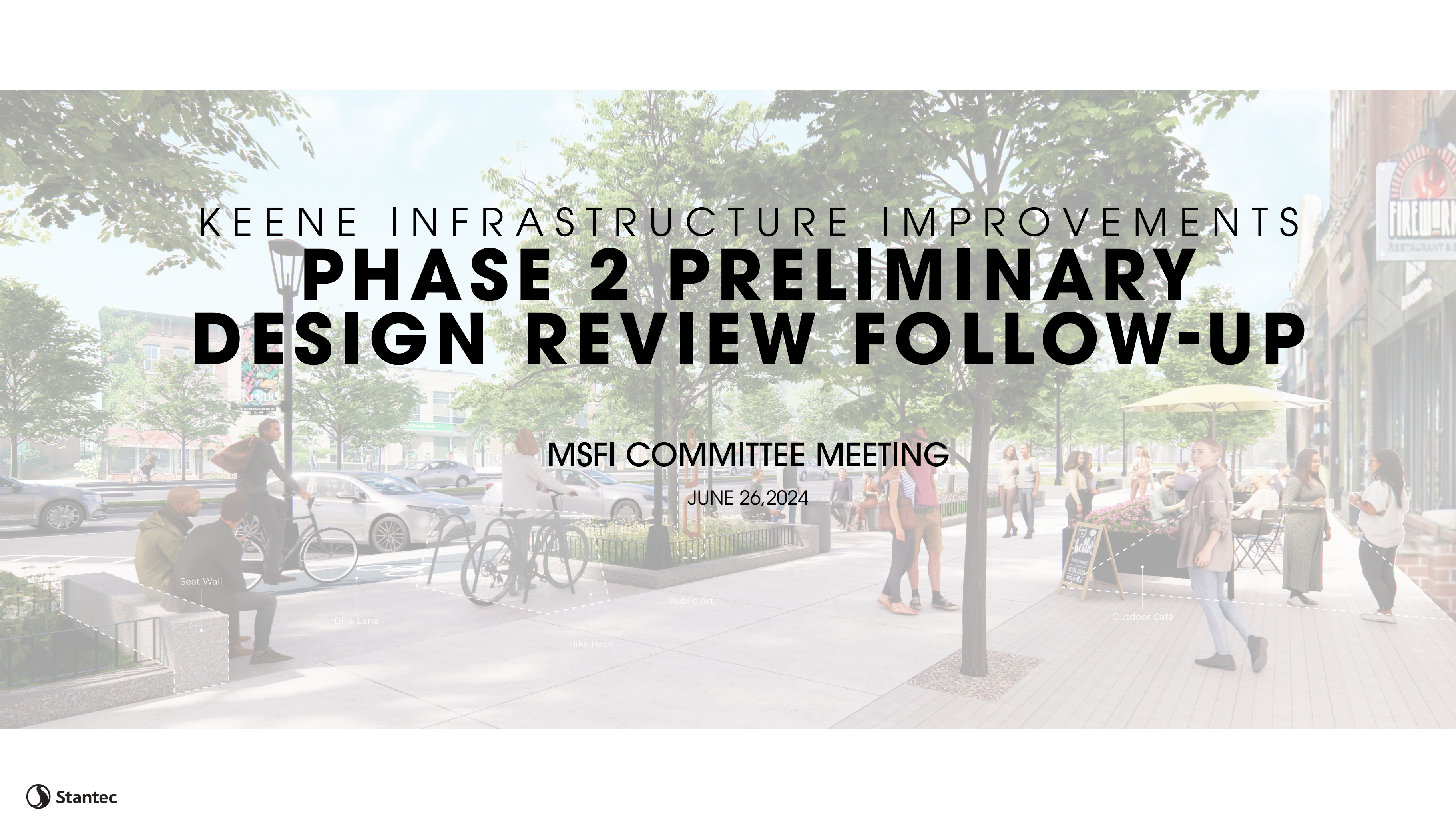


An architectural rendering of a city street scene showcasing various infrastructure improvements. The scene includes a wide sidewalk with a brick-paved section, a dedicated bike lane with a blue surface and white markings, and a car lane. People are depicted walking, cycling, and sitting on a low concrete wall. A public art installation is visible in a planter box, and an outdoor cafe with a yellow umbrella is on the right. A chalkboard sign on the sidewalk reads "hello" and "LOCAL PICK".

