



BICYCLE PEDESTRIAN PATH ADVISORY COMMITTEE
AGENDA

Wednesday, August 9, 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) July 12, 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 – September 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, July 12, 2023

8:15 AM

2nd Floor Conference Room,
City Hall

Members Present:

Drew Bryenton, Chair
Todd Horner, Vice Chair
Dillon Benik
Jan Manwaring
Rowland Russell
Dr. Chris Brehme, Alternate
Sam Jackson, Alternate
Autmn DelaCroix, Alternate

Members Not Present:

Councilor Andrew Madison
Michael Davern
Charles Redfern, Alternate

Staff Present:

Kürt Blomquist, ACM/Public Works
Director/Emergency Management
Director
Andy Bohannon, Parks, Recreation,
Cemeteries and Facilities Director
William Schoefmann, GIS Technician

Guests:

Mike Kowalczyk, Town of Swanzey
Bike Path Committee/MRRTC
Walter Lacey, Citizen
Dianna Duffy, Citizen

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

11 Chair Bryenton called the meeting to order at 8:32 AM.

12
13 **2) Approval of June 23, 2023, Minutes**

14 With no edits or corrections, Chair Bryenton requested a motion to approve the June 23, 2023,
15 minutes. Mrs. Manwaring motioned to approve the minutes with a second from Dr. Russell. The
16 motion was unanimously approved and the minutes from June 23, 2023, were accepted.

17
18 **3) Regular Project Updates**

19 Mr. Schoefmann advised the committee he was having some issues with the meeting audio on
20 Zoom and suggested they move the order of the agenda around slightly and go over project
21 updates while he worked on fixing the issue.

22
23 **4) Downtown Infrastructure Updates**

24 Dr. Russell stated he wanted the extra turn lane at central square.
25 Mr. Todd Horner shared that he attended but was there with his young daughter. She started to
26 get disruptive so unfortunately, he had to leave.

27 Chair Bryenton said he watched after it was recorded. He heard several councilors say, “we don’t
28 see cyclists, so why do we need bike lanes?” He included several studies and intended to
29 vocalize that at the next meeting. Dr. Russell shared that he is going through the studies of
30 economic benefits of bike lanes and wants to distill that down to eventually challenge the idea
31 mentioned by some councilors that bike lanes will hurt our economy.

32
33 Ms. Sam Jackson noted that in the time the committee had been sitting, there she witnessed a
34 number of bicyclists that had ridden by. Mr. Horner was unclear if the Council was voting on the
35 recommendation out of MSFI after and if there is ability to substantially change that at MSFI
36 again? Mr. Blomquist shared that he recently spent forty-five minutes with the mayor and chairs
37 going over the meetings and “the ancient books of protocol”. The way that the motion has been
38 done is that it is sent to the MSFI committee for public comment. The committee cannot do a
39 motion with a substantial change. It is unclear if they can modify what has been sent to them, but
40 what is clear is that once it goes back to city council, they have the freedom to make changes.
41 He is not totally clear, but it seems as though they will not be able to substantially change what
42 was sent to them. Chair Bryenton asked if they could do a motion to not accept or make a
43 recommendation, which he agreed that they could.

44
45 Mr. Horner asked if once full council votes if that is the end. Mr. Blomquist said ideally the
46 council will decide on the major components they want to see next Thursday night. They could
47 potentially turn around and do something else, but his sense is that in general, the council is
48 ready to close this phase out. Councilors can do whatever they want but he suggested the
49 committee keep the focus on multimodal transportation. Mr. Horner said the agenda that was
50 sent out said it was not a public session.

51
52 Mr. Bohannon said his thought process was that this committee was charged with a particular
53 purpose and there have been master plans related to street infrastructure. Currently, there are city
54 councilors and past city councilors on the committee as well as Professors from Keene State, and
55 professional planners. All these amazing people are at the table provided expertise and help with
56 looking at the bike infrastructure in the city. He noted this is now about current state but more
57 the next 20-50 years. If the vision is to keep it the same, we may want to change the charge and
58 the code. He added that members of council do not always see the why. This committee should
59 serve to remind them of that. These items they have adopted and are their guiding principles
60 should be their guiding principles for this project as well.

61
62 Mr. Blomquist suggested connecting the why back to their documents. He suggested reminding
63 those members of the public that are against it of the master plan. Being sure to point out that the
64 public has participated in these processes and that is what makes them valuable. The anti-group,
65 while loud, is a small select group. The master plan had over 2800 people. Mr. Bohannon
66 reiterated that this is not about the now. The building blocks have been laid for years prior to
67 this. There has been a huge effort over the past ten years to get to where we are with plenty of
68 history with Healthy Monadnock, Clean Streets, etc. and it is being dismissed by a couple of
69 minority voices. He believes that showing that history is going to be crucial.

