



BICYCLE PEDESTRIAN PATH ADVISORY COMMITTEE
AGENDA

Wednesday, July 12, 2023

8:15-9:30 AM

**2nd floor Conference Room
3 Washington St, City Hall**

Members:

Drew Bryenton, Chair
Todd Horner, Vice Chair
Andrew Madison, Councilor
Dillon Benik
Jan Manwaring
Michael Davern
Dr. Rowland Russell

Dr. Chris Brehme, Alternate
Charles Redfern, Alternate
Janelle Sartorio, Alternate
Sam Jackson, Alternate
Autumn DelaCroix, Alternate

- 1) Call to Order and Roll Call
- 2) June 14, 2023 Minutes
- 3) Downtown Infrastructure Project Updates
- 4) Regular Project Updates
- 5) Old Business
 - a. Volunteer Opportunities
 - Trail clean ups (planned)
 - Bike Friendly Community
 - b. NHDOT North/South Bridge Signs
 - c. Project Priorities
- 6) New Business
 - Items to be included for next meeting
- 7) More Time
 - Kiosk Map Updates
 - Public Art and the Trails Update
 - BPPAC Website
 - Wayfinding/Amenities: North and South Bridge Signage
 - Bike/Pedestrian Counts
- 8) Adjournment
 - Next meeting date – August 9, 2023

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

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

Wednesday, June 14, 2023

8:15 AM

**2nd Floor Conference Room,
City Hall**

Members Present:

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

Staff Present:

William Schoefmann, GIS Technician
Don Lussier, City Engineer
Andy Bohannon, Parks & Recreation
Director
Kürt Blomquist, Public Works
Director/ACM

Guest Present:

Diana Duffy
Andrew Bower

Members Not Present:

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

11 Chair Bryenton called the meeting to order at 8:18 AM.

12
13 **2) Approval of May 10, 2023 minutes**

14 With no edits or corrections, Chair Bryenton asked for a motion to approve the May 10, 2023
15 minutes. Dr. Rowland Russell motioned to approve with a second from Mr. Dillon Benik. With
16 unanimous approval, the motion passed and the May 10, 2023 minutes were approved.

17
18 **3) Jeff Speck Workshop Opportunity Follow-up**

19 Chair Bryenton noted that it was great to see a number of the other members at the workshop.
20 Ms. Sam Jackson shared that she thought Mr. Jeff Speck was great. She thought he did a great
21 job at keeping attention by making it entertaining to listen to.

22 Dr. Russell noticed there were several people there that have not been present in any of the
23 previous meetings. Mr. Todd Horner shared that he has a couple of neighbors that have not been
24 plugged into the conversation. He was surprised at the number of people that are just realizing
25 there is a project underway.

26 Mr. Benik asked if it was well attended and Mr. Horner responded that there was approximately
27 150 people there. Ms. Jan Manwaring shared there were a number of councilors there. She
28 spoke with Mike Giacomo briefly and he seemed quite impressed with some of the new ideas.

29 Dr. Russell noted that the closure of Washington Street closure seemed to start conversation and
30 get people thinking. Chair Bryenton noted that the single lane with turnaround idea seemed to be
31 immediately dismissed.

32 Dr. Russell felt the presentation to be an affirmation of what the group has been advocating since
33 the beginning.

34 Mr. Horner felt the presentation was particularly effective because of the presenter challenging
35 everyone, no matter where they fell in their opinion. An example was people obsess over the
36 number of parking spaces on Main Street and he made a conscientious effort to preserve all those
37 spaces in one of his designs. Mr. Horner was interested to find that Mr. Speck did not seem to
38 have an opinion one way or the other regarding having bike lanes sidewalk versus street grade.
39 He discussed the potential benefit to street grade Mr. Speck mentioned. Mr. Speck's idea did not
40 simply rubber stamp; he created his own design that relied on signalized intersections. Mr.
41 Horner thought Mr. Speck brought a fresh perspective and that his ideas served to surprise and
42 even challenge those in attendance.

