



**BICYCLE PEDESTRIAN PATH ADVISORY COMMITTEE**  
**AGENDA**

**Wednesday, November 8,      2023 8:15-9:30 AM      2<sup>nd</sup> floor Conference Room  
3 Washington St, City Hall**

**Members:**

Drew Bryenton, Chair	Dr. Chris Brehme, Alternate
Todd Horner, Vice Chair	Charles Redfern, Alternate
Andrew Madison, Councilor	Janelle Sartorio, Alternate
Dillon Benik	Sam Jackson, Alternate
Jan Manwaring	Autumn DelaCroix, Alternate
Michael Davern	
Dr. Rowland Russell	

- 1) Call to Order and Roll Call
- 2) October 11, 2023 Minutes
- 3) Mountain Biking Economic Impact Update
- 4) Safety and Outreach Working Group
- 5) Old Stone Arch Bridge Safety Improvements
- 6) Regular Project Updates
- 7) Volunteer Opportunities
  - a. Fall Fun-Ride Kickoff (recap)
  - b. Trail clean ups (planned)
- 8) Old Business
  - a. Bike/Pedestrian Counts (Report out in November)
- 9) New Business
  - Items to be included for next meeting
- 10) More Time
  - Project Priorities – Wrap up
  - NHDOT North/South Bridge Signs
  - Kiosk Map Updates
  - Public Art and the Trails Update
  - BPPAC Website
  - Downtown Infrastructure Project Updates
- 11) Adjournment
  - Next meeting date – December 13, 2023

1 **City of Keene**  
2 **New Hampshire**

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5 **BICYCLE AND PEDESTRIAN PATH ADVISORY COMMITTEE**  
6 **MEETING MINUTES**  
7

**Wednesday, October 11, 2023**

**8:15 AM**

**2<sup>nd</sup> Floor Conference Room,  
City Hall**

**Members Present:**

Todd Horner, Vice Chair  
Jan Manwaring  
Michael Davern  
Rowland Russell  
Councilor Andrew Madison  
Charles Redfern, Alternate  
Autumn Delacroix, Alternate  
Janelle Sartorio, Alternate  
Edward Haus, visitor  
Diana Duffy,

**Staff Present:**

William Schoefmann, GIS Technician  
Kürt Blomquist, Public Works  
Director/Emergency Mgmt  
Director/ACM

**Members Not Present:**

Drew Bryenton, Chair  
Dillon Benik  
Dr. Chris Brehme, Alternate

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

11 Vice Chair Horner called the meeting to order at 8:16 AM.  
12

13 **2) June 14, 2023, and September 13, 2023, minutes**

14 Dr. Rowland Russell motioned to approve the June 14<sup>th</sup> minutes, seconded by Councilor  
15 Andrew Madison. With all in favor, the minutes from June 14, 2023, were approved.  
16

17 Mrs. Jan Manwaring motioned to approve the September 13 minutes, seconded by Councilor  
18 Madison. The minutes from September 13, 2023, were unanimously approved.  
19

20 **3) Safety and Outreach Working Group**

21 Dr. Russell shared that the safety and outreach group did meet. There were several different  
22 facets that were discussed. Ms. Autumn Delacroix and Ms. Samantha Jackson were to take the  
23 lead on e-bikes and alternatives. Mr. Edward Haus and Dr. Russell are taking the lead on  
24 communications and asset mapping.

25 Dr. Russell explained that he compiled all the different documents their group had created or  
26 collected into a google drive and plans to consolidate it even further. The drive will eventually  
27 be made available to others on the committee to serve as a resource.

28 He went on to explain what while mobility issues were not originally on the radar, they did  
29 discuss them and believe that it should be added. It has been decided that meetings will occur  
30 monthly, but a specific time has not been chosen yet. Likely there will be changing and/or  
31 rotating roster based on timing of meetings and agenda items.

32 Mr. Charles Redfern asked Dr. Russell if the working group might be able to come up with a  
33 potential study of other municipalities that are known to have regulations and how they vary.  
34 Dr. Russell said he does have links to various studies and how it is improved. Some items of  
35 note he found during his research were speed limit on protected bike lanes and restricting  
36 certain classes. He suggested to Ms. Delacroix that when her group is doing their research, they  
37 look for regulations on those matters.