70 Dr. Russell asked Mr. Blomquist if by not being able to change things, does that include the bike
71 lanes? Mr. Blomquist responded yes and that this is what the city attorney has indicated to the
72 chairs. The MSFI committee may not be able to do that but once it gets back to fill committee,
73 everything is on the table. Mr. Russell asked who was planning to be there that night and noted
74 that three minutes is a really short time. He asked if anyone was willing to take on the history.
75 He will share the economics and asked about any other things like safety, work commuting, and
76 whether there were other things to share.

77 Mr. Horner said the hybrid design seems like a compromise solution. Putting his fingers in the
78 wind, he does not see a lot of those things happening and the fact that bike lanes are even part of
79 the discussion attests to the work this group has been doing. Compared to some of the other
80 scenarios, the hybrid design is modest and recognizes that multimodal transportation is important
81 and part of the future of downtown Keene. If you take the bike lanes out, there is not recognition
82 of needs for future.

83 Dr. Russell suggested members encourage people to come even if the members themselves are
84 not able to come. Chair Bryenton said the committee needs to keep pushing and wanted to ensure
85 a presence of people. Mr. Blomquist said representing the pedestrian community is crucial and
86 making sure it includes those with mobility issues and has non-vehicle options.

87 Mr. Horner said he has heard people say bicycle lanes will be taking away from pedestrians. Mr.
88 Blomquist said that simply is not true as they are actually adding. The compromise of
89 eliminating the parking in the middle allows for the multimodal facilities such as widening the
90 sidewalks and safer bike facilities. The hybrid option includes both the widening and the bike
91 lanes.

92

93 **5) Old Business**

94 **A) Volunteer Opportunities**

95 **i) *Trail Cleanups***

96 **ii) *Bike Friendly Community***

97 Chair Bryenton stated he was setting up a meeting with some volunteers to go over the
98 application and answer what they could before handing it off to Mr. Schoefmann. They were
99 waiting on access to the application which needed to be sent from Mr. Schoefmann via email.
100 Mr. Schoefmann confirmed.

101 **B) NHDOT North/South Bridge Signage**

102 **C) Project Priorities**

103 Chair Bryenton explained this was started back in May and was tabled in June. The goal is to
104 keep some visibility of the top bundle of priorities. One interesting point noted in the meeting
105 was that Mitch Greenwald does now own an electric bike and the committee would welcome
106 him with open arms.

107

108 Mr. Will Schoefmann explained that the committee reviews all the projects in the mix annually
109 and goes through a ranking exercise. They look at the level of organizational support, if there is
110 funding, is it in the plans, etc. They start by ranking by high, medium and low and then further
111 ranked by level of importance to the committee.

112 Cheshire Rail Trail Phase V, Ammi Brown up to Westmoreland town line - Mr. Blomquist
113 suggested the question of the effectiveness to improving this section would be what Surry and
114 Westmoreland would be doing to improve the sections connecting to it. Mr. Mike Kowalczyk
115 provided an update that an RTP grant was written last year. With regards to Surry and
116 Westmoreland, this year, there will be trail clearing and work on the cut. He said not to expect a
117 hard packed surface this year, but the idea is to continue to work up to the
118 Westmoreland/Walpole town line. Walpole also received an RTP grant with similar work
119 keeping the trail passable year-round. Should be seeing by the end of this reason an improvement
120 to the cut in Surry as well as the trail in Walpole. The committee ranked it as Medium
121

122 Mr. Bohannon noted that the Jonathan Daniels (JD) Trail expansion is at the bottom of his list.
123 Mr. Schoefmann said the main concept was that there would be improvements made to made it
124 more accessible and create a loop. The committee ranked it as Low.
125

126 Wayfinding facilities and signage – Mr. Schoefmann stated has had some movement with the
127 UNH Downtown Trails Initiative. Mr. Bohannon owes a huge apology to the Rotary Club. He
128 received \$35,000 from them for the wayfinding. It is on his desk and just needs to move it along
129 for approval. He needs to get names back to the design company. The committee ranked it as
130 High. Mr. Schoefmann noted Wayfinding plan was combined with signage.
131

132 South Bridge/Ashuelot Rail Trail Gap, Old Railroad Trestle Bridge by Keene State College –
133 Mr. Blomquist said the question at the end of the day is that Keene State deals with it from
134 Winchester Street to the campus. Mr. Schoefmann stated he remembered the gap not being paved
135 and that the abutments are hardpack and not paved. Mr. Blomquist confirmed the abutments are
136 hardpacked and not paved. This should be a bigger discussion with the committee and involve
137 reaching out to Keene State College. Mr. Russell suggested adding the trestle bridge and
138 revising. Mr. was suggested to invite Keene State College to a meeting. Mr. Bohannon said the
139 current administration is likely to be open to some sort of joint project and thought it worthwhile
140 to reach out to them. Chair Bryenton suggested keeping it a low priority, the committee agreed.
141

142 Ashuelot Green Space Trailhead – Mr. Schoefmann stated it is the parking lot that is being
143 developed off Ashuelot Street. The committee agreed to keep it Low.