43 Dr. Russell wanted to emphasize how Mr. Speck suggested conserving the parking in the middle
44 and considering putting many trees and using the space as an event space. It was a new idea to
45 the conversation. Ms. Jackson noted that one of his ideas also conserved parking spaces in front
46 of Stage and The Pour House, whose business owners have been vocal opponents. He tried to
47 address their needs while also looking at potential green space and how to maximum it.

48 Mr. Andrew Bower and Councilor Andrew Madison joined and were recognized by the Chair.
49 Chris believed Mr. Speck tempered it by saying how far do you want to go in terms of making it
50 better because there is the risk of gentrification. He thought that resonated with some people in
51 the audience who are against change.

52 Dr. Russell thought it was also good that he emphasized the need for more housing. Others
53 mentioned how he focused on the heights of the buildings, building up rather than out to try and
54 address the housing needs and the intertwine of housing and transportation.

55 Ms. Autumn DelaCroix discussed Mr. Speck's suggestion of the central parking being opened to
56 Farmer's markets and used as an event space, which she believes would be a good way to appeal
57 to Keene's obsession with the widest Main Street.

58 Chair Bryenton recognized Kurt Blomquist.

59 Chair Bryenton asked for an update from Mr. Horner about any conversation about moving
60 forward. Mr. Blomquist shared that he believed the City Council will be addressing it on their
61 July 6th meeting. The plan is to do their regular business first and then move into the downtown
62 discussion.

63 Chair Bryenton asked if there was a formal way to submit ideas to City Council. Mr. Horner
64 shared that they already have Mr. Speck's slides. He mentioned that Mr. Speck will be on the air
65 today on the Dan Mitchell Show at 9 for a recap of the conversation and follow-up questions.

66 Mr. Horner plans to connect with Roger and see if he has any thoughts of next steps.

67 He suggested those who were present to reflect and maybe gather thoughts on specific aspects
68 that resonated with them. For those that weren't present, he suggested viewing the recording and
69 doing the same.

70 He suggested using those reflections to come up with a statement regarding what the
71 committee's thoughts are.

72 Kurt Blomquist suggested continuing with the emphasis on the importance of Mr. Speck's
73 presentation and the importance of integrating the pedestrians, bicyclists, and all users. While the
74 single lane idea is not new, Mr. Speck has several other elements that could be used to highlight
75 the importance of the integration. He mentioned that the Steering Committee looked at the single
76 lane idea and did some traffic analysis on it. As the committee will not have another meeting
77 between now and the time the City Council meets, he suggested There is information from the
78 Council and as they start talking about it more, the committee would indicate that they will not
79 be having another meeting, it is important to get that statement or position together about how
80 bicyclist/pedestrians are key to the downtown area.

81 Dr. Russell shared that he had talked to Roger Weinrich and Jen Risley after the breakfast the
82 next day and a couple of the ideas that came up included the idea of engaging youth and their
83 input along with their parents' input. Roger had suggested doing something before the event in
84 the Redwood Square or in Central Square with ice cream or pizza to draw them in and collect
85 their feedback.

86 If there are points the group wanted to make, one idea is to work with Jen to do infographics.

87 Mr. Horner suggested one of Mr. Speck's metrics around the statistics is being more likely to die
88 from e vending machine than being hit by a bike for those infographics.

89 Chair Bryenton asked the committee's thoughts on pulling together a statement on the
90 roundabout.

91 Mr. Horner said one of his key take-away's was that there are trade-offs for example, two lanes
92 mean losing center parking. To him, it's worth looking at this idea of one lane preserving all the
93 on-street parking on Main Street and the protected bike lanes.

94 Chair Bryenton asked Councilor Madison asked about any gaps or things he's looking to hear.

95 He shared that he was on the initial ad hoc. From his standpoint, he understands it well and the
96 councilors are entrenched in their positions and unlikely to change their positions at this point.