38 Dr. Russell said one other aspect they did talk about was getting someone certified to do  
39 workshops on safety. Both Ms. Delacroix and Ms. Sartorio were interested in participating. Dr.  
40 Russell shared that he plans to follow up on this topic as having more local trainers increases  
41 the capacity to expand and increases sustainability.

42 Mr. Todd Horner said a potential ally with this might be the Kiwanis Club as they do a bike  
43 safety event which includes the Keene Police handing out helmets.

44 Mr. Schoefmann said it usually happens in May.

45 Mr. Redfern said there is also a statewide nonprofit called Bike Walk Alliance New Hampshire  
46 and they do pedestrian safety, bike safety and make recommendations to the New Hampshire  
47 Department of Transportation (NH DOT) to handle certain matters and this would be one of  
48 them. He went on to explain that they have professional trainers that could come in to help  
49 design a program. He suggested Dr. Russell look at the website and see if it is something they  
50 might be interested in. Mr. Redfern suggested Dr. Russell circle back if he had any problems  
51 making contact. He explained that Paula Bedard is the point of contact and head.

52 Dr. Russell responded that once they get the information pulled together, they will share with  
53 the group and committee members can add any resources they missed.

54 Kurt Blomquist stated he thought the work being done was awesome and needed to continue  
55 moving forward. He was not sure if anyone else had noticed that there have been increasing  
56 numbers of bicyclists downtown. He noted that recently there were a couple of young children  
57 weaving in and out of pedestrians. This becomes a detractor for the mission and goal of the  
58 committee and offers up something for opposers to point at as an example of why it should not  
59 happen. He believed it would be critical and sustainable to involve the Kiwanis, but encouraged  
60 the group to bring a police representative or have discussion with them because at the end of  
61 the day it comes down to enforcement. With the police department being tight in staffing and  
62 with no expectation of the staffing shortage increasing anytime soon, there may not be a drastic  
63 change in the enforcement side. They are presently down 6 out of 42 and they have priorities of  
64 which they are performing the enforcement issues.

65 He said these are things that as you are developing and getting the groups together to be  
66 keeping in mind these things.

67 He went on saying while you can write all the ordinance you want, unless they can be enforced,  
68 it does not matter how many you create as they will not be successful.

69 Dr. Russell said that underscores that communication and education are central for all of this  
70 and that there is opportunity to get ahead and control the narrative. He stressed that this is why  
71 we need a dedicated space for that as it is not safe for pedestrians.

72 Mr. Blomquist shared that Main Street will be coming back on the radar sometime after the  
73 first of the year and he knows that there are candidates who have indicated that they are looking  
74 to change it or eliminate things, so it is not over.

75 Dr. Russell said the one that they have not resolved as a group and will need to figure out is  
76 that they do not have a social media space to put information out. We need something for more  
77 than just the people who get it and will get the information out to the people who need it.

78 Mr. Horner said he thinks it is great to educate people about bike safety, but he does not want  
79 to lose sight of the fact that he thinks motorists also need education just as much as anyone  
80 else. He said it is often a coin flip as to whether people are going to yield to him when he is  
81 walking in the sidewalk, even with a stroller. He has had large SUVs fly by without any  
82 hesitation and firmly believes that while it is good to educate the bicyclist, he thinks the  
83 education should really be to the whole community. He would posit that in terms of safety, it is  
84 really the motorist education that will likely have the biggest impact on that front.

85 Ms. Delacroix said our police do not know the laws that relate to how bikes interact on the  
86 road. She explained that she had had several calls from them where somebody did something  
87 that they very much should not have. While they were able to get ahold of them and talk with  
88 them, all they would do it talk to them. They would not offer any citations. She explained that  
89 they were under the impression that intent is necessary to prove for every traffic violation  
90 because they were making the claim that it only qualifies under reckless driving as opposed to  
91 six other state statutes that she is aware of which can dock points from people's licenses that  
92 they were ignoring. She argued it was not just the motorists, but also falls to the lack of proper  
93 education around enforcement.

94 Mr. Blomquist responded that they are probably not ignoring. They go through twelve weeks of  
95 training on all New Hampshire motor vehicle statutes. He challenged everyone in the room to  
96 learn everything that there is to know about motor vehicle statutes. He argued that he probably  
97 knows more than most people because he must do that for design. While he agrees that  
98 motorists are responsible and should be part of the strategy, he believes that if they are not  
99 going to change the detractors right now who drive vehicles. He reminded the group of the  
100 committee's name and said that the educational component for bicyclists just takes away one  
101 argument and that they would lose on the drivers.

