



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

**Wednesday, September 13,      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) August 9, 2023 Minutes
- 3) Safety and Outreach Working Group
- 4) NHDOT Route 101 Project
- 5) Regular Project Updates
- 6) Volunteer Opportunities
  - a. Fall Fun-Ride Kickoff (Sunday 10/22, 3pm)
  - b. Trail clean ups (planned)
  - c. Bike Friendly Community (recap)
- 7) Old Business
  - a. Downtown Infrastructure Project Updates
  - b. NHDOT North/South Bridge Signs
  - c. Project Priorities
- 8) New Business
  - Items to be included for next meeting
- 9) More Time
  - Kiosk Map Updates
  - Public Art and the Trails Update
  - BPPAC Website
  - Wayfinding/Amenities: North and South Bridge Signage
  - Bike/Pedestrian Counts
- 10) Adjournment
  - Next meeting date – October 11, 2023

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

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

Wednesday, August 9, 2023

8:15 AM

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

**Members Present:**

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

**Staff Present:**

William Schoefmann, GIS Technician  
Kurt Blomquist, Public Works  
Director/Emergency Management  
Director/Assistant City Manager

**Guests:**

Mike Kowalczyk, MRRTC (Monadnock  
Region Rail Trail Collaborative)

**Members Not Present:**

Drew Bryenton, Chair  
Michael Davern

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

10 Vice Chair Todd Horner called the meeting to order at 8:14 AM.

11  
12 **2) Approval of Minutes**

13 Given technical issues and minutes being received late, minutes approval was tabled for next  
14 month.

15  
16 **3) Downtown Infrastructure Updates**

17 Dr. Rowland Russell shared that he has had conversations with two city councilors that  
18 approached him, and one also approached Mr. Charles Redfern. Their message was the same in  
19 saying to keep the pressure on, keep advocating and keep educating, especially around bike  
20 safety. Planning a safety program and promoting and/or offering education around that are things  
21 the group can work on. He noted there are still several individuals who are anti-bike lanes and  
22 quite vocal about it. He stated the committee needs to keep getting their message out, continue to  
23 attend meetings and continue to be public with their support.

24 Mr. Charles Redfern pointed out that election season is approaching. There are a few councilors  
25 up for reelection and a new mayor coming in. He thinks its fair for people to know where their  
26 councilors stand on this topic and suggested being direct and getting a clear answer from them.

27 Mr. Kurt Blomquist said he concurred with the comments already made. He reiterated that this  
28 committee's role is to continue to provide the input on multimodal transportation. The lower  
29 Winchester Street project is going to be coming up to council. It has gone through a steering  
30 committee process. There are additional multimodal facilities as part of that project. He believed  
31 this has brought out a continued disconnect between people in support and the senior leadership  
32 on the City Council.

33  
34 A general message got through but believes that this is an issue that is not going away. He  
35 explained that all five at large's are up for reelection and there are five ward councilors that are  
36 not up for reelection at this time. He named Councilor Robert, Councilor Workman, Councilor  
37 Greenwald, Councilor Madison, Councilor Jones and explained that the majority of those were  
38 not in support of multimodal transportation.

39 He shared that Councilor Remy and Councilor Jacamo have said they are not running. There are  
40 several other ones he believed to be on the fence leaning towards not running. He explained that  
41 you will see a substantial shift on the council for a new facility. He is interested to see what  
42 reasons they are doing as they come aboard.

43 The council has chosen to continue with Gilbo Avenue, Railroad Street treatment with a two-  
44 way on Gilbo Avenue at this point. They chose to proceed with a two-lane North/South Cross  
45 section. They also chose the lighted intersection and then Central Square is staying in its traffic  
46 flow pattern as it exists today.

47 They will be looking at some possible road widening to see what they can do to make it a little  
48 more pedestrian friendly. At this point, they will not be coming back in again until sometimes  
49 after the first of the new year, probably February or March, with an update to Council.