KEENE INFRASTRUCTURE IMPROVEMENTS **PHASE 2 PRELIMINARY DESIGN REVIEW FOLLOW-UP**

MSFI COMMITTEE MEETING

JUNE 26, 2024

Seat Wall

Bike Lane

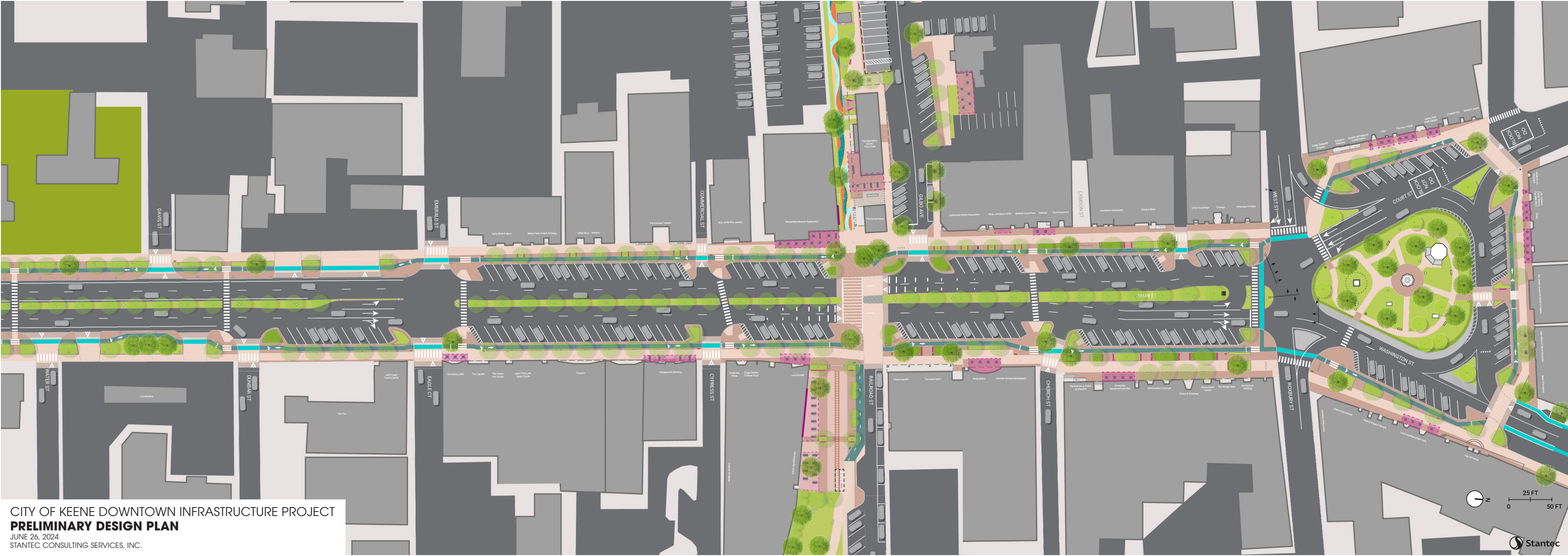
Bike Rack

Public Art

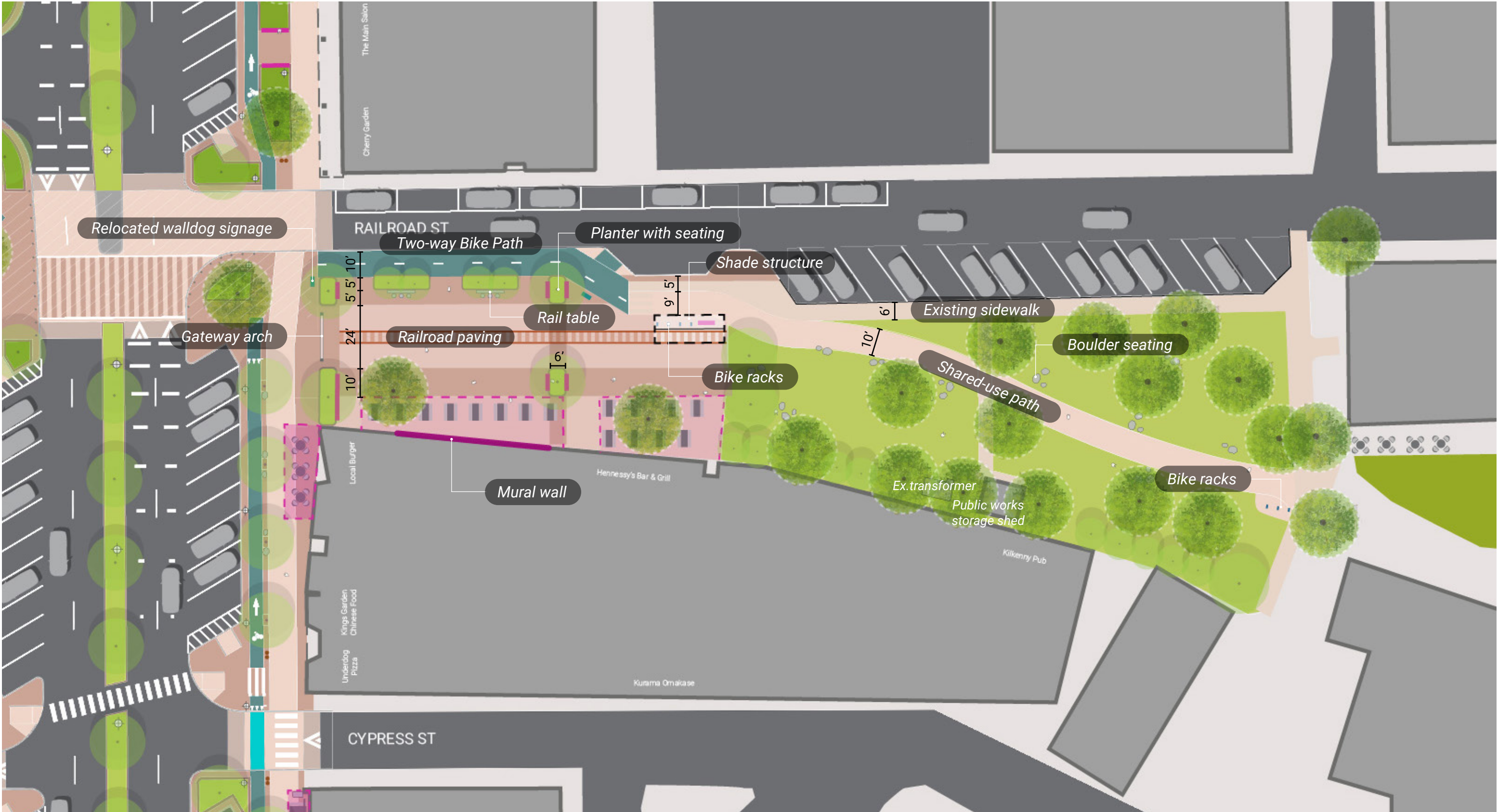
Outdoor Café

KEENE PHASE 2 | MAIN STREET STREETSCAPES

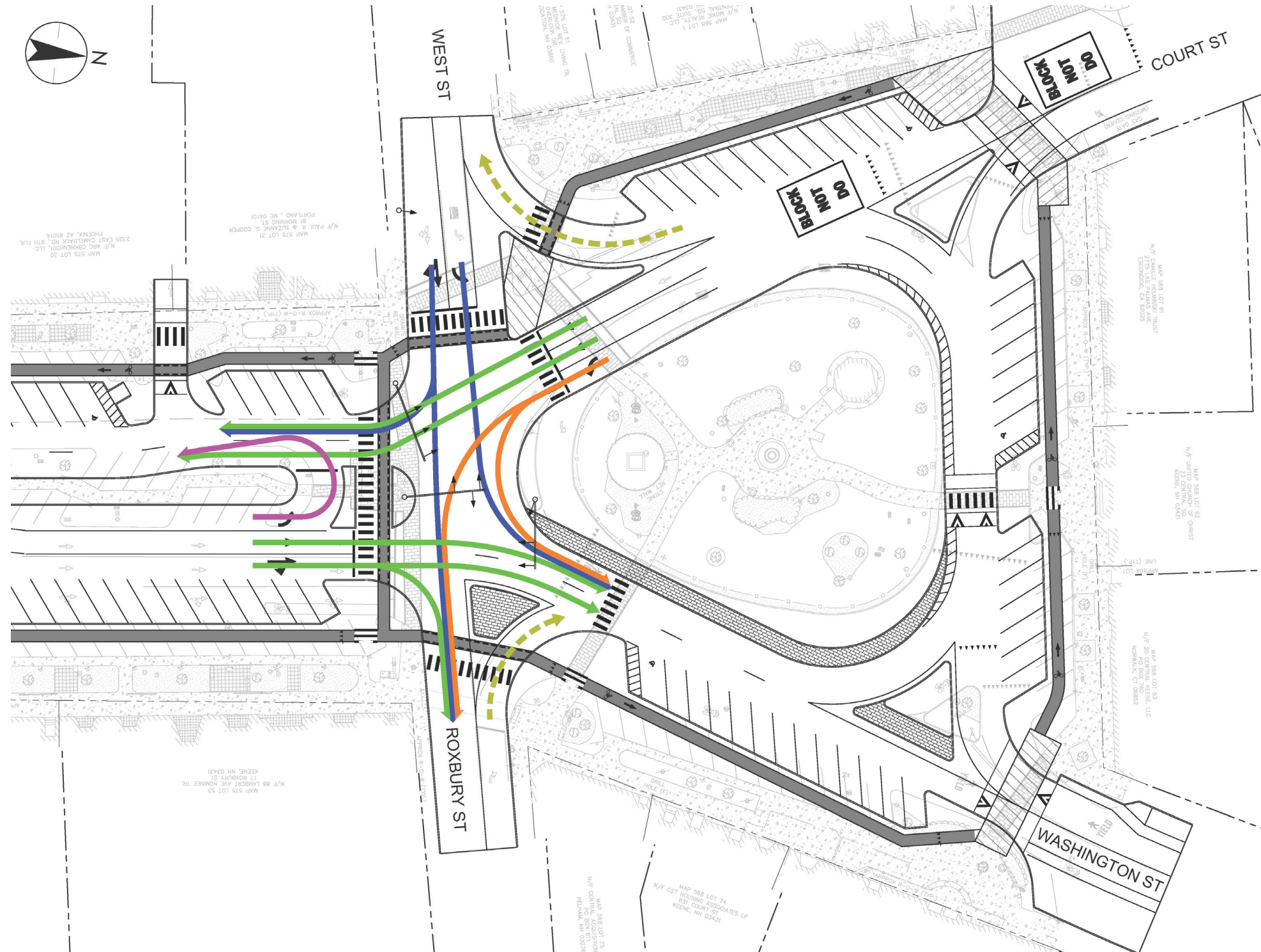
OVERALL CONCEPT PLAN



KEENE PHASE 2 | RAILROAD SQUARE
MSFI PREFERENCE

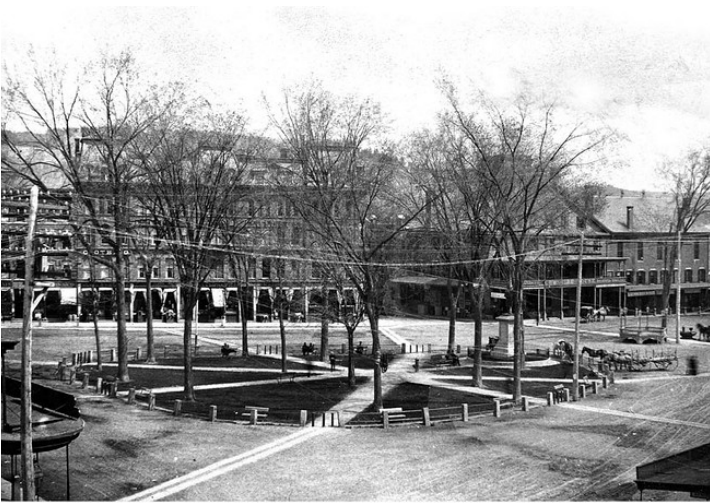
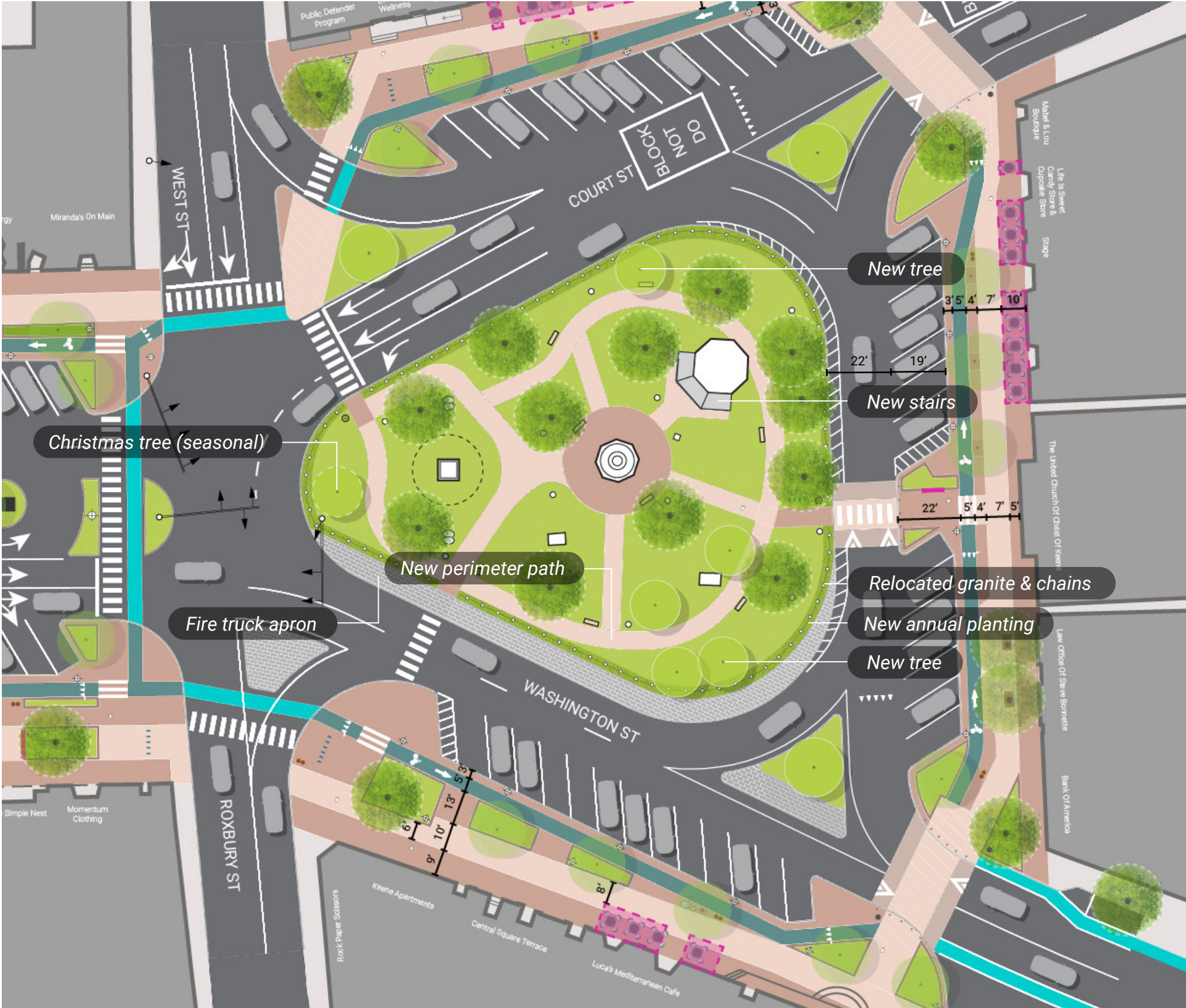


KEENE PHASE 2 | TRAFFIC/CIRCULATION SIGNAL PHASING - COUNCIL REQUEST



KEENE PHASE 2 | CENTRAL SQUARE COMMON

COUNCIL REQUEST



KEENE INFRASTRUCTURE IMPROVEMENTS **PHASE 2 PRELIMINARY DESIGN REVIEW**

MSFI COMMITTEE MEETING

JUNE 26, 2024

Seat Wall

Bike Lane

Bike Rack

Public Art

Outdoor Café

KEENE PHASE 2 | MAIN STREET STREETSCAPES
COMPLETED PUBLIC WORKSHOPS

DESIGN REVIEW WORKSHOPS

MARCH
06 WED
3-4:30PM & 5:30-7PM
DESIGN AREA 1: **Main St. Streetscape**

APRIL
03 WED
3-4:30PM & 5:30-7PM
DESIGN AREA 2: **Gilbo Ave./Railroad Sq.**

MAY
01 WED
3-4:30PM & 5:30-7PM
DESIGN AREA 3: **Central Square**

AT Keene Recreation Center
312 Washington St., Room 14

MSFI COMMITTEE MEETINGS

MARCH
13 WED
5:30PM
DESIGN AREA 1: **Main St. Streetscape**

APRIL
10 WED
5:30PM
DESIGN AREA 2: **Gilbo Ave./Railroad Sq.**

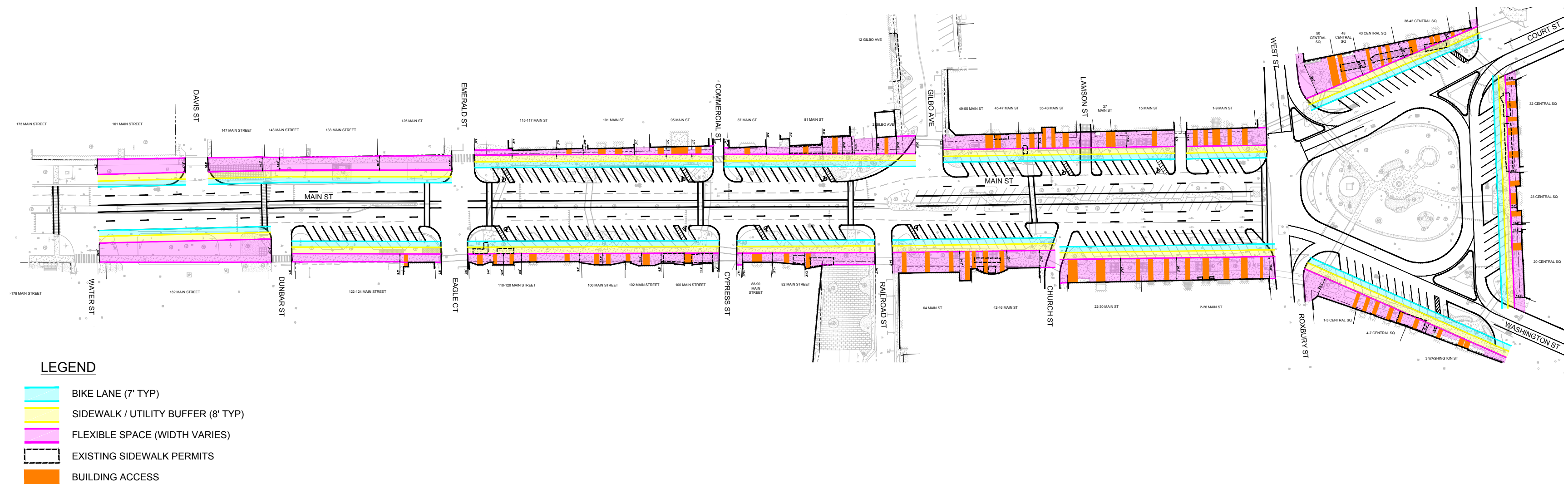
MAY
22 WED
5:30PM
DESIGN AREA 3: **Central Square**

AT City Hall, Council Chambers
scan live-streaming QR code:



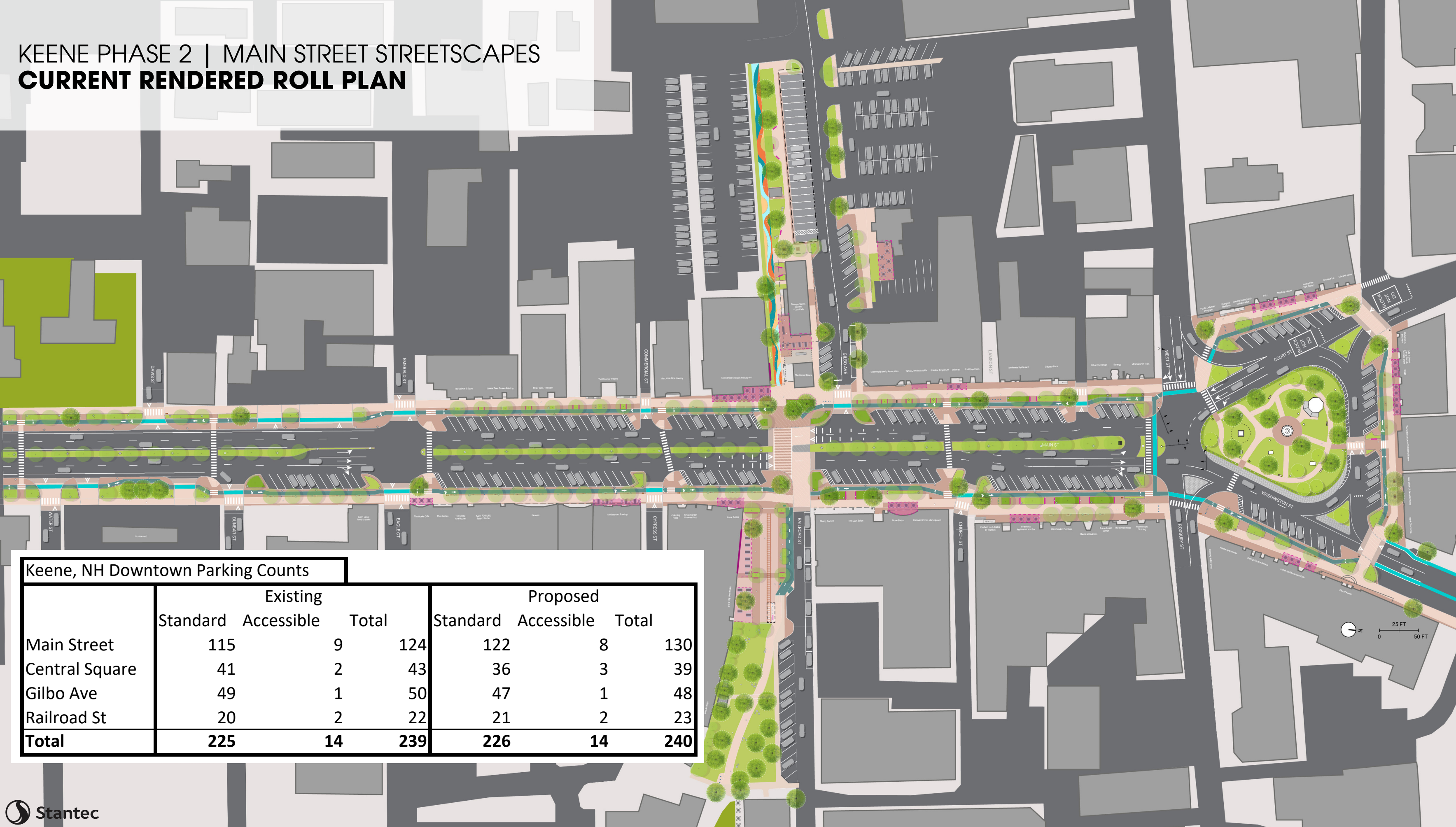
KEENE PHASE 2 | MAIN STREET STREETSCAPES

COUNCIL PREFERRED ALTERNATIVE - AUGUST 2023



KEENE PHASE 2 | MAIN STREET STREETSCAPES

CURRENT RENDERED ROLL PLAN



Keene, NH Downtown Parking Counts						
	Existing			Proposed		
	Standard	Accessible	Total	Standard	Accessible	Total
Main Street	115	9	124	122	8	130
Central Square	41	2	43	36	3	39
Gilbo Ave	49	1	50	47	1	48
Railroad St	20	2	22	21	2	23
Total	225	14	239	226	14	240

KEENE PHASE 2 | MAIN STREET STREETSCAPES
CURRENT RENDERED ROLL PLAN - TREE COUNT

Keene, NH Downtown Tree Inventory					
	Existing	Remaining	Removed	Transplanted	New
Main Street	80	20	45	15	110
Central Square	34	22	9	3	20
Gilbo Ave	18	16	2	-	8
Railroad St	25	18	7	-	7
Total	157	76	63	18	145

Total Trees at Completion **221**
*Remaining & New Trees

KEENE PHASE 2 | MAIN STREET STREETSCAPES
CURRENT RENDERED ROLL PLAN - BIKE RACK PARKING



Proposed Bike Rack Parking - 59 Total Count

MAIN STREET



KEENE PHASE 2 | MAIN STREET STREETSCAPES

FOCUS ON TREES



The **Silva Cell** Supports vehicle loading equal to 32,000 lbs, which allows use in areas that accommodate 3 - 4 axle vehicles such as those used for emergency, delivery, and maintenance. Meets AASH-TO HS-20 (USA) loading standards when used with standard paving profiles. Aug 7, 2017