97 He suggested sticking to advocating for the bike paths and that it's probably best for individuals
98 to reach out on their own to get a larger volume of voices coming in. He thought it would be
99 important for everyone in the group to write their own letter and not to send in the same letter.

100 The little differences will mean that the letter gets read and will be a little different from
101 everyone else's, which tends to make more of an impact. He shared that there's many councilors
102 who are in favor of bike lanes, a handful who are just adamantly against and then an equal
103 number who are on the fence.

104 Dr. Russell asked if he thought members should get in direct contact with those councilors who
105 they think to be on the fence and Councilor Madison responded yes.

106

107 **4) Kiosk Map Updates**

108 Mr. Schoefmann shared the new city branding and how it incorporates some of the revisions that
109 the committee was asking for. He presented an example of one that would be positioned at

110 Eastern Ave Trailhead. It contained a title for where you are at, where downtown is, the city logo
111 and branding, and incorporated a couple of other edits that he thought the group was looking for
112 in terms of making sure the bridges were named. If anyone has any comments or edits, he asked
113 them to be sent to him by the end of the week.

114 Mr. Redfern suggested a run of a new pamphlet that includes more of the details of the map that
115 Mr. Schoefmann presented (side street detail). He mentioned that Ted's Shoe and Sport is
116 constantly getting requests for maps and information on the trails. Mr. Redfern talked with
117 CandS Wholesale Grocers and they are interested in helping. It would be a printing grant, which
118 would require approval from Pathways and would just require their logo somewhere on it.

119

120 **5) Downtown Infrastructure Project Discussion**

121 Chair Bryenton hoped Councilor Workman would be able to join, but unfortunately, she was not.
122 He shared that he had a good conversation with her. He asked Don Lussier to share the details on
123 the proposal that had bike lanes included in it and go over some of the details in terms of what it
124 looks like, buffer zones.

125 Mr. Lussier spoke and started by saying that he is not pushing the roundabout. The graphic he
126 presented was just the only one printed out in his map room.

127 What Stantec has proposed is that the bike lane will be six feet with two-foot buffers on either
128 side. His question was genuine. He hasn't resolved in his own mind the best option. By putting it
129 at sidewalk grade, it provides better protection from vehicles parked next to it or encroaching
130 into that space versus street grade which provides better protection/ buffering from pedestrians
131 and bikes. He was hoping Mr. Speck would have the answer but at the end of the day, there is no
132 right answer. It is a tradeoff either way from a maintenance perspective.

133 He asked Mr. Blomquist if he preferred that the bike lane be at the parking grade.

134 Mr. Blomquist responded no because for snow collection purposes, street grade is easier.

135 Ms. DelaCroix shared that one of the problems she has is that by having it at street grade, there is
136 a risk given the growing size of vehicles and the likelihood of them encroaching on the bike lane.
137 She asked about a buffer between the parking space and the bike lane. Mr. Lussier explained that
138 there is a two-foot overhang between the parking space and the start of the bike lane. He
139 explained there are also ways to differentiate the spaces in the buffers with different colors,
140 textures to make it obvious that it is a space for bikes and pedestrians.

141 Chair Bryenton asked if it was too granular at this point to get an idea of costs. Mr. Lussier
142 responded that they really have not drilled down into that level of detail. They have
143 experimented with different types of treatments and ways of doing things. The treatment they are
144 using now on crosswalks are thermal plastic with the look of pavers. It can be repaired in place,
145 which is a nice benefit.

146 He discussed the "furniture zone" which is a space that has been reserved for things like benches,
147 trees, and trash receptacles. There is a whole level of additional design work that will decide the
148 details.

149 Ms. Manwaring asked Mr. Lussier to explain the bike lane on Washington. Mr. Lussier
150 explained and demonstrated the flow on the map.