50 He explained that now, staff is going to be sitting down with the consultant to go over what work  
51 was accomplished per the scope of the contract and what work was not. He said there was quite a  
52 bit of diversion from the original scope with all the extra public meetings and such. There are  
53 some things that did not get done as part of this contract that will have to roll into the next  
54 contract. The next public interaction will be February or March of 2024.

55 Councilor Madison said it will be hard to say what the council will look like given that it will be  
56 a new council. He is encouraging some individuals to run for Council. He encouraged those on  
57 the committee without cars and use pedestrian and bicycles as their primary means of  
58 transportation to be very vocal about that. One of the things he brought up was this sense among  
59 some of the councilors and among the more vocal opponents of multimodal transportation that  
60 those who don't own cars are almost seen as second-class citizens. He believed they should  
61 advocate to have equal access to city resources to come to the downtown and to have the same  
62 opportunities as those who own cars.

63 Vice Chair Horner asked about trees and explained it came up last meeting and there seems to be  
64 this idea that the bikes lanes are going to destroy the trees downtown.

65 Councilor Madison explained there has been a lot of misinformation that has been spread by  
66 some vocal opponents. The city has done a good job at countering and correcting the  
67 misinformation. He shared there are some trees, most of them sick, that are going to be removed.  
68 They will be replaced. He believed the net loss of trees to be minimal.

69 Mr. Blomquist could not specify the net loss as they have not gone through the next level of  
70 design. He explained that what people are missing is that most of the trees coming down are the  
71 result of the infrastructure work. They will be trenching on both sides of the trees, in some cases  
72 on three sides and that never works well for trees. There are also several trees that are infected  
73 with the emerald ash borer. If the top of the ash tree has no leaves, that is sign that the tree is  
74 infected and likely will only have a few more years of life.

75 He thought using the multimodal bikes lanes as a reason for the trees coming down was a bit  
76 disingenuous because most of the trees are being impacted because of the utility work.

77 Vice Chair Horner said it also seems that the fact that they are being replanted is also missing in  
78 the general community discussion. He supported having better clarity on what the net loss will be  
79 after the whole project.

80 Mr. Redfern said Mr. Blomquist's message about the trees is very important in that some of the  
81 trees are going to be because of the infrastructure work. He explained one candidate running  
82 indicated there is a concern about the trees and how the bike lanes may affect it. He believes this  
83 person needs to be informed of the net loss of trees and what is due to the underground  
84 infrastructure.

85 Mr. Blomquist explained most of that information is already publicly available and he could  
86 direct him to the specific slides that has all that information. While they don't have the specific  
87 net loss numbers (mainly because he does not know how many trees are going back in), he can  
88 tell you what trees are coming down and for what reasons.

89 Mr. Blomquist explained this is not a lack of information, it is a choice not to look at or find the  
90 information.

91 Vice Chair Horner wondered if a possible action item for the committee might be to develop a  
92 letter adopting a position that they are both pro bike lane and pro tree and pushing back against  
93 this notion that these are mutually exclusive options. He suggested referencing some of the work  
94 Mr. Blomquist mentioned to push back against the inaccuracies that are out there in the public  
95 discourse.

96 Dr. Chris Brehme added that people do not do well with uncertainty. He wondered if it would it  
97 be possible to include the parameters by which the new trees are decided upon.

98 Mr. Blomquist explained that these sorts of things will be the next level of discussion. Part of the  
99 challenge is making these spaces unitarian because it is not known what businesses will be in  
100 these buildings and what kind of need there will be.

101 Dr. Brehme said the main point is providing a level of reassurance. This letter and other  
102 communication really need to be able to reassure that the city of Keene has the citizens best  
103 interested in mind.

104 Vice Chair Horner said a letter could be important to provide some push back. This committee  
105 has really focused on protected bike lanes, but he does not want the perception to be that they are  
106 for bike lanes at all costs.