102 Mr. Horner responded that he was trying to go against the dual standard in which bicyclists are  
103 being upheld to a perfect standard and drivers, who are the biggest safety concern, are not.

104 Mr. Blomquist said he did not disagree. He has spent 30 years dealing with people wanting the  
105 city to address speeders because people drive too fast. He does the speed study and determines  
106 that they are not, but according to the complainant, they are, and the complainant is quick to  
107 disclose which neighbor is the guilty party.

108 He reassured the group that he understood their point, but wanted to make the point that he  
109 thought it was important for them to look at the detractors and get out there.

110 Dr. Russell suggested a tab to include in the resource document highlighting the interface  
111 between pedestrians and bicyclists and automobiles with the regulations.

112 Mr. Horner said to close the agenda item, he asked Mr. Blomquist how this relates to the safety  
113 for all work that the city is part of right now.

114 Mr. Blomquist responded that this is part of that work, and that the project will be looking at  
115 the data that exists on motor vehicle accidents, motor vehicle versus pedestrian, motor vehicle  
116 versus bicycle. The last time that he did a pedestrian/bicycle/vehicle five-year look, there were  
117 four accidents, and they were all around Davis Street when the bar was there. All the incidents  
118 were between 6 and 11pm. There are certainly a lot of close calls and that is one of the things  
119 that has been talked about during the interview with the consultants asking how that can be  
120 measured. It was asking how to measure and gather that information when there is not data or  
121 data says there are no accidents or no severe accidents.

122 Mr. Horner asked if the interviews had already been completed.

123 Mr. Blomquist responded that they had been. The council had approved the consultant last  
124 week and authorized the manager to enter and negotiate and execute the federal highway grant  
125 application and they appropriated their match out of unallocated fund balance. Engineering is  
126 finishing up scope negotiations with VHB from the consultant. Hopefully in the next few  
127 weeks they will have a contract and can go on their way. The goal was to have the work  
128 completed by June of 2024. There will be a public engagement as that is required for this  
129 program as it has some very prescriptive things you have to do. It brings up the question of  
130 what public engagement is and how do you get them engaged. Given that winter months are  
131 coming, they are trying to look at some different ways to be able to try and engage the public  
132 around this safety question when there is no data. The bottom-line question is where people feel  
133 unsafe and how to extract that in some way that makes it valuable.

134 Mr. Schoefmann stated it would be a challenge. There are places where people feel unsafe  
135 depending on the mode of transportation they are using and then it comes down to figuring out  
136 what those factors are. He referenced the Keene State attitudes of public safety study saying  
137 most people believed Railroad Square was unsafe. However, when looking at the data of actual  
138 crimes committed or at least reported to police, that was not a hotspot.

139 Mr. Blomquist responded that is the challenge. He questioned how you gather that other  
140 information because all good engineers say you need to show data or you need to show  
141 accidents, but what do you do when there is not any data to support that there is a problem.

142 Dr. Russell wondered if there was a volunteer opportunity here to get volunteers out on the  
143 crosswalks that get violated the most and do counts.

144 Mr. Blomquist responded that there are two levels of teams. There is a steering committee that  
145 will have representatives from the college, school district, and he believed even representative  
146 from Southwest. Then there is the working committee which has community development on  
147 it. He believes this committee will have an influence and particularly if they have already been  
148 identified as one that needs to have conversations with the consultant as part of the service.

149

#### 150 **4) Membership**

151 Mr. Schoefmann displayed the list of members and their term expiration dates. He explained  
152 that Mr. Horner is still working to resolve his situation. His first term was a partial term.

153 Chair Drew Bryenton will be timing out in December. Mr. Dillon Benik is on his second term,  
154 which is set to expire in December as well.

155 Mr. Horner said pending resolution of his partial term, the committee will need a new chair and  
156 vice chair. Members interested in assuming more leadership should keep that in mind. He  
157 shared that it was not a hard job.

158 Ms. Janelle Sartorio asked if that would take effect in January, to which Mr. Schoefmann  
159 confirmed.

160 Mr. Horner asked if alternates converting to full membership required an appointment. Mr.  
161 Schoefmann responded yes, and that the mayor would make the recommendation.

162 Mr. Horner suggested figuring out and confirming who many are timing out will help to  
163 identify how many full membership slots there will be to then determine which of the full  
164 members are interested in becoming full members.