151 Mr. Redfern suggested setting a priority today designating a particular amount of space for bike
152 lanes to prevent from getting thrown into the pro-roundabout bucket.

153 Chair Bryenton asked if Councilor workman had any questions during her meeting with Mr.
154 Blomquist. He responded no, and after speaking with her she seemed to be more comfortable
155 with the idea of having multimodal space in the project.

156 It was asked about grant opportunities. Mr. Blomquist explained that there is a rating system that
157 awards points. The ranking criteria is given when you apply for a grant. For certain types of
158 implemented criteria, you are awarded scores. The higher you score, the more likely you are to
159 be awarded a grant.

160 Councilor Madison reiterated that focusing on integrating bike lanes will be a winning strategy.
161 Chair Bryenton put forth a motion stating, “BPPAC continues to advocate for protected bike
162 lanes at sidewalk grade on both sides of Main Street. Lanes should be placed between parking
163 spaces and the sidewalk. Lanes should be six feet wide, with a two-foot buffer on each side of
164 the lane”. Ms. Manwaring seconded the motion. Chair Bryenton asked if there were any further
165 discussion points. Being none, a vote was called and the motion was unanimously approved.
166

167 **6) Old Business**

168 **A) Volunteer Opportunities**

169 **i) *Trail Clean-ups (Planned)***

170 Nothing scheduled until fall.

171 **ii) *Bike Friendly Community***

172 Mr. Schoefmann to send out the application for Bike Friendly Community to Chair Bryenton and
173 he will delegate tasks. Mid- August is the deadline. Collaboration will occur virtually.
174

175 **7) Regular Project Updates**

176 Staff are working to get something in the CIP for 2024 or 2025, but it is currently looking more
177 like 2025.

178 The GIS Tech is working with Highway to inventory in street bike marking for budget purposes.
179 Bike boxes and downtown sharrows have been remarked.

180 DPW Highway have put out some bike racks. Mr. Schoefmann is confirming rack locations for
181 summer/fall 2022. There are gaps in where historically placed.

182 Appel Way Trail Paving has been pushed out to 2025.

183 Engineering division of DPW is managing the Safe Streets for All Grant opportunity.

184 City of Keene has been selected as a TAP grant recipient for Complete Street improvements to
185 Marlboro Street that tie into other planned improvements, infrastructure, economic development
186 goals and the Cheshire Rail Trail. The project is ongoing- trail/sidewalk connector in
187 Engineering Design Phase.

188 Jess Gelter with Arts Alive have taken a scaled down version of the Arts and Culture Corridor
189 concept. Gilbo Avenue to School Street is still part of the scope.

190 The next steering committee meeting for Lower Winchester Street project is slated for July 18th.

191 The hope is that they will be ready to make a recommendation to the Council on which of the
192 different options to move forward with.

193 Mr. Lussier updated on the transportation heritage committee. Proposals are due in a couple of
194 weeks. One of the consultants has decided not to move forward, but they had five other
195 consultants attending that meeting interested in the project.

196 Chair Bryenton discussed the green staging boxes around Central Square. Last year they were
197 repainted, but they only went a couple of feet into the lane and to be official bike boxes, they
198 should take up the whole width of the lane. The boxes are appropriate, but the lead up lane is
199 what is squishing traffic.

200 Mr. Blomquist pointed out that part of the task of the committee is education and many people
201 do not know what those boxes are and how this is a good opportunity for community education.

202 Mr. Blomquist to look at MUTCD and make sure they are in compliance.
203

204 **8) New Business**

205 **A) Items to be included for next meeting**
206

207 **9) More Time**

208 **A) Public Art and The Trails**

209 **B) Project Priorities**

210 **C) BPPAC Website**

211 **D) Wayfinding Amenities- North and South Bridge Signage**

212 Mr. Redfern shared that it took five months for Salem to do it and they did it through the state.

213 Covid shut them down. City took up the project and it has been three years. Mr. Blomquist to put
214 stakes in the ground and share the coordinates, which should happen in the next few weeks.