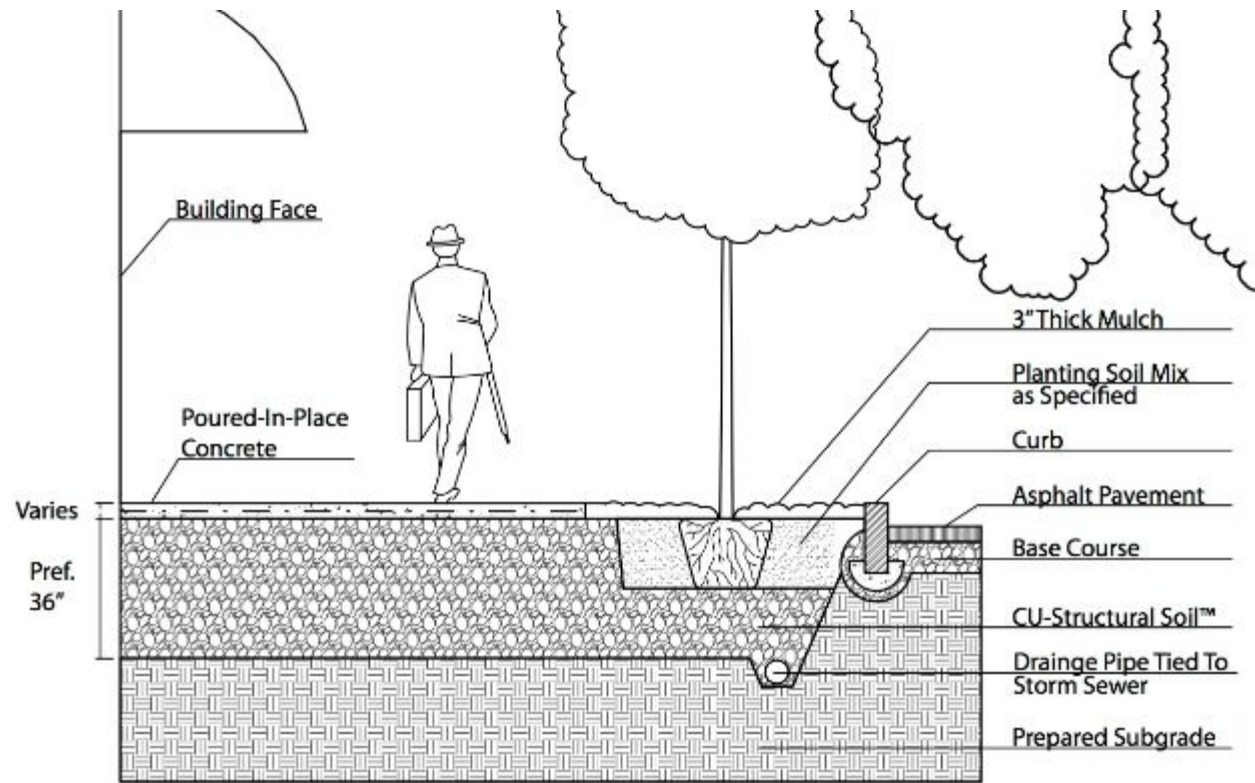
Traditional Planter

TYPICAL CAUSES OF FAILURES FOR URBAN STREET TREES

- COMPACTION
- HYDRATION (IRRIGATION)
- SOIL VOLUME

RECOMMENDATIONS

- SMALL TREE 300 CF
 - MEDIUM TREE 600 CF
 - LARGE TREE 1,000 CF
- (10 X 25 X 4' DEPTH)

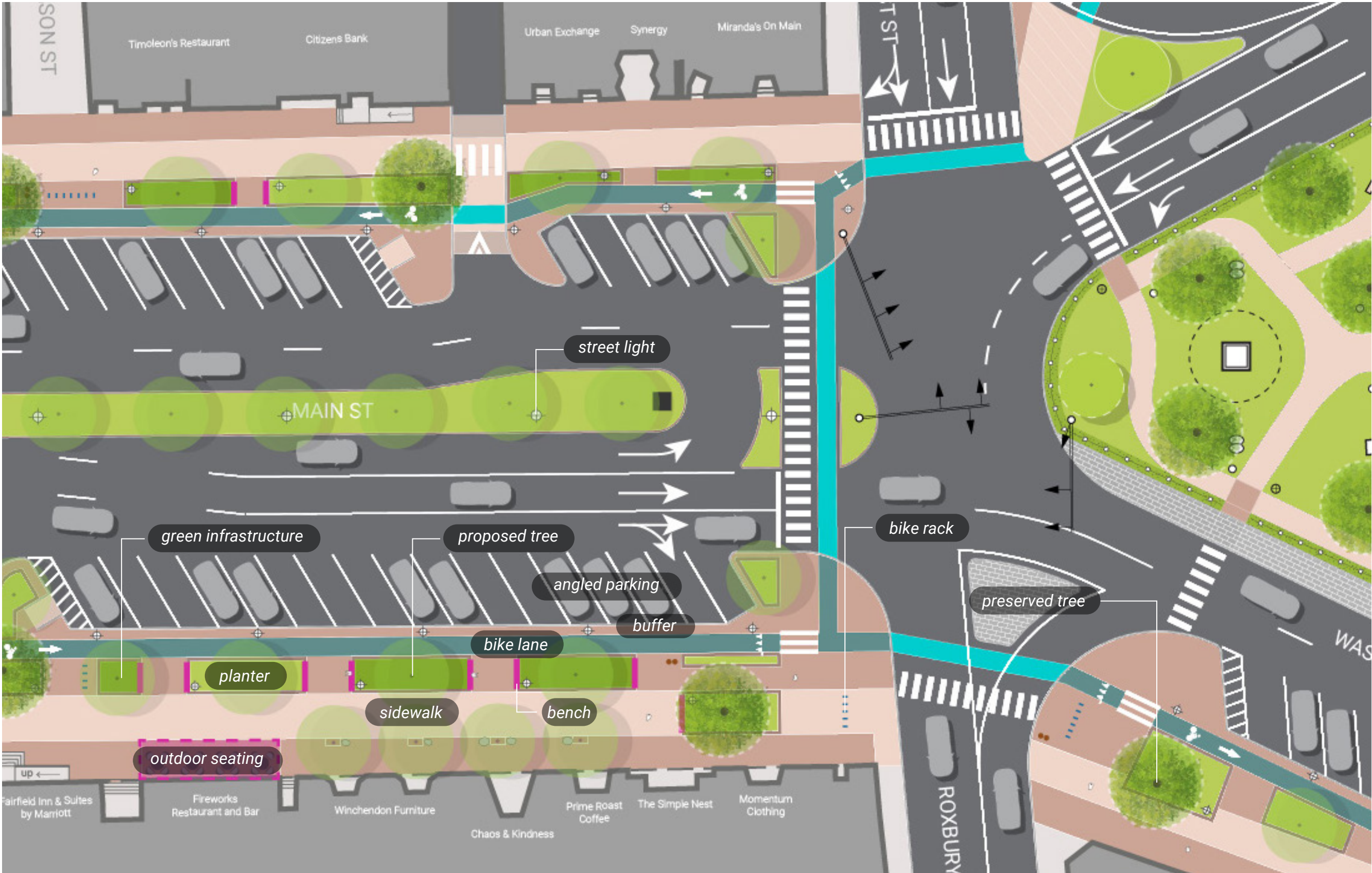


Structural Soil consists of crushed stone with organic materials that fill the void areas. From a bearing load perspective, it is no worse than a standard City sidewalk and in many cases it's better.

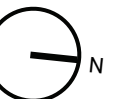
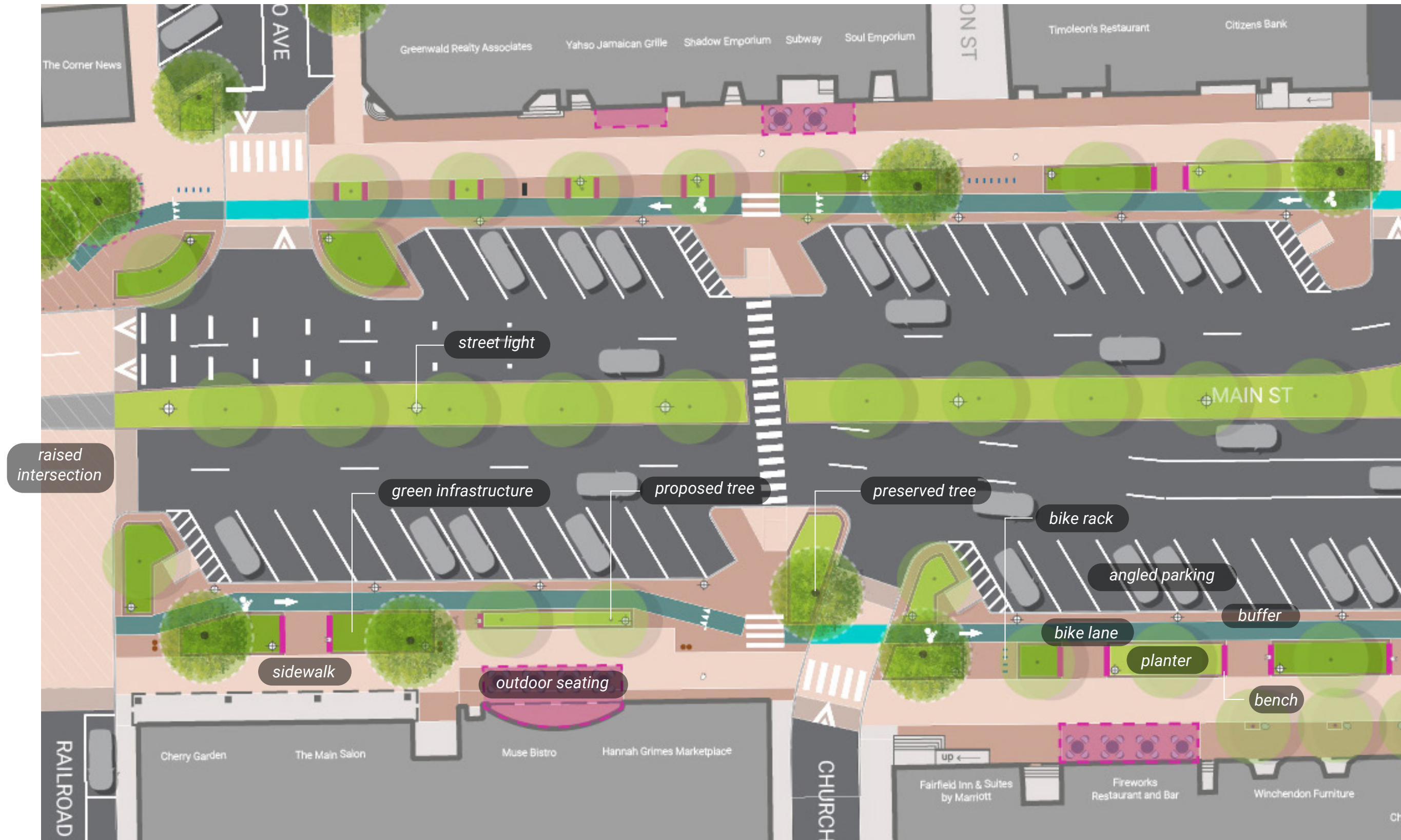
KEENE PHASE 2 | MAIN STREET STREETSCAPES
OVERALL CONCEPT PLAN