165 Dr. Russell asked what the upper limit was for the group. Mr. Schoefmann explained that they  
166 are currently at the upper limit. There is an alternate limit of five.

167 Mr. Schoefmann explained that it is an anomaly for city committees to have this much interest.  
168 Should the nomination from the mayor not come in time, membership will continue as is for a  
169 few meetings until the replacements happen. It is like a grace period.

170 Ms. Manwaring clarified that usually the appointments are before the city council in December  
171 and usually there is only one meeting in December because of the holiday.

172 Mr. Schoefmann's plan is to get those memberships sorted out by confirming with the clerk and  
173 then write a memo to have ready to go to the new mayor.

174 Mrs. Manwaring suggested doing it in December with the mayor that is familiar with the  
175 committee.

176 Mr. Schoefmann told Diana Duffy that if she is interested, now is her time. Ms. Duffy asked if  
177 she could be on two committees at a time. It was noted that multiple people are serving on  
178 more than one committee.

179

## 180 **5) Project Priorities- Wrap Up**

181 Mr. Horner thought they made it through the list last time. Mr. Schoefmann confirmed that they  
182 had regarding the priority numbering. Contained in the agenda packet was a chart showing how  
183 things teased out in terms of level of importance versus level of organizational support. The  
184 committee previously ranked on importance level. The organizational support ranking was  
185 based on an amalgamation of whether there was funding, is it in the CIP, is there regulation or  
186 guideline support for the initiative, etc. He explained that typically the committee chooses 3-5  
187 projects to focus on. His question was is there a need for more discussion on this. Mr. Russell  
188 asked to go through them.

189 Mr. Horner read the projects off that both city staff and the committee ranked high as the  
190 Cheshire Rail trail, Eastern ABT to New Hampshire 101, the Joanthon Daniels Trail  
191 maintenance, Cheshire Rail trail- NH Route 101 overpass Stone Arch Bridge, Appel Way  
192 assessment and maintenance, wayfinding facilities and signage, Main Street Marlborough  
193 Street Bicycle pedestrian master plan and amenities.

194 Mr. Horner said he sees a couple of things missing, one of which is the lower Winchester Street  
195 project. The other piece is the plant work along 101 and this could be lumped with the Cheshire  
196 Rail trail NH 101 overpass potentially.

197 Mr. Schoefmann said that when he did the regular project updates, the DOT 101 improvements  
198 were put under the Transportation Heritage Trail section of the project updates. He believes  
199 they discussed the Winchester Street project last time, but likely just didn't add it. He will go  
200 back and add it in.

201 Mr. Blomquist said that it will come up on the MSFI agenda on November 21<sup>st</sup> and the  
202 scuttlebutt is that they are ready to make a recommendation. It was noted that this is something  
203 to keep on the radar as a key piece of that project is making it multimodal.

204 Mr. Horner said in his understanding he thought the city was interested in combining the bridge  
205 over 101 with the planned work for NH Route 101 and asked Mr. Blomquist for confirmation.

206 Mr. Blomquist said they have started initial conversations with NHDOT about potentially  
207 doing at a minimum the abutments for that project. As part of the same project, they are trying  
208 to work on the water main project down 101.

209 Mr. Redfern asked if abutments would have to go into the 10-year plan. Mr. Blomquist said  
210 that is part of the question. There is no money for this phase yet. There would be grants, but  
211 that is all in the soup now.

212

## 213 **6) Regular Project Updates**

214 Mr. Schoefmann announced that Stantec was selected for phase one of the Transportation  
215 Heritage Trail port leave. He was not sure where that stood but assumed that they would  
216 probably be out there doing survey work.

217 He said Don Lussier was trying to coordinate the response from the city. He believed they had  
218 a presentation to the council, which Councilor Madison confirmed. Mr. Schoefmann asked if  
219 there was any note to share. Mr. Madison said it did not really go into the pedestrian. It was  
220 mostly focused on the roundabouts.

221 It was asked if the presentation was on the council website. Mr. Madison said he was not sure,  
222 but he knew that it would be in the minutes.

223 There was a misunderstanding about which area Mr. Schoefmann had asked about, which he  
224 clarified that it was Route 101. Mr. Madison responded that the location did not go through  
225 council, and it went through a committee instead.