215 **E) Bike/Pedestrian Counts**
216

217 **10) Adjournment**
218

219 There being no further business, Chair Bryenton adjourned the meeting at 9:28 AM.
220

221 Respectfully submitted by,
222 Amanda Trask, Minute Taker
223

224 Reviewed and edited by,
225 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	Revised scope of work developed submitting CIP to complete the plan in 2024/5. Annual project evaluation by BPPAC.
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 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. Pushed out to 2025
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.
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.
Arts and Culture Corridor	NA	N/A	Working	N/A	N/A	N/A	Ongoing	N/A	N/A	Arts Alive, Jess Gelter, have taken on a scaled down version of the Arts and Culture Corridor concept Gilbo Avenue to School Street still part of the scope.
League of American Bicyclists Bicycle Friendly Program & other community ranking programs	N/A	N/A	Planning	-	N/A	N/A	Winter 2022	Spring 2023	N/A	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. Application Due August 30, 2023. Seeking volunteers to assist in filling out portions.
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	Final recommendation from City Council going back to MSFI for discussion. Only new elements include bike lanes.
Lower Winchester Street (Roundabout - City Line)	N/A	N/A	Planning	CIP	Even	N/A	Summer 2024	Fall 2027	N/A	Potential for bike/pedestrian improvements to the Route 10/Lower Winchester Street Corridor and Gateway area via Swanzeay into Keene. Listening sessions held Oct 24/25.

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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. UNH Downtown Trails Initiative completed. Next steps signage design and placement in conjunction with City branding effort.
↓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. RFQs received, selection committee holding interviews this week (7/14).
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. Promotional website and video released with funding donation from PFK.
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. Promotional website and video released with funding donation from PFK.
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. Island Street bridge due to be removed from Island Street week of 7/14.
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. Spring, Summer and Fall Counts completed for 2020. City submitted West Street improvement project into the DOT 10 Year Plan.
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. Survey work incorporated into UNH Downtown Trails Initiative. TRAIL LIGHTS NOW INCLUDED HERE

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	Revised scope of work developed submitting CIP to complete the plan in 2024/5. Annual project evaluation by BPPAC.
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 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. Pushed out to 2025
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.
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.
Arts and Culture Corridor	NA	N/A	Working	N/A	N/A	N/A	Ongoing	N/A	N/A	Arts Alive, Jess Gelter, have taken on a scaled down version of the Arts and Culture Corridor concept Gilbo Avenue to School Street still part of the scope.
League of American Bicyclists Bicycle Friendly Program & other community ranking programs	N/A	N/A	Planning	-	N/A	N/A	Winter 2022	Spring 2023	N/A	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. Application Due August 30, 2023
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	Open letter from Vice Chair Horner out for promotion; Square expansion, bikelanes, roundabout options recommended from Steering Committee - Council. Council Workshops on going. Jeff Speck visit and presentation upcoming June 12, 2023
Lower Winchester Street (Roundabout - City Line)	N/A	N/A	Planning	CIP	Even	N/A	Summer 2024	Fall 2027	N/A	Potential for bike/pedestrian improvements to the Route 10/Lower Winchester Street Corridor and Gateway area via Swanzey into Keene. Listening sessions held Oct 24/25.

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↓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 to Span 101, improvements to Old Stone Arch Bridge and potential crossing at Swanzey Factor Rd. Notice of Award for TAP project received 9/1. Federal Earmark funds for this project.
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. Promotional website and video released with funding donation from PFK.
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. Promotional website and video released with funding donation from PFK.
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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. Spring, Summer and Fall Counts completed for 2020. City submitted West Street improvement project into the DOT 10 Year Plan.
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. Survey work incorporated into UNH Downtown Trails Initiative. TRAIL LIGHTS NOW INCLUDED HERE