107 Dr. Russell suggested thinking about what they, as a committee, can and cannot communicate  
108 versus what they can do as individuals. He believed it was important to think about this as a  
109 broader communication plan. The letter should include emphasis on those aspects of the plan that  
110 the committee wants to see and promote pedestrian safety as well. Letters can be written by the  
111 committee members as individuals and/or as a committee. One aspect he wanted to emphasize  
112 that he thought the committee can communicate and is important is around the safety planning  
113 and wondered whether that could be mentioned in the letter.

114 He shared that he had a conversation with a colleague of his from the Los Angeles Antioch  
115 campus who did his PhD here on biking and how pedestrian access transforms the culture of the  
116 city. As part of his studies, he got training on how to be a safety educator in an urban bicycling  
117 community. His colleague said there are websites you can look at to find the nearest training and  
118 even offered to lead a safety workshop on one of his return visits to the area. Dr. Russell said this  
119 might be opportunity for a sub-committee that is able to dive into and work on a plan for safety.  
120 He believed this was work this committee could do and helps to address some of the concerns  
121 while also showing that that the committee is not just reactive to the vocal opposition, but  
122 proactive about how to make this operational.

123 Mr. Redfern suggested the letter be somewhat introductory as to who this committee is and what  
124 they do, while maintaining a positive view. Vice Chair Horner suggested that since this will  
125 come back before the council in the new year that he and Chair Bryenton work on drafting  
126 something that they can bring to the group next month. Committee members agreed.

127 Mr. Redfern suggested it be sent to every new declared councilor and every elected official. Vice  
128 Chair Horner believed the first step was to get buy-in from the committee before disseminating it  
129 to councilors or public.

130 Dr. Russell suggested sending a version of it to the paper as well. Vice Chair Horner shared that  
131 he discovered the paper has a 400-word limit for letters to the editors. Members suggested  
132 talking to the editor and seeing if it could be posted as an opinion editorial.

133 Vice Chair Horner wanted to pause and have everyone recognize that he thinks their work had an  
134 impact and that they should sell it. He believed they should take a moment to celebrate.

135 Dr. Russell said everyone from the committee that spoke at the MSFI meeting were just brilliant  
136 and really reinforced each other's ideas. He believed it make a huge impact on those that  
137 attended.

138 **4) Regular Project Updates**

139 Mr. Blomquist updated on Marlboro Street Reconstruction and the connection to the Rail Trail.  
140 There is a final review under the Department of Transportation (DOT) that will be bid out after  
141 the first of the year with construction the next year. This includes from road diet and some other  
142 safety improvements as well as bicycle facilities on and all the way down Marlboro Street. This  
143 connects to Main/ Marlboro/ Winchester, which is the base of downtown. Then there is the  
144 connection from Marlboro Street through the City complex, behind fleet up to theirs. That  
145 project should be under construction next season, so by the end of September of next year,  
146 Marlboro Street will be smooth again.

147 The Eastern Avenue, the Transportation Heritage Trail, Phase I Eastern Avenue to Route 101  
148 have conducted consultant interviews and will be recommending a consultant at the next finance  
149 organizational personnel committee in late August. That design process should be starting  
150 sometime in late September, early October. The intent, he believed, is for that one to be designed  
151 through the winter construction next season in 2024.

152 Lower Winchester Street has had a steering committee working on it. It includes sidewalks and  
153 marked bike lanes in the street. That recommendation will be going to council likely in late  
154 September. The council will choose whatever it would like to do and choose their preferred  
155 option, which will start the next level of design probably sometime in late fall. The construction  
156 is scheduled to start in 2025.

157 Vice Chair Horner asked if the conceptual design was public yet and if there were two options.  
158 Mr. Blomquist said it is an intersection along with two lanes with a median. The other option  
159 was a roundabout at the intersections at Krif Road and at Matthews Road, Bradco Street on  
160 Winchester Street and will include center islands. He explained the steering committee, 3-2, is  
161 recommending the roundabout option, which will go to full council sometime in September.