226

## 227 **7) Volunteer Opportunities**

228

### 229 **A) Fall Fun-Ride Kick Off**

230 Mr. Horner has been working with a Keene resident to organize a social group ride from  
231 Monadnock Coop to Frisky Cow Gelato on the 22<sup>nd</sup> at 3:00 PM. Linda Rubin, owner of  
232 Frisky Cow, is excited to welcome the group of cyclists to her shop. It is supposed to be  
233 an opportunity for fun, connection with other cyclists and create some visibility  
234 downtown.

235 Mr. Russell asked that photos be taken. Mr. Horner agreed and added that he had  
236 purchased some horns and bells for people to use on the ride.

237 He asked members to spread the word. Mr. Russell suggested reaching out to the  
238 Sentinel for publicity. Mr. Horner responded that he's trying to strike a balance between  
239 getting people there and not having it grow too big.

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241 **B) Trail Clean-up**

242 Mr. Russell said they have not pulled their group together, but they are looking at the  
243 first two weekends in November.

244

245 **8) Old Business**

246 **A) Downtown Infrastructure Project Updates**

247 Mr. Blomquist discussed earlier in the meeting that it was going before council.

248

249 **9) New Business**

250 **A) Items to be included for the next meeting.**

251 Mr. Horner suggested keeping the safe streets for all study on their radar and the safety  
252 and outreach working group on the agenda. Mr. Russell asked that the crosswalk counts  
253 be added as a volunteer opportunity.

254 Mr. Redfern suggested safety improvements for the Stone Arch Bridge.

255

256 **10) More Time**

257 **A) NHDOT North/South Bridge Signage**

258 Mr. Schoefmann said from last time, the sign design was supposed to be approved by  
259 NHDOT. Mr. Blomquist should have the greatest knowledge of where that stands, but  
260 he had left the meeting.

261

262 **B) Kiosk Map Updates**

263 Mr. Schoefmann said that as more tasks have been designated to him, the map updates  
264 have taken a back seat. The last component to the update before those can be put onto  
265 fancy signs is the distances that were requested by this group on the trail segments. He  
266 needs to figure or at least interpret from the data what those distances are.

267 Mr. Redfern asked if that could tie into the map update as far as the Keene side of the  
268 map. Mr. Schoefmann said possibly.

269

270 **C) Public Art and the Trails Update**

271 Mr. Russell said the calendar was full for 2023, but for 2024 they want to look at more  
272 sculpture installations along the rail trail. They still have Peter Poanessa's railroad sign  
273 that they want to restore and have installed and are hoping to get more for 2024.

274

275 **D) BPPAC Website**

276 Mr. Schoefmann rediscovered his ability to edit certain portions of the website, which is  
277 nice. Hopefully, he can get that information uploaded and include more information and  
278 address the list of improvements that the group had identified.

279 Mrs. Manwaring thanked Mr. Schoefmann for his work on that.

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**E) Bike/Pedestrian Counts**

Mr. Horner clarified that they have some automatic counters deployed at a couple of trailheads. He does have the full location count, but once they have that they should have counts for some of the trails.

**11) Adjournment**

There being no further business, Vice Chair Horner adjourned the meeting at 9:15 AM.