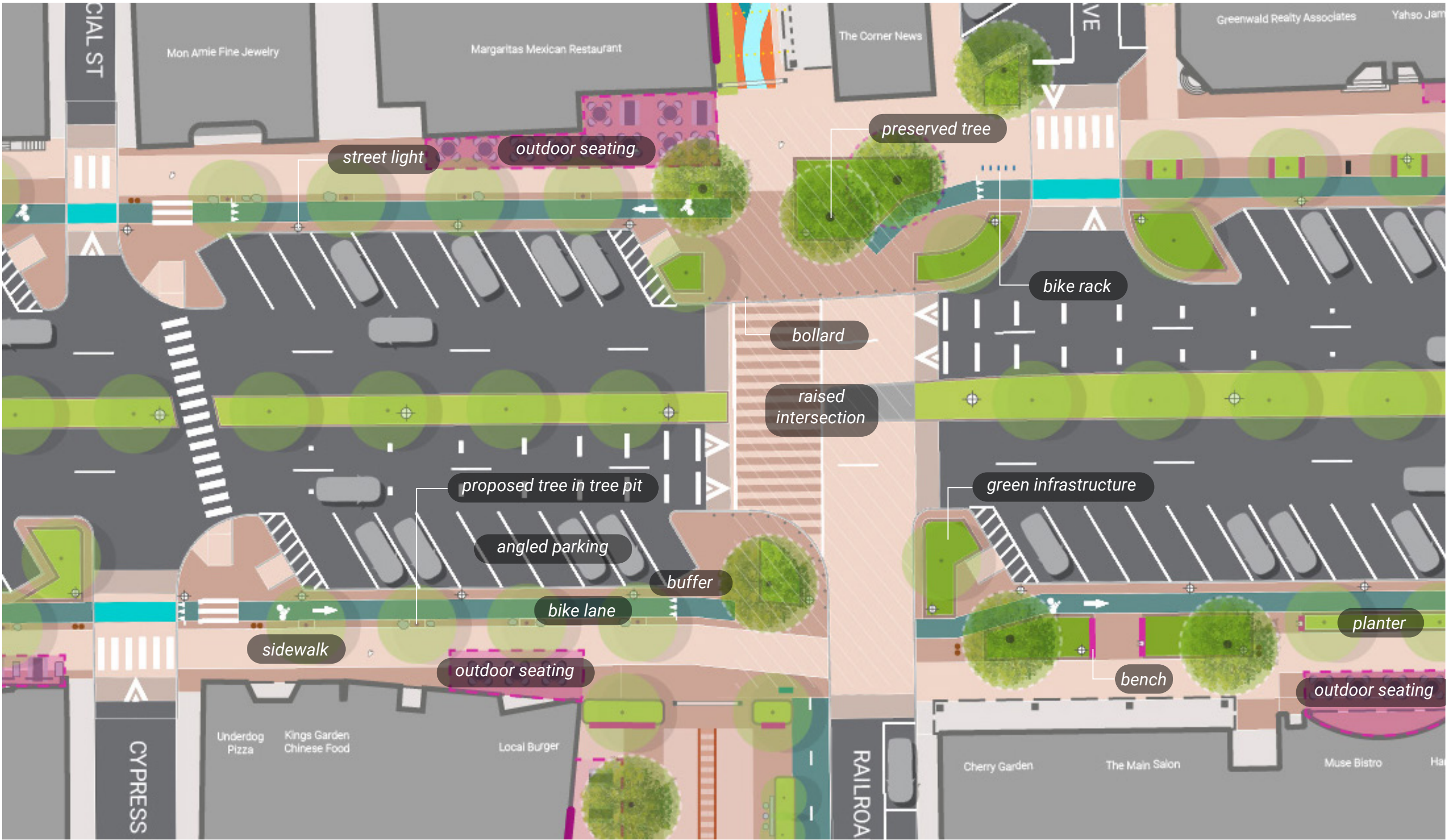
KEENE PHASE 2 | MAIN STREET STREETSCAPES
CONCEPT PLAN - CHURCH ST TO ROXBURY ST



KEENE PHASE 2 | MAIN STREET STREETSCAPES CONCEPT PLAN - RAILROAD ST TO CHURCH ST



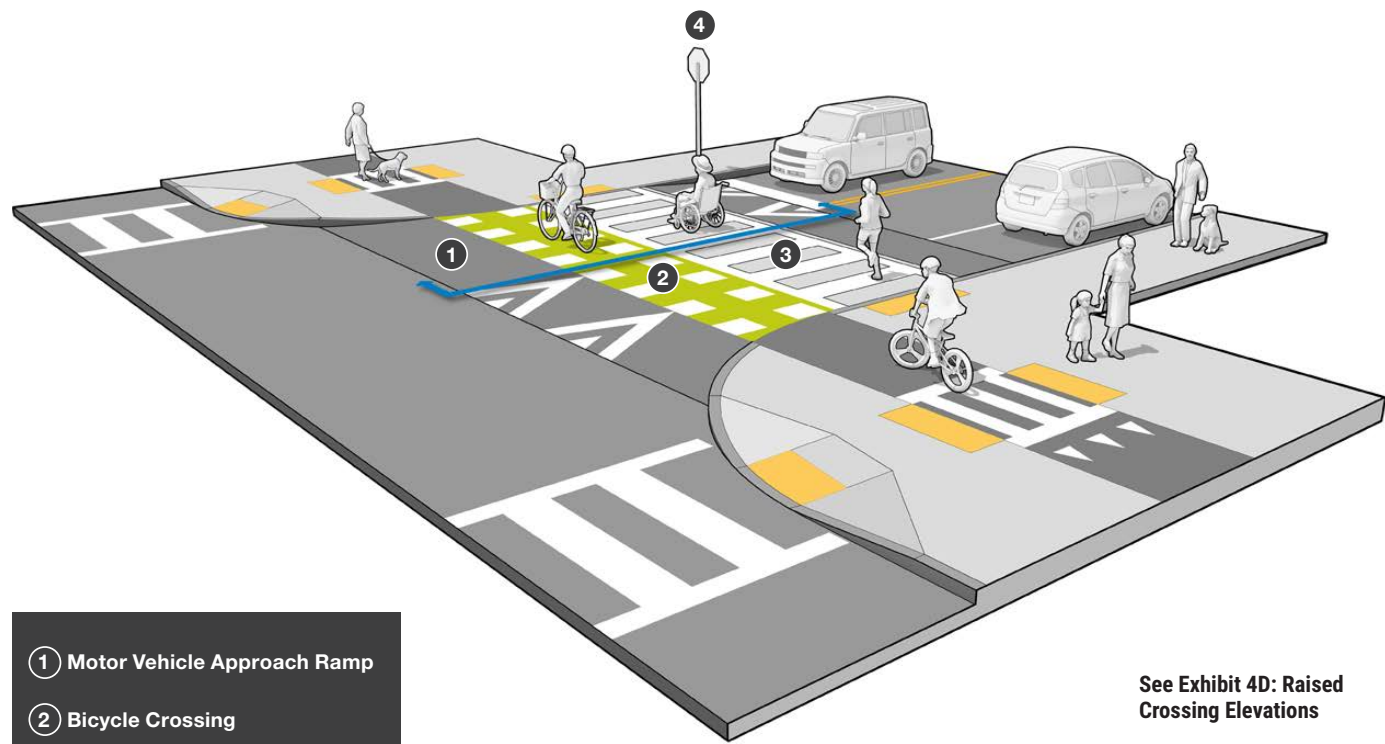
KEENE PHASE 2 | MAIN STREET STREETSCAPES
CONCEPT PLAN - CYPRESS ST TO RAILROAD ST



KEENE PHASE 2 | MAIN STREET STREETSCAPES

CROSSINGS

EXHIBIT 4E: RAISED SIDE STREET CROSSING



- ① Motor Vehicle Approach Ramp
- ② Bicycle Crossing
- ③ Pedestrian Crossing
- ④ Stop Sign

See Exhibit 4D: Raised Crossing Elevations



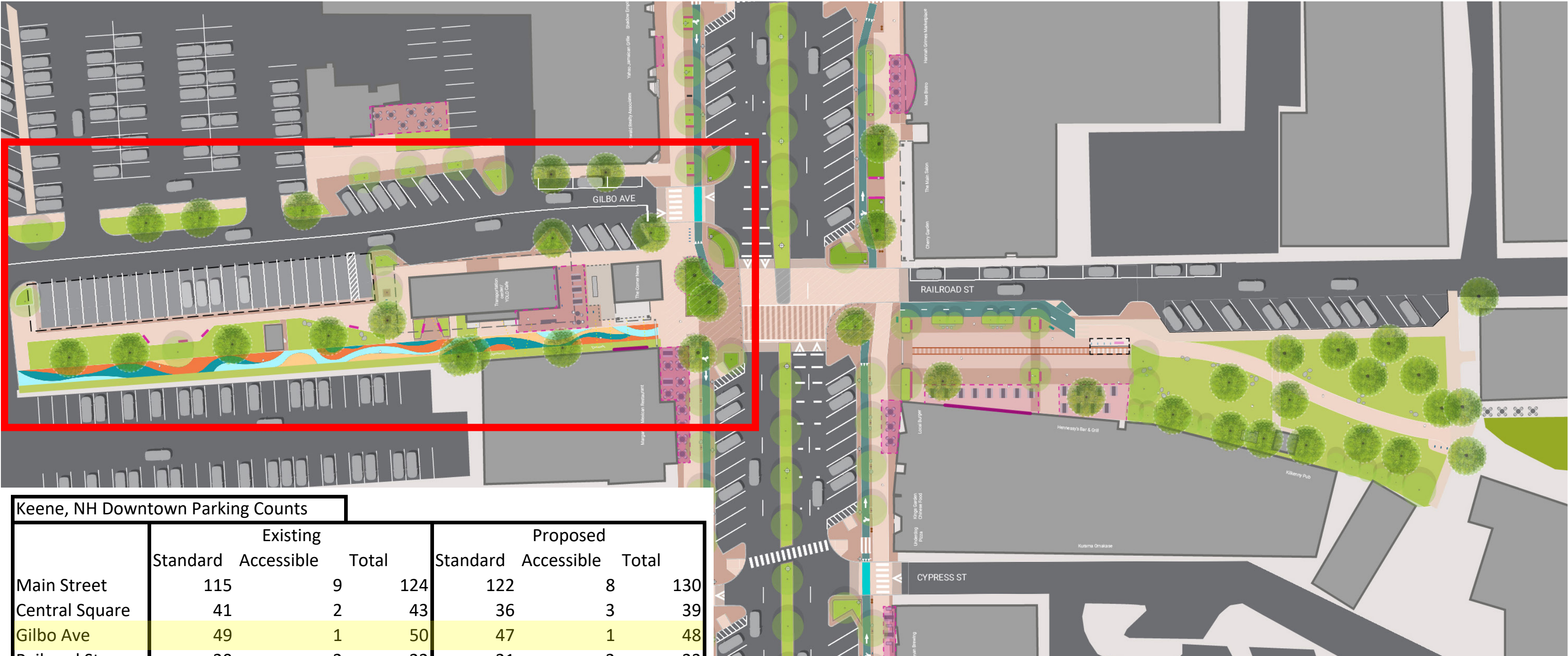
360 VISUALIZATION

MAIN STREET

GILBO AVE / RAILROAD ST

KEENE PHASE 2 | GILBO AVE/RAILROAD SQ

SITE PLAN - GILBO/RAILROAD



Keene, NH Downtown Parking Counts

	Existing			Proposed		
	Standard	Accessible	Total	Standard	Accessible	Total
Main Street	115	9	124	122	8	130
Central Square	41	2	43	36	3	39
Gilbo Ave	49	1	50	47	1	48
Railroad St	20	2	22	21	2	23
Total	225	14	239	226	14	240

KEENE PHASE 2 | GILBO AVE
PROGRAMMING MATRIX

ART/FARMERS' MARKET: 30-35 VENDORS | 3-6 TENTS



FOOD EVENT: 8-11 FOOD TRUCKS



KEENE PHASE 2 | GILBO AVE
MSFI PREFERENCE

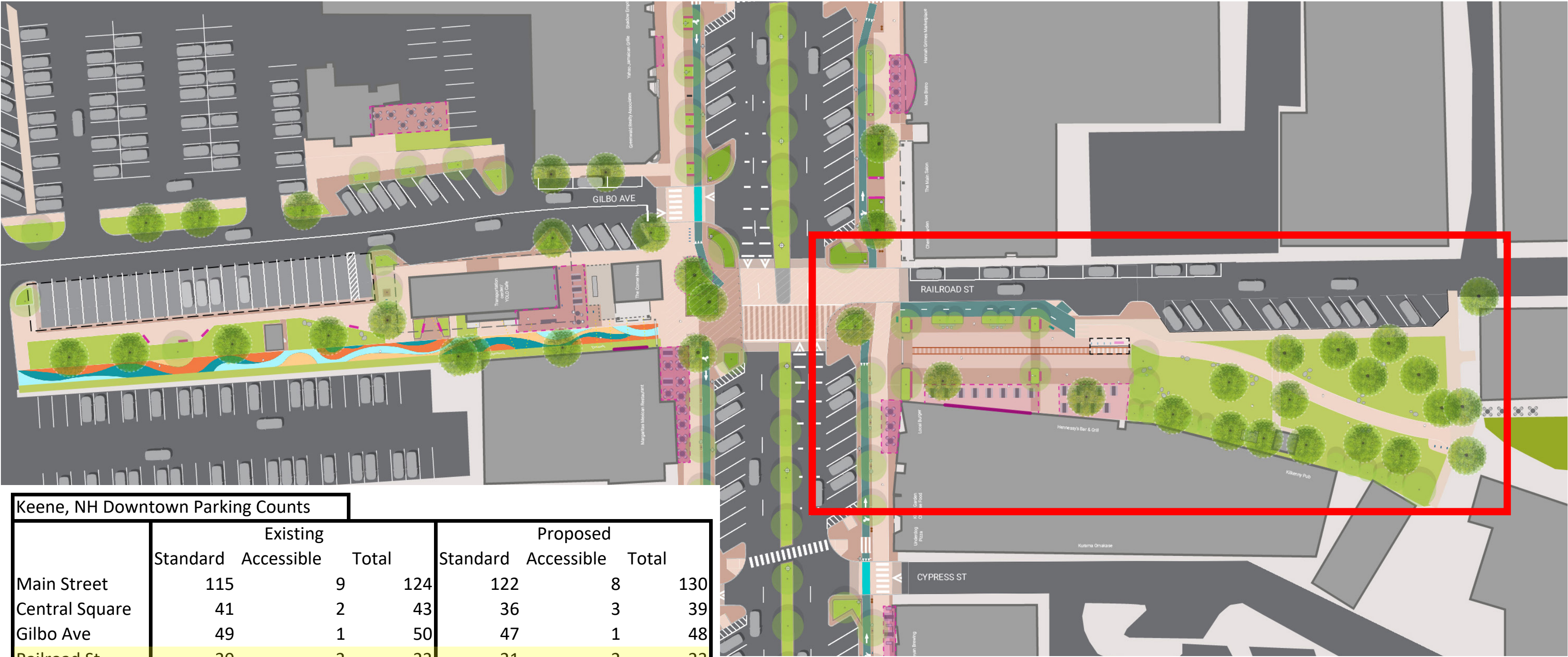


360 VISUALIZATION

GILBO AVENUE

KEENE PHASE 2 | GILBO AVE/RAILROAD SQ

SITE PLAN - GILBO/RAILROAD



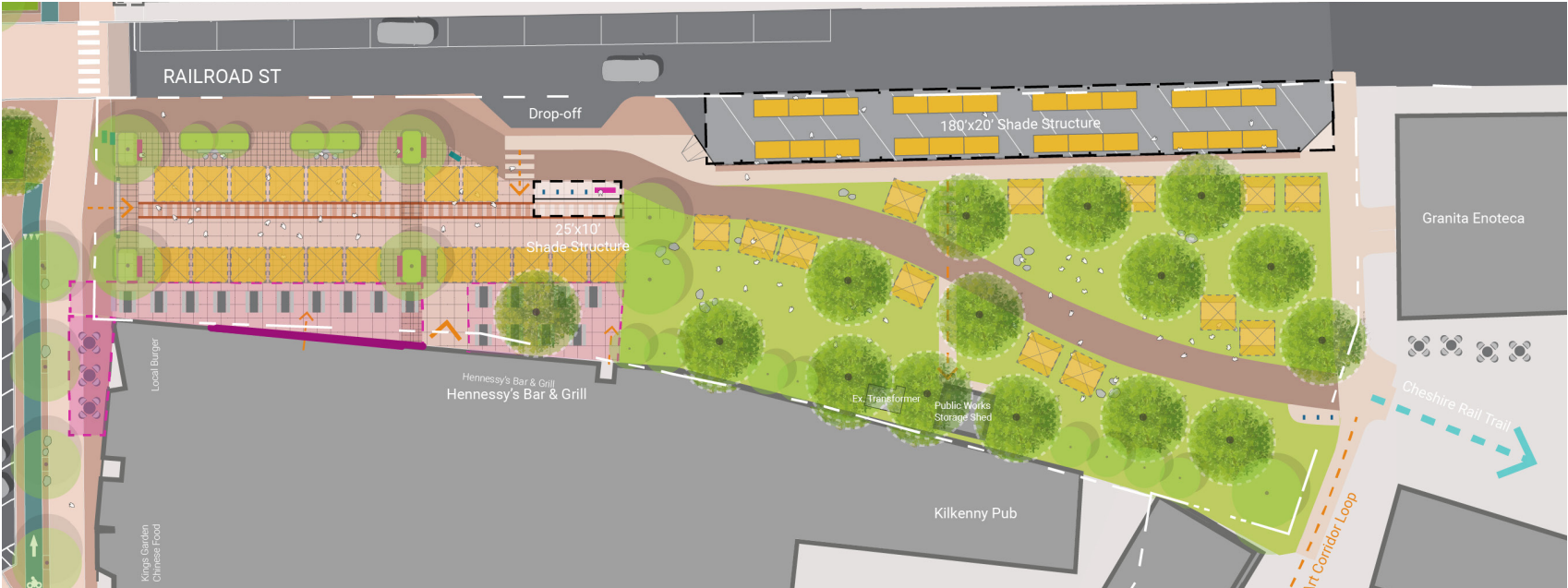
Keene, NH Downtown Parking Counts

	Existing			Proposed		
	Standard	Accessible	Total	Standard	Accessible	Total
Main Street	115	9	124	122	8	130
Central Square	41	2	43	36	3	39
Gilbo Ave	49	1	50	47	1	48
Railroad St	20	2	22	21	2	23
Total	225	14	239	226	14	240