162 Ms. Jan Manwaring asked if anyone on the committee was part of that steering committee. Mr.  
163 Blomquist said no one was part of the steering committee and that it was all made up of residents  
164 and businesses from the corridor. She believed it would be a good goal for the committee to be  
165 ensure that someone from BPPAC is on some of these committees. She asked Mr. Blomquist  
166 how they would go about doing that.

167 Mr. Blomquist said that something they can certainly discuss with the mayor. Typically, they  
168 follow the DOT process, which in general, the steering committee is usually made up of public  
169 and business entities in the affected area.

170 Vice Chair Horner asked Mr. Blomquist if he anticipated any project related steering committees  
171 being formed. Mr. Blomquist reminded that the city had received a safe street for all grant and  
172 are anticipating there will be a steering committee along with a technical committee that will  
173 move through there because the goal of that program is to develop a road safety plan for the city.  
174 He said that will certainly involve the members of the BPPAC although he was unsure as to what  
175 level of involvement that will be. He explained that they are just finishing up the RFQ on that  
176 now. They are anticipating that being set up sometime in September/October and will be  
177 working for the next year and a half.

178 Vice Chair Horner voiced that he thought it would be great if someone from the BPPAC was on  
179 one of those project related committees. Mr. Blomquist said someone will probably need to be  
180 appointed prior to the turnover of Mayor and that he was not sure quite how that would work.  
181

182 **5) Old Business**

183 **A) Volunteer Opportunities**

- 184 **i) *Trail clean ups (planned)***
- 185 **ii) *Bike Friendly Community***

186 Mr. Schoefmann stated that Mr. Bryenton had set up a meeting for next week to continue  
187 working on the City's Bicycle Friendly Community Application for renewal.  
188

189 **B) NHDOT North/South Bridge Signs**

190 Mr. Redfern stated that he received word from Mr. Blomquist earlier that this was moving  
191 forward and appreciated the city's attention to this. Mr. Blomquist shared that manager had  
192 signed the MOA. It is going back up to DOT for signature by the commissioner. He is going to  
193 have his sign guys start making them. Once he gets the signed MOA back, he will have his guys  
194 go out and install them.  
195

196 **C) Project Priorities**

197 Priorities were tabled till next month's meeting.

198 **6) New Business - Items to be included for next meeting.**

199 To be discussed at next meeting is the formation of safety subcommittee and identification of  
200 interested volunteers.

201 Another discussion topic is how to get the committee and the work out in the public more.

202 Mr. Redfern suggested having a guest come to educate and discuss e-bikes. It was suggested as a  
203 topic for November or December. Discussion continued about the role of education. Mr.  
204 Blomquist supported the group becoming the subject matter experts to then provide counsel to  
205 the council.

206 **7) More Time**

207 **A) Kiosk Map Updates**

208 Mr. Schoefmann shared that they must make a couple more trailhead maps and they should  
209 probably add some URLs for organizations. It is formatted, but they just need to add in some  
210 distances as well.

211 **B) Public Art and the Trails**

212 **C) BPPAC Website**

213 Mr. Schoefmann reported that Rebecca Landry, the communications director is working on it.

214           **D)   Bike/Pedestrian Counts**

215

216       **8)   Next Meeting scheduled for September 13, 2023**

217

218       **9)   Adjournment**

219

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

221

222   Respectfully submitted by,  
223   Amanda Trask, Minute Taker

224

225   Reviewed and edited by,  
226   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.</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 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.
Arts and Culture Corridor	NA	N/A	Working	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	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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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>
<b>↓Transportation Heritage Trail ↓</b>									<b>CITY ENGINEER COORDINATING RESPONSE TO NHDOT ROUTE 101 IMPROVEMENTS PROJECT</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 - Swanze 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 Swanze Factory Road to create a safe overpass for trail users and creating continuity of the Cheshire Rail Trail towards the Swanze Town line. <b>Island Street bridge due to be removed from Island Street during current project - currently delayed.</b>
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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				Cost	Status	Start	Finish	Status		
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Arts and Culture Corridor	NA	N/A	Working	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	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. <b>Application Due August 30, 2023. Seeking volunteers to assist in filling out portions.</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.
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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>
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>