Respectfully submitted by,  
Amanda Trask, 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	Spring 2014	Fall 2021	Behind	<b>Revised scope of work developed submitting CIP to complete the plan in 2024/5. Annual project evaluation by BPPAC. Updated response from SWRPC being reviewed by staff.</b>
Complete Streets			Working			N/A	2018	N/A	Behind	GIS Tech working with Highway to inventory in street bike markings for budget purposes. Bike Boxes, Downtown Sharrows remarked.
Bike Racks	AMENITIES	P21	Working	N/A	N/A	N/A	ongoing	N/A	N/A	DPW Highway In for Winter - Highway seeking input on placement. Will is confirming rack locations for summer/fall 2022. Gaps in where historically placed.
Appel Way Trail Paving	MAINTANANCE	P22	Planning	\$	104,900.00	Even	2025	N/A	Behind	Appel Way repaving project, CIP Budgeted in Parks and Rec Trail Maintenance Program. <b>Pushed out to 2025</b>
Safe Streets for All Grant	N/A	N/A	Planning	NA	N/A	N/A	Spring 2023	N/A	N/A	Engineering division of DPW is managing this grant opportunity. Working on BPPAC Rep for Steering Committee
NHDOT TAP Grant 2018 - Marlboro Street	N/A	BE22	Hold	\$674K	N/A	N/A	Winter 2018	Summer 2022	Behind	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 ongoing - trail/sidewalk connector in Engineering Design phase.
Safety and Outreach Working Group	NA	N/A	Working	N/A	N/A	N/A	Ongoing	N/A	N/A	This working group is planning and investigating where to focus efforts around Safety and Promotion of other Bike/Ped initiatives via outreach. Focus areas are being conceptualized and report outs will be at regular meetings.
League of American Bicyclists Bicycle Friendly Program & other community ranking programs	N/A	N/A	Completed	Staff/Volunteer Time	N/A	N/A	Summer 2023	Summer 2023	On Schedule	City of Keene's designation as a "Bicycle Friendly City" has lapsed and needs to be renewed. The process includes data gathering for a report/application. <b>Application submitted, announcement in December.</b>
Sidewalks	N/A	N/A	Submitted	CIP	Even	N/A	Spring 2022	N/A	On Schedule	Summer 2022 expecting to replace approx. 2,000 LF of asphalt sidewalk, including Colby St. and Adams St. The CIP will request funding for about 2,000 LF / year beginning in 2023.
Downtown Infrastructure Project (MAIN STREET)	AMENITIES	P14	Planning	CIP	Even	N/A	Summer 2023	Fall 2027	N/A	<b>Final recommendation from City Council via MSFI includes widened sidewalks and protected bike lanes. All other concepts scrapped.</b>
Lower Winchester Street (Roundabout - City Line)	N/A	N/A	Planning	CIP	Even	N/A	Summer 2024	Fall 2027	N/A	<b>Planned improvements including sidewalks connecting market place in Swanzey and Route 10/Winchester Street</b>

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Project									
Jonathan Daniels Trail Maintenance	TOP 7	P3	Planning	\$25K	Even	Summer 2020	2022	N/A	CIP Budgeted in Parks and Rec Trail Maintenance Program.
Wayfinding Signage Facilities and Plan	TOP 7	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. <b>UNH Downtown Trails Initiative completed. Next steps signage design and placement in conjunction with City branding effort.</b>
↓Transportation Heritage Trail ↓									
THT Phase 1 - CRT Eastern Ave to NH 101 (Transportation Heritage Trail)	TOP 7	P1	Planning	\$ 386,400.00	Even	2024	2025	N/A	Project includes from Eastern Ave - 101 Bridge abutments. <b>Selection of engineering consultant for project - Stantec.</b>
THY Phase 2 - Prowse Bridge - CRT NH 101 Overpass to Stone Arch Bridge (Transportation Heritage Trail)	TOP 7	P4	Planning	\$ 381,685.00	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. <b>Promotional website and video released with funding donation from PFK.</b>
THT Phase 3 - Old Stone Arch Bridge - (Transportation Heritage Trail)	TOP 7	P4	Planning	\$ 321,195.00	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. <b>Promotional website and video released with funding donation from PFK.</b>
THT Phase 4 - Island Street Bailey Bridge - Swanzey Factory Road to Town Line (Transportation Heritage Trail)	TOP 7	P4	Planning	\$ 1,862,310.00	N/A	2027	N/A	N/A	Installation of the Historic Island Street Bailey Bridge at Swanzey Factory Road to create a safe overpass for trail users and creating continuity of the Cheshire Rail Trail towards the Swanzey Town line. <b>Island Street bridge due to be removed from Island Street during current project - currently delayed.</b>
NHDOT Route 101 Improvement Project	THT Impact	NA	Planning	NA	N/A	2023	N/A	On Schedule	NHDOT Project including widening and other improvements to NH Route 101 in the vicinity of the THT and improvements to the intersection of RT 101/Swanzey Factory Rd. Various Letters being submitted outside of Engineering response.
West Street - Complete Street	TOP 7	P19	Planning	\$ 785,275.00	N/A	2027	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. <b>Funds available in 2027, DOT 10 Year Plan redesign/construction</b>
AMENITIES	TOP 7	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. <b>Survey work incorporated into UNH Downtown Trails Initiative. TRAIL LIGHTS NOW INCLUDED HERE</b>

