on more time to explore honoring former Mayor Pregent.

Councilor Williams was happy for his request to go on more time; he was grateful for more discussion on pedestrian infrastructure and finding a way to honor former Mayor Pregent. The Councilor said he also initiated this conversation because there would be a service for former Mayor Pregent in mid-September, which would be an ideal time to enact such an honor. Councilor Williams wanted to find out more about the other two bridges pending installation and consider ways to educate the public, stating that they are very interesting, with the City paying only \$1 for one that will be crossing RT-101. He said that bridge would also be a great honor for Mr. Pregent, though he was concerned it already had a name that would need to be considered. The second bridge pending installation would be the Island Street Bridge planned to cross Swanzey Factory Road because it was a temporary bridge used in World War II, when it was called the Bailey Bridge before it was constructed on Island Street in 1979. Both the coming bridges are historical and so Councilor Williams said it might be appropriate to name one of the antique bridges for former Mayor Pregent. Still the Councilor preferred the North Bridge due to the project being important to the former Mayor.

Councilor Manwaring said that the bridge planned to cross RT-101 is a historic steel bridge currently deconstructed in chunks pending transport to Keene. She said that Prowse Bridge was named after its designer, but that name had nothing to do with the Monadnock region and while the designer could be honored on plaques, Chair Manwaring did not believe the name was appropriate for Keene.

Chair Manwaring recognized City Councilor Jones, who shared more history. He chaired the North Bridge dedication committee and one Committee member advocated branding the bridge as the Jonathan Daniels bridge, which was supported by the Jonathan Daniels/ Martin Luther King Committee (now Human Rights Committee), because he was the iconic champion of inclusion and diversity. Councilor Jones said the issue did come before the MSFI Committee and former Mayor Kendall suggested appointing a formal special committee for bridge naming, which was chaired by Cynthia Georgina. At that time, Councilor Jones said that there were open public meetings, and that Committee supported the Jonathan Daniels honor. However, Tom Little advocated against the name

because he thought there was going to be a trail from Ashuelot Park going north to what was then the Jonathan Daniels School; he thought there was going to be a Jonathan Daniels trail and did not want confusion, but that trail was not on railroad property and Councilor Jones said it is off the books now. Councilor Jones stated that he supported naming something after former Mayor Pregent, who the Councilor supported, but thought the former special Committee's decision should be honored and remain the North Bridge. If the North Bridge were to be named after a former Mayor, Councilor Jones stated that Kendall Lane was Mayor when the North Bridge was dedicated, was the one who acquired the \$500,000 for the bridge through his connections with a congressman, and the one who acquired an architect for the pro bono original design. The Councilor said Kendall Lane did a lot for that bridge and so if the North Bridge were to be renamed in someone's honor, then Councilor Jones suggested former Mayor Lane and said something else could be done for other former mayors. During the North Bridge project, the tagline was Bridging the Community, which is on a plaque there along with a list of sponsors.

Vice Chair Giacomo noted that the Prowse Bridge is a colloquial name for what is actually the Ash Street Bridge, which also means nothing to Keene.

Councilor Filiault moved to place the renaming of the North Street Bridge on more time to get more staff and public input, which Vice Chair Giacomo seconded, and the motion passed unanimously on a roll call vote of 5-0.

Chair Manwaring said this should be passed to the BPPAC and Pathways for Keene for additional input.

2) Presentation – Sidewalk Asset Management Plan – Public Works Director

Chair Manwaring welcomed City Engineer, Don Lussier, and Director of Public Works, Kürt Blomquist, for a presentation on the City's Sidewalk Asset Management Plan. The Director of Public Works began, stating that this presentation focused on what assets the City owns so this Committee, the City Council, and community can understand the assets and begin a discussion on sidewalk conditions. Specifically, the Director of Public Works said the goal of this discussion was to arrive at a consensus on what the sidewalk service level standards should be in the City so Staff could return with a further inventory of those sidewalks not meeting the agreed upon service level and costs to bring them to standard.

The City Engineer began stating his delight to hear the Committee discussing the new bridges coming to Keene. He continued his discussion on sidewalks, stating that this was an extension and continuation of significant asset management planning work by City Staff. The City's Fiscal Policy guides Staff to incorporate asset management planning into regular workflow. Like other infrastructure plans Staff had presented (e.g., roadways or sewer mains), this presentation was a similar attenuation for sidewalk improvements, which had been a frequent topic of conversation in the past several months. However, the City Engineer said that Staff needed more direction from the City Council to understand specifically what sidewalk improvements mean to the community and