September 05, 2023

Will Schoefmann  
Staff Liaison  
Bicycle/Pedestrian Path Advisory Committee  
3 Washington Street  
Keene, NH 03431

RE: REQUEST FOR COMMENT – KEENE 41590; ROUTE 101 IMPROVEMENTS PROJECT, KEENE, NH

Dear Mr. Will Schoefmann:

Comprehensive Environmental Inc. (CEI) is currently assisting the New Hampshire Department of Transportation (NHDOT) with proposed roadway improvements in Keene, NH. The Route 101 project begins east of Optical Avenue and continues approximately one mile to Branch Road (see attached location map).

The goal of the project is to provide better pedestrians and bicycle facilities, improve the Route 101 roadway structure, improve the condition of the bridge over the Branch River, and improve the safety at the intersection of Swanzey Factory Road. Route 101 upgrades may require rehabilitation/widening or replacing the existing bridge over the Branch River. According to 1933 as-built plans, the roadway base includes a 20-foot wide reinforced concrete pavement. Much of the corridor parallels, or is in the proximity of, the Branch River, and the Otter and Minnewawa Brooks.

The corridor serves as one of the gateways into the City of Keene, and the abutting properties reflect the diverse zoning along Route 101, which includes the City's industrial, commerce, high density, and rural zones. One of the primary design considerations is to improve the intersection sight distance deficiencies at the intersection of Swanzey Factory Road and Route 101. The design development will include an alternative evaluation of improving the intersection's safety and may include relocating the intersection. Swanzey Factory Road is also dedicated as a "Bicycle Street" in the City's complete streets guidelines and this project may be a means to improving bicycle operations in the area. Various alternatives for the corridor will be evaluated and will undergo a thorough review and analysis of their impact to traffic flow, right-of-way, and environmental resources.

The purpose of this letter is to solicit your initial input on the aforementioned proposed project. For your information, a Public Informational Meeting will be scheduled in the future, and you will be notified of the date, time and location. Responses are welcome prior to and/or following the Public Informational Meeting. Additional project information will be provided at the Meeting.