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Bike Racks	AMENITIES	P21	Working	N/A	N/A	N/A	ongoing	N/A	N/A	DPW Highway have put out some racks, Will is confirming rack locations for summer/fall 2022. Gaps in where historically placed.
Appel Way Trail Paving	MAINTANANCE	P22	Planning	\$	104,900.00	Even	2025	N/A	Behind	Appel Way repaving project, CIP Budgeted in Parks and Rec Trail Maintenance Program. <b>Pushed out to 2025</b>
Safe Streets for All Grant	N/A	N/A	Planning	NA		N/A	Spring 2023	N/A	N/A	Engineering division of DPW is managing this grant opportunity.
NHDOT TAP Grant 2018 - Marlboro Street	N/A	BE22	Hold	\$674K		N/A	Winter 2018	Summer 2022	Behind	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 ongoing - trail/sidewalk connector in Engineering Design phase.
Safety and Outreach Working Group	NA	N/A	Working	N/A		N/A	Ongoing	N/A	N/A	This working group is planning and investigating where to focus efforts around Safety and Promotion of other Bike/Ped initiatives via outreach. Focus areas are being conceptualized and report outs will be at regular meetings.
League of American Bicyclists Bicycle Friendly Program & other community ranking programs	N/A	N/A	Completed	Staff/Volunteer Time		N/A	Summer 2023	Summer 2023	On Schedule	City of Keene's designation as a "Bicycle Friendly City" has lapsed and needs to be renewed. The process includes data gathering for a report/application. <b>Application submitted, announcement in December.</b>
Sidewalks	N/A	N/A	Submitted	CIP		Even	Spring 2022	N/A	On Schedule	Summer 2022 expecting to replace approx. 2,000 LF of asphalt sidewalk, including Colby St. and Adams St. The CIP will request funding for about 2,000 LF / year beginning in 2023.
Downtown Infrastructure Project (MAIN STREET)	AMENITIES	P14	Planning	CIP		Even	Summer 2023	Fall 2027	N/A	<b>Final recommendation from City Council via MSFI includes widened sidewalks and protected bike lanes. All other concepts scrapped.</b>
Lower Winchester Street (Roundabout - City Line)	N/A	N/A	Planning	CIP		Even	Summer 2024	Fall 2027	N/A	<b>Planned improvements including sidewalks connecting market place in Swanzey and Route 10/Winchester Street</b>

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Jonathan Daniels Trail Maintenance	TOP 7	P3	Planning	\$25K	Even	Summer 2020	2022	N/A	CIP Budgeted in Parks and Rec Trail Maintenance Program.
Wayfinding Signage Facilities and Plan	TOP 7	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. <b>UNH Downtown Trails Initiative completed. Next steps signage design and placement in conjunction with City branding effort.</b>
<b>↓Transportation Heritage Trail ↓</b>									
THT Phase 1 - CRT Eastern Ave to NH 101 (Transportation Heritage Trail)	TOP 7	P1	Planning	\$ 386,400.00	Even	2024	2025	N/A	Project includes from Eastern Ave - 101 Bridge abutments. <b>Selection of engineering consultant for project - Stantec.</b>
THY Phase 2 - Prowse Bridge - CRT NH 101 Overpass to Stone Arch Bridge (Transportation Heritage Trail)	TOP 7	P4	Planning	\$ 381,685.00	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. <b>Promotional website and video released with funding donation from PFK.</b>
THT Phase 3 - Old Stone Arch Bridge - (Transportation Heritage Trail)	TOP 7	P4	Planning	\$ 321,195.00	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. <b>Promotional website and video released with funding donation from PFK.</b>
THT Phase 4 - Island Street Bailey Bridge - Swanzezy Factory Road to Town Line (Transportation Heritage Trail)	TOP 7	P4	Planning	\$ 1,862,310.00	N/A	2027	N/A	N/A	Installation of the Historic Island Street Bailey Bridge at Swanzezy Factory Road to create a safe overpass for trail users and creating continuity of the Cheshire Rail Trail towards the Swanzezy Town line. <b>Island Street bridge due to be removed from Island Street during current project - currently delayed.</b>
NHDOT Route 101 Improvement Project	THT Impact	NA	Planning	NA	N/A	2023	N/A	On Schedule	NHDOT Project including widening and other improvements to NH Route 101 in the vicinity of the THT and improvements to the intersection of RT 101/Swanzezy Factory Rd.
West Street - Complete Street	TOP 7	P19	Planning	\$ 785,275.00	N/A	2027	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. <b>Funds available in 2027, DOT 10 Year Plan redesign/construction</b>
AMENITIES	TOP 7	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. <b>Survey work incorporated into UNH Downtown Trails Initiative. TRAIL LIGHTS NOW INCLUDED HERE</b>