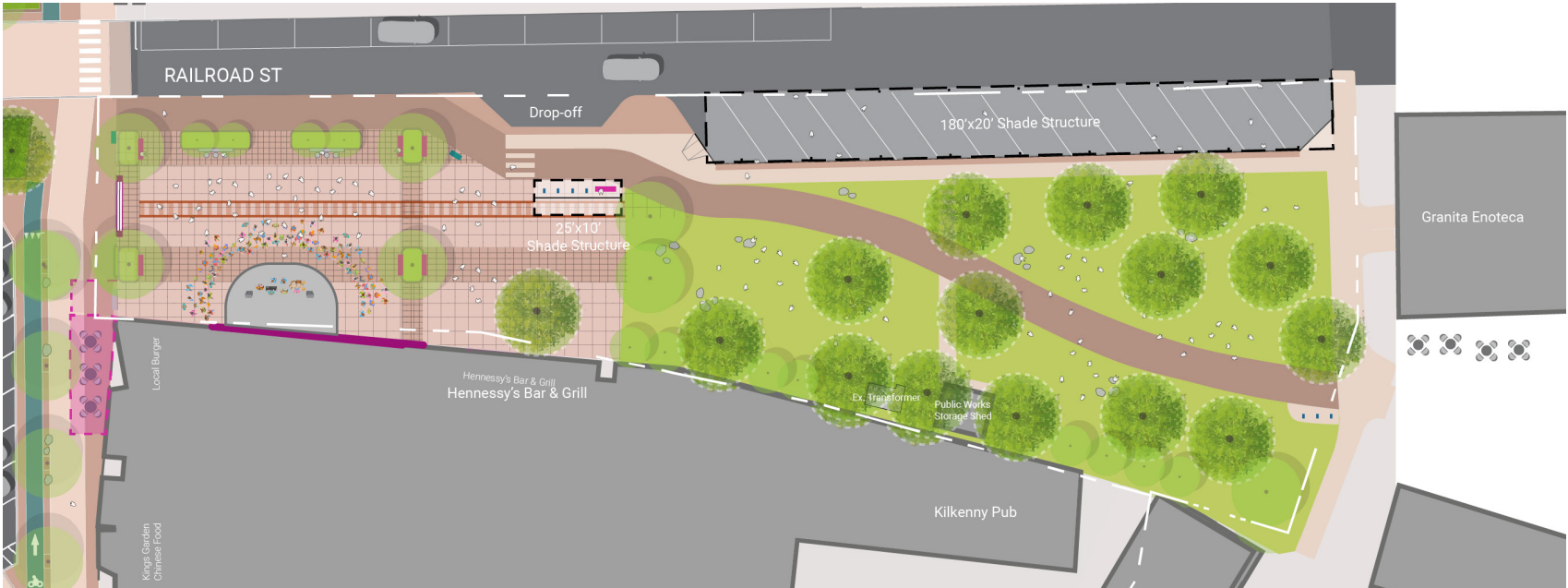
KEENE PHASE 2 | GILBO AVE

PROGRAMMING MATRIX

ART/FARMERS' MARKET: 30-40 TENTS | 40-64 VENDORS | 400-600 PEOPLE



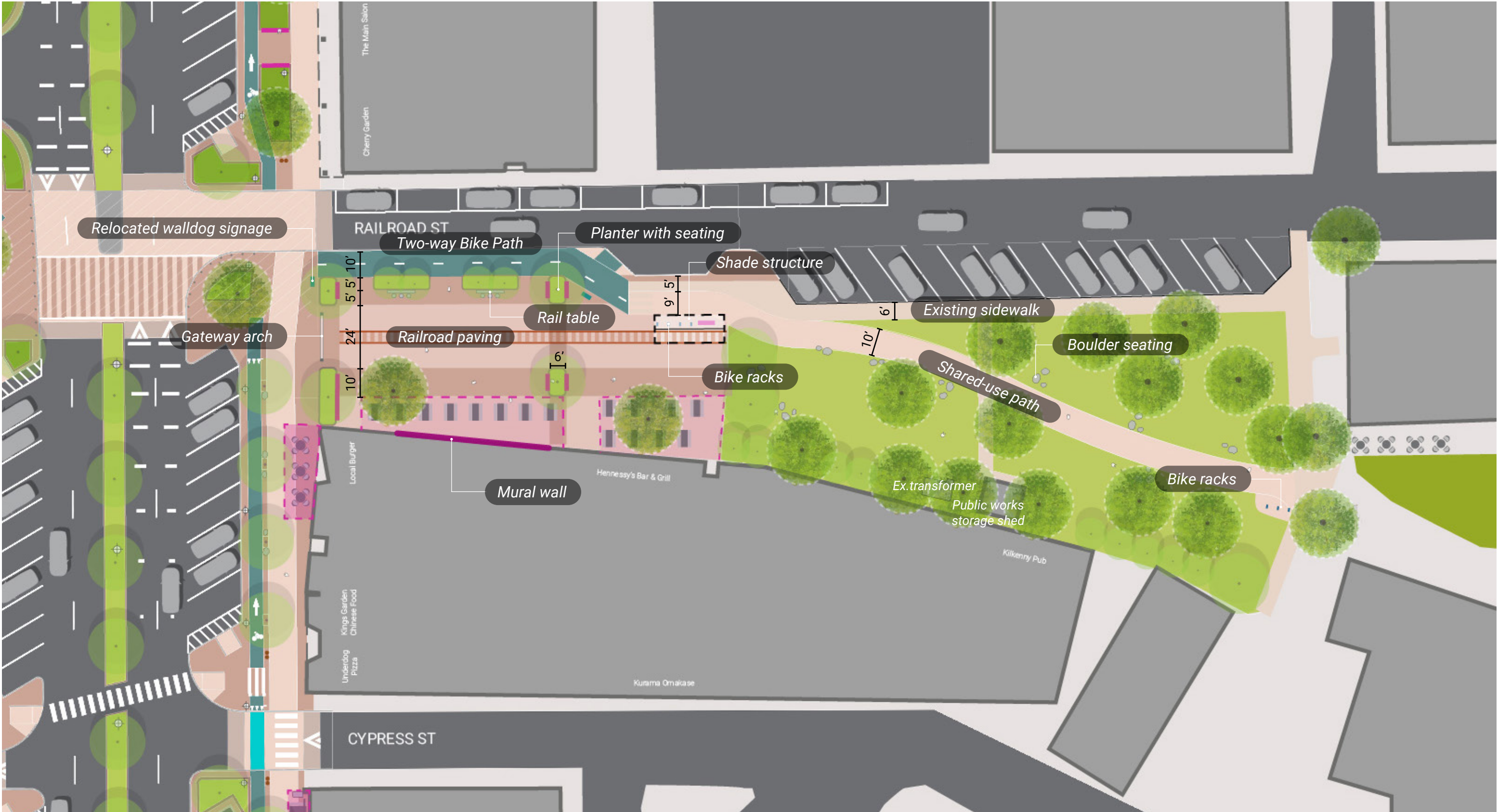
PERFORMANCE: 400-600 STANDING/SITTING PEOPLE



FOOD EVENT: 5-8 FOOD TRUCKS | 400-600 PEOPLE



KEENE PHASE 2 | RAILROAD SQUARE
MSFI PREFERENCE



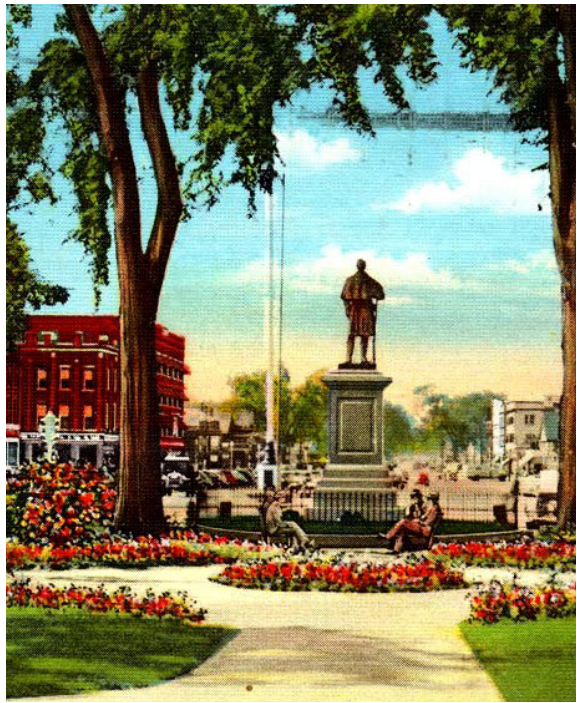
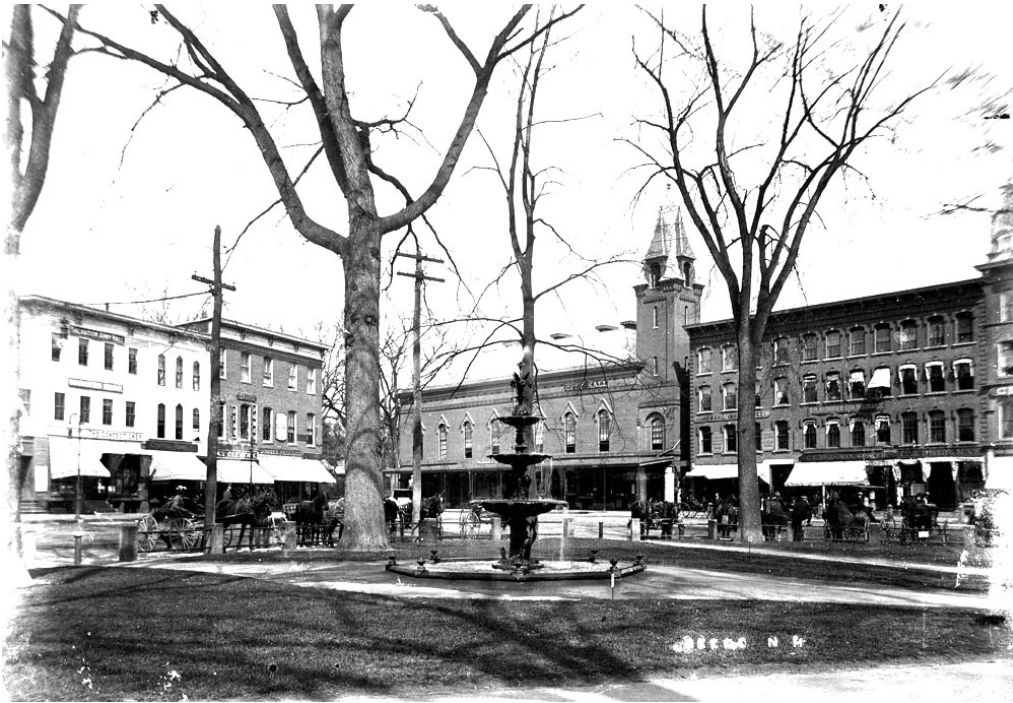
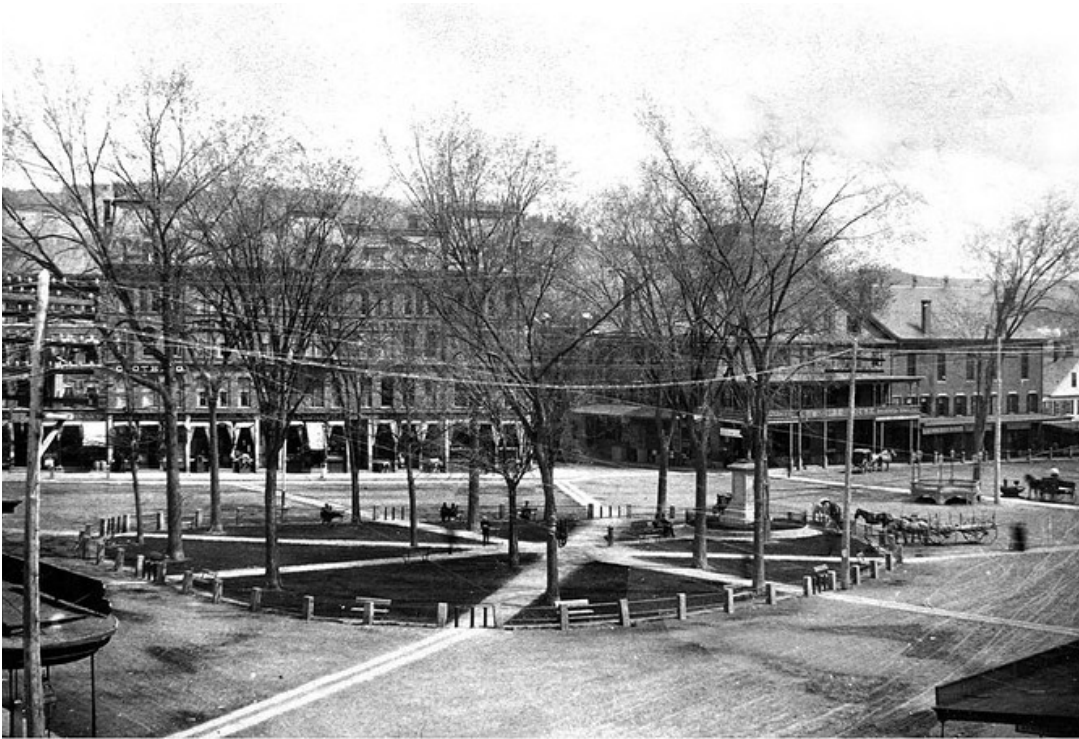
360 VISUALIZATION