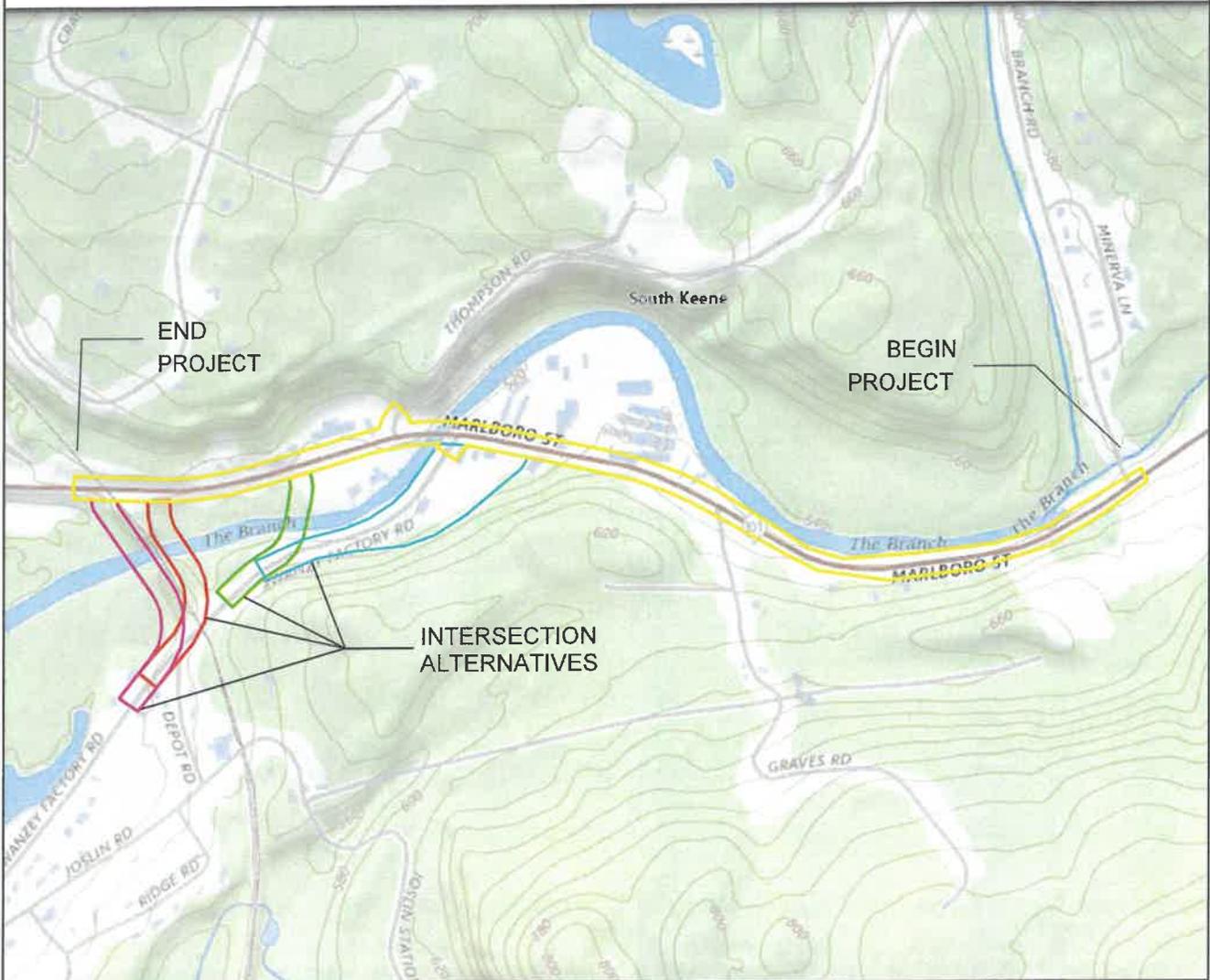
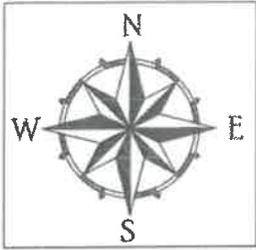
We would greatly appreciate your responding to this request and providing any comments related to the proposed rehabilitation project. We ask that you clearly identify your comments relative to each portion of the project. Please contact me if you have questions or require additional information at 603-424-8444 ext. 305.

Sincerely,  
COMPREHENSIVE ENVIRONMENTAL INC

A handwritten signature in blue ink that reads "Matthew Lundsted". The signature is written in a cursive, flowing style.

Matthew Lundsted, P.E.  
Principal, Project Manager

Enclosure



**GENERAL NOTES**

1. Locus map based on USGS 7.5x7.5 Grid US Topo Map of Keene, NH from the USGS map webstore: <http://www.store.usgs.gov>
2. Map scale is relative to printed size

**Figure 1**  
 USGS Locus Map  
 NHDOT PROJECT NO. 41590  
 ROADWAY IMPROVEMENTS  
 & BRIDGE REHABILITATION,  
 ROUTE 101, KEENE, NH



**COMPREHENSIVE ENVIRONMENTAL INCORPORATED**

21 Depot Street  
 Merrimack, NH 03054