144 Main Street - decision was to keep it high.
145

146 Marlboro Street – Mr. Blomquist stated it will be started next summer. Chair Bryenton asked if
147 support was needed. Mr. Bohannon suggested the group should keep it as high as it is going to be
148 constructed. Mr. Horner asked what the design was for that connection. Mr. Bohannon stated
149 down Bartholomew Court past the Fleet building then up to the Cheshire Rail Trail.
150

151 Beaver Brook Green Way - is a conceptual idea and something that will require a little more
152 effort. Worth keeping on the list even if it is Low. The committee agreed that Low was a good
153 ranking.

154 Gilbo Ave and Colony Mill – Mr. Schoefmann explained this was an effort to continue the
155 Cheshire Rail Trail along Gilbo Ave with setting aside counter bike lanes, but there has never
156 been any success negotiating with the landowner. Mr. Blomquist suggested keeping this Low but
157 that there will be funding for redesign and construction of West Street in 2027, there would be an
158 opportunity there as it is an 18 million project that’s just three years away. Mr. Brehme noted
159 that there are currently no sidewalks along Gilbo Avenue. The committee agreed Low.

160
161 West Street – Mr. Blomquist reiterated that in 2027, they will be getting funding for construction
162 of West St. Currently there is a multiuse trail that parallels the back and there is a lot of traffic.
163 Connecting the trail and any improvements from Gilbo back up to an improved West Street is
164 important. Mr. Schoefmann stated there’s probably about five year’s worth of bicycle and
165 pedestrian counts the committee has conducted and are on file in his office.. Chair Bryenton
166 suggested keeping West Street and West Street Bypass a medium priority. The committee
167 agreed in making it a Medium priority.

168
169 West Street By Pass – Mr. Schoefmann mentioned it was a concept of dealing with the issues
170 along West Street and Mr. Brehme stated it was out in left field in terms of reality. The
171 committee agreed keeping it Low.

172
173 Amenities - Mr. Schoefmann explained that amenities is all encompassing at this point. Mr.
174 Bohannon suggested reviewing the 19 recommendations in the UNH study. There already is a
175 document and a plan it just needs to be revisited. No need to recreate anything new and keep it a
176 high priority. Chair Bryenton suggested there was an element with regards to Trail Lighting, the
177 Mr. Bohannon stated lighting has been working. Mr. Blomquist suggested bringing in the Police
178 Department as there are often questions around why the police are not patrolling especially when
179 you light it and make it more accessible. Mr. Horner was surprised to hear that the brightness of
180 the lights was a safety issue? Mr. Blomquist replied in the affirmative and people want lighting
181 that make it look like day not just lights up a spot. The problem is that it doesn’t light up areas
182 that are adjacent to the trail and that is where people get uncomfortable and bringing in the police
183 might be useful. Mr. Blomquist stated it would be time to think about where to have the lighting
184 to encourage usage and have that conversation with the police department. Mr. Schoefmann
185 suggested it could be an issue of “perception of safety” and the areas people perceive as unsafe
186 are actually not when you review the data for where crime is occurring.

187
188 Mr. Bohannon said Dr. Chris Cusack did a lighting study from Keene State. The technology has
189 changed quite a bit since the lights were put in. Generally, if one is walking the lights gradually
190 light up as you walk, but when on a bike, the speed is greater, and the rider is often well past by
191 the time the area lights up. It was suggested to keep it in the High priority by adding it back into
192 Amenities overall and creating one category/project again. The committee agreed. Lighting
193 added to Amenities and it would be ranked High.

194
195 Chair Bryenton asked members to send any new business to him or Mr. Schoefmann via e-mail.

196 Mr. Lacey said he thinks of the downtown rail trail as dangers. Suggested the committee look
197 forward enough to have the bicycles in the traffic flow.

198

199 **6) New Business**

200 **A) Items to be included for next meeting.**

201 **7) More Time**

202 **A) Kiosk Map Updates**

203 **B) Public Art and the trails**

204 **C) BPPAC Website**

205 **D) Wayfinding/Amenities: North and South Bridge signage**

206 **E) Bike/pedestrian counts**

207 **8) Adjournment**

208 **A) Next meeting: August 9, 2023**

209

210 There being no further business, Chair Bryenton adjourned the meeting at 9:36 AM.

211

212 Respectfully submitted by,

213 Amanda Trask, Minute Taker

214

215 Reviewed and edited by,

216 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 via MSFI includes widened sidewalks and protected bike lanes. All other concepts scrapped.
Lower Winchester Street (Roundabout - City Line)	N/A	N/A	Planning	CIP	Even	N/A	Summer 2024	Fall 2027	N/A	Planned improvements including sidewalks connecting market place in Swanzy and Route 10/Winchester Street

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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. Selection of engineering consultant for project - Stantec.
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 - 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. Island Street bridge due to be removed from Island Street during current project - currently delayed.
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. Funds available in 2027, DOT 10 Year Plan redesign/construction
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. 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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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.
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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