RAILROAD SQUARE

CENTRAL SQUARE



KEENE PHASE 2 | CENTRAL SQUARE COMMON
HISTORIC PHOTOS



KEENE PHASE 2 | CENTRAL SQUARE COMMON

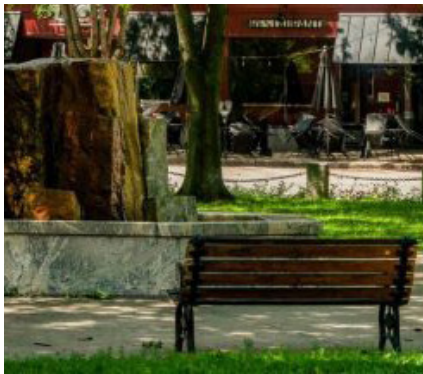
EXISTING ELEMENTS



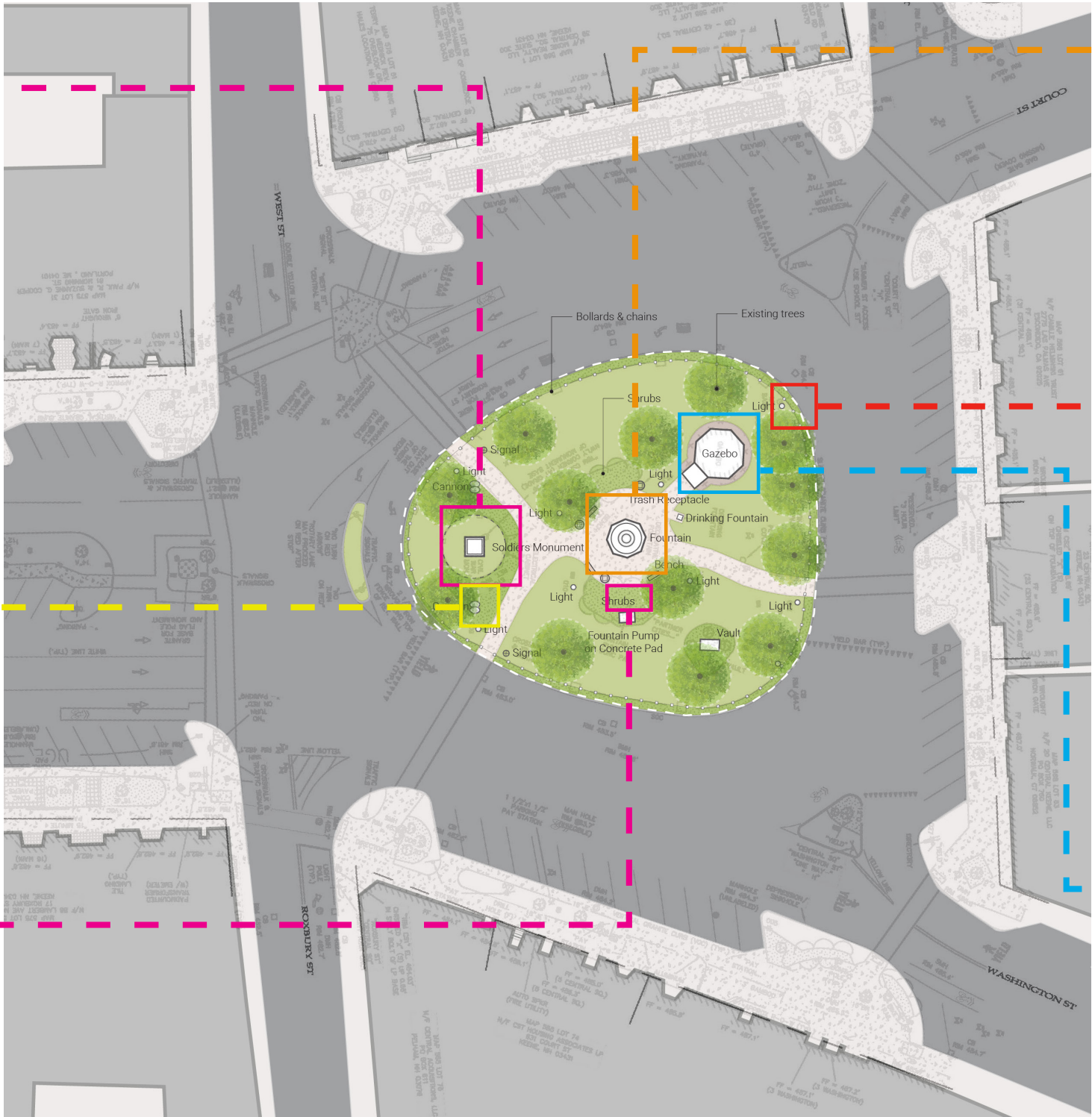
Soldiers' Monument - Should statue be moved out to the nose to be more prominent?



Cannon - Should cannon/cannonballs be moved out to the nose to be more prominent?



Bench - Should more bench seating be provided?



Water Feature



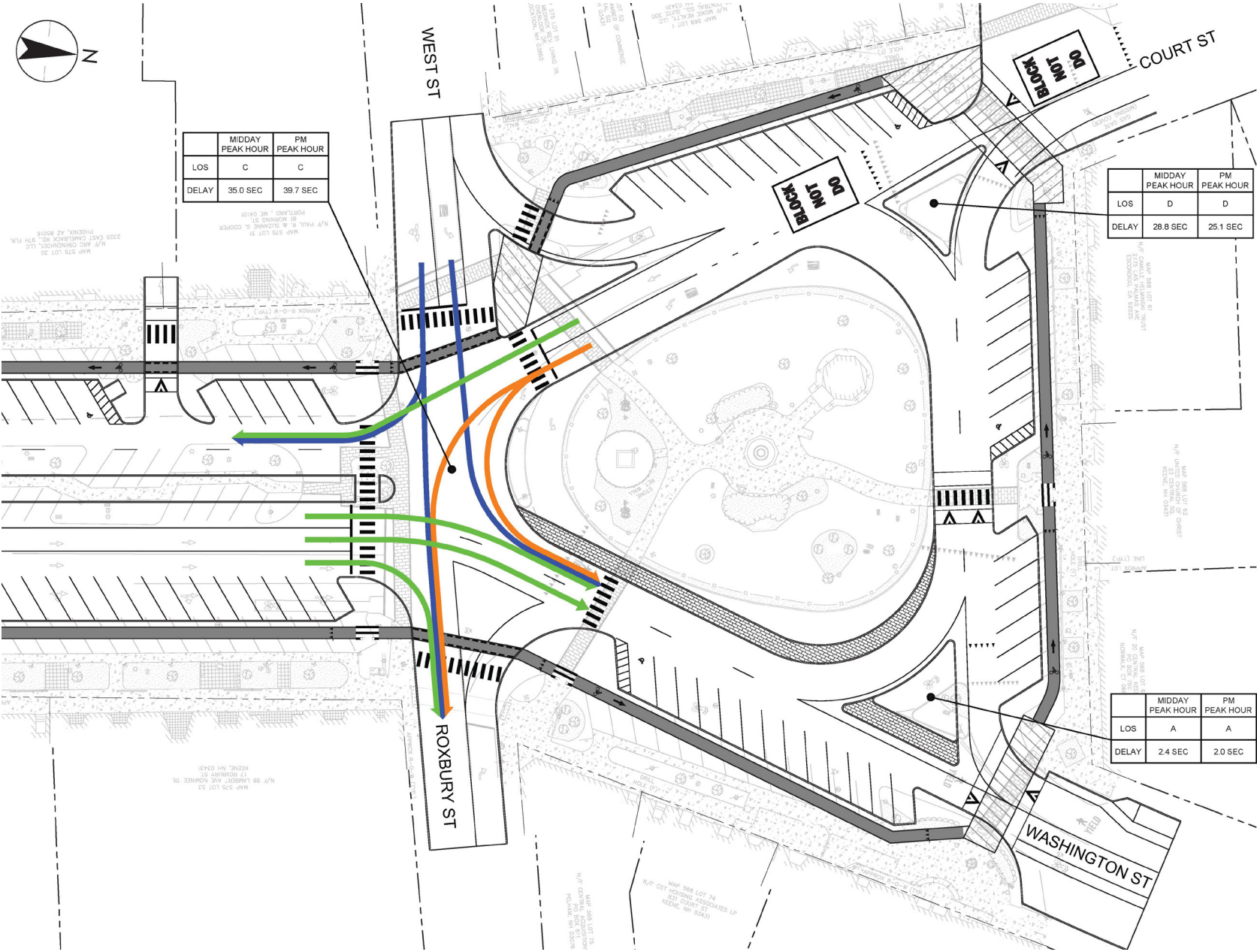
Bollard - Granite post and chain detail to be moved to perimeter?



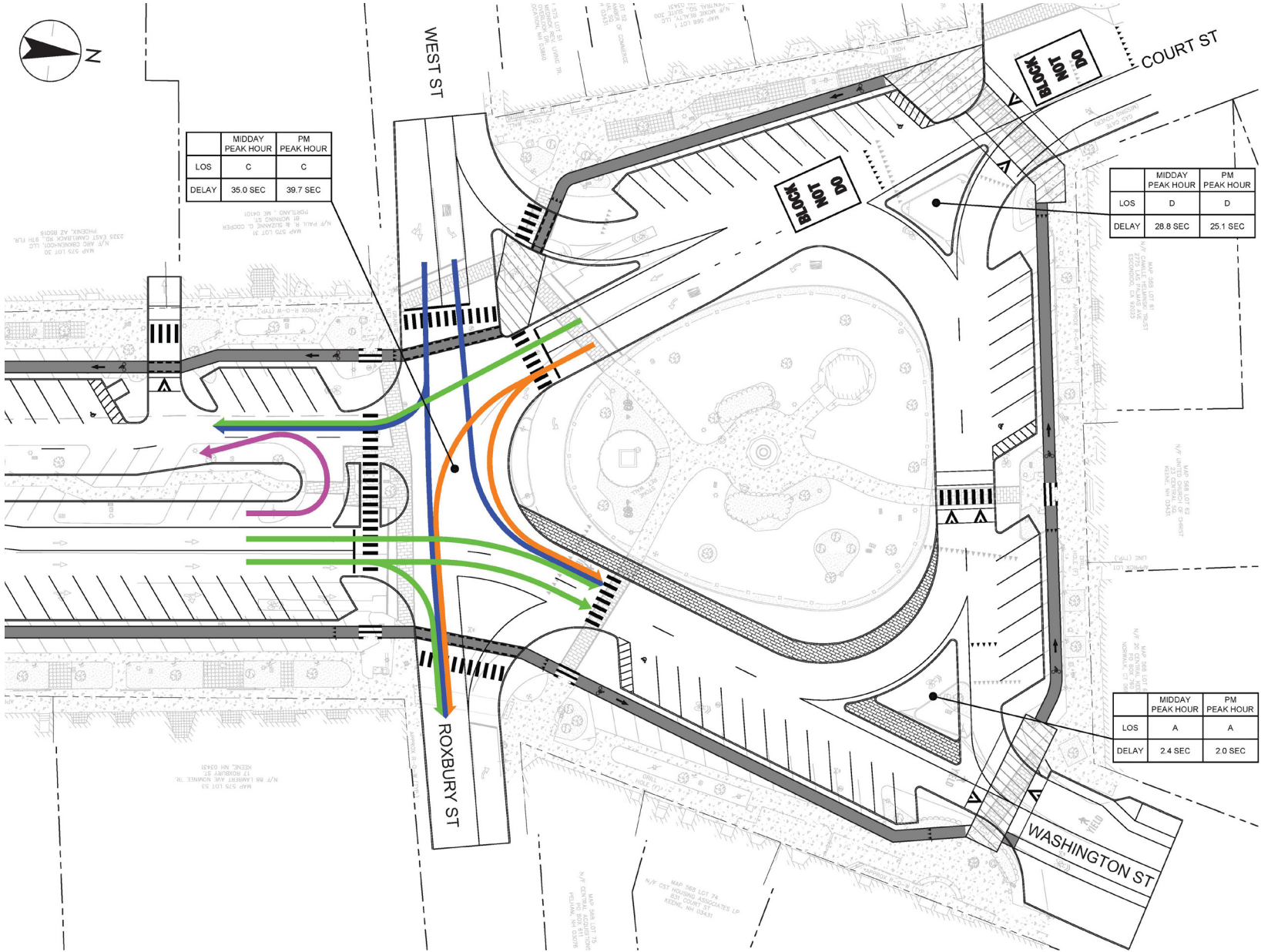
Gazebo/Bandstand - Should Gazebo/bandstand be moved to provide more space around it? prominent?

KEENE PHASE 2 | TRAFFIC/CIRCULATION

SIGNAL PHASING - ALTERNATIVE LAYOUTS

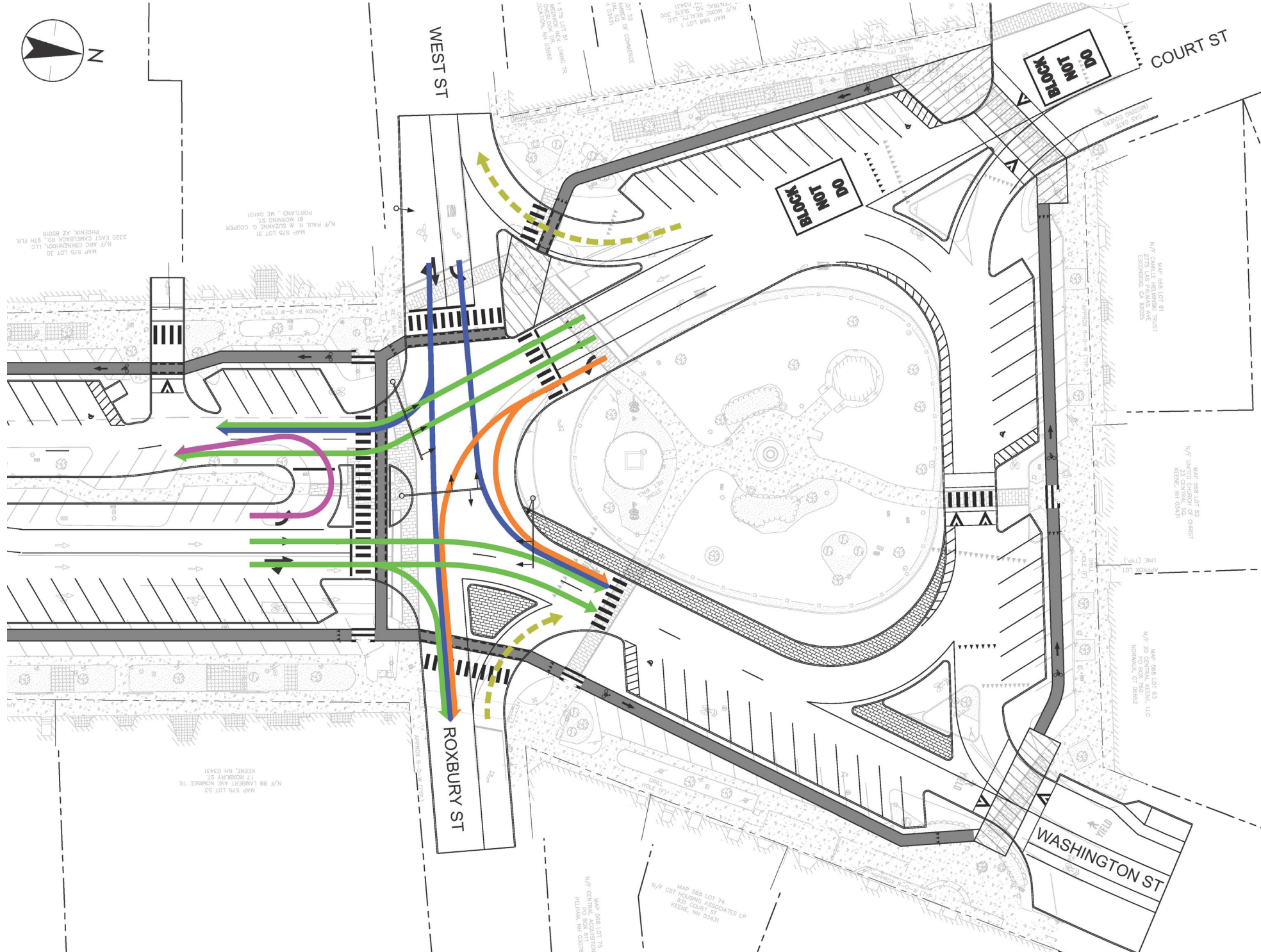


BASE ALTERNATIVE

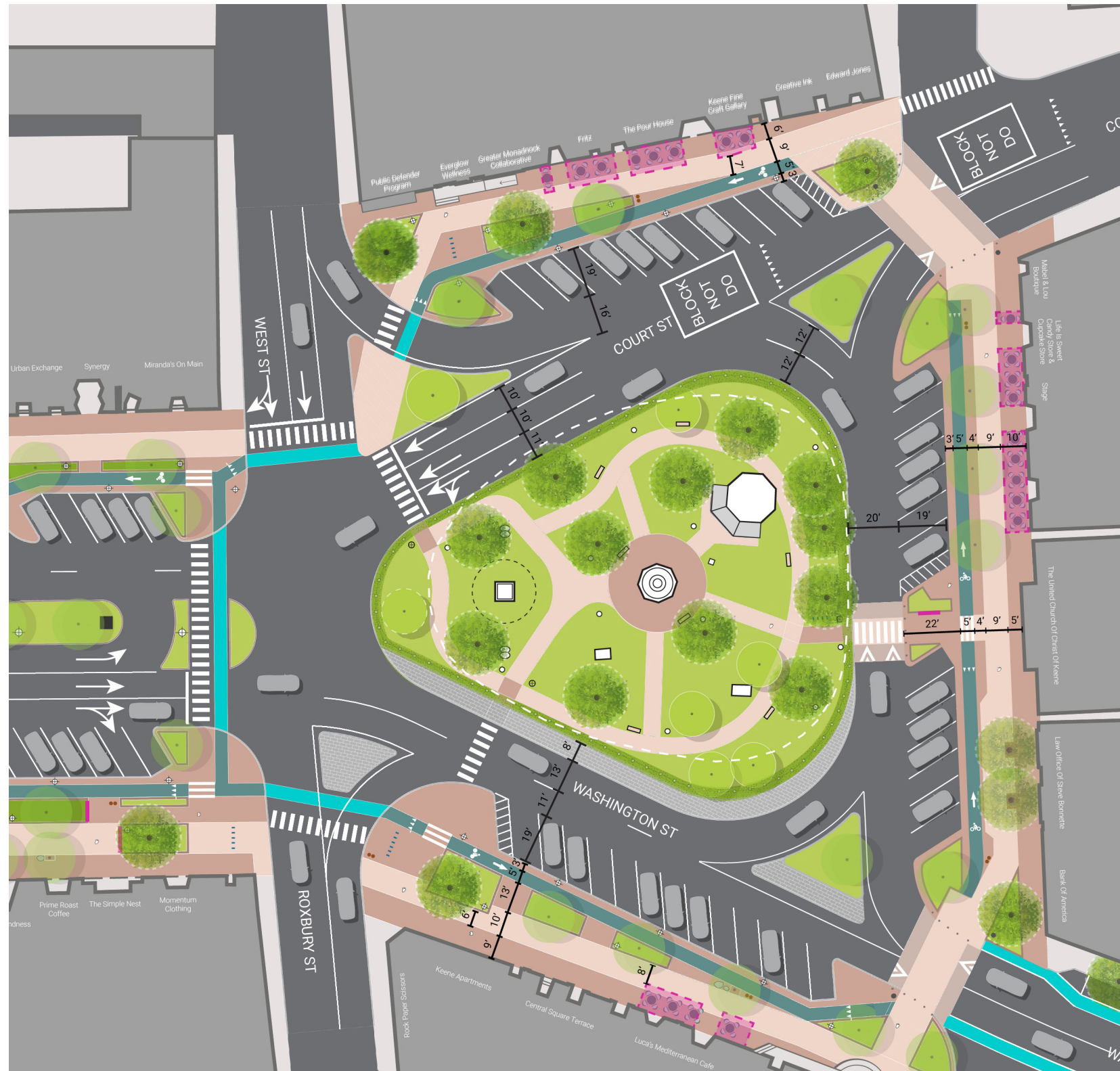


U-TURN ALTERNATIVE

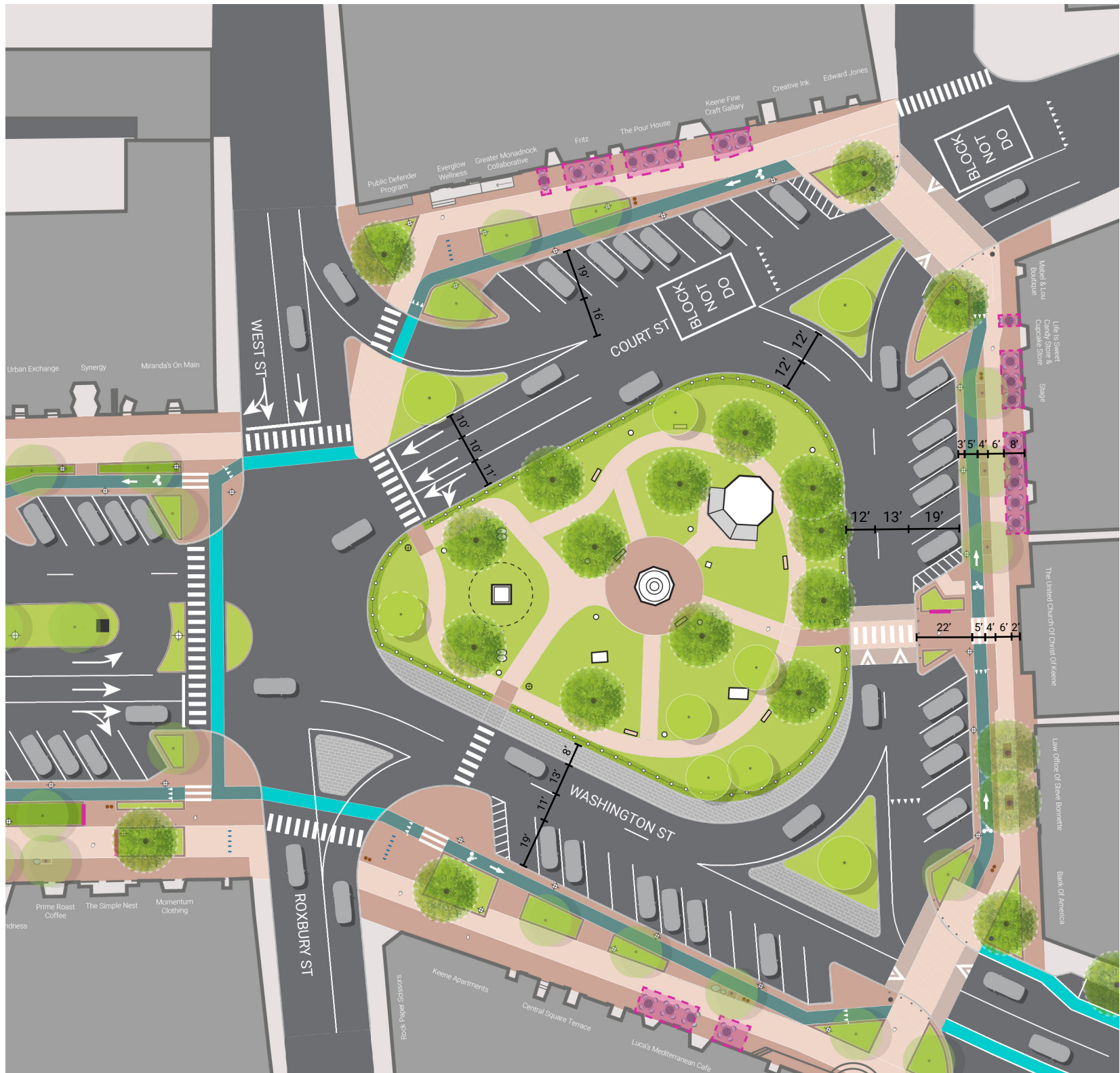
KEENE PHASE 2 | TRAFFIC/CIRCULATION SIGNAL PHASING - COUNCIL REQUEST



KEENE PHASE 2 | SIDEWALK/STREETSCAPE NORTH OF SQUARE

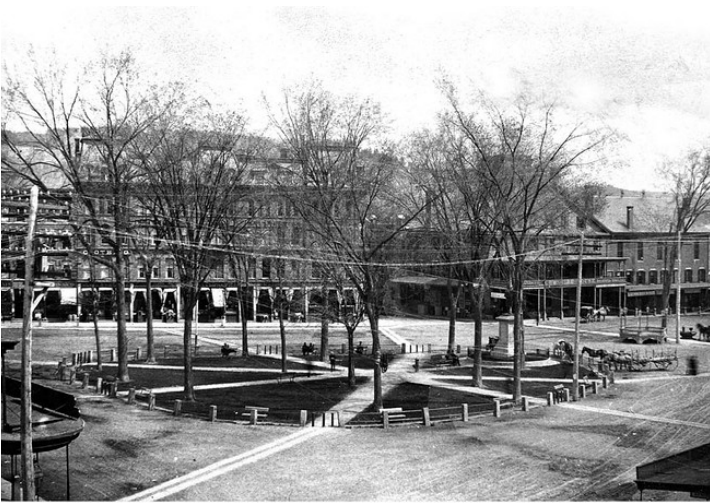
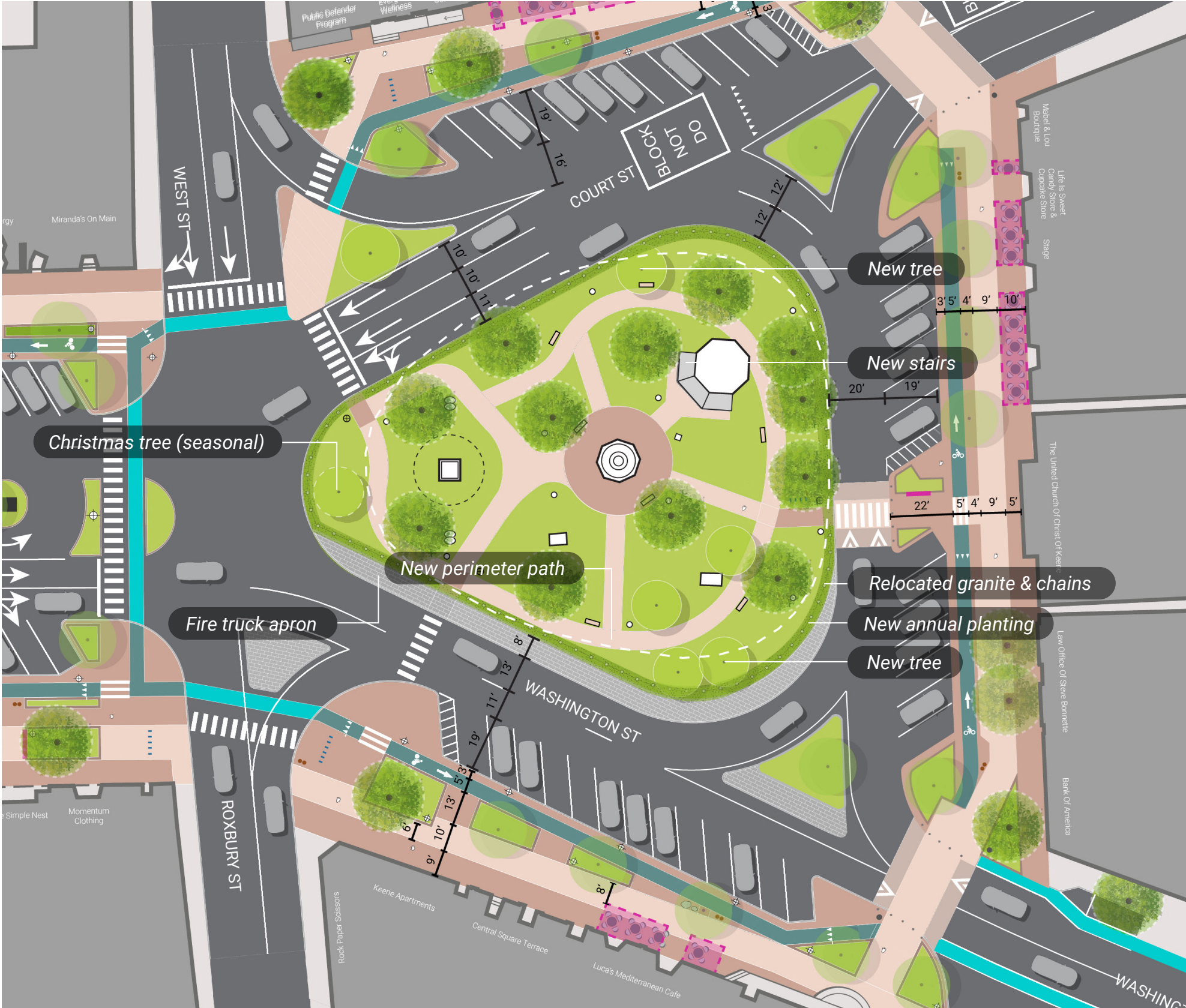


ONE LANE

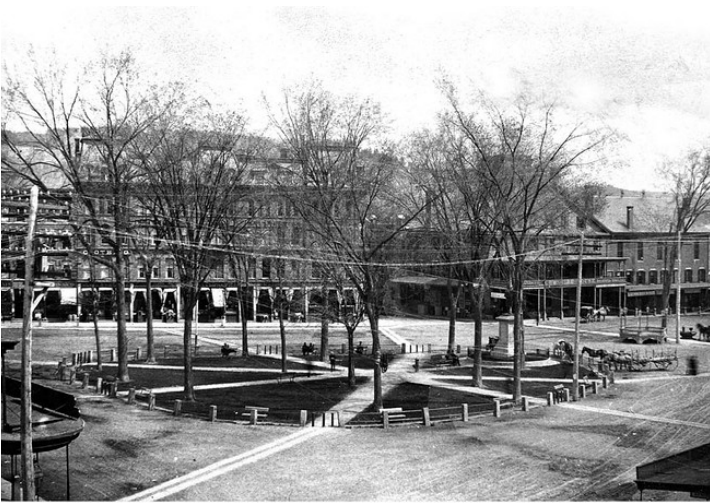
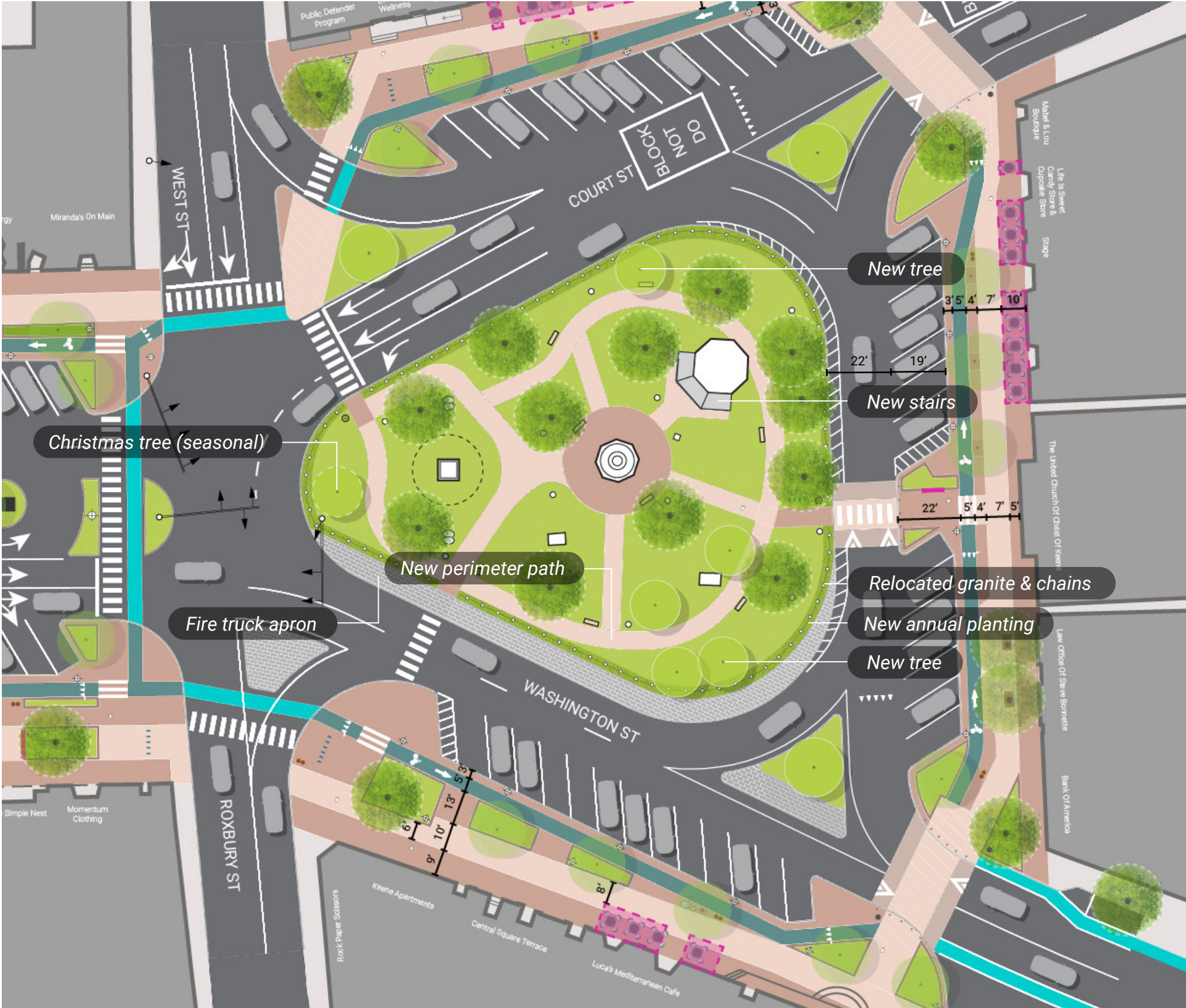


TWO LANES

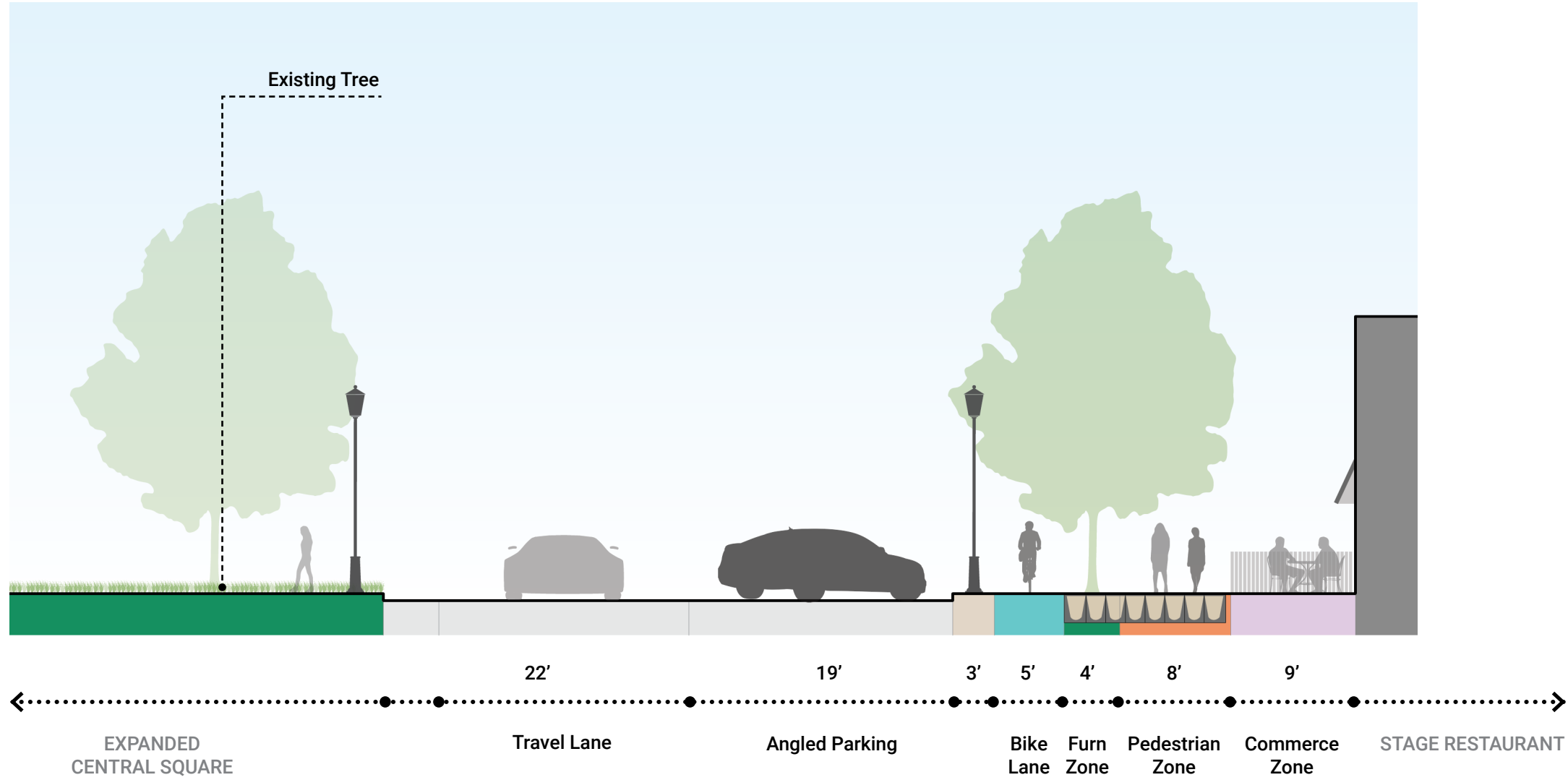
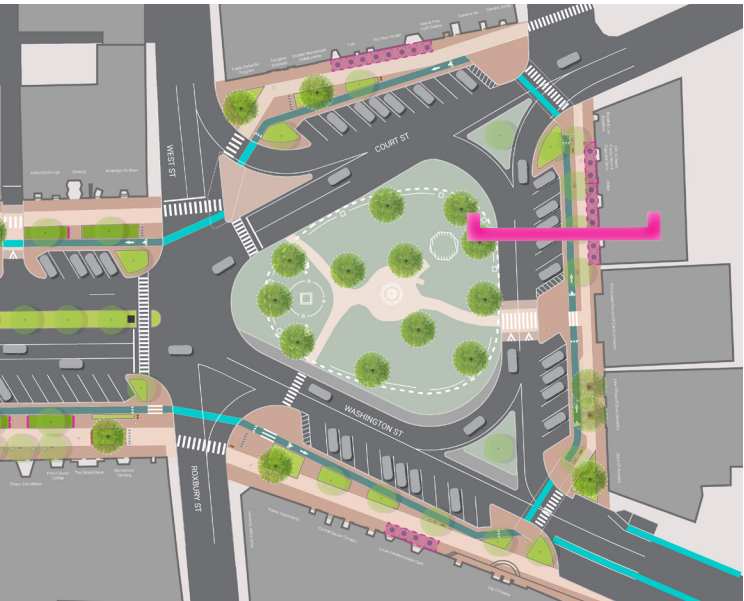
KEENE PHASE 2 | CENTRAL SQUARE COMMON
MSFI PREFERENCE



KEENE PHASE 2 | CENTRAL SQUARE COMMON
COUNCIL REQUEST



KEENE PHASE 2 | CENTRAL SQUARE COMMON
COUNCIL REQUEST



360 VISUALIZATION

CENTRAL SQUARE

Design Element	Staff/Design Team Recommendation	MSFI Preferences	City Council Consideration
• Left turn lane at Main St to Emerald St • Vehicle access to Lamson St • Left turn access from Main St to Railroad St	• Relocate crosswalk to south, no left turn lane • Recommended prohibiting vehicle access to Lamson St • Recommended prohibiting left turn access from Main St to Railroad St	• Preferred to provide left turn lane, relocate crosswalk to north side • Preferred prohibiting vehicle access to Lamson St and adding on-street parking • Preferred prohibiting left turn access from Main St to Railroad St	

Design Element	Staff/Design Team Recommendation	MSFI Preferences	City Council Consideration
• Shade structure / solar PV supported structure over parking spaces on Gilbo Ave • On-street parking at intersection of Main St/Gilbo Ave • Gateway structure at entrance to Gilbo Ave corridor	• Recommended maximum size structure over parking spaces for flexible use • Recommended eliminating 7 parking spaces on Gilbo Ave to maximize sidewalk flexible use space at Main St • Recommended gateway structure at entrance to Gilbo Ave corridor	• Preferred maximum size structure over parking spaces for flexible use • Preferred keeping parking spaces on Gilbo Ave at Main St • Preferred gateway structure at entrance to Gilbo Ave corridor	

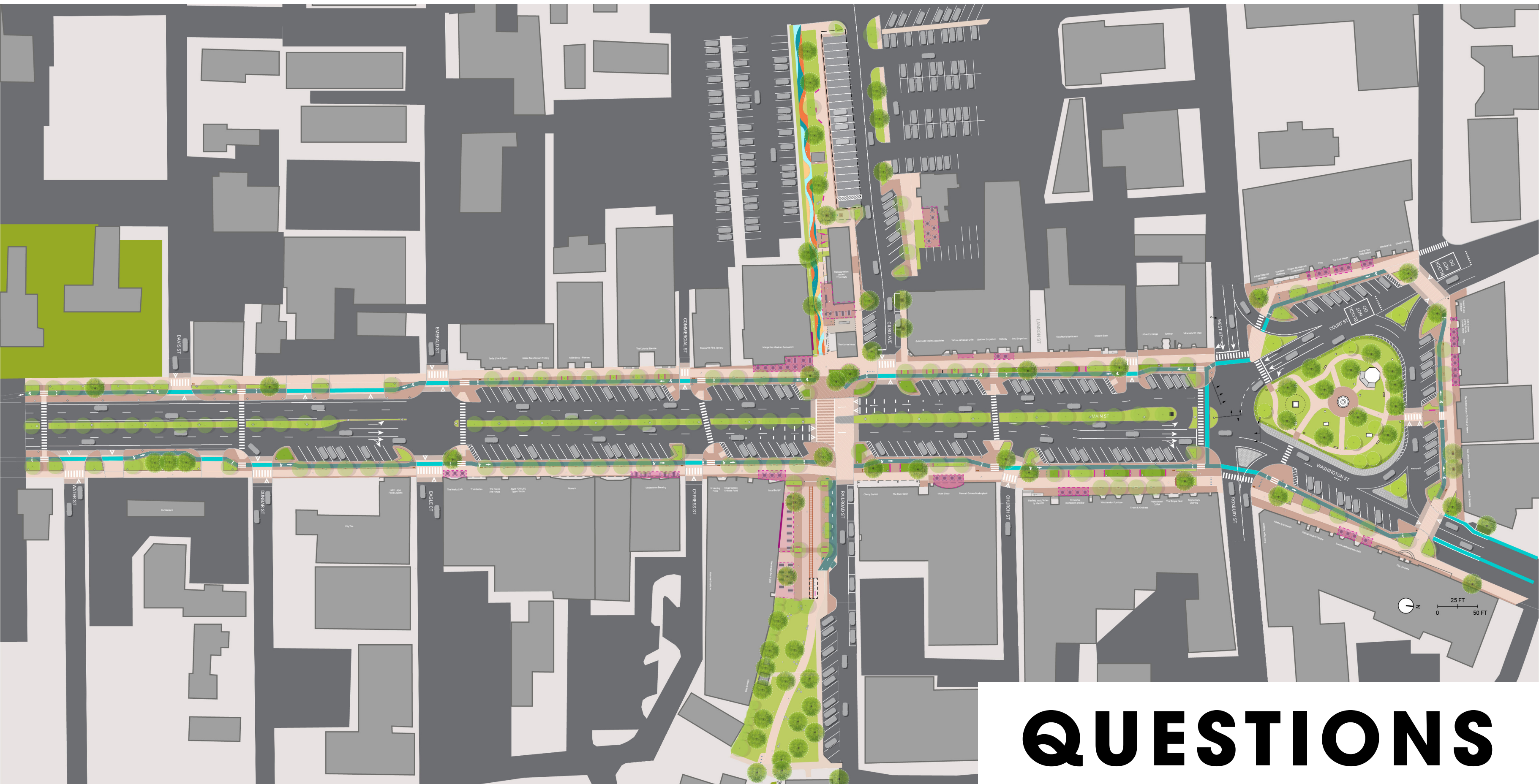
Design Element	Staff/Design Team Recommendation	MSFI Preferences	City Council Consideration
• Expansion of plaze space for public seating, lighting improvements, and gate-way arch to Cheshire Rail Trail • Railroad Square Design Options: 1-Minimal, 2-Max. Green Space, 3-Improving Connection to Square • Sustainable Green Infrastructure	• Recommended expansion of plaza space for public seating, catenary lighting improvements, and gateway arch in Cheshire Rail Trail • Recommended Option 3-Improving connections to Square including separation of shared path through plaza space and shade structure over parking on Railroad St • Recommended stormwater treatment and bioretention swales throughout down-town infrastructure	• Preferred expansion of pla-za space for public seating, catenary lighting improve-ments, and gateway arch in Cheshire Rail Trail • Preferred Option 3-Improving Connections to Square including separation of shared path through plaza space • Preferred maximizing sus-tainable stormwater strate-gies where best possible	

Design Element	Staff/Design Team Recommendation	MSFI Preferences	City Council Consideration
• Signal Phasing - maintain similar traffic operations from Central Sq to Main St • Main St U-turn Alternatives • 2 lane operation at North of Square between Washing St and Court St • 2 lane operation at North of Square ramp to SB lanes	• Recommended to provide 2 lanes (SB/LT) from Central Sq to Main St and 1 lane to West St • Recommended to not include U-turn movement from NB to SB Main St traffic • Recommended single-lane operation at the top of Central Square between Washington St and Court St • Recommended single-lane operation from North of Square to SB lanes	• Preferred to include 2 SB thru lanes and LT lane from Central Square to Main St and 1 lane to West St • Preferred to maintain similar U-turn movement • Preferred to maintain 2 lane operation at the top of Central Square between Washington St and Court St • Preferred multi-lane operation from North of Square to SB lanes	

Design Element	Staff/Design Team Recommendation	MSFI Preferences	City Council Consideration
• Raised crosswalk tables at North of Square, Washington St and Court St • Pedestrian flashing beacon signage at mid-blocks crosswalks • Central Square Common improvement options	• Recommended raised crosswalk tables at North of Square, Washington St and Court St • Recommended pedestrian flashing beacon signage at Washington St and Court St crosswalk only • Recommended Option 1 - Minimal improvements	• Preferred raised crosswalk tables at North of Square, Washington St and Court St • Preferred pedestrian flashing beacon signage at Washington St and Court St crosswalk only • Preferred Option 2 - Enhanced improvements to include perimeter path without brick paver connections	

THURSDAY, JULY 18TH
FINAL CITY COUNCIL VOTE





QUESTIONS